

DISCLAIMER

This document has been prepared for reference only and is not subject to consultation. Please refer to the Proposed Schedule of Main Modifications as the basis for any representations.

LONDON BOROUGH OF HILLINGDON

LOCAL PLAN PART 2

SITE ALLOCATIONS AND DESIGNATIONS

WITH MODIFICATIONS MARCH 2019

**Tracked changes version showing changes from the
Revised Proposed Submission Version 2015**

Main Modifications (for consultation)- Blue (new text) and ~~Red (deleted text)~~;

Minor Modifications (for information only) - Green (new text and deleted text)

Making representations

You are invited to comment on the changes to the Proposed Submission Site Allocations and Designations Document. This document, together with the Development Management Policies and the changes to the existing Policies Map forms part of the Local Plan Part 2. The publication period for the proposed changes to the Local Plan Part 2 begins on 26th October 2015 and ends on Tuesday 8th December 2015.

The Local Plan Part 2 documents are available to view on the Council's website at www.hillingdon.gov.uk/planning, at public libraries throughout the Borough and at Planning Information Services, Level 3, Civic Centre, Uxbridge (Monday to Friday 9.00am - 5.00pm).

Representations should be submitted to the Council on a representation form, which is available to download from the Council website, www.hillingdon.gov.uk/planning. Copies of the form can also be obtained from Planning Information Services at the Civic Centre and all Borough libraries. Alternatively, you can request a copy of the form by contacting the Planning Policy Team on 01895 250230 or by email at: localplan@hillingdon.gov.uk.

The representation forms can be submitted in the following ways:

- By email: localplan@hillingdon.gov.uk
- By post: Planning Policy Team, 3N/02, Residents Services, Civic Centre, High Street, Uxbridge, UB8 1UW.
- By fax: 01895 250 223 marking your response for the attention of the Planning Policy Team.

Please note that copies of representations will be made available on request for inspection at the Council offices. They cannot therefore be treated as confidential. All responses must be received by 5.00 pm on Tuesday 8th December 2015. The Council may not consider accept comments received after the end of the consultation period.

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1. Introduction

The Hillingdon Local Plan

1.1 The Hillingdon Local Plan: Part 1: Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen, where and how it will be achieved.

1.2 Whilst Hillingdon's Local Plan Part 1 includes broad policies for steering and shaping development, it does not set guidelines for decisions about planning applications or identify specific sites for development. As a Borough, Hillingdon is now moving to the next stage in the plan - making process, the preparation of the Local Plan Part 2.

1.3 The Local Plan Part 2 is made up of the Development Management Policies, this Site Allocations and Designations document and an Atlas of Changes to the existing Policies Map. Together with the Local Plan Part 1, these documents will make up the Local Plan for Hillingdon, replacing all saved policies of the Unitary Development Plan (September 2007).

Site Allocations and Designations

1.4 This Site Allocations and Designations document sets out sites for development to meet the Borough's needs to 2026, based on the level of growth and general locations set out in the Local Plan Part 1. The allocation of development sites forms part of a strategic approach to guiding and managing growth in the Borough. It promotes development and the flexible use of land, whilst allowing for general development principles, such as scale, access and quantum of development, to be agreed on strategic sites.

1.5 In addition, the Plan includes designations for areas of land or boundaries, which indicate where specific policies apply. The policies applicable to the land designations set out in this Plan can be found in the Development Management Policies document. Sections 4 to 7 of this Site Allocations and Designations Plan include cross references to the relevant policies set out in Development Management Policies document.

1.6 All site allocations and land designations are illustrated on the Hillingdon Policies Map. Once the Local Plan Part 2 is adopted, the site allocations and designations proposed in this document will be included in the updated Policies Map.

Structure of this document

1.7 The document is structured as follows:

- Chapter 2 sets out overall growth targets for Hillingdon, as identified in the Local Plan Part 1.

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- Chapter 3 identifies sites suitable for providing new homes in the Borough. Some sites will be developed exclusively for housing; others will bring forward new homes as part of mixed use schemes.
- Chapter 4 designates strategic and locally important employment sites to rebalance Hillingdon's economy and identifies specific locations for Hotel and Office Growth.
- Chapter 5 safeguards sites as Green Belt, Metropolitan Open Land or Green Chains and sites of importance for nature conservation.
- Chapter 6 identifies plans for key transport interchanges.
- Chapter 7 considers the need for community infrastructure and identifies a site to deliver a new school.
- Chapter 8 safeguards important mineral reserves and railheads in the Borough.

Site Selection

1.8 The Council undertook a 'Call for Sites' as part of its Regulation 18 consultation on the Local Plan Part 2 between 19th April and 31st May 2013. During this time, individuals had an opportunity to suggest land or buildings within Hillingdon for development or change to alternative uses. Proposed sites were assessed and subjected to environmental screening.

1.9 In addition to the Call for Sites, the Site Allocations and Designations document has identified sites from a range of different sources:

- **London Strategic Housing Land Availability Assessment (SHLAA)**
The SHLAA was undertaken by the Mayor of London to define Borough-wide housing targets in the London Plan and involved the identification of suitable sites for residential development. Sites identified by the SHLAA are examined in this document.
- **Hillingdon's Housing Trajectory:** Hillingdon's Housing Trajectory is updated each year by the Council as part of its Annual Monitoring Report to identify suitable sites for residential development to meet its London Plan housing target.
- **Employment Land Study (ELS) 2014:** The Council has completed an update to its 2009 Employment Land Study, which has formed the basis of the employment sites and policies in the Local Plan Part 2.
- **Green Belt Review:** The Council has undertaken a review to identify of small areas of land that no longer serve the purpose of including land in the Green Belt.
- **Sites of Importance for Nature Conservation (SINC) Review:** The Council has recently undertaken a review of proposed SINC's to inform the designations in chapter 5 of this document.

- **Supplementary Planning Documents (SPDs):** These documents provide detailed planning guidance on specific topics or geographical areas.
- **Review of sites with planning permission/prior approval:** The Council has reviewed its planning applications database to identify sites that meet the criteria for site allocation and have been subject to pre-application discussion, a planning application or prior approval.
- **Review of Council-owned land:** The Council has identified sites from its own land holdings that are intended for disposal, suitable for allocation and likely to come forward during the plan period.
- **Site nominations as result of Regulation 19 Consultation (September 2014 and November 2014):** Two sites have been included in response to representations received in response to this consultation.

Site Appraisal

1.10 National planning policy requires that sites allocated for development in a Local Plan must be deliverable over the lifetime of the Plan. In order to make a judgement as to whether or not a site is deliverable, the Council has carried out an assessment of whether or not sites are suitable, available and achievable, including whether sites are economically viable.

1.11 In accordance with the National Planning Policy Guidance, this assessment has taken account of the following factors:

- The development plan, emerging plan policy and national policy;
- Market and industry requirements in the Hillingdon Housing Market Area
- Physical and environmental constraints of allocation sites, such as access, infrastructure, ground conditions, flood risk, pollution, contamination;
- Potential impacts on the landscape, heritage features and nature conservation;
- Appropriateness and likely market attractiveness for the type of development proposed;
- Contribution to regeneration priority areas;
- Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

1.12 To assess site availability, the Council has sought to confirm that

- There are no legal or ownership problems;

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- The site has a willing landowner¹; and
- The site does not have a planning background of unimplemented permissions

1.13 Thirdly, the Council has come to a view on whether or not the sites are achievable by considering site viability. This involved considering whether or not the sites identified in the Plan are subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

1.14 Finally, where constraints have been identified through the assessment of site suitability, site availability and site achievability, consideration has been given to how these could be overcome.

1.15 Many of the sites identified for delivery in the earlier years of the Plan are already subject to planning permission for residential development. Whilst potential constraints have been identified, these issues have been largely addressed through the development management process. The presence of constraints on sites with planning permission is therefore unlikely to affect overall deliverability.

1.16 Measures to address constraints affecting sites that do not have planning permission included discussion with key stakeholders, the implementation/discharge of a suitable planning condition, further assessment work and the development of a suitable mitigation strategy. In some cases, the timescale for delivery and/or the proposed number of units has been adjusted to take account of these factors. It is considered that all sites allocated are deliverable and developable in accordance with the NPPF.

Consultation

1.17 Consultation with stakeholders, local communities and statutory bodies underpins the preparation of this Site Allocations and Designations document. The Council sought views at a number of stages of plan preparation:

- Regulation 18: Issues and Options consultation (April 2013 - May 2013)
- Regulation 19: Pre-submission consultation (September 2014 - November 2014)
- Regulation 19: Second Pre-submission consultation (current consultation)

1.18 A substantial amount of responses were received that have helped to shape the document.

Sustainability Appraisal

1.19 In preparing this Plan, the Council has tested the site allocations and land designations through the sustainability appraisal process. This has provided the Council with an understanding of the environmental, social and economic effects of the site allocations and has served as an important tool in

¹ This will often mean that the land is controlled by a developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell.

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identifying appropriate mitigation measures that have been included into policies as necessary.

Monitoring

1.20 Each year the Council produces an Authorities' Monitoring Report. The Site Allocations and Designations document will be monitored to assess whether development takes place in accordance with the site allocation policies set out in this document and how the policies of this Plan contribute to achieving the objectives of the Local Plan Part 1.

2. A Vision for Hillingdon

2.1 Hillingdon's Local Plan Part 1 sets a vision of how Hillingdon will look in 2026 and identifies broad areas of the Borough for housing and employment growth over the 15 year period from 2011. The seven point vision for Hillingdon identified in the Local Plan Part 1 is as follows:

Hillingdon continues to prosper through the implementation of the following seven point vision:

- **Hillingdon is taking full advantage of its distinctive strengths with regard to its places, communities and heritage**
- **The social and economic inequality gaps in Hillingdon are being closed**
- **Improved environment and infrastructure is supporting healthier living and helping the Borough to mitigate and adapt to climate change**
- **Economic growth has been concentrated in Uxbridge, Heathrow and the Hayes/West Drayton Corridor, without ignoring local centres**
- **Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents**
- **Hillingdon has a reliable network of north/south public transport routes and improved public transport interchanges**
- **Hillingdon has continued to prosper from the presence of Heathrow**

Growth in Hillingdon

2.2 The Local Plan Part 1 sets growth figures that inform the sites allocated in this document. Table 2.1 summarises growth that is expected to take place and the following paragraphs provide an analysis of key growth areas in the Borough. The Council will commence an early review of the Local Plan Part 1 with a view to having a revised document in place in advance of 2026, to take account of population increases and the demands that this places on land use planning across the borough.

Growth in Hillingdon

Table 2.1: Local Plan Part 1 Growth 2011 - 2026

Proposed Growth During the Plan Period	Growth Figure
Total new jobs	9,000 -11,000
Total new homes	6,375 ²
New office based jobs	6,400
Proposed new jobs in the Heathrow Opportunity Area	A proportion of 9,000 – 11,000
New jobs in RAF Uxbridge town centre extension	Estimated 1,160 permanent direct jobs (175 indirect)
New homes at RAF Uxbridge	1,340
Additional hotel bedrooms	3,800-5,600
New retail floorspace in Uxbridge	18,855 sqm

Uxbridge

2.3 The status of Uxbridge as a Metropolitan Centre will be strengthened through its promotion as a key location for office and hotel development. The town centre supports 100,000 sqm of retail floorspace and the growth of retail, leisure and employment uses will be encouraged. Hillingdon's Retail Study (2006) identifies scope to provide an additional 18,855 sqm of net of comparison goods floorspace between 2011 and 2026.

2.4 Uxbridge Town Centre will be expanded to include the office component of the North Uxbridge Industrial Estate and act as a focus for hotel and office growth. St Andrews Park is identified for high quality residential-led mixed use development, accommodating up to 1,600 homes, around 14,000 sqm of office space and a 90 bed hotel. Overall, the site is expected to deliver approximately 1,160 permanent jobs.

2.5 The Uxbridge industrial estates are strategic employment areas that will be protected from release for other uses. Transportation improvements are key to ensuring the future success of Uxbridge as a Metropolitan Centre. Therefore an enhanced transport interchange is proposed.

Heathrow Airport

2.6 The role of Heathrow Airport as a key employment area will be strengthened, whilst ensuring that only airport-related development will be located within its boundary. The Council's aim is to maximise the economic benefits of Heathrow whilst mitigating the negative environmental and social impacts. Airport related uses will not be permitted outside of the designated Heathrow Airport boundary.

² Please refer to paragraphs 3.2 and 3.3 for an explanation of changes to the overall housing target that has come into effect since the Local Plan Part 1 was adopted.

Heathrow Opportunity Area

2.7 The Heathrow Opportunity Area (OA) includes part of LB Hounslow and Hillingdon. It is anticipated to accommodate around 12,000 new jobs and a minimum of 9,000 new homes. Whilst the London Plan provides an indicative land area of 700 ha, the specific boundaries of Heathrow Opportunity Area must be identified and further capacity testing is required by Hillingdon and Hounslow to establish what proportion of jobs and new homes in the Opportunity Area will be provided by each Borough. This process will be undertaken through the production of an Opportunity Areas Planning Framework, in conjunction with the Mayor of London. Therefore, the Heathrow Opportunity Area is not designated in this Site Allocations and Designations Document.

2.8 Heathrow Airport is a major source of emissions in the Borough and the growth of employment and housing in this area will need to be carefully managed so it does not have a detrimental impact on climate change initiatives. The airport falls within the proposed Stanwell Cursus Archaeological Priority Area and Heathrow Archaeological Priority Zone.

Hayes/West Drayton

2.9 The Hayes and West Drayton corridor will be a key location for employment growth in the Borough. While traditional manufacturing has declined, the logistics and distribution sector has strengthened and the area contains a good mix of units to accommodate a variety of businesses.

2.10 Stockley Park will continue to be a strategic employment site that could contribute a significant proportion of the new employment proposed as part of the Heathrow Opportunity Area. The park will need to deliver sustainable transportation opportunities alongside any further growth. The area contains a number of locally significant employment sites with potential for growth which will be protected from release to other uses.

2.12 Crossrail will be a catalyst for growth and regeneration in the corridor, particularly around Hayes Town Centre where the station will be modernised as a public transport interchange.

Hayes Housing Zone

2.13 Housing Zones were introduced by the Mayor's Housing Strategy to speed up the number of homes being built across the capital, in areas with high development potential. They offer a range of measures to meet this objective including planning support, assistance with land assembly, infrastructure funding and support with land remediation.

2.14 The Hayes Housing Zone is expected to deliver a significant proportion of the Council's housing requirement and includes many of the sites identified in this plan, particularly those in the wards of Botwell and Townfield.

3. Identifying sites for new homes

3.1 This chapter identifies suitable developable sites for new housing. It has been prepared in the context of Policy H1 of the Local Plan Part 1, which states that:

The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD.

3.2 The Spatial Development Strategy For London Consolidated With Alterations Since 2011 (hereafter referred to as the London Plan) was published in March 2015 and increases Hillingdon's target to 5,590 dwellings, for the ten year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum of 8,385 dwellings over the plan period and an annual monitoring target of 559 dwellings.

3.3 Whilst the Local Plan Part 2 has been prepared within the framework of the Local Plan Part 1, this Site Allocations and Designations document identifies development sites for new housing and mixed used development with sufficient capacity to meet the increased housing target.

3.4 In accordance with guidance in the London Plan, it identifies specific sites to meet housing delivery targets in the short term (2011-2016), medium term (2016-2021) and long term (2021-2026).

Quantum of development on allocation sites

3.5 Where sites do not have planning permission, a range of factors have been taken into account to calculate the number of residential units that are expected to come forward from sites in this document. A key consideration is the density of development, which is measured as the number of units or the number of habitable rooms per hectare. In accordance with guidance in policy 3.4 and Table 3.2 of the London Plan, higher densities have been applied to sites with greater access to public transport. In some cases site-specific policies note that development should be undertaken in accordance with an extant planning consent. Any subsequent proposals that come forward for these sites will be assessed against the provisions of national planning guidance and relevant policies in the development plan.

3.6 In addition to London Plan density guidance, site-specific circumstances and the character of surrounding development will influence the number of units that are likely to be appropriate on allocation sites. These

New Homes

issues and the need to achieve high quality design will be particularly significant for sites that are in or located adjacent to designated areas, such as Conservation Areas. The development potential of allocated sites is therefore considered to be a balance between achieving optimum density in accordance with the London Plan and local circumstances. Achieving this balance may mean that development density is not always maximised. The net completion figures for sites allocated for residential development that do not have planning permission are provided as a baseline, to guide future planning applications and to demonstrate the number of units that could be accommodated. As and when these sites come forward, it is recognised that the final number of units will be determined by a design led process.

Other relevant plans and policies

3.7 The overall quantum of development has also been guided policy considerations that relate to the site. Development on sites allocated for future development is expected to meet the provisions of all relevant policies in the development plan for Hillingdon. For clarity, the development plan comprises the Local Plan Part 1: Strategic Policies 2012 and the London Plan.

Phasing

3.8 The Council has assessed the sites in the evidence base to identify the 'ready to go' sites that can reasonably be expected to come forward in years 1-5 years of the Plan, those that are more likely to be delivered in years 5 – 10 and sites that are likely to be delivered in the long-term, years 10-15. The following factors have been taken into account in this assessment:

- Is there an existing planning permission for the scheme?
- Have there been pre-application discussions regarding the redevelopment of a particular site?
- Estimated time for a site to progress through the planning and construction process.
- Are there long term leases associated with the site?
- Other site specific constraints identified through the deliverability assessment, e.g. ownership issues, contamination or existing historic assets

3.9 The National Planning Policy Framework (NPPF) requires local authorities to maintain a 5 year supply of specific, deliverable housing sites at all times during the plan period. Hillingdon's current supply of specific, deliverable sites is set out in this Site Allocations and Designations document. As the plan period progresses, the Council's 5 year supply of housing sites will be annually updated in the Assessment of Housing Land Supply that is published on the Council's website and takes account of new planning permissions granted and completed development.

New Homes

3.10 Although the NPPF requires local authorities to identify only broad locations for growth for years 6-10 and, where possible, for years 11-15, this Site Allocations and Designations document identifies specific deliverable development sites for years 6-10 and years 11-15. Given the complexities of the London land market, however, there is a significantly greater certainty of site deliverability for those sites identified for delivery in years 1-5 and years 6-10 than those likely to come forward in years 11-15. Therefore, the Plan will be reviewed in advance of 2021.

Completed Sites

3.11 The Council's Annual Monitoring Reports indicate that since April 2011, 3,015 residential units have been completed in the Borough. This breaks down by financial year as follows:

2011/12: 996 units

2012/13: 1,467 units

2013/14: 554 units

~~3.12 Taking account of residential units already completed since the start of the plan period, the Council is required to deliver an average 414 units per annum to meet the London Plan target up to 2026. The following tables identify key sites that have been completed or partially completed since 2011 and have already contributed to achieving the Council's housing target of 8,385 units over the plan period.~~

~~Table 3.1: Completed Sites~~

Completed sites		
Site	Ward	Planning permission
Hayes Sports Stadium, Judge Heath Lane, Hayes	Botwell	49996/APP/2008/3561
70 Wood End Green Road, Hayes	Botwell	5791/APP/2012/408
Initial House, Field End Road	Cavendish	SoS Decision APP/R5510/A/12/2183271, LBH Ref: 25760/APP/2010/2410
Pembroke Park – former RAF Eastcote	Eastcote and East Ruislip	10189/APP/2007/2463
Former Reindeer Public House, Maxwell Road	Northwood	18958/APP/2010/2210
103, 105 and 107 Ducks Hill Road	Northwood	64345/APP/2010/2782

New Homes		
117 Pinner Road, Northwood	Northwood Hills	12055/APP/2006/2510
Land at Hayes and Harlington Conservative Club, 141 Church Road	Townfield	56805/APP/2011/2451
Hayes Football Club, Church Road, Hayes	Townfield	4327/APP/2009/2737

Completed sites		
Site	Ward	Planning permission
Honeycroft Day Centre	Uxbridge North	6046/APP/2010/2679
Daganham Motors	Uxbridge South	188/APP/2008/3309
South Ruislip Library, Victoria Road	South Ruislip	67080/APP/2010/1419
Former RAF West Ruislip	West Ruislip	38402/APP/2007/1072
Bury Street	West Ruislip	6157/APP/2009/2069
Lyon Court and 28 – 30 Pembroke Road, Ruislip	West Ruislip	66985/APP/2011/3049
Trout Road	Yiewsley	60929/APP/2007/3744

~~3.13 At the time of writing, the sites set out in Table 3.2 are substantially completed or are expected to be completed shortly after the adoption of the Plan. As such they are not allocated for future development.~~

Table 3.2 Partially Completed Sites

Partially Completed Sites		
Site	Ward	Planning permission
Pronto Industrial Estate	Botwell	4404/APP/2008/3558
Packet Boat House	Brunel	20545/APP/2005/436
Norwich Union House	Uxbridge North	8218/APP/2014/3542

3.124 Table 3.3 identifies allocated sites that are expected to be delivered during the plan period to meet Hillingdon's housing target.

New Homes

Table 3.3: Proposed Site Allocations

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
SA 1 Enterprise House, Hayes	Botwell	None Office/ Residential Mixed Use	96	0	96 48	0 48
SA 2 The Old Vinyl Factory and Gatefold Building	Botwell	Residential-led mixed use	642 694	660	504 588	75 106
SA 3 Eastern end of Blyth Road, Hayes	Botwell	Residential-led mixed use (Site A)	273	800	493 180	0 93
<u>New Site SA 3A Crown Trading Estate</u>	<u>Botwell</u>	<u>None</u>	<u>197</u>	<u>0</u>	<u>0</u>	<u>197</u>
SA 4 25 - 39 Fairview Business Centre	Botwell	None	119 260	0	72 0	47 260
SA 5 Land to the south of railway including Nestle	Botwell	None	707 1,800	0	0	707 1,800
SA 6 Golden Cross Public House	Botwell	Residential	23	0	23	0
SA 7 Union House, Hayes	Botwell	Residential	46	0	46	0
SA 8 Olympic House, 1 a Grove Lane	Brunel	Residential	9	90	09	0
SA 9 Audit House and Bellway House, Eastcote	Cavendish	Residential	34 47	34 12	035	0
SA 10 269-285 Field End Road, Eastcote	Cavendish	None	23	0	0	23
SA 11 Charles Wilson Engineers,	Charville	None	34-43	0	0	34-43

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
Uxbridge Road						
SA 12 Former Allotments and Melrose Close Car Park, Burns Close	Charville Barnhill	None	83	0	83 0	83 0
SA 13 Royal Quay, Summerhouse Lane	Harefield	Residential	87	0	87	0
SA 14 Master Brewer, and Hillingdon Circus, Hillingdon	Hillingdon East	None Retail/ Residential Mixed Use	250-330 390	0	250-330 0	0 390
SA 15 Royal Mail Sorting Office, Park Way, Ruislip Manor	Manor	None	22	0	0	22
SA 16 Northwood Station, Green Lane	Northwood	None	To be determined by design	TBC 0	TBC 0	TBC To be determined by design
SA16A 36-40 Rickmansworth Road, Northwood	Northwood	Residential	21	0	21	0
SA 17 42 - 46 Ducks Hill Road, Northwood	Northwood	Residential	7	7	0	0
SA 18 West End Road, South Ruislip	South Ruislip	None	30-44	0	0	30-44
SA 19 Braintree Road, South Ruislip	South Ruislip	Mixed use	132 163	44 0	88 163	0
SA 20 Bourne Court, South Ruislip	South Ruislip	None	49 69	0	49 35	0 34

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
SA 21 Eagle House, The Runway, South Ruislip	South Ruislip	Residential	24	0	24	0
SA 22 Chailey Industrial Estate, Pump Lane, Hayes	Townfield	None	198 ± additional capacity on Site B to be determined by design.	0	198 0	198 ± Additional capacity on Site B to be determined by design.
SA 23 Silverdale Road/Western View, Hayes	Townfield	None	441 363	0	0 82	441 281
SA 24 Benlow Works	Townfield	None	To be determined by design 36	TBC 0	TBC 0	36
SA 25 297 - 299 Long Lane, Hillingdon	Uxbridge North	None	15-25 33	0	15-25 0	0 33
SA 26 High Street/ Bakers Road, Uxbridge	Uxbridge North	None	To be determined by design	TBC	TBC	TBC
SA 27 St Andrews Park-Annington Homes	Uxbridge North	None	120 330	0	0	120 330
SA 28 St Andrews Park, Uxbridge	Uxbridge North	Mixed use development	1,340	232 260	944 777	164 303
SA 29 Cape Boards, Iver Lane, Cowley	Uxbridge South	None	315	0	0	315
SA 30 Grand Union Park, Packet Boat Lane	Uxbridge South	Residential	110-190 251	110-190 0	0 251	0
SA 31 Fassnidge Memorial Hall, Uxbridge	Uxbridge South	Residential	48 80	0	48 80	0

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
New Site SA 31A Waterloo Wharf, Uxbridge	Uxbridge South	Residential	52	0	52	0
New Site SA 31B Randalls Building, Uxbridge	Uxbridge South	Mixed Use	58	0	29	29
SA 32 Former NATS Site, Porters Way, West Drayton	West Drayton	Phased Mixed use	775	626 571	149 204	0
SA 33 Kitchener House, Yiewsley	West Drayton	Residential	23	23	0	0
SA 34 The Blues Bar, Yiewsley	West Drayton	Residential-led mixed use	38	38	0	0
New Site SA 34A Former West Drayton Police Station.	West Drayton	Residential	53	0	53	0
New Site SA 34B Former British Royal Legion Building, Station Road	West Drayton	Residential	13	0	13	0
SA 35 Former Vehicle Testing Station, Cygnet Road, Hayes	Yeading	None	84-92	0	0	84-92
SA 36 Hayes Bridge, Uxbridge Road	Yeading	None	40	0	0	40
SA 37 Former Coal Depot, Tavistock Road	Yiewsley	None	168 - 189	0	0	168 - 189
SA 38 Padcroft Works, Tavistock Road	Yiewsley	Mixed Use Development	308 415 + an additional number of units on Site C to be agreed	0	308 210	205 + an additional number of units on Sites B and C to be

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
			<u>by design</u>			<u>agreed by design</u>
SA 39 Trout Road, Yiewsley	Yiewsley	None <u>Residential-led mixed use</u>	143 <u>217</u>	0	<u>144</u>	0 <u>73</u>
<u>New Site SA 39A Land to the rear of 2-24 Horton Road</u>	<u>Yiewsley</u>	<u>Residential-led mixed use</u>	<u>86</u>	<u>0</u>	<u>43</u>	<u>43</u>
SA 40 26 - 36 Horton Road, Yiewsley	Yiewsley	Residential	50	0	50	0
SA 41 21 High Street, Yiewsley	Yiewsley	Residential-led mixed use	51	0	51	0
TOTAL EXPECTED COMPLETIONS (UNITS)			6657-6879 <u>9392-9454</u>	1,269 1,349 <u>873</u>	3,418 3,508 <u>3,261</u>	1,970 2,022 <u>5258-5320</u>

Windfall Sites

3.136 The NPPF notes that local authorities can make an allowance for windfall sites in the five year supply, if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. In this context, windfall sites are defined as sites that have not been identified as available in the Local Plan process.

3.47 A key component of Hillingdon's London Plan housing monitoring target is an allowance for 'small sites' under 0.25 hectares in size. The most recent evidence produced by the Mayor indicates that an average of 174 units per annum have been delivered in Hillingdon from sites of this size. It is reasonable to assume that this figure provides a sound basis for a windfall allowance. Therefore, in the first 5 years of the plan, the Council expects 870 units to be delivered from windfall sites.

Gypsy and Traveller Pitch Provision

3.158 Policy H3 in Part 1 of the Hillingdon Local Plan provides criteria for the identification of new traveller sites. In addition, it makes reference to the Government's Planning Policy for Traveller Sites, which places emphasis on collaborative working between local authorities to assess the needs of

New Homes

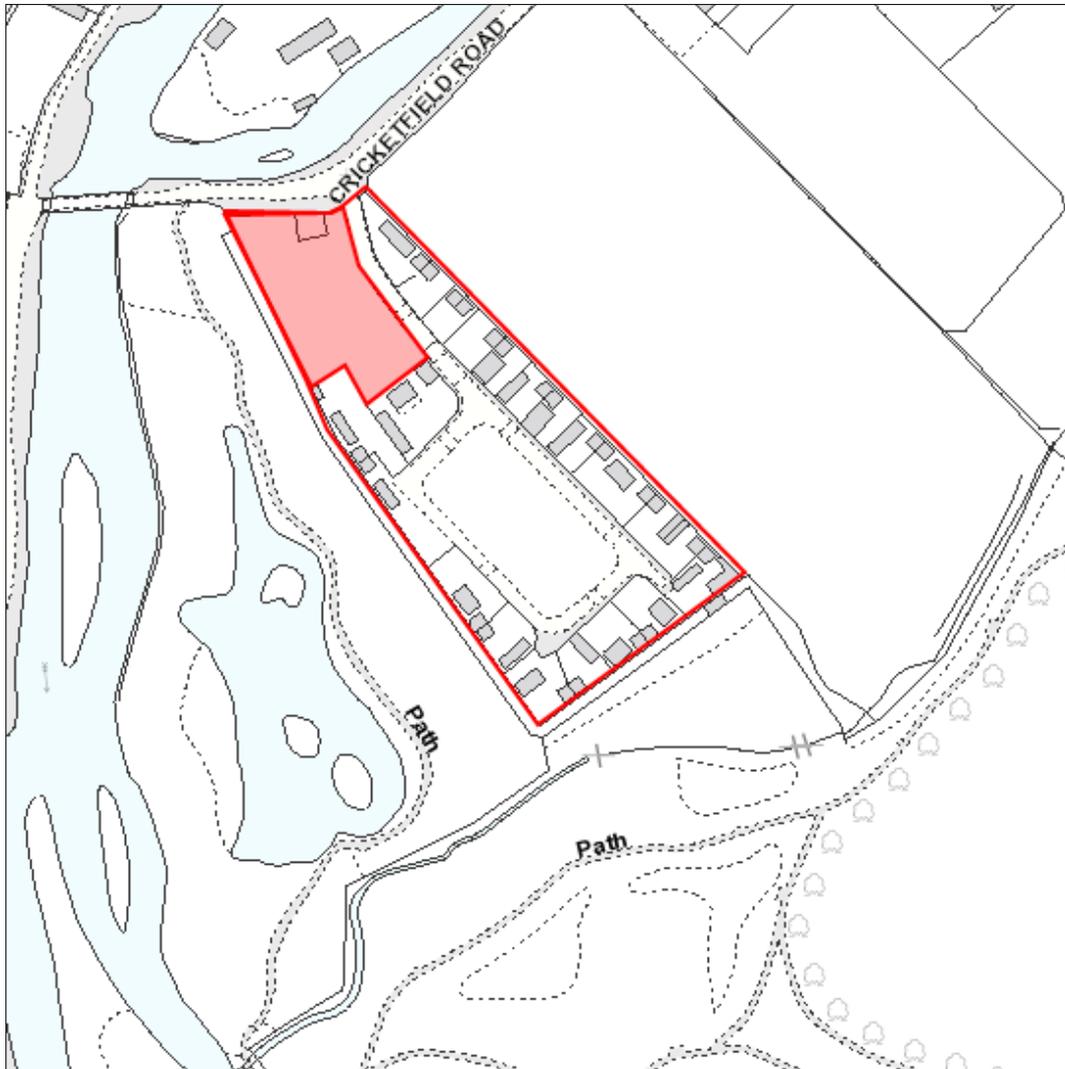
travellers and identifying a supply of deliverable sites. Part 1 of the Plan also states at paragraph 6.37 that the Council will seek to meet this aspect of the guidance through its Local Plan: Part 2 Site Specific Allocations, balancing the requirement for additional pitch provision with the availability of suitable sites.

3.169 ~~The Council is currently best placed to assess the needs of gypsies and traveller groups through new pitch provision, protection or enhancement of existing pitches, or by other means in line with the London Plan. The Council has recently completed an updated Gypsy and Traveller and Travelling Show-people Accommodation Assessment to reflect the requirements of the Government's Planning Policy for Traveller Sites, issued in August 2015. The study identifies a need for two additional pitches for travellers during the Local Plan period. These pitches will be provided at the Council-owned Colne Park site, as shown on Map A.~~

3.1720 ~~There have been a number of estimates for traveller need in the Borough undertaken as part of the production of the 2008 London-wide Gypsy and Traveller Accommodation Needs Assessment (GTANA) and the 2011 London Plan. The Council has recently completed its own Gypsy and Traveller Accommodation Needs Assessment. This concluded that there is a need for additional 3 - 4 pitches in the Borough over the plan period. The Council is of the view that these pitches could be accommodated at the existing Colne Park site, as shown on Map A. New proposals for Gypsy and Traveller pitches will be assessed against the provisions of policy DMH 9 in the Development Management Policies document.~~

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Map A: Extension Area within Existing Colne Park Site

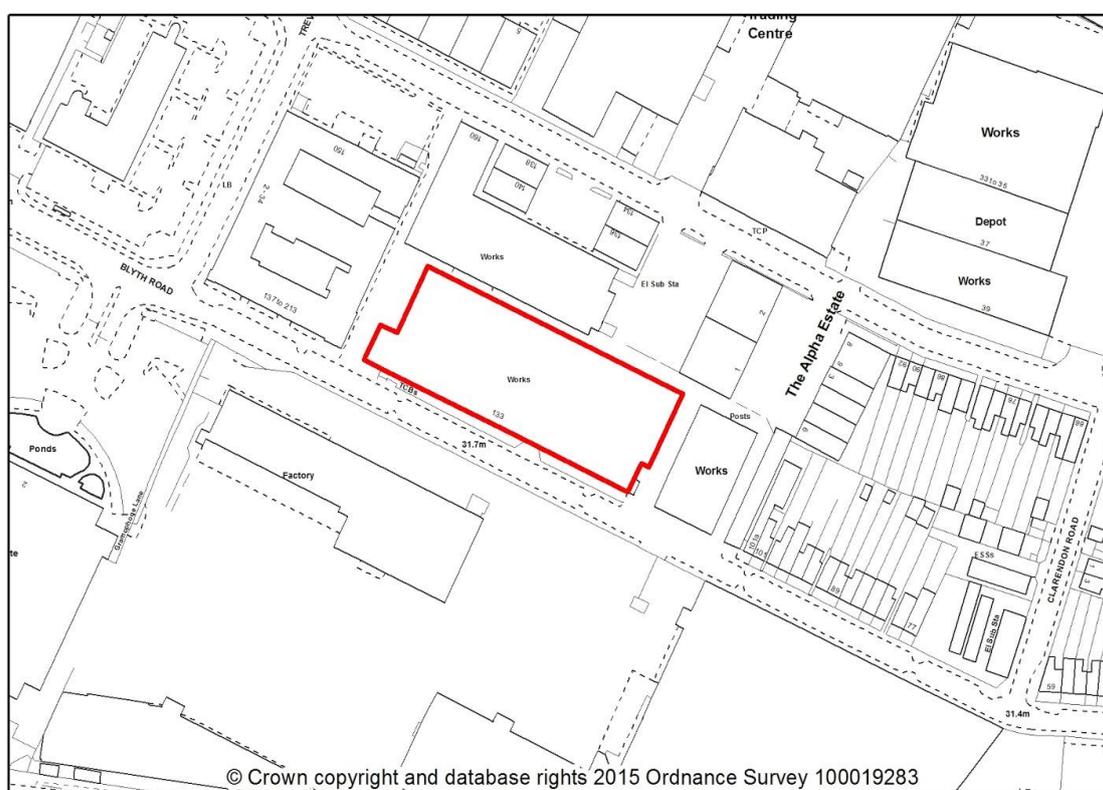


New Homes

Enterprise House, Hayes

Enterprise House is located in the Botwell Thorn EMI Conservation Area and dates from 1912, when it was constructed for the Gramophone Company. Originally known as The Machine Factory the building was used for the construction of gramophones. It comprises the original 1912 structure and a later addition of similar design to the east, which dates from circa 1927.

Enterprise House is a Grade II Listed structure that has been neglected in recent years and was listed in the English Heritage Assets at Risk Register in 2013. It is not, however, considered to be in such poor condition as to warrant action from the Council at present. Any redevelopment proposals should be discussed with the Council in advance of the submission of a planning application, to ensure the significance of the building is addressed.



POLICY SA 1: Enterprise House, Hayes

In accordance with the approved planning permission (ref: 11623/APP/2013/3592) the Council will support the development residential-led mixed use development with commercial uses at ground floor level on this site.

Site Information

Site name	Enterprise House, Hayes
Ward	Botwell
Location	Blyth Road, Hayes

New Homes

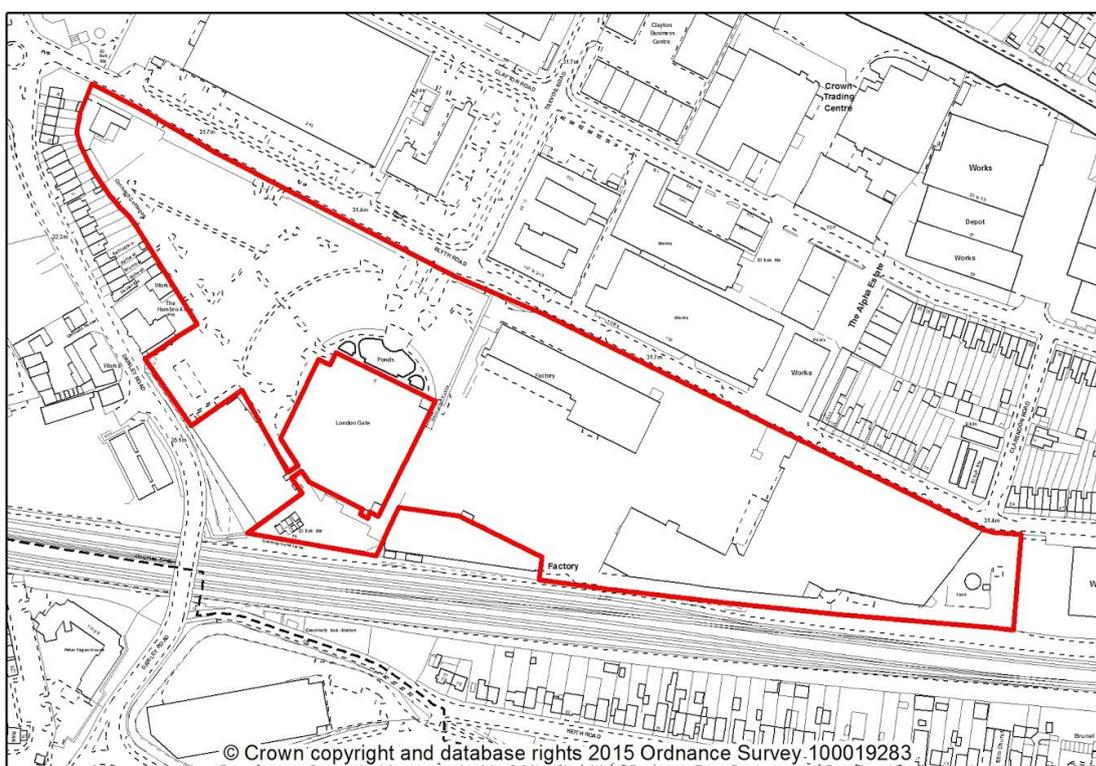
Area (ha/sqm)	0.3 ha
PTAL Ratings	3
Proposed Development	Mixed use office and residential
Current UDP Designations	Industrial Business Area, Conservation Area, Listed Building
Proposed New Designations	None
Existing Use	Industrial building
Relevant Planning History (Most recent)	Erection of extensions at roof level, erection of external bridge links on the rear elevation and internal works associated with the change of use of part of Enterprise House to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Class B1 and B8) at ground and first floor levels and cafe. Approval on 15.10.2014.
Proposed Number of Units	96
Existing Units	0
Net Completions	96 units
Infrastructure Considerations and Constraints	As per extant consent.
Flood Risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 – 2021
Other Information	Site is identified in the Hillingdon Housing Trajectory.

New Homes

The Old Vinyl Factory and Gatefold Building, Hayes

The Old Vinyl Factory site is located approximately 260 metres to the south west of Hayes Town Centre. The site was formally used by EMI as a global manufacturing base for vinyl record production. It includes a number of vacant industrial and commercial buildings which are historically associated with the music industry. Part of the site falls within the Botwell Thorn EMI Conservation Area and includes a number of Locally Listed buildings.

The Council has resolved to grant planning permission for mixed use development on The Old Vinyl Factory and Gatefold site and will seek to secure the development of the site in accordance with these planning consents.



POLICY SA 2: The Old Vinyl Factory and Gatefold Building, Hayes

The Old Vinyl Factory

In accordance with the approved planning permission (Ref: 59872/APP/2012/1838) **or any variations thereafter** the Council will support the development of the following uses on the site:

- Demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm;
- Up to 510 residential units (maximum area of 49,000 sqm GEA);
- Up to 7,886 sqm of new B1 floorspace;
- Up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5);
- Up to 4,700 sqm of D1 and D2 uses;

New Homes

POLICY SA 2: The Old Vinyl Factory and Gatefold Building, Hayes

- An energy centre (up to 950 sqm);
- Other associated works including car parking and access and landscaping.

The Gatefold Building

In accordance with the approved planning permission (ref: 51588/APP/2011/2253) or any variations thereafter the Council will support the development of the following uses on the site:

- 132 apartments;
- Café/community room of 340 sqm GEA (The Glass House);
- Workshop units totalling 382 sqm GEA;
- Access, landscaping and parking; and
- A children's play area.

The Council will seek to secure the development of the site in accordance with this permission.

Site Information

Site name	The Old Vinyl Factory	The Gatefold Building
Ward	Botwell	Botwell
Location	Blyth Road	Blyth Road
Area (ha/sqm)	4.32 ha	0.7 ha
PTAL Ratings	3 and 4	4
Proposed Development	Residential-led mixed use development	Residential-led mixed use development
Current UDP Designations	Industrial Business Area; Conservation Area; Locally Listed Buildings	Industrial Business Area; Conservation Area
Proposed New Designations	None	None
Existing Use	Former EMI works	Industrial units
Relevant Planning History (Most recent)	Outline planning application for a mixed use development to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping. Approval on 22.04.2013.	Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping. Approval on 14.02.2012
Proposed Number of Units	510 562	132

New Homes

Existing Units	0	0
Net Completions	540 562 units	132 units
Infrastructure Considerations and Constraints	As per consent; need for drainage infrastructure addressed through Drainage Strategy.	As per consent; need for drainage infrastructure addressed through Drainage Strategy.
Flood Risk	Flood zone 1; Site-specific Flood Risk Assessment demonstrates site not at risk.	Flood zone 1; Site-specific Flood Risk Assessment demonstrates site not at risk.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	435 units in 2016-2021; 75 units to be completed in 2021 - 2026.	66 units in 2011-2016; 66 units to be completed in 2016 - 2021.
Other Information	Site identified in the Hillingdon Housing Trajectory.	Site identified in the Hillingdon Housing Trajectory.

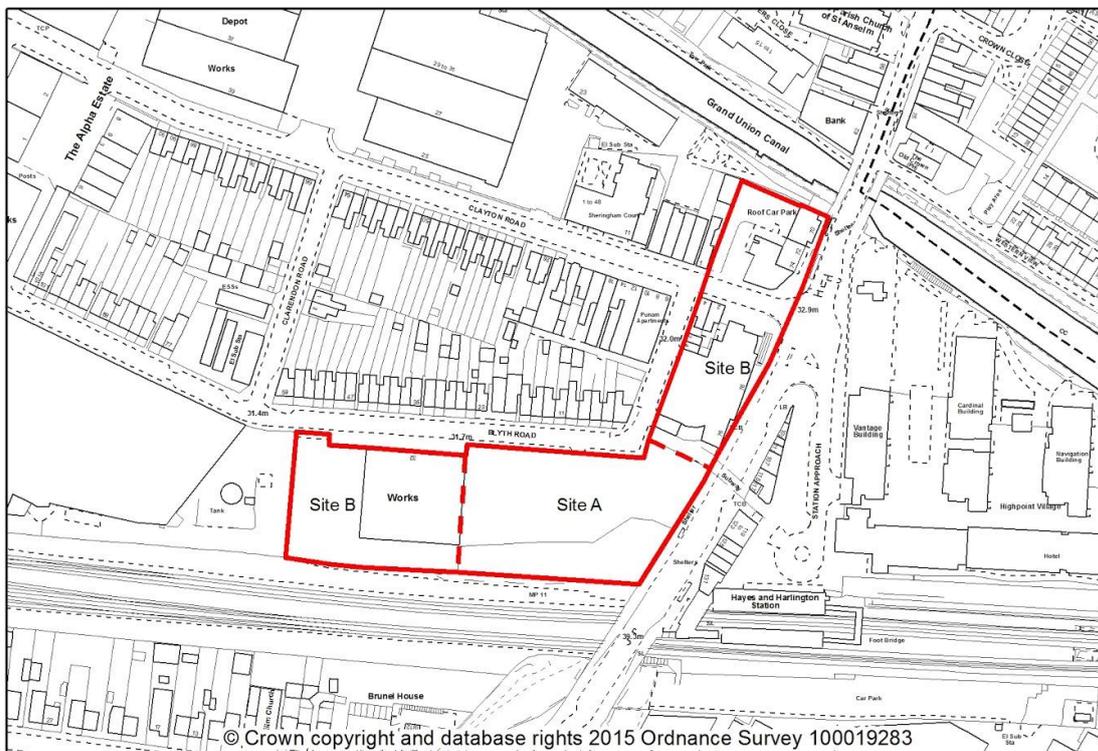
New Homes

Eastern end of Blyth Road, Hayes

The application site occupies a prominent position at the southern gateway into Hayes Town Centre. Part of the site (Site A) was acquired by Domaine Developments Ltd in September 2006 and is in close proximity to the former Hayes & Harlington Station Goods Yard Development Site. Planning permission has been granted on this site for a residential - led mixed use development.

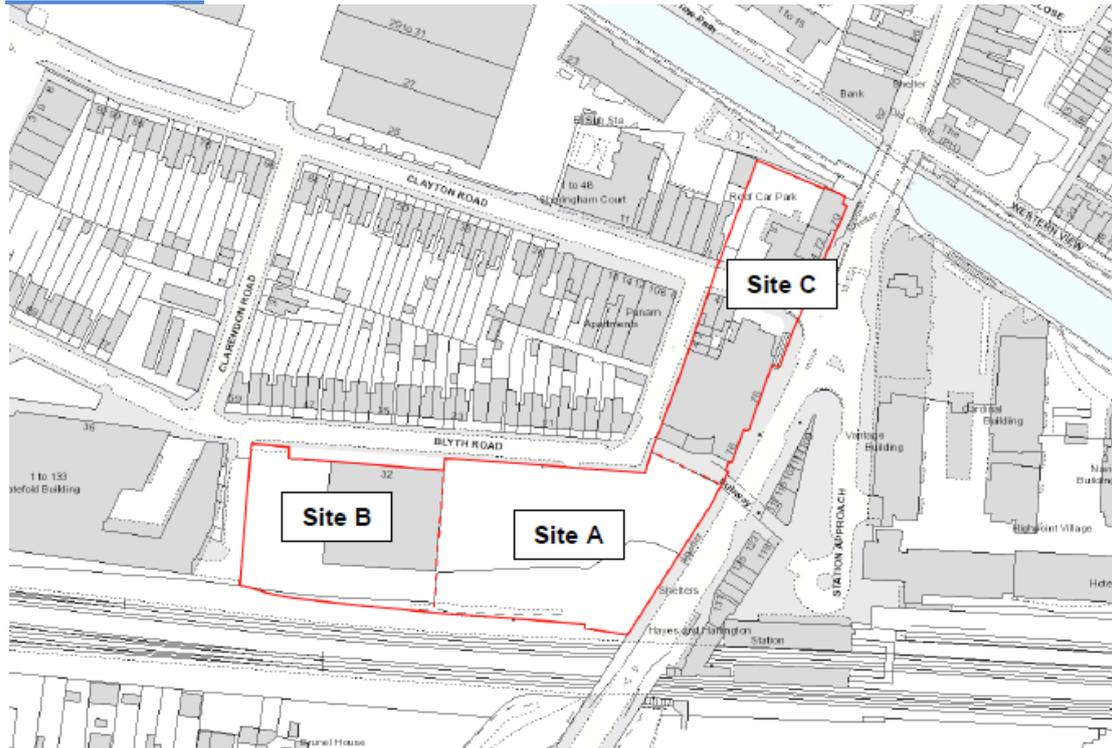
Two adjoining sites, Avis to the north and an industrial building to the west offer the opportunity for the comprehensive redevelopment for complementary uses. The Council has approved the change of use of offices in Trident House, located on Site B to form 60 residential units through the Prior Approval process.

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New Homes

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POLICY SA 3: Eastern End of Blyth Road, Hayes

Site A

In accordance with the approved planning permission (Ref: 1425/APP/2011/3040) the Council will support the following development proposals on the site:

- 120 residential units;
- 600 sqm of modern business space for 'small and medium enterprise' businesses; and
- Associated access, car parking and landscaping.

The Council will seek to secure the development of the site in accordance with this permission.

Site B

The Council will support the provision of residential development in accordance with the approved scheme (ref: 3151/APP/2014/3777). On the remainder of Site B, the Council will seek to bring forward mixed use development to capitalise on the proximity of the site to the future Crossrail link at Hayes and Harlington Station.

Site C

The Council will support proposals for residential-led mixed use development that contribute to the regeneration of Hayes Town centre

Sites A, B and C should form a comprehensive development scheme across the whole site.

Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site and should not prevent development on this site from coming forward.

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Site Information

Site name	Eastern End of Blyth Road, Hayes		
	Site A	Site B	<u>Site C</u>
Ward	<u>Botwell</u>		
Location	Blyth Road	Blyth Road/Station Road, Hayes	<u>Blyth Road</u>
Area (ha/sqm)	0.3 ha	0.8 <u>0.4</u> ha	<u>0.4 ha</u>
PTAL Ratings	<u>4</u>		
Proposed Development	Residential-led mixed use development	Residential-led mixed use development	<u>Residential-led mixed use development</u>
Current UDP Designations	Industrial Business Area	Industrial Business Area, <u>Hayes Town Centre</u>	<u>Industrial Business Area</u>
Proposed New Designations	None	<u>Hayes Town Centre</u>	None
Existing Use	Redundant commercial units	Commercial units, <u>Office</u>	<u>Commercial units</u>
Relevant Planning History (Most recent)	Comprehensive redevelopment of the site to provide 120 residential units, office floorspace, 97 car parking spaces and hard and soft landscaping. Approval on 15.04.2013.	Prior Approval for part of the site (Trident House): Change of use from offices to 60 residential units on 2nd - 8th floors. Approval on 12.12.2014.	<u>None</u>
Proposed Number of Units	120	153 <u>60</u>	<u>93</u>
Existing Units	0	0	<u>0</u>
Net Completions	120 units	153 <u>60 units</u>	<u>93 units</u>
Infrastructure Considerations and Constraints	As per extant consent	To be negotiated as part of the planning application. <u>As per extant consent.</u>	<u>To be negotiated as part of the planning application.</u>
Floor Risk	Flood Zone 1;	<u>Flood Zone 1, Flood Risk Assessment required to address drainage</u>	

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	Flood Risk Assessment demonstrates site not at risk; design includes implementation of SuDS.	<u>infrastructure.</u>	
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	<u>Potentially contaminated land due to former land use. Land remediation may be required.</u>	
Indicative Phasing	2014-21 <u>2016-2021</u>	2016-2021	<u>2021-26</u>
Other Information	Site identified in the Hillingdon Housing Trajectory	Site identified in the Hillingdon Housing Trajectory. Number of units calculated on basis of 137 uph on 0.68 ha of total site area.	<u>Site identified in the Hillingdon Housing Trajectory.</u>

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Crown Trading Estate

Crown Trading Estate contains a number of industrial buildings that are in a poor state of repair. Following discussions with the owners and tenants of these buildings, it is proposed to release the site for residential-led mixed use development. In addition to residential, the Council will seek a proportion of employment generating uses to reflect local character and the former designation of the site.

The owners of the Crown and adjacent Fairview sites are encouraged to work together to bring forward schemes that are consistent and complementary in terms of scale, massing and high quality design. A particular focus for both sites should be the access to and improvement of the Canal frontage, which is identified in the Local Plan Part 1 as a focus for regeneration in Hayes.



POLICY SA 3A: Crown Trading Estate

The Council will support proposals for residential development that contribute to the regeneration of Hayes Town Centre and meet the following criteria:

- The provision of residential development at a density that is consistent with London Plan density guidelines.
- The provision of small-scale commercial uses at ground floor level.
- The proposals should integrate with and complement the proposals for Fairview Business Centre to the east.
- The proposals should include appropriate design mitigation measures to

New Homes

address the impact of activities on the adjacent industrial site.

- The proposals should include active frontages along Clayton Road.
- The provision of appropriate new public open space.
- The Council will expect all canalside development proposals to improve canal access and promote canal-side activity, to contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network.

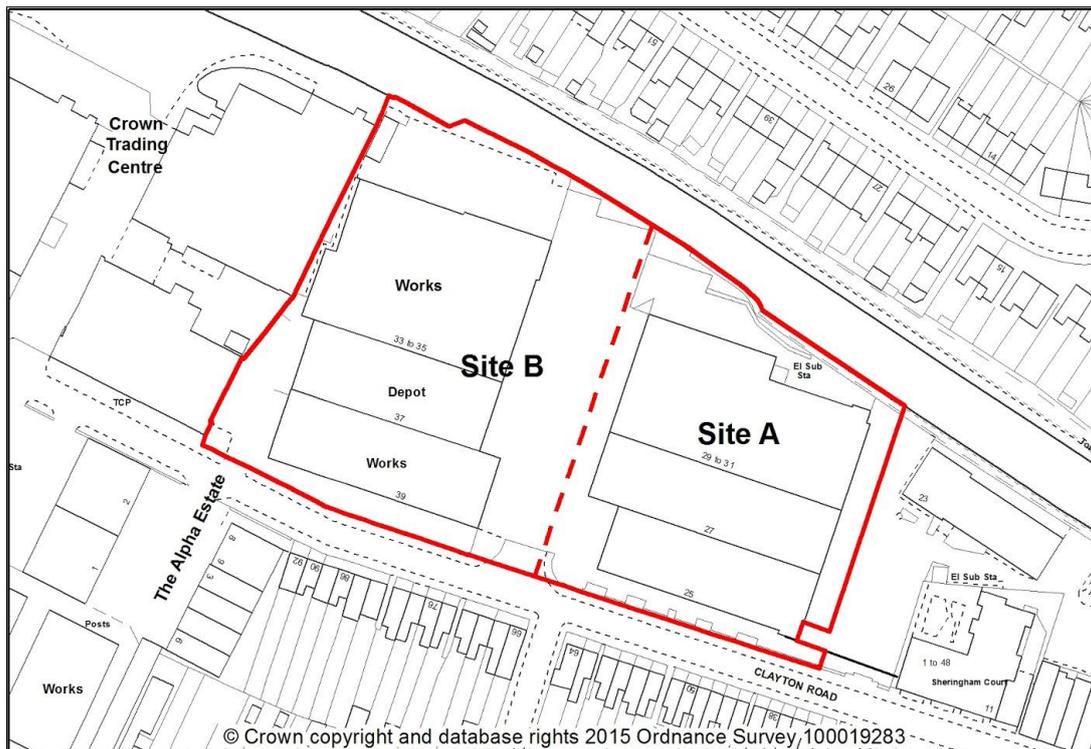
<u>Site name</u>	<u>Crown Trading Estate</u>
<u>Ward</u>	<u>Botwell</u>
<u>Location</u>	<u>Clayton Road</u>
<u>Area (ha/sqm)</u>	<u>1.3 ha</u>
<u>PTAL Rating</u>	<u>4</u>
<u>Proposed Development</u>	<u>Residential-led mixed use</u>
<u>Current UDP Designation</u>	<u>Industrial Business Area</u>
<u>Proposed New Designation</u>	<u>None</u>
<u>Existing Use</u>	<u>Light industrial units</u>
<u>Relevant Planning History</u>	<u>No relevant history</u>
<u>Proposed Number of Units</u>	<u>197</u>
<u>Existing Units</u>	<u>0</u>
<u>Net Completions</u>	<u>197</u>
<u>Infrastructure Considerations and Constraints</u>	<u>To be negotiated as part of any planning application.</u>
<u>Flood Risk</u>	<u>Surface Water Flooding: Site specific flood risk assessment required.</u>
<u>Contamination</u>	<u>Potentially contaminated land. Land remediation likely to be required.</u>
<u>Indicative Phasing</u>	<u>2021-26</u>
<u>Other information</u>	<u>None</u>

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Fairview Business Centre

This site accommodates a range of uses and is considered to be suitable for release from its existing employment designation. There is ~~considered to be~~ significant potential for residential-led mixed use development that capitalises on the canal-side location and proximity of the Crossrail link at Hayes and Harlington Station.

The owners of the Fairview and adjacent Crown sites are encouraged to work together to bring forward schemes that are consistent and complementary in terms of scale, massing and high quality design.



POLICY SA 4: Fairview Business Centre

The Council will support proposals for residential development that contribute to the regeneration of Hayes Town Centre and meet the following criteria:

- The provision of residential development ~~at a density of 70~~ **of 260** units ~~per hectare~~. Higher development density may be acceptable subject to high quality design. Higher density development should be located along the canal side.
- Small scale commercial uses at ground floor level that support residential uses will be considered suitable;
- ~~Development proposals should include a buffer along the western boundary of the site to mitigate impacts on residential amenity from the adjacent industrial use.~~ **Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site and should not prevent development on this site from coming forward.**
- The Council will expect all development proposals to provide canal **side access** improvements **and canalside activity** to and contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the

New Homes

Blue Ribbon network.

- [The proposals should include active frontages along Clayton Road.](#)
- [The provision of appropriate new public open space in accordance with Council standards.](#)

Site Information

Site name	Fairview Business Centre	
	Site B	Site A
Ward	Botwell	Botwell
Location	25-31 Clayton Road, Hayes	33-39 Clayton Road, Hayes
Area (ha/sqm)	1.03 ha	0.68
PTAL Rating	4	4
Proposed Development	Residential-led mixed use	Residential-led mixed use
Current UDP Designations	Adjacent to Hayes Industrial Business Area; Strategic Canal and River Corridor, Air Quality Management Area	Adjacent to Hayes Town Centre; Hayes Industrial Business Area, Strategic Canal and River Corridor, Air Quality Management Area
Proposed Designation	Adjacent to Strategic Industrial Location	None
Existing Use	Warehousing and car service centre	
Relevant Planning History (Most recent)	No relevant history	No relevant history
Proposed Number of Units	47 104	72 156
Existing Units	0	0
Net Completions	72 units	47 units
Infrastructure Considerations and Constraints	To be negotiated as part of any planning application.	
Flood Risk	Surface Water Flooding; Site specific Flood Risk Assessment required	
Contamination	Potentially contaminated land. Land remediation likely to be required.	
Indicative Phasing	2021- 2026	2016 - 2021
Other information	<p>Due to the site's location and high degree of public transport accessibility, the low end of the London Plan urban density range has been applied.</p> <p>The Council will also consider the release of the Crown Trading Estate to the east should this site become available, taking account of relevant policies in the development plan and the conclusions of the latest evidence base.</p>	

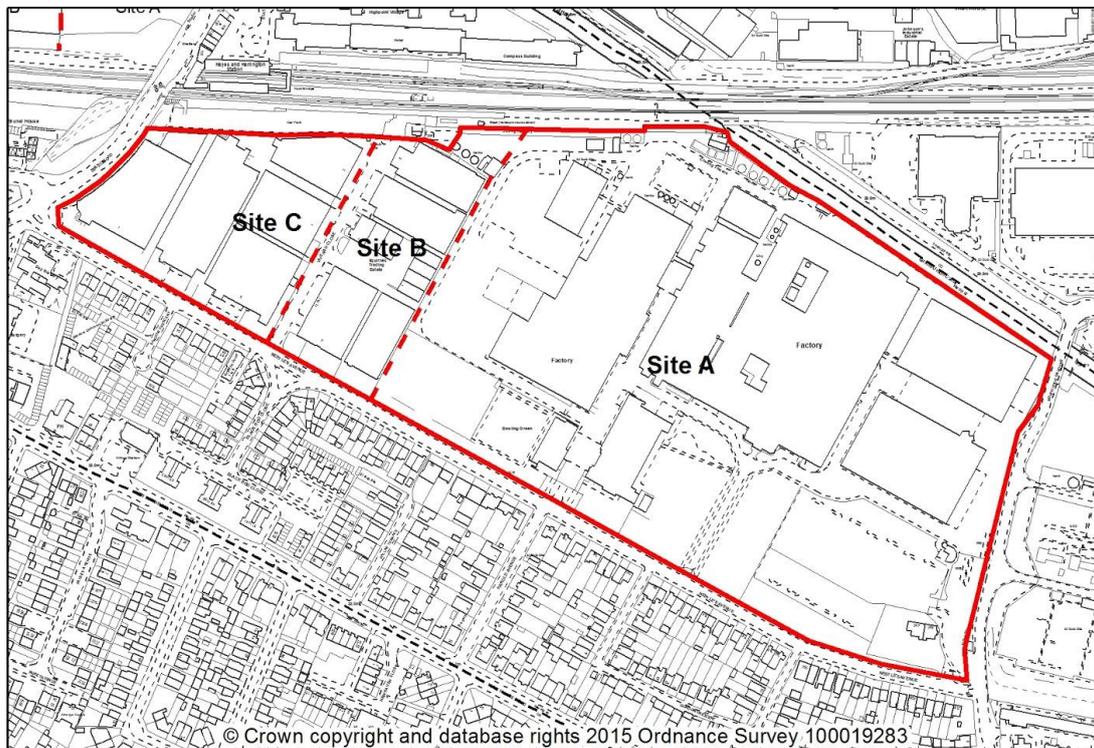
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Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes

In 2012, Nestle announced the planned closure of its Hayes plant, which is currently used for the manufacture of coffee. The Council is ~~in the early stages of discussion with the landholders about the future of this key development site, but is~~ seeking to bring forward a comprehensive development scheme that includes the adjoining sites (Site B).

The three sites identified in this allocation form the most significant growth point within the Hayes Housing Zone. The Council is keen to ensure that complementary design principles are adopted and the resulting infrastructure requirements associated with planned levels of growth are fully assessed and integrated. In addition, proposals from individual landowners should, as far as possible, come forward in a co-ordinated manner without prejudicing the development aspirations on other parts of the site.

Development pProposals will need to take account of a wide range of policy considerations, including those related to transportation, heritage and the wider objective of encouraging economic growth in Hayes town. It is recognised that the final overall quantum of uses and the number of residential units will be determined through discussions with key stakeholders ~~and~~ the development of a sustainable masterplan and the agreement of key design principles, which include the provision of improved transport and community infrastructure.



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POLICY SA 5: Land to the South of the Railway, including Nestle Site

This is an important strategic site for Hayes town and the Borough as a whole. The Council will support proposals that meet the following criteria:

Site A

- The provision of ~~up to 500~~ 1,000 residential units. ~~Densities higher than 80 uph may be acceptable subject to high quality design.~~ Higher density development should be located along the canal frontage.
- ~~A minimum of 20% of the site (2.4 ha) should be used for employment generating uses. Suitable uses will include B1 and elements of B2 that are compatible with the residential elements of the scheme.~~
- ~~The provision of B8 and S~~ small scale commercial uses that support residential uses development. ~~will be considered suitable.~~
- ~~10% of the site (1.2 hectares) should be used for open space and a sports pitch~~
- ~~Education facilities; and~~
- ~~The provision of community facilities, and a public park~~
- The provision of appropriate community infrastructure to support the overall quantum of development, including health, children's services, community and sport/recreation facilities as necessary.
- ~~Proposals should~~ include a heritage assessment, which considers the retention and reuse of Locally Listed structures. ~~on this site;~~
- ~~Proposals should include high quality design that~~ fully integrates ~~s~~ with the Grand Union Canal, ensures ~~s~~ canal-side access improvements and maximises ~~s the~~ canals recreational potential.
- Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network.

Site B and C

- The provision of ~~up to 97~~ 300 residential units ~~on Site B and 110 residential units on Site C. Proposals should be consistent with the PTAL rating and take account of lower suburban densities to the south~~
- The provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary.

Site C

- The provision of 500 residential units.
- Southern access to Hayes & Harlington station.
- Subject to high quality design, the Council will support the provision of tall buildings alongside the railway line.

Key principles for all sites

As a preference Sites A, B and C should form a comprehensive development scheme across the whole site, ~~which~~. The Council will co-ordinate the phasing of development to complement the wider Hayes Housing Zone area and all proposals will be expected to:

- Sustains and enhance the significance and integrity of ~~the~~ heritage assets, including the Grand Union Canal, Conservation Areas, Areas of Special Local Character and Locally Listed buildings.
- Provides ~~s~~ pedestrian links to Hayes Town Centre and key transport nodes; ~~and~~
- Reflects ~~s~~ the Council's latest evidence of housing need in terms of the type and tenure of residential units;
- Comprise a proportion of employment generating uses to be agreed with the

New Homes

Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.

- Provide appropriate community infrastructure to support the overall quantum of development including education, children's services, health, transport, community and sport/recreation facilities as necessary.
- Sufficient setback from Nestles Avenue to allow for the introduction of potential public transport improvements.
- Adopt a complementary set of scale, massing, layout and design principles that take account of surrounding land uses and existing suburban context, with lower building heights located on the Nestles Avenue side.

Subject to the outcome of area specific studies, the Council may consider an approach to car parking which departs from the standards set out in this plan, if supported by relevant public transport improvements and other mitigating measures.

New Homes

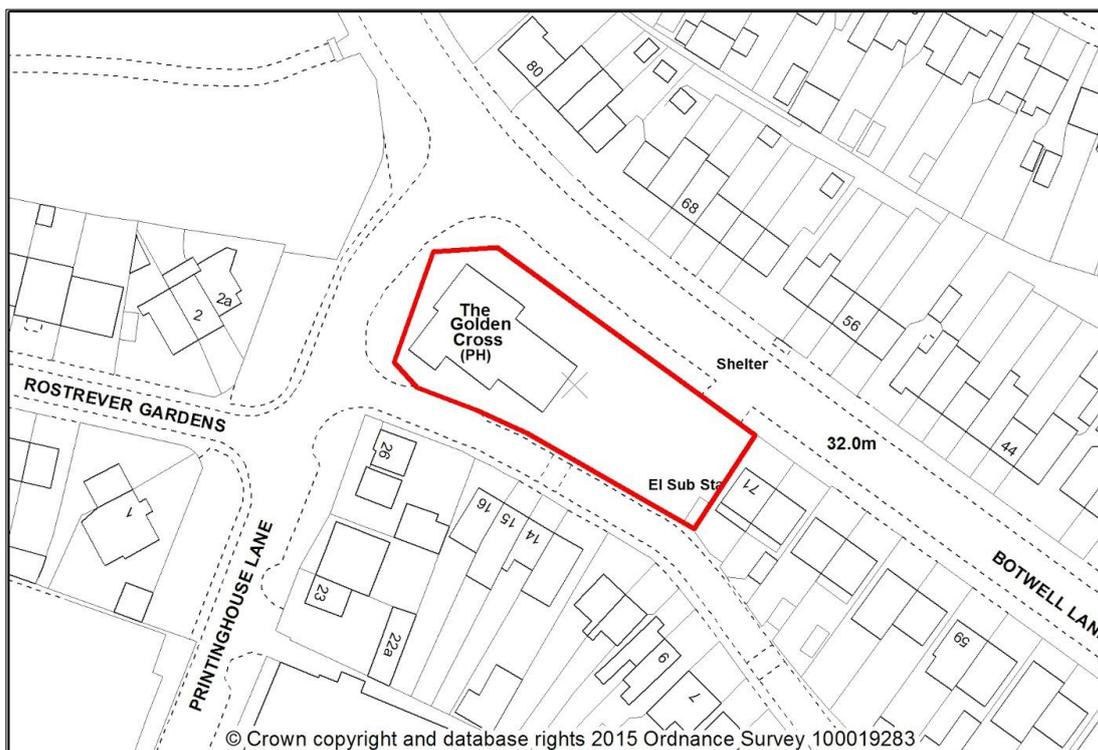
Site Information

Site name	Land to the South of the Railway, including Nestle Site		
	Site A	Site B	Site C
Ward	Botwell	Botwell	Botwell
Location	Nestle Avenue/ Station Road	Nestle Avenue	Nestle Avenue
Area (ha/sqm)	12 ha	1.76 ha	2.2 ha
PTAL Ratings	1b, 2, 3	4	4
Proposed Development	Mixed use	Mixed use	Mixed use
Current UDP Designations	Industrial Business Area; Conservation Area; Locally Listed Buildings	Industrial Business Area; Conservation Area	Industrial Business Area
Proposed New Designations	None	None	None
Existing Use	Industrial units	Industrial units, school, garages, caravan sales	Industrial units, garages
Relevant Planning History (Most recent)	No relevant history		
Proposed Number of Units	500 <u>1,000</u>	97 <u>300</u>	110 <u>500</u>
Existing Units	0	0	0
Net Completions	500 units	97 units	110 units
Infrastructure Considerations	The site is within close proximity to North Hyde sub-station and new buildings should not be located beneath power lines. Drainage infrastructure likely to be required. Site specific proposals should be discussed with National Grid and Thames Water at the earliest possible stage. Further infrastructure considerations are to be negotiated as part of the planning application.		
Flood Risk	Flood Zone 1; Flood Risk Assessment required.		
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.		
Indicative Phasing	2021-2026	2021-2026	2021-2026
Other Information	None	None	Multiple land ownership on this site may affect the timescale of delivery

New Homes

Golden Cross Public House

Surrounded by three road frontages with Botwell Lane to the north-east, Printing House Lane to the north-west and Golden Crescent to the south-west, the site is located in an established and predominantly residential area, approximately 450 metres to the north-west of Hayes Town Centre. The Council has granted planning permission for the development of 23 residential units on this site.



POLICY SA 6: Golden Cross Public House

The Council will support the provision of residential development on the site ~~up to a maximum~~ of 23 units. The site should be developed in accordance with the broad parameters of the approved scheme, ~~in accordance with the existing planning permission~~ (Ref: 4607/APP/2013/3144).

Site Information

Site name	Golden Cross Public House
Ward	Botwell
Location	Botwell Lane
Area (ha/sqm)	0.15 ha
PTAL Ratings	2
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None

New Homes

Site name	Golden Cross Public House
Existing Use	Public House

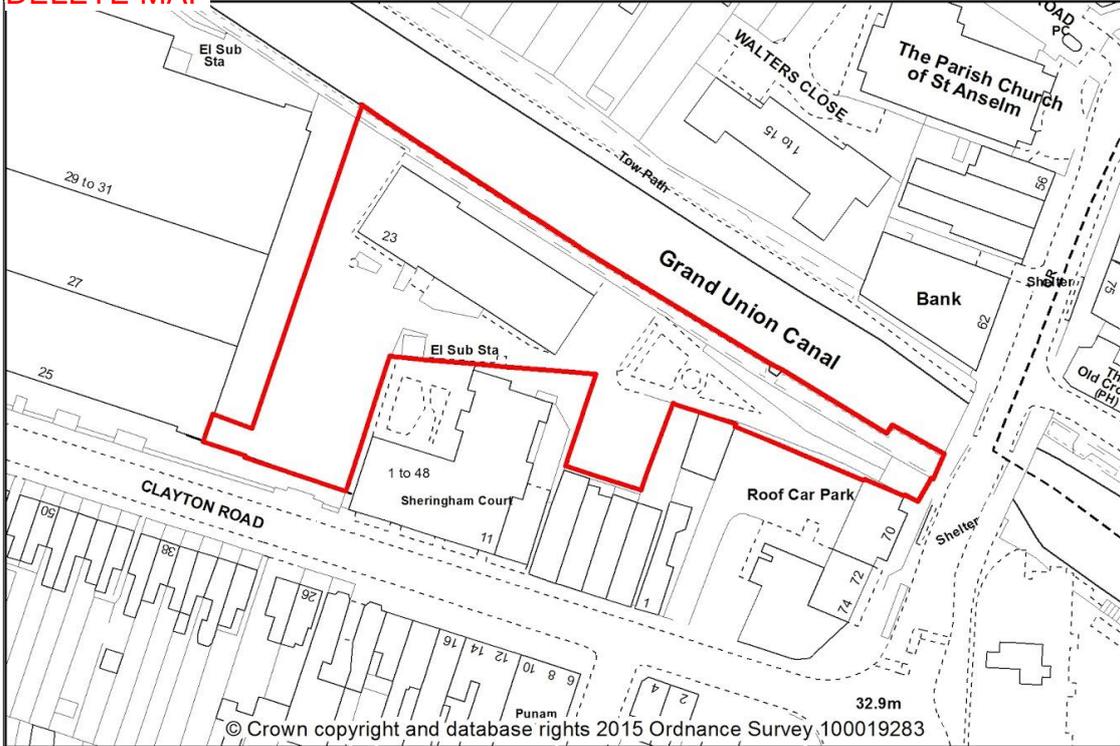
Site name	Golden Cross Public House
Relevant Planning History (Most recent)	Residential redevelopment of the site to provide 23 x 1, 2 and 3 bedroom flats with associated access, parking and amenity areas. Approval on 09.07.2014.
Proposed Number of Units	23
Existing Units	0
Net Completions	23 units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1, Site-specific Flood Risk Assessment identifies mitigation measures and drainage strategy.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 - 2021
Other Information	None

New Homes

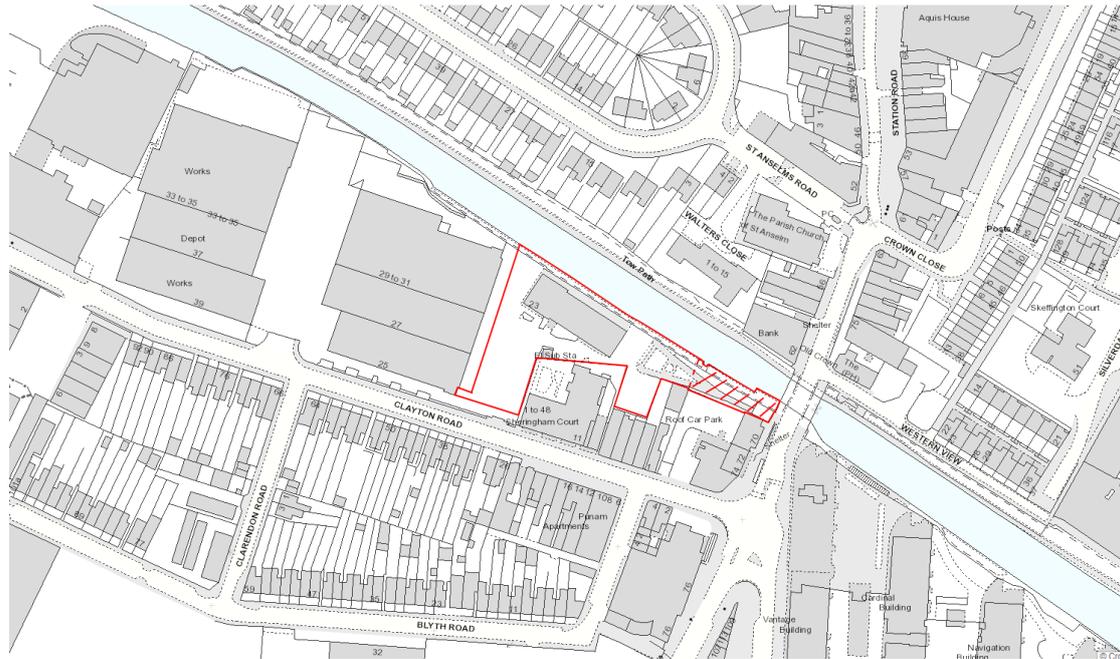
Union House, Hayes

Located adjacent to the Grand Union Canal within Hayes Town Centre, this site currently comprises a six storey office building. The Council has approved the change of use from offices (Use Class B1a) to form 46 residential units through the Prior Approvals process.

DELETE MAP



INSERT MAP



New Homes

POLICY SA 7: Union House, Hayes

The Council will support the provision of residential development on the site. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints up to a maximum of 46 units, in accordance with the approved scheme (Ref: ~~35250/APP/2014/4243~~ 35250/APP/2014/3506). The remaining eastern portion of the site, shown as cross hatched on the site boundary, should be utilised to provide public access and improvements to the south side of the canal, from Station Road.

Site Information

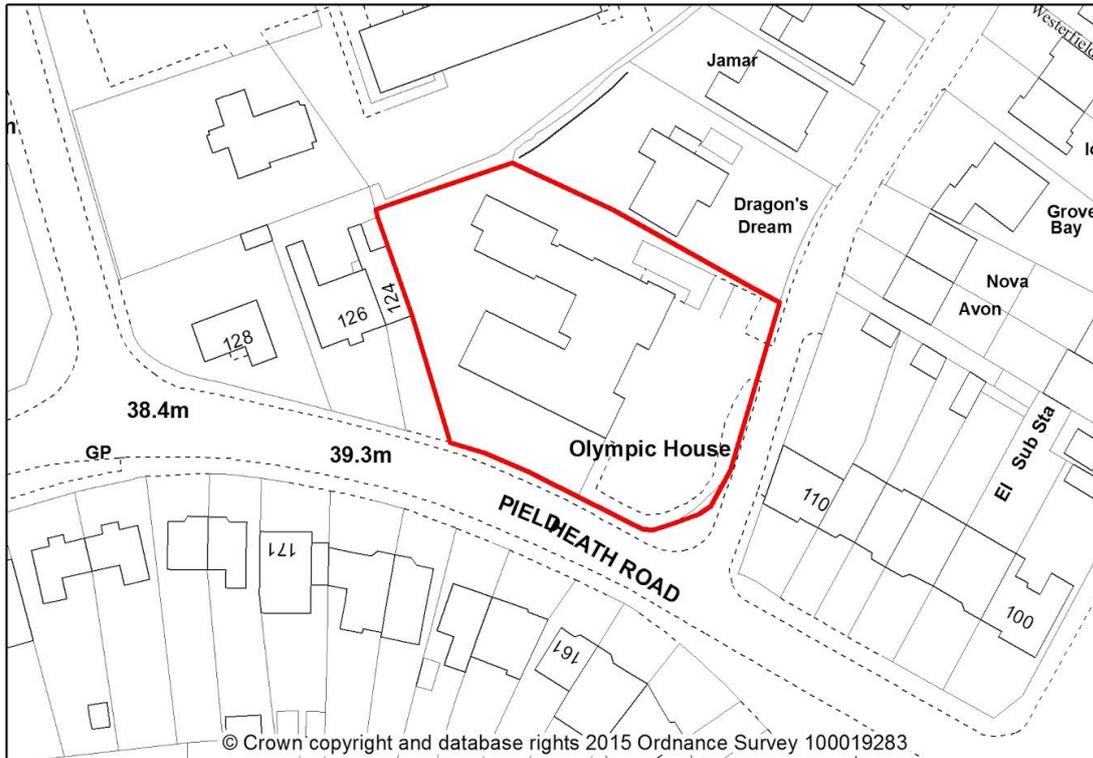
Site name	Union House, Hayes
Ward	Botwell
Location	Clayton Road
Area (ha/sqm)	0.4 ha
PTAL Ratings	4
Proposed Development	Residential
Current UDP Designations	Hayes Town Centre
Proposed New Designations	None
Existing Use	Offices

Site name	Union House, Hayes
Relevant Planning History (Most recent)	Change of use of offices (Class B1a) to form 46 residential units (Prior Approval). Approval on 24.03.2015.
Proposed Number of Units	46
Existing Units	0
Net Completions	46 units
Infrastructure Considerations and Constraints	No specific considerations identified.
Flood Risk	Flood Zone 1, Site-specific Flood Risk Assessment identifies mitigation measures and drainage strategy.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	None

New Homes

Olympic House, 1a Grove Lane

Olympic House is a two storey building constructed in the late 1970s/ early 1980s and was originally built for use as accommodation by the Council's Social Services department. Planning permission for a residential development expired in 2014.



Policy SA 8 : Olympic House, 1a Grove Lane

The Council will support provision of residential development on the site and take account of previously granted planning consents.

Site Information

Site name	Olympic House, 1a Grove Lane
Ward	Brunel
Location	Junction of Pield Heath Road and Grove Road
Area (ha/sqm)	1.7 ha
PTAL Ratings	2
Proposed Development	Residential
Existing UDP Designations	None

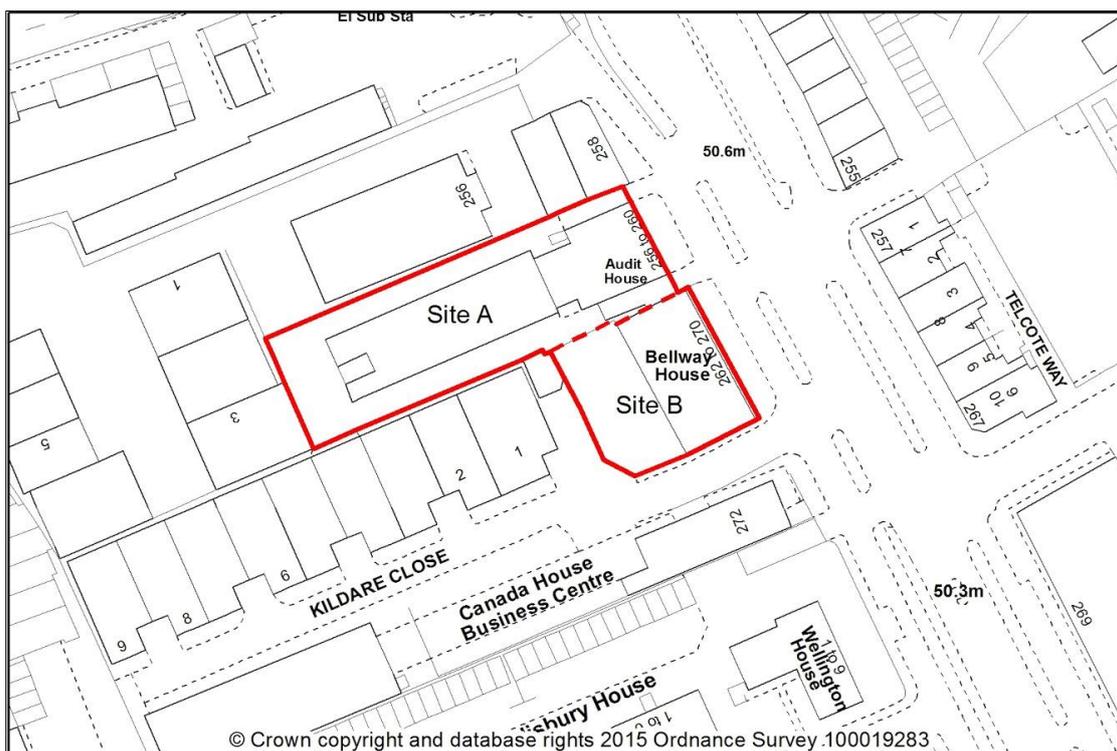
New Homes

Site name	Olympic House, 1a Grove Lane
Proposed New Designations	None
Existing Use	Hostel
Relevant Planning History (Most recent)	Erection of 2 x three bed dwellings, 2 x two bed dwellings and 5 x one bed flats, associated parking landscaping and vehicular access. Permission expired on 14.11.2014.
Proposed Number of Units	9
Existing Units	0
Net Completions	9 units
Infrastructure Considerations and Constraints	N/A
Flood Risk	Flood Zone 1; Ordinary Watercourse.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 - 2021
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Audit House and Bellway House, Eastcote

Located on the southern end of Eastcote Town Centre, Audit House currently accommodates a 3-storey office building. Prior Approval has been given for the provision of ~~35~~²² residential units. Bellway House sits adjacent to Audit House and is currently used as an educational facility. Prior Approval has been granted for the change of use of Bellway House from B1/D1 use to provide residential flats.



POLICY SA 9: Audit and Bellway House, Eastcote

The Council will support the provision of residential development on the site ~~up to a maximum of 34~~^{up to a maximum of 34-47 units in accordance with the approved schemes} (Refs: ~~19365/APP/2017/188~~^{19365/APP/2014/2727 and 18454/APP/2013/2449}).

Site Information

Site name	Site A Audit House	Site B Bellway House
Ward	Cavendish	Cavendish
Location	Field End Road	Field End Road
Area (ha/sqm)	0.2 ha	0.67 ha
PTAL Ratings	3	3
Existing UDP Designations	Eastcote Town Centre	Eastcote Town Centre
Proposed New	None	None

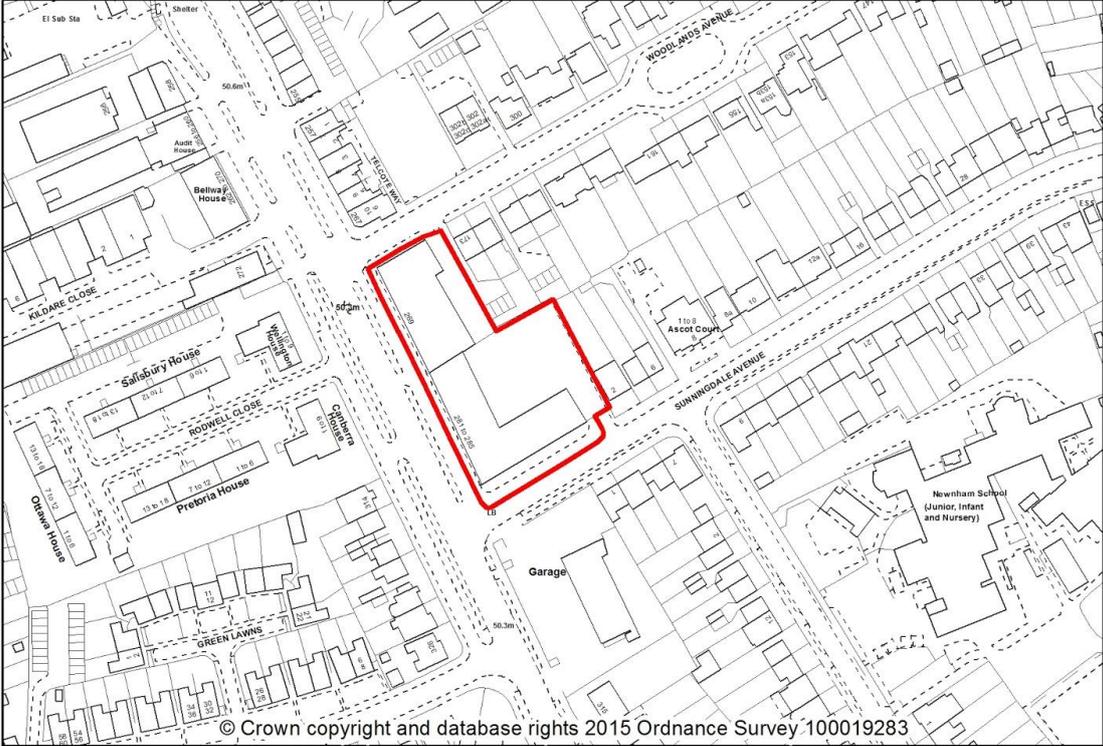
New Homes

Site name	Site A Audit House	Site B Bellway House
Designations		
Existing Use	Office	Office / Education facility
Relevant Planning History (Most recent)	Change of use from B1 (Offices) to C3 (Dwelling houses) to create 22 35 self contained flats (Prior Approval). Approval on 25.09.2014. 23.03.2017	Change of Use of 4 storey commercial premises (Use Class B1 & D1) to Residential (Use Class C3) to comprise 12 x 2 bedroom flats, 13 car parking spaces and amenity space (Prior Approval). Approval on 31.01.2014.
Proposed Number of Units	22 35	12
Existing Units	0	0
Net Completions	22 35 units	12 units
Infrastructure Considerations and Constraints	No specific considerations identified	No specific considerations identified
Flood Risk	Flood Zone 1	Flood Zone 1
Contamination	Change of use proposal. Concerns that external alteration to existing floors and will have no direct impact on the underlying ground surface.	Change of use proposal. Concerns that external alteration to existing floors and will have no direct impact on the underlying ground surface.
Indicative Phasing	2011-2016 2016-2021	2011-2016
Other Information	None	None

New Homes

26981-285 Field End Road, Eastcote

The site is located adjacent to the Eastcote Town Centre boundary and is currently occupied by an office building. Given the suburban nature of surrounding uses the site is considered to be suitable for residential use.



New Homes

POLICY SA 10: 26981-285 Field End Road, Eastcote

The Council will support proposals for residential development on this site. Proposals should meet the following criteria:

- Provision of ~~up to~~ 23 residential units; and
- Adequate parking and landscaping should be provided on the site.

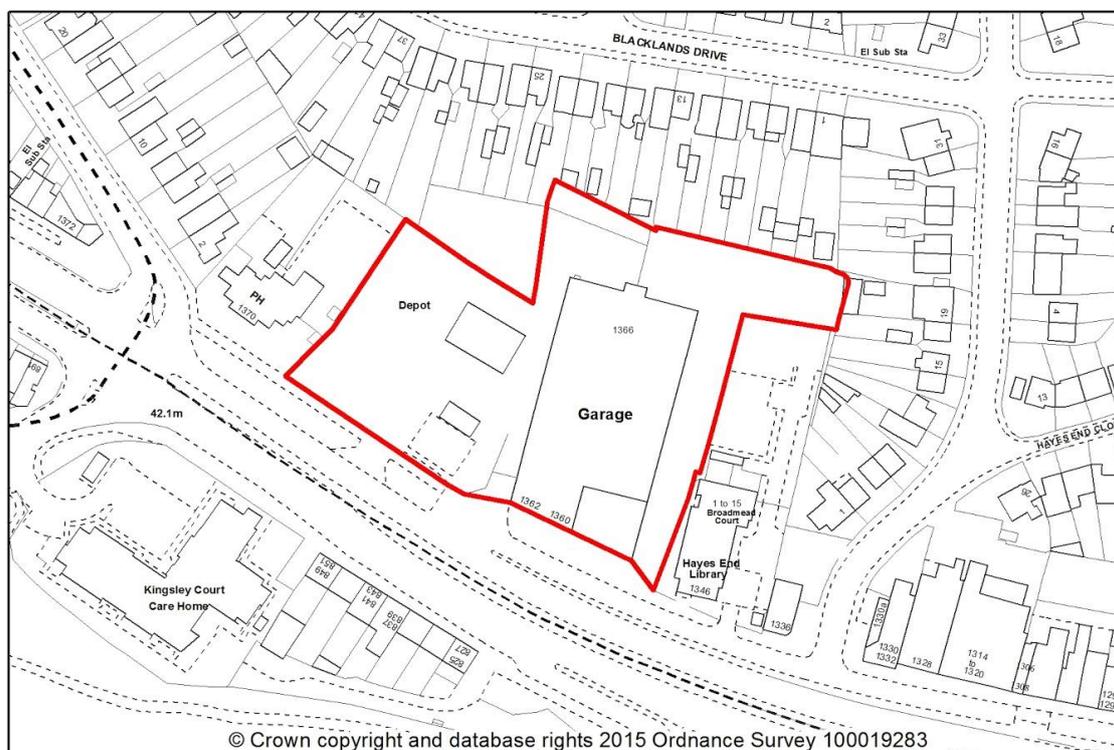
Site Information

Site name	269-285 Field End Road, Eastcote
Ward	Cavendish
Location	Junction of Field End Road/Sunningdale Avenue
Area (ha/sqm)	0.37ha
PTAL Rating	3
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Offices and education facility
Relevant Planning History	No relevant history
Proposed Number of Units	23
Existing Units	0
Net Completions	23 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Part of site potentially contaminated due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Charles Wilson Engineers, Uxbridge Road

The site is located on the northern side of Uxbridge Road and comprises various commercial uses. The Council will support the development of residential uses on this site.



POLICY SA 11: Charles Wilson Engineers, Uxbridge Road

The Council will support proposals for residential development on the site. Proposals should meet the following criteria:

- Provision of 34-43 residential units; and
- Adequate parking and landscaping should be provided on the site.

Site Information

Site name	Charles Wilson Engineers, Uxbridge Road
Ward	Charville
Location	Uxbridge Road
Area (ha/sqm)	0.85 ha
PTAL Rating	2
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None

New Homes

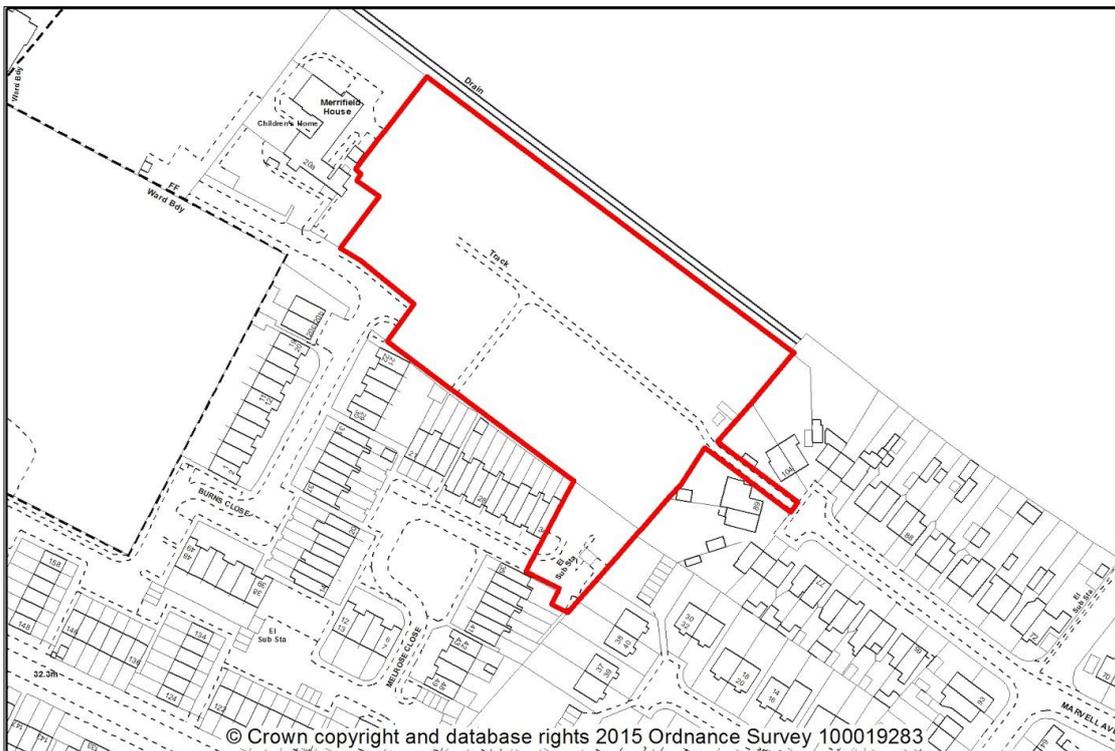
Site name	Charles Wilson Engineers, Uxbridge Road
Existing Use	Commercial uses
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	34-43
Existing Units	0
Net Completions	34-43 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Former Allotments and Melrose Close Car Park, Burns Close

The site adjoins designated Green Belt land, a Nature Conservation Site of Metropolitan or Borough Grade I Importance and Nature Reserve to the North East. To the north-west, the site adjoins the Local Authority managed Respite Care Home.

Planning consent for 79 residential units, including 14 supported housing units, was granted in 2011 and has now expired. It is understood that a new planning application will be submitted shortly. This will be assessed in accordance with the latest planning policy.



POLICY SA 12: Former Allotments and Melrose Close Car Park, Burns Close

The Council will support the provision of residential development on the site. Development proposals should meet the following criteria:

- The provision of a suitable mix of housing tenure and type;
- Adequate parking, cycle storage, landscaping and amenity space should be provided on the site in accordance with the Council's standards;
- Development of the site should maintain vehicular access from Melrose Close and Burns Close; and
- Development should safeguard the residential and visual amenity of the surrounding area.

New Homes

Site Information

Site name	Former Allotments and Melrose Close Car Park, Burns Close
Ward	Barnhill
Location	Burns Close
Area (ha/sqm)	1.21 ha
PTAL Rating	1
Proposed Development	Residential
Current UDP Designations	None; adjacent to Green Belt, Nature Conservation Site of Metropolitan or Borough Grade I Importance and Nature Reserve
Proposed Designation	None
Existing Use	Open space/car park
Relevant Planning History (Most recent)	Redevelopment of former allotment site to accommodate a residential development of 79 dwellings (13 x 2 storey houses, 1 x 2 storey flatted block containing 24 dwellings, 1 x 2 storey flatted block containing 28 dwellings, and 1 x 2 storey block containing 14 supported housing units), associated landscaping, boundary treatment, parking and access arrangements. Approval on 22.11.2011 (permission expired).
Proposed Number of Units	83
Existing Units	0
Net Completions	83 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood risk	Flood Zone 1; surface water drainage to be addressed.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016 - 2021
Other Information	Council-owned site; previous ecological assessment to be reviewed. Proposals should include affordable housing.

New Homes

Site Information

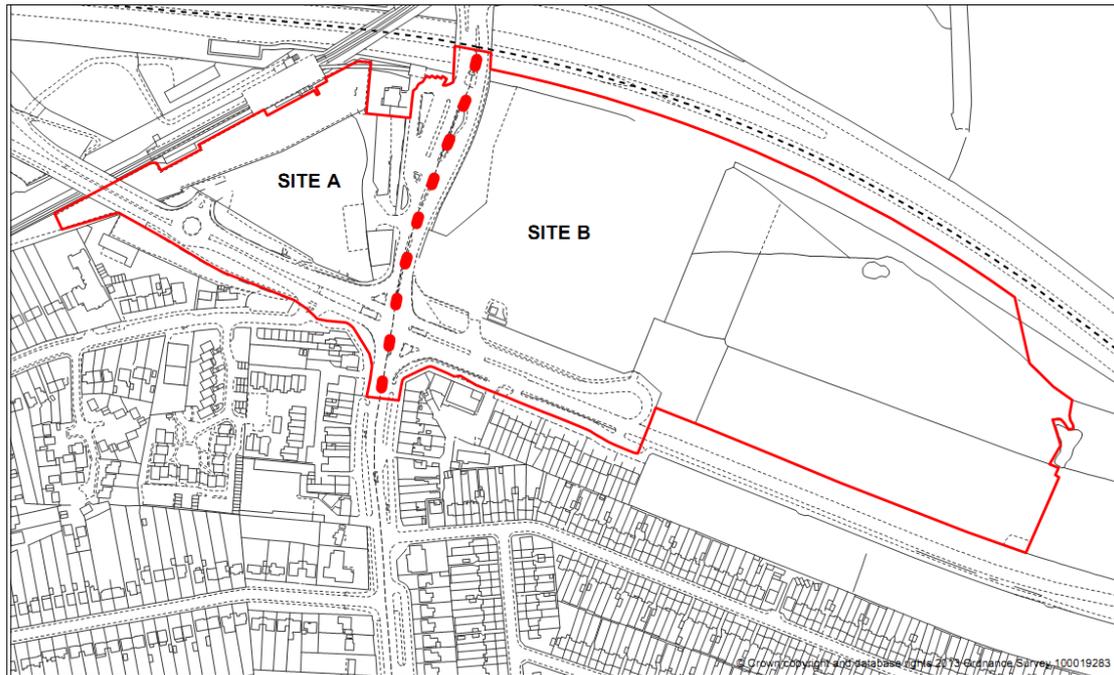
Site name	Royal Quay, Summerhouse Lane
Ward	Harefield
Location	Summerhouse Lane
Area (ha/sqm)	1.6 ha
PTAL Rating	1a/0
Proposed Development	Residential
Current UDP Designations	Industrial Business Area; Conservation Area; adjacent to Listed Buildings and Locally Listed Buildings.
Proposed New Designations	Archaeological Priority Zone
Existing Use	Residential
Relevant Planning History (Most recent)	<p>Conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, refurbishment of the Long Room for continued office use, together with associated car parking and landscaping. Approval on 31.10.2013.</p> <p>Conversion of office building into 30 flats (5 x 1 bedroom, 19 x 2 bedroom and 6 x 3 bedroom flats) (Prior Approval). Approval on 10.02.2014.</p> <p>Erection of 1 x 3 bedroom and 2 x 4 bedroom dwellings with associated car parking and landscaping (43159/APP/2015/883). Approval on 08.05.2015.</p>
Proposed Number of Units	87
Existing Units	0
Net Completions	87 units
Infrastructure Considerations and Constraints	As per the extant permissions.
Flood Risk	Flood Zone 1; Drainage and foul water sewer capacity issues; sufficient developable area outside Flood Zones 2 and 3; Flood Zone areas to be retained for open space; Site specific Flood Risk Assessment in place.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

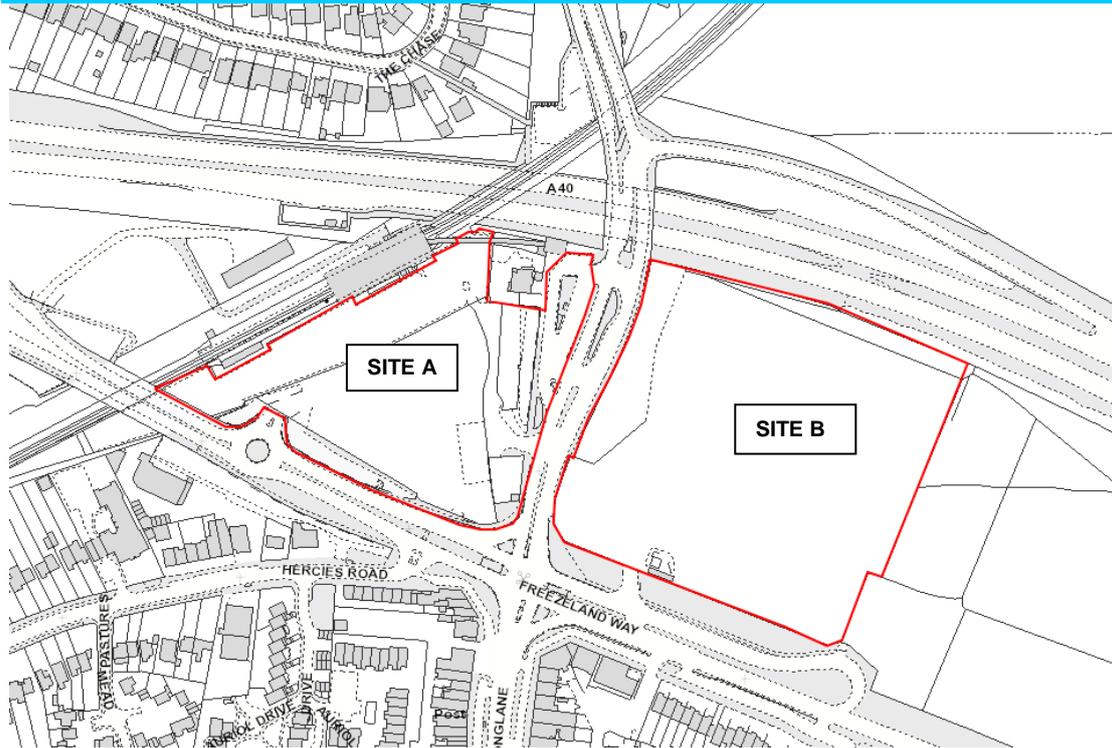
Master Brewer and Hillingdon Circus, Hillingdon

Hillingdon Circus forms the north western and north eastern corners of land at the junction of Western Avenue and Long Lane. The sites have good access to strategic road links via the A40 and the public transport network. As such, they are ~~and is bounded by the existing A40 Western Avenue to the south. The sites are~~ considered to be suitable for residential-led mixed use development.

DELETE MAP



New Homes



POLICY SA 14: Master Brewer and Hillingdon Circus, Hillingdon

The Council will support mixed use proposals that meet the following criteria:

Site A

- The scale of any retail or leisure development should be in keeping with North Hillingdon's status as a Local Centre.
- Secure substantial planting and landscaping in association with any development.
- Promote a mix of uses that takes advantage of the north/south/east/west communications network to serve Borough-wide and community interests.
- Secure the provision, where appropriate, of leisure, social and community facilities.
- Environmental improvements and landscaping as necessary to enhance the local shopping and residential environment.

Site B

~~Development within the Green Belt should:~~

- ~~• Reinforce and enhance the Green Belt Landscape to improve its visual function;~~
- ~~• Improve access to Freezeland Covert to promote open space of recreational value;~~
- ~~• Secure effective management, including planting of woodland at Freezeland Covert and the pond;~~

POLICY SA 14: Master Brewer and Hillingdon Circus, Hillingdon

- ~~• Enhance ecological and wildlife interest on land west of Freezeland Covert; and~~
- ~~• Enhance pedestrian access between the Green Belt areas east and west of Long Lane.~~

Development within the developed areas should::

- Secure substantial planting and landscaping in association with any development;
- Promote a mix of uses that takes advantage of the north/south east/west communications network to serve Borough-wide and community interests;
- Environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and
- Result in public transport improvements particularly North/South links.

Should proposals come forward that involve the development of Sites A and B for predominantly residential purposes, the following key principles will need to be considered.

- A range of housing types and tenure will need to be provided on the site, to reflect the conclusions of the Council's latest Housing Market Assessment.
- The key urban design principles should result in the creation of a neighbourhood with clearly defined links to the main shopping area in North Hillingdon, where the scale and massing of buildings reflects local character and the PTAL rating of the site.
- Whilst the nature of the scheme will be predominantly residential, the Council will accept a proportion of other uses that are appropriate to the site's location within the North Hillingdon Local Centre, including a hotel, restaurant and small scale retail.

All proposals across Sites A and B should:

- Be of a scale that is in keeping with the Local Centre; and
- Form a comprehensive development scheme across the whole site.

The cumulative impact of any proposed retail or leisure development on this site and the adjoining Master Brewer site will be taken into account by the Council when considering any future proposed scheme; in particular in terms of their likely effects on surrounding residential areas and shopping centres, public transport services and the local road network.

New Homes

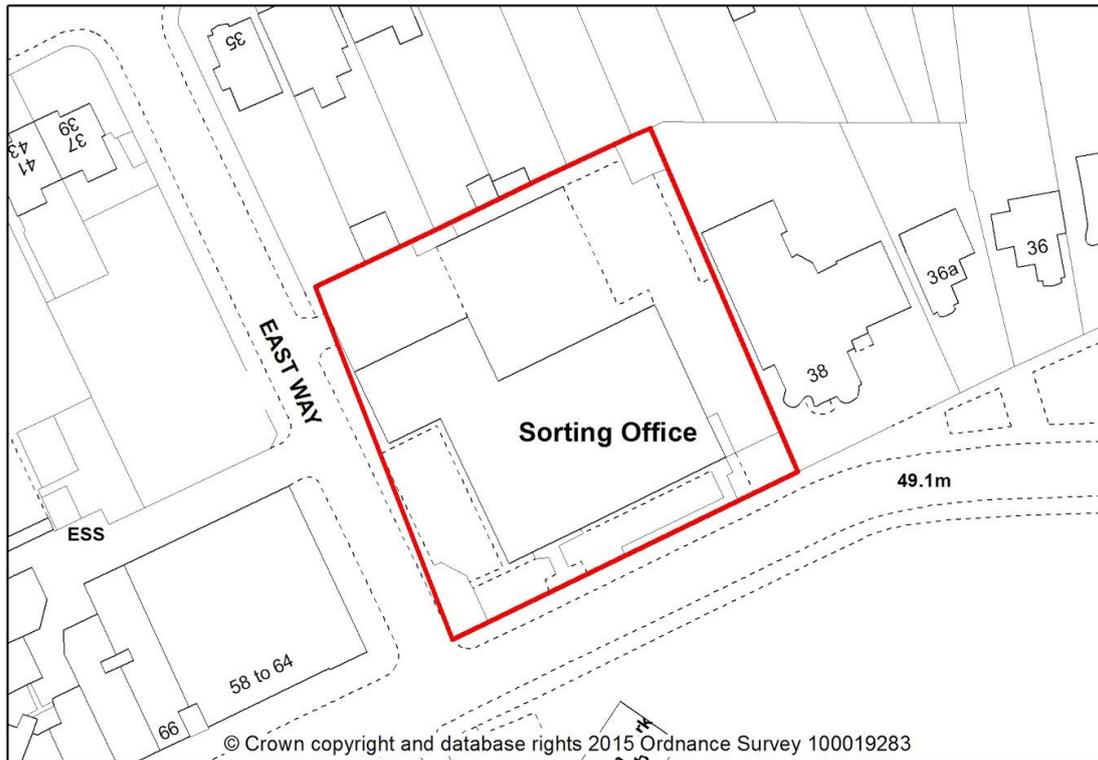
Site Information

Site name	Master Brewer and Hillingdon Circus, Hillingdon	
	Site A Hillingdon Circus	Site B Master Brewer
Ward	Hillingdon East <u>Uxbridge North</u>	Uxbridge North <u>Hillingdon East</u>
Location	Western Avenue/Long Lane	Long Lane/ Freezeland Way
Area (ha/sqm)	9.65 <u>2.1 ha</u>	3.2 ha <u>3.3 ha</u>
PTAL Rating	2 / <u>3</u>	2 / <u>3</u>
Proposed Development	Mixed use	Mixed use
Current UDP Designations	Local Centre	Local Centre, Green Belt
Proposed New Designation	None	Nature Conservation Site of Metropolitan or Borough Grade 1 Importance. <u>None</u>
Existing Use	Site is currently vacant	Site is currently vacant
Relevant Planning History (Most recent)	Extant permission for office space. Other applications on the site have either been refused or withdrawn.	Extant permission for the erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations, together with landscape improvements
Proposed Number of Units	125 – 205 <u>140</u>	125 <u>250</u>
Existing Units	0	0
Net Completions	125 <u>250</u> units	125 <u>250</u> units
Infrastructure Considerations and Constraints	To be determined through the planning application process.	
Flood Risk	Flood Zones 3b, 2 and 1; sufficient developable area in Flood Zone 1; flood plain areas to be retained for open space. <u>Flood Zone 1</u>	
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 – 2021 <u>2021-2026</u>	2016 – 2021 <u>2021-2026</u>
Other Information	Site identified in Hillingdon's Housing Trajectory to deliver 125 <u>140</u> units.	Site identified in Hillingdon's Housing Trajectory to deliver 125 <u>250</u> units.

New Homes

Royal Mail Sorting Office, Park Way, Ruislip Manor

The Royal Mail Sorting Office is located at the junction of Park Way and East Way, Ruislip Manor. The site is located in Ruislip Manor Town Centre, but is surrounded by residential uses to the north and west. As such, it is considered suitable for residential development.



POLICY SA 15: Royal Mail Sorting Office, Park Way, Ruislip Manor

Proposals for residential development should meet the following criteria:

- Provision of ~~up to~~ 22 residential units;
- Adequate parking and landscaping should be provided in accordance with Council standards.

New Homes

Site Information

Site name	Royal Mail Sorting Office, Park Way, Ruislip Manor
Ward	Manor
Location	Junction of Park Way and East Way
Area (ha/sqm)	0.27 ha
PTAL Ratings	3
Proposed Development	Residential
Current UDP Designations	Ruislip Manor Town Centre
Proposed New Designations	None (Town centre boundary is proposed to be amended)
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	22
Existing Units	0
Net completions	22 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	

New Homes

Northwood Station, Green Lane

The site currently accommodates Northwood Underground Station and a mix of 2 - 4 storey employment and retail uses. Located in the north of the Borough on the junction of the B469 Green Lane and Eastbury Road, it presents a significant opportunity for a mix of high quality retail and residential development that improves the appearance of Northwood District Centre and sustains and enhances the significance of the Northwood Town Centre and Green Lane Conservation Area, as well as the Frithwood Conservation Area.



POLICY SA 16: Northwood Station, Green Lane

The site is considered suitable for residential and retail development, subject to the following criteria:

- Redevelopment of Northwood Station, including the provision of an improved station entrance, transport interchange and step - free access;
- Provision of residential units, which must include affordable housing and an appropriate mix of units. Other main town centre uses may be acceptable.
- Retention of existing retail units and the provision of new retail uses at ground floor level, providing active road frontages. New retail provision (comparison and convenience) should enhance viability and vitality, be of scale that is appropriate for Northwood District Centre and take account of the latest evidence on retail need.
- The redevelopment should include the provision of a public space, landscaping and public realm improvements and enhance east-west pedestrian linkages within the District Centre;
- Provision of amenity space in accordance with the Council's standards. Consideration should also be given to neighbouring amenity, in terms of traffic, noise, light, odour and dust as well as impacts from the railway;

New Homes

POLICY SA 16: Northwood Station, Green Lane

- Retention of existing commuter car parking spaces; provision of drop off/pick up spaces and parking spaces for residential units in accordance with the Council's standards;
- Retention or re-provision of bus/vehicle circulation space;
- The redevelopment should sustain and enhance the significance of the adjacent Conservation Areas and their settings and retain buildings that contribute to the character and appearance of the local area. Justification for any loss of significance will need to accord with the requirements of the NPPF; and
- The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and make a positive contribution to local character and distinctiveness. Whilst the London Plan density guidance indicates that a density range for urban settings is suitable near transport nodes, capacity on this site should be led by high quality design, taking account of the site's prominent location and sub-urban character of the surrounding area.

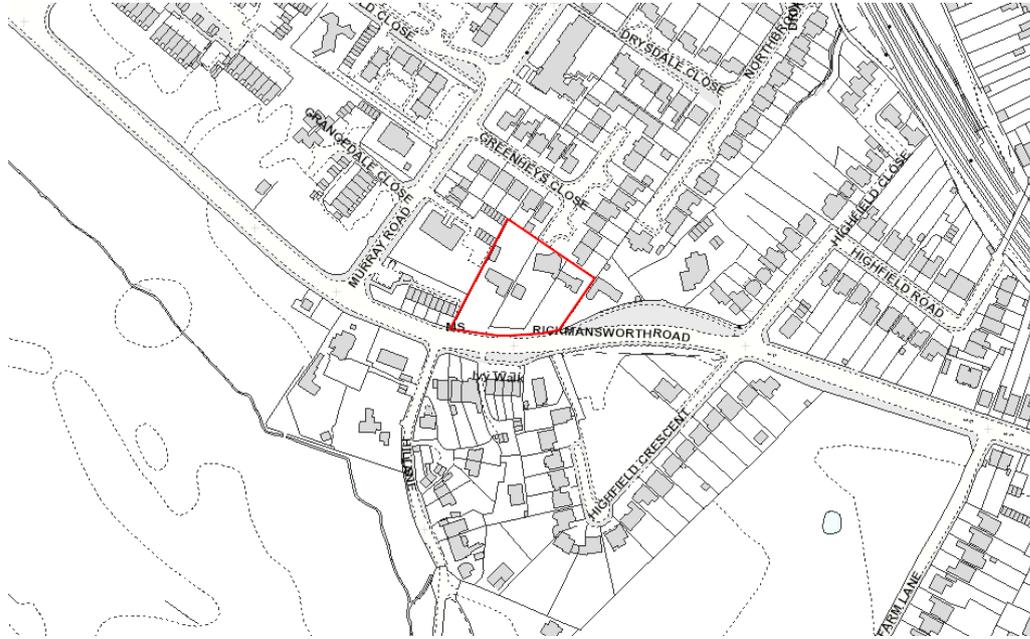
Site Information

Site name	Northwood Station, Green Lane
Ward	Northwood
Location	Junction of B469 Green Lane / Eastbury Road
Area (ha/sqm)	1.6
PTAL Ratings	3
Proposed Development	Mixed use
Current UDP Designations	District Centre, Conservation Areas, adjacent to Area of Special Local Character and Locally Listed Buildings; Primary and Secondary Retail Frontages
Proposed New Designations	None
Existing Use	Employment and retail
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	Proposed number of units to be determined by design
Existing Units	0
Net completions	Proposed number of units to be determined by design
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1, Critical Drainage Area
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026; development phasing to be agreed prior to submission of a planning application.
Other Information	Appropriate design to be agreed prior to the submission of a planning application.

New Homes

36-40 Rickmansworth Road

This site is located to the south of Northwood town centre. The Council granted planning consent for a residential development on the Rickmansworth Road site in 2017.



POLICY SA 16A 36-40 Rickmansworth Road

The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (69978/APP/2016/2564).

Site Information

<u>Site name</u>	<u>36-40 Rickmansworth Road</u>
<u>Ward</u>	<u>Northwood</u>
<u>Location</u>	<u>Rickmansworth Road</u>
<u>Area (ha/sqm)</u>	<u>0.3</u>
<u>PTAL Rating</u>	<u>2</u>
<u>Proposed Development</u>	<u>Residential</u>
<u>Current UDP Designation</u>	<u>None</u>

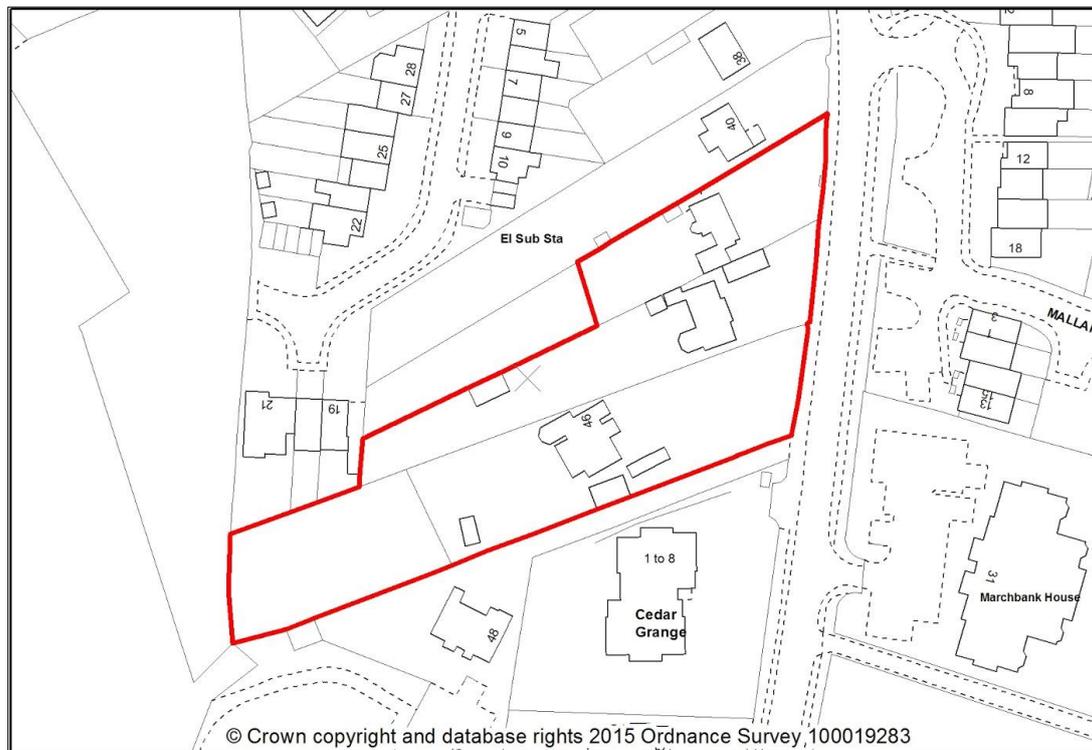
New Homes

<u>Proposed New Designation</u>	<u>None</u>
<u>Existing Use</u>	<u>Residential</u>
<u>Relevant Planning History</u>	<u>Application Ref: 69978/APP/2016/2564</u> <u>Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 9 x 2 bedroom units; and 2 x 3 bedroom units), amenity space and associated car parking. Approval on 07.09.2017</u>
<u>Proposed Number of Units</u>	<u>24</u>
<u>Existing Units</u>	<u>3</u>
<u>Net Completions</u>	<u>21</u>
<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
<u>Flood Risk</u>	<u>Flood Zone 1</u>
<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.</u>
<u>Indicative Phasing</u>	<u>2016-2021</u>

New Homes

42 - 46 Duck's Hill Road, Northwood

This site is located in the north of the Borough and surrounded by predominantly residential uses. The Council has granted planning permission for the provision of 10 residential units on this site.



POLICY SA 17: 42- 46 Ducks Hill Road

The Council will support the provision of residential development ~~on the site up to a maximum of 10 units, in accordance with the existing~~ in accordance with the broad parameters of the approved scheme, subject to site-specific constraints ~~planning permission Ref (49987/APP/2013/1451).~~

Site Information

Site name	42- 46 Ducks Hill Road
Ward	Northwood
Location	Ducks Hill Road
Area (ha/sqm)	0.5 ha
PTAL Rating	1b
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Residential

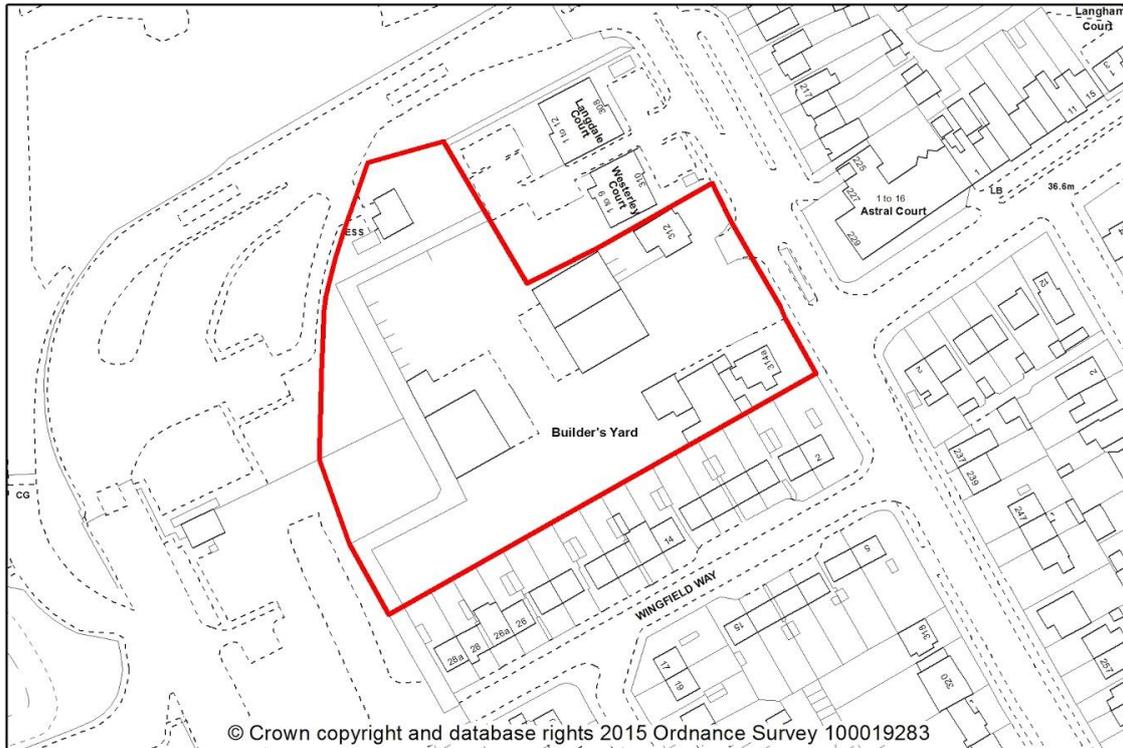
New Homes

Site name	42- 46 Ducks Hill Road
Relevant Planning History (Most recent)	Redevelopment of site to provide 10 detached 5 bedroom houses with roof space accommodation and garage/garden room buildings and a car port, with associated access, parking and landscaping (involving demolition of 3 detached houses) Approval on 07.01.2014.
Proposed Number of Units	10
Existing Units	3
Net Completions	7 units
Infrastructure Considerations and Constraints	As per extant consent
Flood risk	Flood Zone 1, Site-specific Flood Risk Assessment sets out Drainage Strategy.
Contamination	None
Indicative Phasing	2011 - 2016
Other Information	None

New Homes

West End Road, South Ruislip

The site is located to the north of Wingfield Way, adjacent to West End Road. Notwithstanding the current use of the site as a builder's merchant, it is surrounded by residential development and is considered suitable for residential use.



POLICY SA 18: West End Road, South Ruislip

Given the predominantly residential character of the surrounding area, it is considered that the site could accommodate residential development. Proposals should deliver :

- 30-44 residential units; and
- Adequate parking and landscaping should be provided on the site.

Site Information

Site name	West End Road, South Ruislip
Ward	South Ruislip
Location	West End Road
Area (ha/sqm)	1 ha
PTAL Rating	2

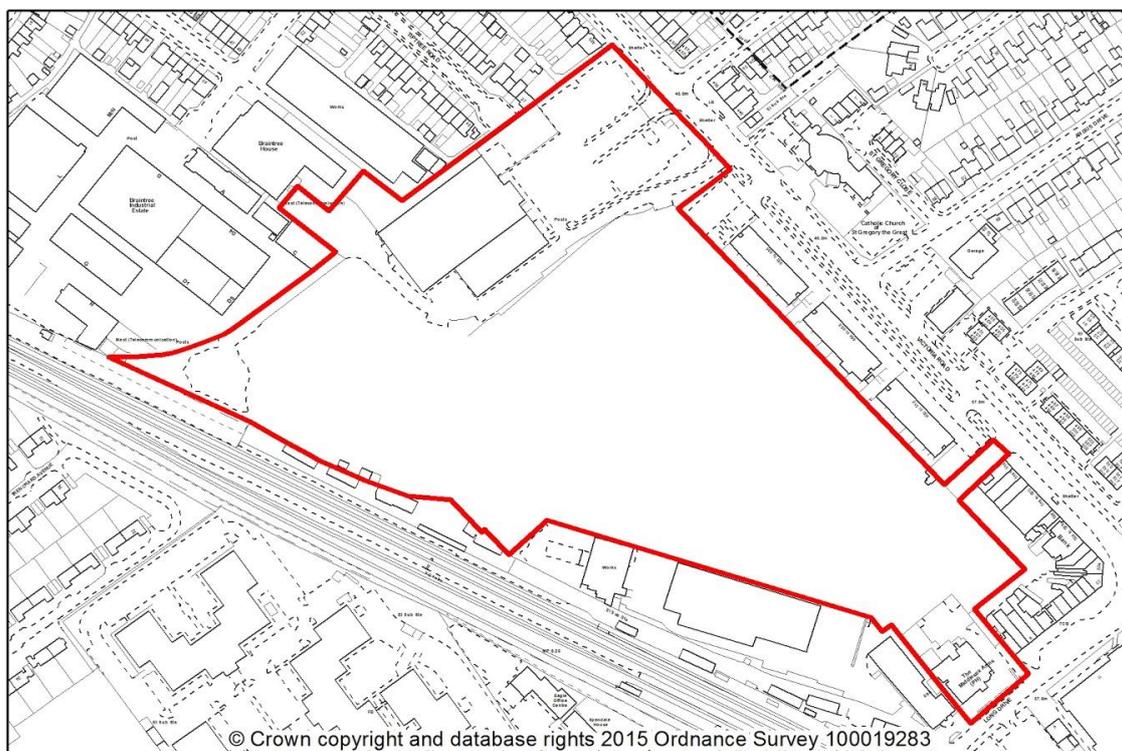
New Homes

Site name	West End Road, South Ruislip
Proposed Development	Residential
Current UDP Designations	Area of Open Character
Proposed New Designations	None
Existing Use	Builders merchant
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	30-44
Existing Units	0
Net Completions	30-44 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site-specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood risk	Flood Zone 1, Site-specific Flood Risk Assessment required
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other Information	Proposed residential units based on SHLAA assumptions. Site identified in the Hillingdon Housing Trajectory.

New Homes

Braintree Road, South Ruislip

The Braintree Road site is an existing employment designation on Victoria Road, South Ruislip that is proposed to be released for mixed use development. The Arla Foods element of the site has remained vacant for a number of years and has extant planning consent for mixed use development.



POLICY SA 19: Braintree Road, South Ruislip

This site represents a significant development opportunity to deliver regeneration in South Ruislip. The Council will support mixed use development in accordance with the [broad parameters of](#) existing planning permission (Ref: 66819/APP/2014/1600).

Site Information

Site name	Braintree Road, South Ruislip
Ward	South Ruislip
Location	Braintree Road
Area (ha/sqm)	7.1 ha
PTAL Ratings	1b
Proposed Development	Mixed Use
Current UDP Designations	Industrial Business Area; Local Centre; adjacent to Air Quality Management Area
Proposed New Designations	Adjacent to Locally Significant Industrial Site
Existing Use	Industrial units
Relevant Planning History (Most recent)	Demolition of existing buildings and redevelopment of the site to provide a food store with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x

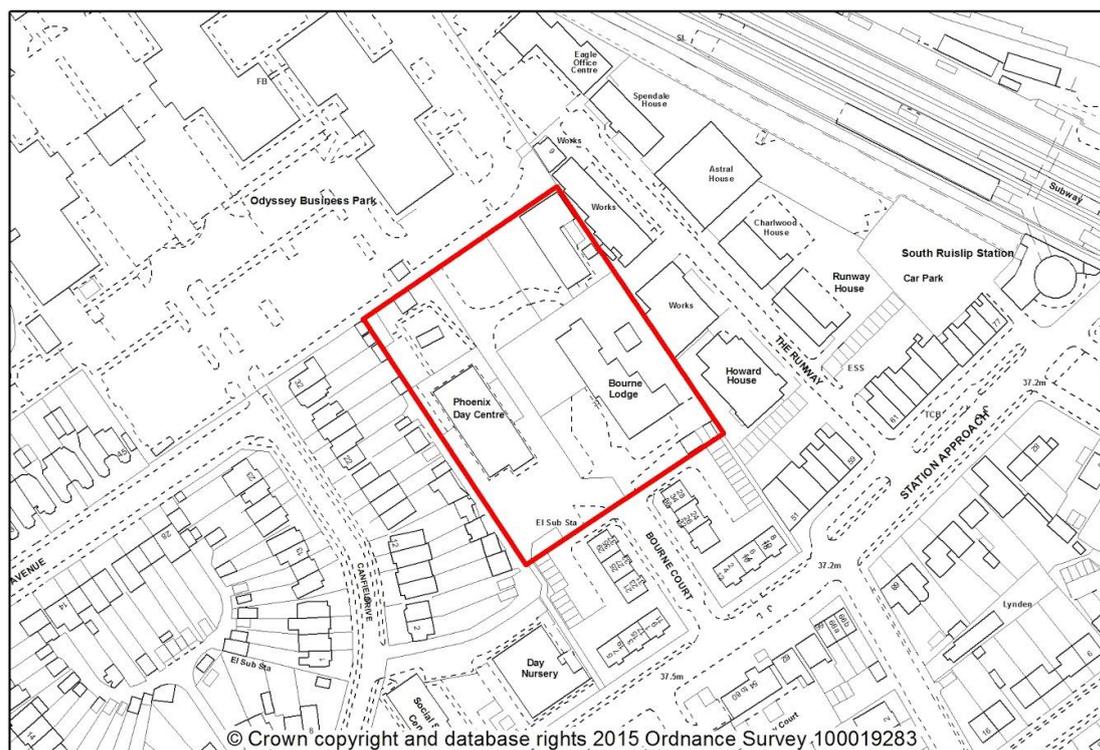
New Homes

Site name	Braintree Road, South Ruislip
	restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works. Approval on 24.12.2014.
Proposed Number of Units	132 <u>163</u>
Existing Units	0
Net Completions	132 <u>163</u> units
Infrastructure Considerations and Constraints	As per the extant planning permission.
Flood Risk	Flood Zone 1; Critical Drainage Area; site specific Flood Risk Assessment sets out drainage strategy
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	44 units likely to be delivered in 2011-2016 and 88 units likely to be delivered in 2016-2021
Other Information	Site is identified in Hillingdon's Housing Trajectory.

New Homes

Bourne Court, Ruislip

Adjoining South Ruislip Local Centre, the site offers potential for residential redevelopment that capitalises on the proximity to South Ruislip Underground Station and consolidates a long-established residential housing area immediately to the south and west of the Odyssey Business Park. The Council has approved planning permission for the development of 49 residential units on this site. It is understood that a planning application for a revised scheme is to be submitted in due course.



POLICY SA 20: Bourne Court, South Ruislip

The Council will support the provision of residential development on the site ~~up to a maximum~~ of 49 units, in accordance with the existing planning permission (Ref: 11891/APP/2014/91).

Site Information

Site name	Bourne Court, Ruislip
Ward	South Ruislip
Location	Southern part of Odyssey Business Park – road access provided by Cavendish Avenue and Bourne Court
Area (ha/sqm)	0.72 ha
PTAL Rating	3
Proposed Development	Residential
Current UDP Designations	adjacent to South Ruislip Local Centre
Proposed New Designations	None

New Homes

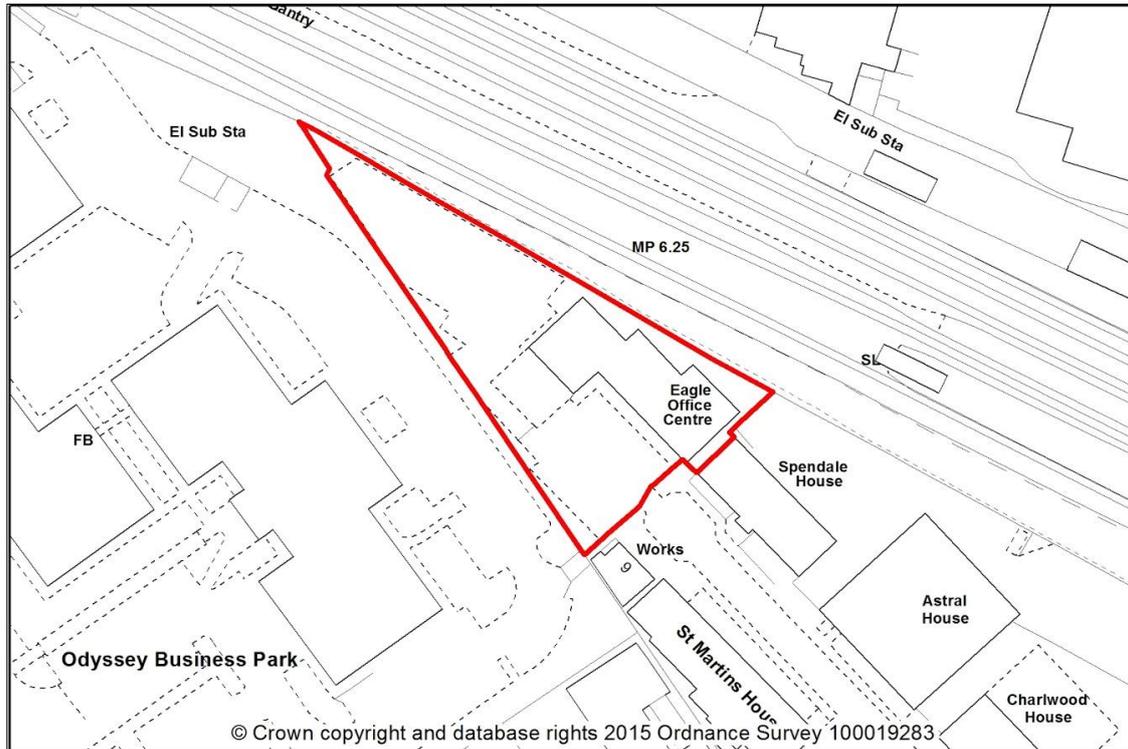
Existing Use	Care home and day centre
Relevant Planning History (Most recent)	Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works. Approval on 29.08.2014.
Proposed Number of Units	49 <u>69</u>
Existing Units	0
Net completions	49 <u>69</u> units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1, site lies in proximity to a Critical Drainage Area; site specific Flood Risk Assessment sets out drainage strategy.
Contamination	None
Indicative Phasing	2016 - 2021
Other Information	Council-owned site; proposals should include affordable housing.

New Homes

Eagle House, The Runway, Ruislip

Located south of the railway and within the boundary of South Ruislip Local Centre, this site currently accommodates an office use. The Council has recently approved the change of use from office to residential development through the Prior Approval process.

DELETE MAP



POLICY SA 21: Eagle House, The Runway

The Council will support the provision of residential development on the site up to a maximum of 24 units, in accordance with the approved scheme Ref 2342/APP/2015/624.

Site Information

Site name	Eagle House, The Runway
Ward	South Ruislip
Location	The Runway, Adjacent to South Ruislip Underground Station
Area (ha/sqm)	1.21 ha
PTAL Rating	4
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Office
Relevant Planning History (Most recent)	Change of use from offices (Use Class B1) to 6 x studios and 16 x 1 bed units (Use Class C3) (Prior Approval).

New Homes

Approval on 19.04.2015.

Site name	Eagle House, The Runway
Proposed Number of Units	24
Existing Units	0
Net Completions	24 units
Infrastructure Considerations and Constraints	None
Flood Risk	Flood Zone 1
Contamination	Change of use proposal concerns external alteration to existing floors and will have no direct impact on the underlying ground surface.
Indicative Phasing	2016 – 2021
Other Information	None

POLICY SA 22: Chailey Industrial Estate, Pump Lane

The Chailey site is currently vacant and provides an opportunity for residential development that enhances Hayes Town Centre and takes advantage of the future Crossrail link at Hayes. The following development principles will apply:

- The site should be released for residential development at a development density of 110 units per hectare,
- Small scale commercial uses at ground floor level to support residential uses will be considered suitable; and
- Development proposals should include a buffer along the eastern boundary of the site to mitigate impacts on residential amenity from the adjacent retail use.
- The Council will seek to achieve a proportion of community infrastructure on the site to assist in the regeneration of Hayes;
- Proposals should be provided to a high quality design; and
- Open space and amenity space should be provided in accordance with Council standards.
- Development proposals should maintain the current setback from Pump Lane, to allow for the introduction of potential public transport improvements.
- Ground floor uses along Pump Lane should maintain an active frontage.

New Homes

Site Information

Site name	Chailey Industrial Estate, Pump Lane
Ward	Townfield
Location	Chailey Industrial Estate, Pump Lane
Area (ha/sqm)	1.8 ha
PTAL Ratings	3
Proposed Development	Residential
Current UDP Designations	Industrial Business Area
Proposed New Designations	None; adjacent to proposed Strategic Industrial Location
Existing Use	Industrial buildings
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	198
Existing Units	0
Net Completions	198 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1; surface water ponding; Flood Risk Assessment required.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021
Other Information	Site is identified for release to other uses in Hillingdon's Employment Land Study and Housing Trajectory.

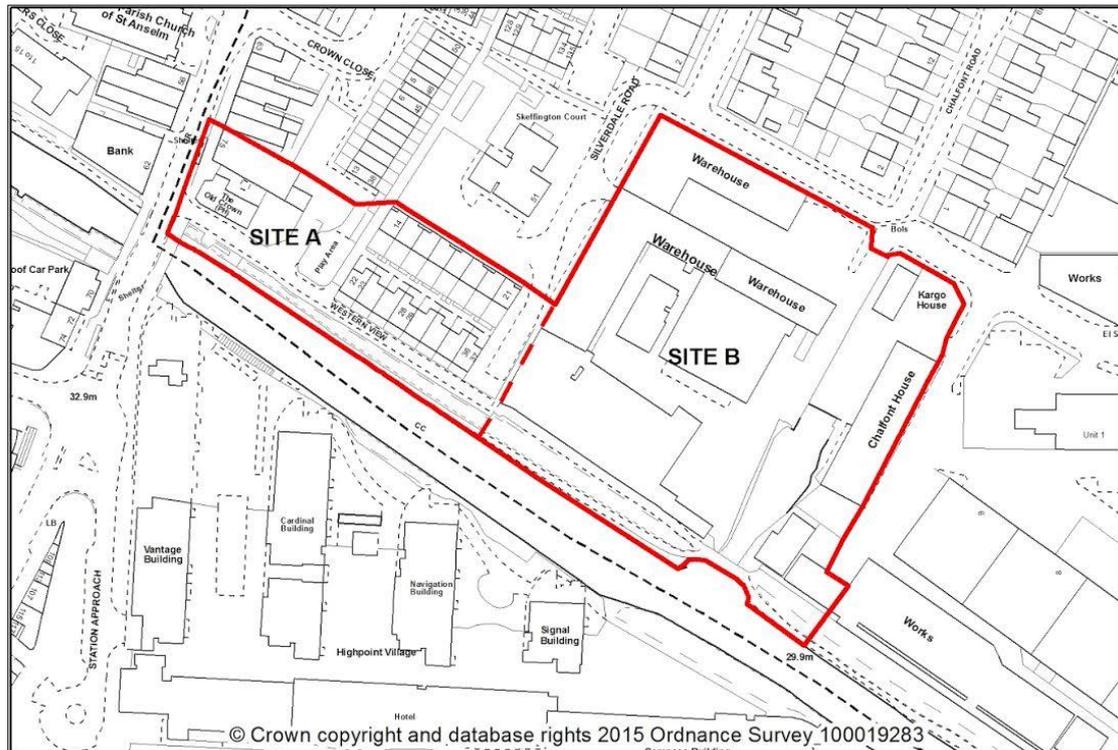
Site name	Chailey Industrial Estate, Pump Lane	
	Site A	Site B
Ward	Townfield	
Location	Chailey Industrial Estate and Matalan store , Pump Lane	
Area (ha/sqm)	1.8 ha	0.8 ha
PTAL Rating	3	2/3
Proposed Development	Residential	Retail/Residential
Current UDP Designation	Industrial Business Area	
Proposed New Designation	None; adjacent to proposed Strategic Industrial Location	
Existing Use	Industrial Buildings	Existing retail unit
Relevant Planning History	No relevant history	
Proposed Number of Units	198	Proposed number of units to be determined by design.

New Homes

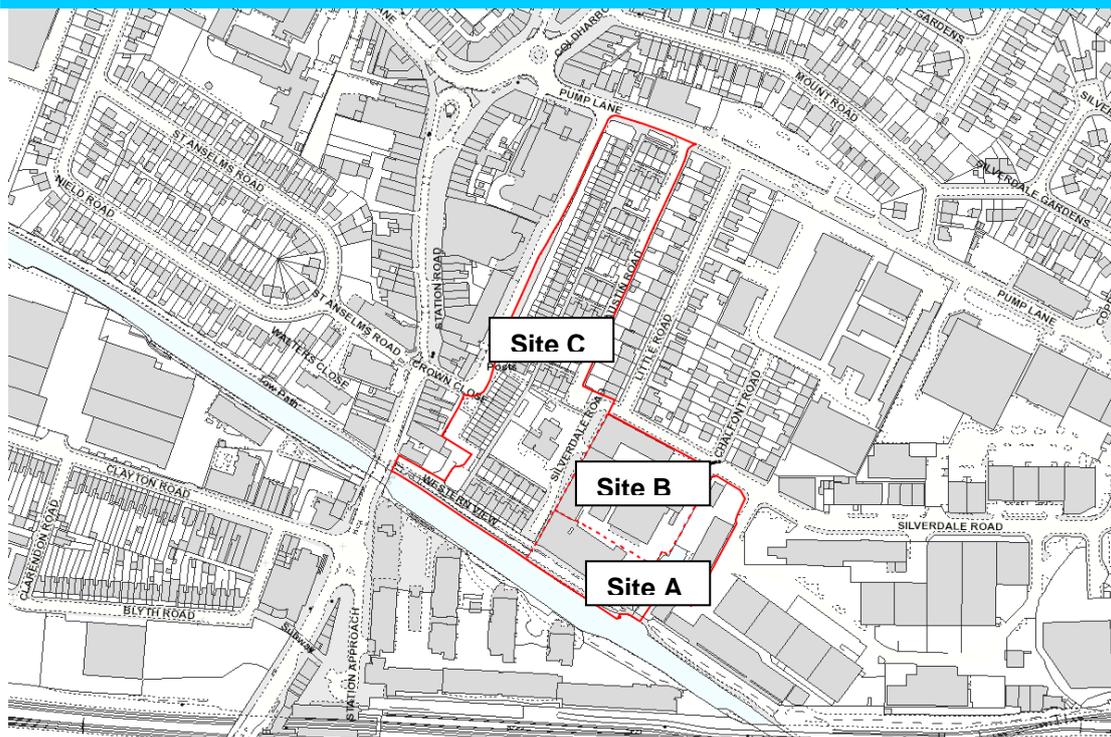
Existing Units	0	
Net Completions	198 units	<u><i>Proposed number of units to be determined by design.</i></u>
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application	
Flood Risk	Flood Zone 1; surface water ponding; Flood Risk Assessment required.	
Contamination	Potentially contaminated due to former land use. Land remediation may be required.	
Indicative Phasing	2016-2021	
Other information	<p style="text-align: center;"><u><i>The number of residential units will be determined through a design-led process, to be agreed with Council officers.</i></u></p> <p style="text-align: center;">Site is identified for release to other uses in Hillingdon's Employment Land Study and Housing Trajectory.</p>	

Silverdale Road/Western View, Hayes

The Silverdale Road/Western View site occupies canal frontages within a designated Industrial Business Areas. The site is proposed in response to the provisions of paragraph 5.13 of the Local Plan Part 1, which states that the Council will specifically review sites along the Grand Union Canal. Where appropriate, sites in Hayes will be brought forward for residential-led mixed use development.



New Homes



POLICY SA 23: Silverdale Road/Western View

Silverdale Road / Western View is considered suitable for release to residential-led mixed use development, ~~including residential development at a density range of 120—135 units per hectare~~, subject to the following criteria:

Site A

- ~~The net provision of up to 60 residential units, taking account of the Council's latest evidence of housing need. The provision of residential-led mixed use development on the site of 122 units.~~
- ~~The junction of Station Approach/Western View should provide a focus for high value retail and other uses that promote the vitality and viability of Hayes Town Centre, including active frontages onto both roads. Suitable retail development for this key town centre site may include a mix of A1—A4 uses and specific proposals will need to be discussed and agreed with the Council prior to the submission of a planning application.~~
- ~~An appropriate play space should be provided on site.~~

Site B

- The provision of ~~up to 141~~ **119** residential units in accordance with the appropriate London Plan density range, ~~taking account of~~ **to reflect** the Council's latest evidence of **on** housing need.
- The retention of Locally Listed Buildings, which make a significant contribution to the character and historic value of the site.**
- The proposals should include improved connectivity between Silverdale Road, Austin Road and Hayes Town Centre.**
- The provision of appropriate new public open space.**

Site C

- The provision of 400 residential units (gross) in accordance with the London**

New Homes

Plan density range for urban locations, to reflect the Council's latest evidence on housing need.

- **The proposals should include improved connectivity between Silverdale Road, Western View, Austin Road and Hayes Town Centre.**
- **The provision of appropriate new public open space.**
- **Proposals should include high quality design to fully integrate with the Grand Union Canal, ensure canal-side access and promote canal-side activity to maximise recreational potential.**
- **Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon Network.**

Site A, ~~and B~~, and C

- The Council will expect comprehensive development across the whole site and consideration should be given to the feasibility of linking both site elements to Hayes Town Centre.
- Proposals should include a heritage assessment which considers the retention and reuse of Locally Listed structures.
- Amenity space and car parking should be provided in accordance with the standards set out in the Council's Development Management Policies document.
- Development should include active frontages at ground floor level and be designed to maximise the canal frontage.
- Development should incorporate canal side improvements to be agreed with the Council and enhance the Strategic Canal and River Corridor, in accordance with relevant policies on the Blue Ribbon network.

Site Information

Site Name	Silverdale Road/Western View		
	Site A	Site B	Site C
Ward	Townfield	Townfield	Townfield
Location	West of Silverdale Road, east of Station Approach Craufurd Business Park, Silverdale Road	North Western View, south of Silverdale Road Craufurd Business Park, Silverdale Road	East of Crown Close
Area (ha/sqm)	0.6 0.7	4.2 ha 0.7	2.3
PTAL Ratings	3 to 5		
Proposed Development	<u>Residential-led mixed use</u>		
Current UDP Designations	Hayes Town Centre; <u>Industrial Business Area;</u> adjacent to Strategic Canal	Industrial Business Area; adjacent to Hayes	Hayes Town Centre; adjacent to Strategic

New Homes

	and River Corridor, Listed Buildings	Town Centre; Locally Listed Building; adjacent to Strategic Canal and River Corridor	<u>Canal and River Corridor, adjacent to Locally Listed Buildings</u>
Proposed New Designations	None <u>Adjacent to Strategic Industrial Location</u>	Adjacent to Strategic Industrial Location None	<u>Hayes Town Centre</u>
Existing Use	Residential and public house <u>Industrial</u>	Industrial	<u>Residential</u>
Relevant Planning History (Most Recent)	No relevant history <u>Applications ref: 71374/APP/2016/4027: the demolition of the existing buildings and the construction of new buildings, ranging from four to nine storeys, comprising 122 residential units (Use Class C3) and 227sqm of flexible commercial space (Use Class A1, A3, B1, D1 or D2). The proposals include also associated landscaping, parking and infrastructure works and the refurbishment and extension of Shackles Dock.</u>	<u>No relevant planning history</u> Planning permission on part of the site: Change of use of former warehouse to carry-out maintenance and repairs to cars and LCV and installation of inspection ramps for MOT inspection (Class B2-general industry) and new entrance door and ramp. Approval on 20.08.07.	<u>No relevant planning history</u>
Proposed Number of Units	60 <u>122</u>	141 <u>119</u>	<u>400</u>
Existing Units	24 <u>0</u>	0	<u>278</u>
Net Completions	36 <u>122</u> units	141 <u>119</u>	<u>122</u>
Infrastructure Considerations	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.		
Flood Risk	Flood Zone 1; Flood Risk Assessment required.		
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.		
Indicative Phasing	2021-2026	2021-2026	<u>2021-2026</u>

New Homes

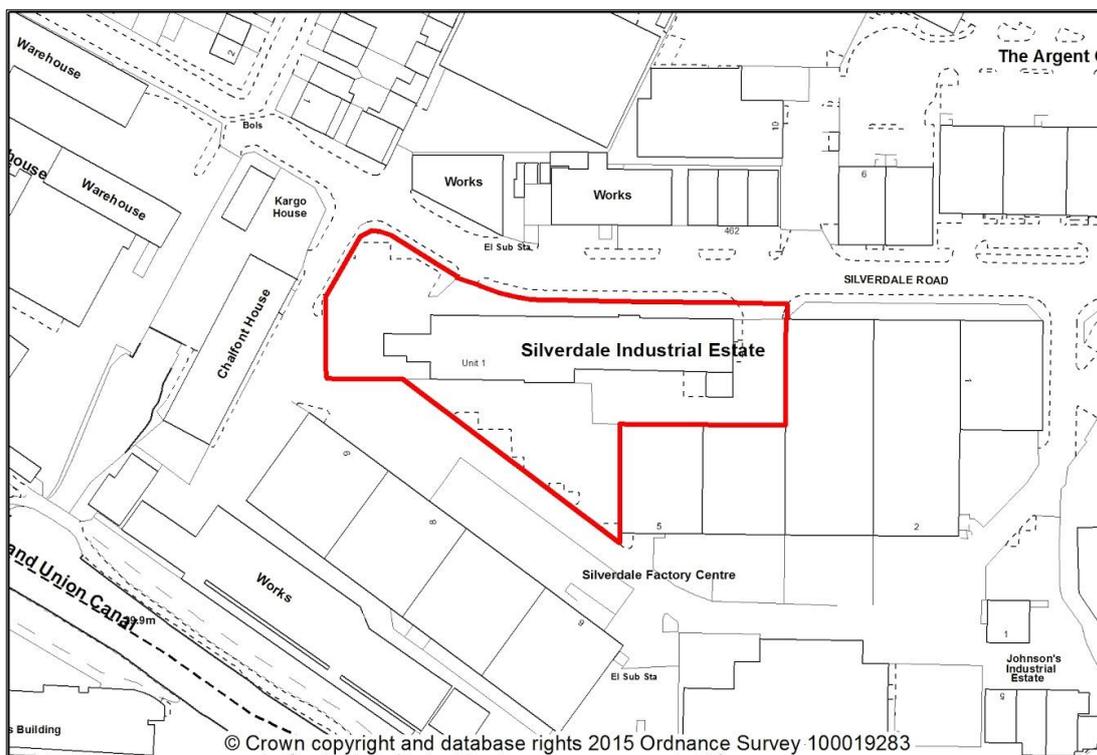
Other information	Includes Council-owned land; consultation will be required with the Canal & River Trust. Site identified in the Hillingdon Housing Trajectory	Consultation will be required with the Canal & River Trust. Site identified in the Hillingdon Housing Trajectory.	<u>Includes Council owned land; consultation will be required with the Canal & River Trust</u>
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New Homes

Benlow Works, Silverdale Road

Benlow Works is a Grade 2 listed structure located within the Silverdale Road Industrial Estate. Given its location in close proximity to the Grand Union Canal and the future Hayes and Harlington Crossrail station, the site represents an opportunity for mixed use development that maximises the potential of this landmark building.

The building has been neglected in recent years and is listed in Historic England's Assets at Risk Register 2015. Proposals should take account of the Grade 2 Listed status and be discussed with the Council in advance of the submission of a planning application, to ensure the significance of this historic building and its setting is properly considered.



POLICY SA 24: Benlow Works, Silverdale Road

Benlow Works is considered suitable for release to mixed use development that capitalises on the proximity of the future Crossrail Station and promotes the regeneration of Hayes Town Centre.

- The Council will require development proposals to retain the character and historic integrity of the building and the specific features that contribute to its Grade 2 Listing. The setting of the building should also be enhanced.
- Development proposals should secure the repair of the building and minimise subdivision of internal space. Acceptable uses could include leisure, office and cultural uses, such as art studios and exhibition space, SME workshop space and similar uses. Development proposals should integrate with surrounding industrial uses and including suitable mitigation measures from neighbouring uses.

New Homes

POLICY SA 24: Benlow Works, Silverdale Road

- Proposals for residential development will only be considered where they facilitate the delivery of acceptable non-residential uses and retain as far as possible the openness of internal space within the building. Potential harm resulting from residential development should be weighed against the public benefits, including securing the optimum viable use of the Listed Building in accordance with national policy.

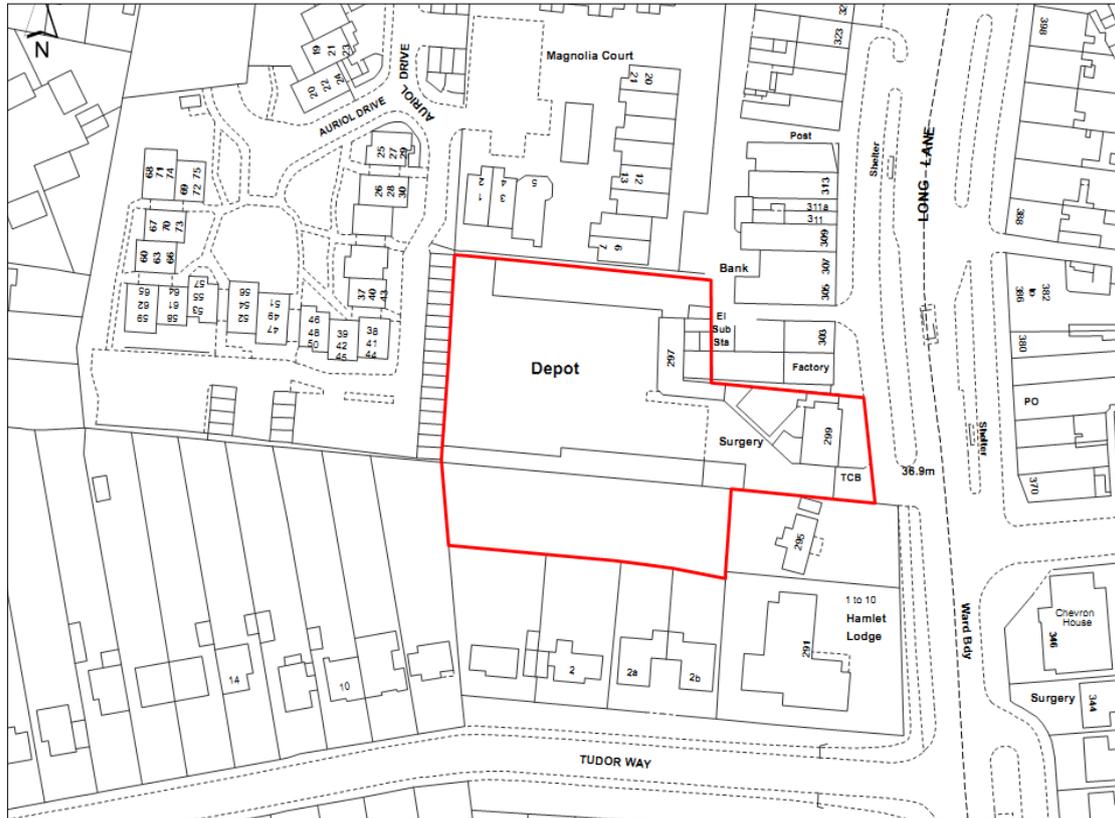
Site Information

Site name	Benlow Works, Silverdale Road
Ward	Townfield
Location	Silverdale Road, Hayes
Area (ha/sqm)	0.3 ha
PTAL Ratings	3 and 4
Proposed Development	Residential-led mixed use
Current UDP Designations	Industrial Business Area; Listed Building
Proposed New Designations	None
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	Proposed number of units will be determined by design 36
Existing Units	0
Net Completions	Proposed number of units will be determined by design
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other Information	None

New Homes

297 - 299 Long Lane, Hillingdon

The site is located on the western side of Long Lane and comprises a depot serving Dairy Crest. The whole site is located within the North Hillingdon Local Centre boundary. Given the site's location within the Local Centre boundary, it is considered suitable for residential-led mixed use development.



POLICY SA 25: Long Lane, Hillingdon

The site is considered suitable to be released for residential-led mixed use development, subject to the following criteria:

- Provision of ~~up to 25~~ **33** residential units;
- The retention of healthcare facilities on the site;
- Redevelopment of the site should maintain the green buffer on the southern part of the site adjacent to the residential properties on Tudor Way; and
- Amenity space and car parking should be provided in accordance with the Council's standards.

New Homes

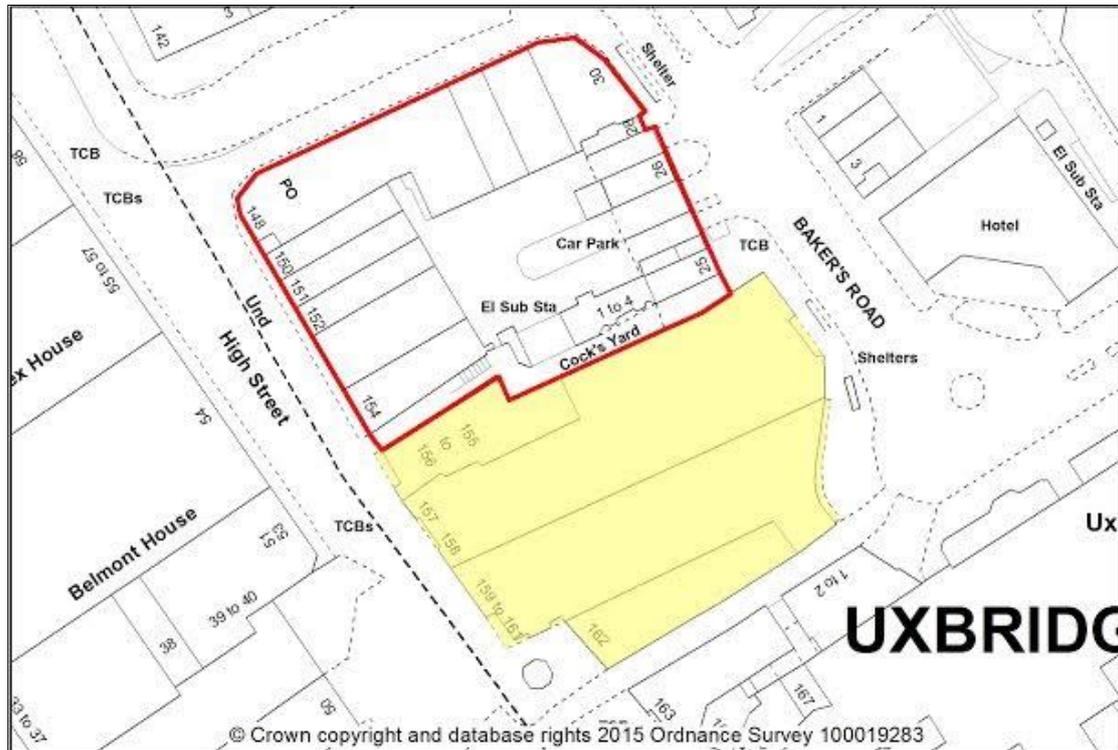
Site Information

Site name	Long Lane, Hillingdon
Ward	Uxbridge North
Location	Long Lane
Area (ha/sqm)	0.39 ha
PTAL Rating	2 and 3
Proposed Development	Residential-led mixed use
Current UDP Designations	Local Centre, North Hillingdon
Proposed New Designations	None
Existing Use	Industrial/warehouse/commercial units
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	15-25 33
Existing Units	0
Net Completions	15-25 33 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016 - 2021
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

148-154 High Street / 25-30 Bakers Road (WH Smith), Uxbridge

The site is located at the junction of High Street Uxbridge and Bakers Road, within the designated Uxbridge Town Centre boundary and lies adjacent to the Old Uxbridge Windsor Street Conservation Area. It is considered suitable for residential-led mixed use development, including other main town centre uses.



POLICY SA 26: 148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge

The site is considered suitable for residential-led mixed use redevelopment subject to the following criteria:

- Provision of upper floor residential units, which must include affordable housing and an appropriate mix of units, provided in accordance with Council standards. Other main town centre uses, such as leisure uses, may be acceptable on upper floors;
- Retention of ground floor retail uses fronting onto the High Street and provision of main town centre uses, providing active frontages onto Bakers Road and Belmont Road;
- The redevelopment should enhance the pedestrian thoroughfare of Cock's Yard linking Uxbridge Town Centre and the Bus Interchange;
- Amenity space and car parking should be provided in accordance with the Council's standards;
- The redevelopment should sustain and enhance the significance of the adjacent Conservation Area and its setting;

New Homes

POLICY SA 26: 148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge

- The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and have regard to the setting of the [Old Uxbridge and Windsor Street](#) ~~nearby~~ Conservation Area and Listed Buildings. Whilst the London Plan density guidance indicates a development potential of up to 120 units, capacity on this site should be led by high quality design, taking account of the site's prominent location; and
- Proposals should provide scope to incorporate the redevelopment of the land to the south of the site (identified in yellow on the site plan), extending from Cock's Yard to the Uxbridge Underground Station, in accordance with the principles set out in this policy.

Site Information

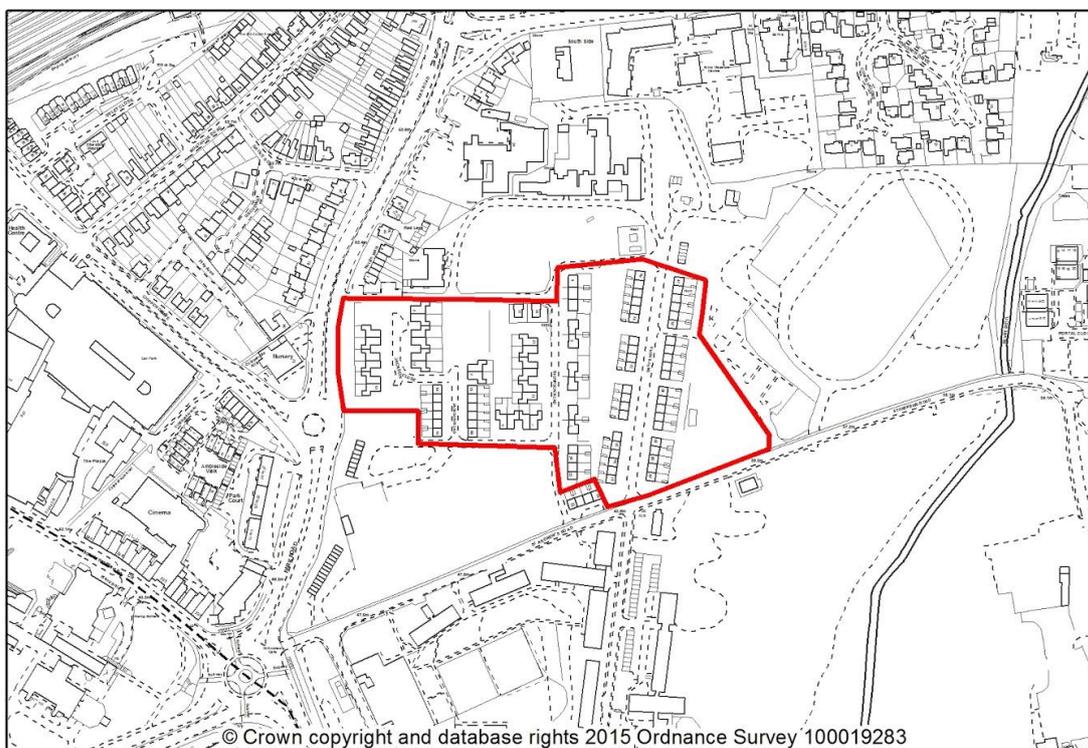
Site name	148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge
Ward	Uxbridge North
Location	High Street/Bakers Road, Uxbridge
Area (ha/sqm)	0.3 ha
PTAL Ratings	6a
Proposed Development	Mixed use development comprising residential, office, retail
Current UDP Designations	Uxbridge Town Centre; Primary Shopping Area, Archaeological Priority Area; adjacent to Conservation Area
Proposed New Designations	Archaeological Priority Area
Existing Use	Retail
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	Proposed number of units to be determined by design
Existing Units	0
Net Completions	Proposed number of units to be determined by design
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1; some surface water ponding
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	Subject to meeting appropriate design considerations to be agreed prior to the submission of a planning application, the site is considered suitable for development at a density of 360 - 405 uph.

New Homes

St Andrew's Park – Annington Homes Site

As detailed at Policy SA 28 the main part of the St Andrew's Park (former RAF Uxbridge) site is identified for high quality residential-led mixed use development, accommodating up to 1,340 homes and around 14,000 sqm of office space and a 90 bed hotel. The Council will seek to ensure that the site is developed in accordance with the planning permission granted in January 2013.

A remaining and separate part of the former RAF Uxbridge site comprises former MoD housing now in private ownership. Fronting on to Park Road, it is currently available for future development. The Council will seek to ensure a mixed residential scheme is brought forward for this site during the plan period. Its design should complement that of the surrounding St Andrew's Park development, with good access provided both to the surrounding scheme and to the existing town centre.



POLICY SA 27: St Andrew's Park – Annington Homes Site

The Council will support the following development on the site:

- ~~330~~⁴²⁰ residential units; and
- Associated landscaping, car parking and amenity space provision.

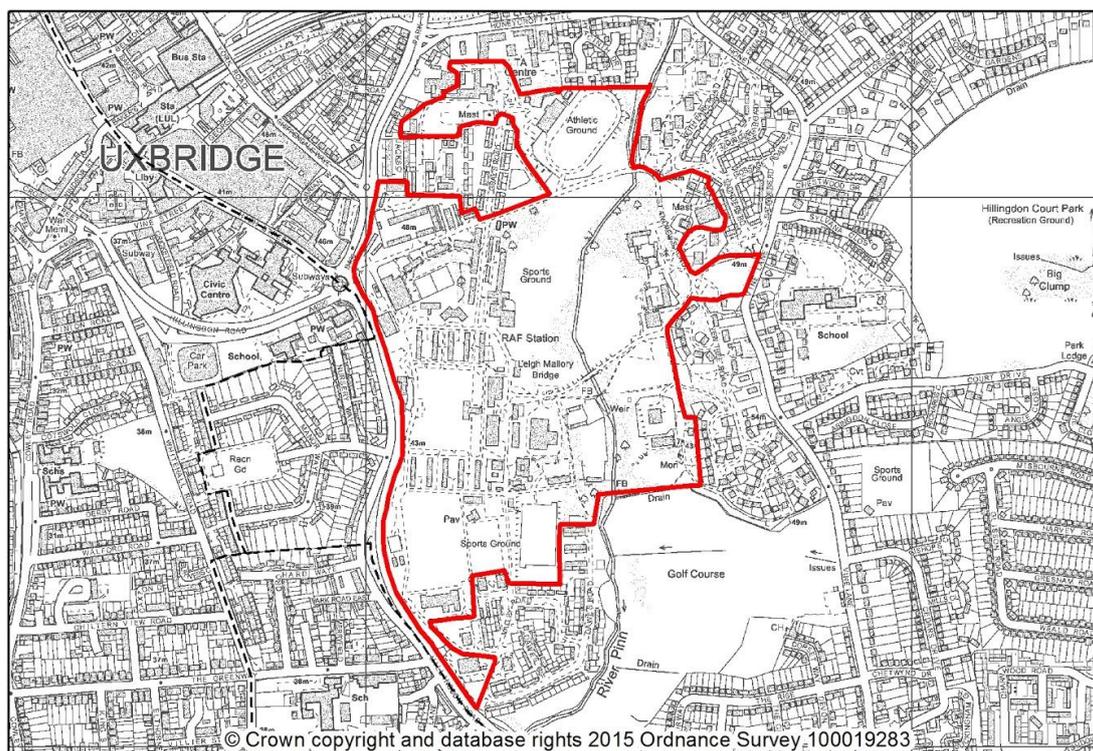
New Homes

Site Information

Site name	St Andrew's Park – Annington Homes Site
Ward	Uxbridge North
Location	Hillingdon Road
Area (ha/sqm)	3.1 ha
PTAL Rating	2, 3
Proposed Development	Residential
Current UDP Designations	None; adjacent to Green Chain link
Proposed New Designations	None
Existing Use	Former RAF Uxbridge
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	420 <u>330</u>
Existing Units	0
Net Completions	420 <u>330</u> units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of any planning application
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other information	None

St Andrews Park, Uxbridge

St Andrews Park is identified for high quality residential-led mixed use development, accommodating up to 1,340 homes and around 14,000 sqm of office space and a 90 bed hotel. In all, the development is expected to deliver around 1,160 permanent jobs and form an extension to Uxbridge Town Centre, in accordance with Policy E4 of the Local Plan Part 1. The Council will seek to ensure that the site is developed in accordance with the planning permission granted in January 2013.



POLICY SA 28: St Andrews Park, Uxbridge

In accordance with the approved planning permission (Ref: 585/APP/2009/2752) the Council will support the following development on the site:

- 1,340 residential units;
- 14,000sqm of office floorspace;
- A 90 bedroom hotel;
- Associated commercial uses;
- Education Facilities; and
- Associated landscaping, car parking and amenity space provision.

The Council will seek to secure the development of the site in accordance with this permission.

New Homes

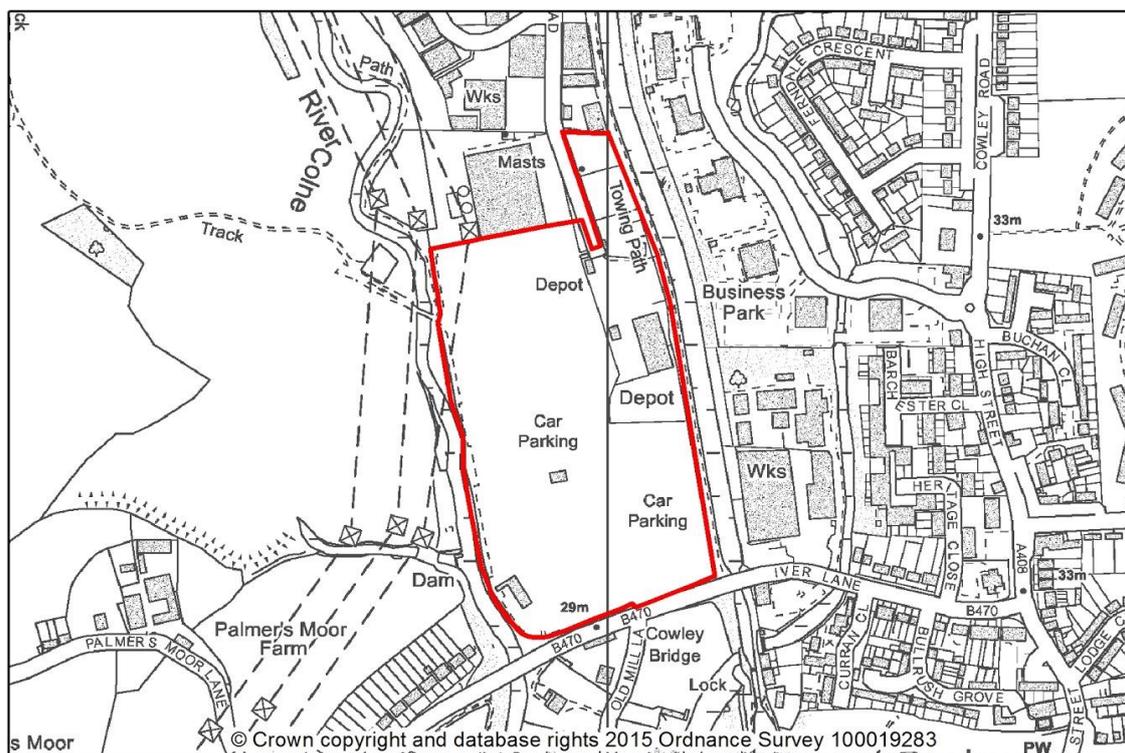
Site Information

Site name	St Andrews Park
Ward	Uxbridge North
Location	Hillingdon Road
Area (ha/sqm)	46.6 ha
PTAL Rating	1a,1b, 2,3
Proposed Development	Residential
Current UDP Designations	Small proportion of site in Green Belt and flood plain; Listed and Locally Listed Buildings.
Proposed New Designations	None
Existing Use	Former RAF Uxbridge
Relevant Planning History (Most recent)	Planning consent for 1,340 residential-led mixed use development Approval on 18.01.2012
Proposed Number of Units	1,340
Existing Units	0
Net Completions	232 units to be completed 2011-2016, 944 units to be completed 2016-2021 and 164 units to be completed in 2021 - 2026
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zones 3b, 3a, 2 and 1; sufficient developable area in Flood Zone 1. Floodplain areas to be retained for open space.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2021
Other information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Cape Boards Site, Iver Lane, Cowley

The Cape Boards site forms part of the Hayes Industrial Estate Preferred Industrial Location. The Council's Employment Land Study acknowledges that this strategic site does not provide many opportunities for release to housing. However, due to access difficulties for heavy goods vehicles at the southern end of the Estate, there is potential for a residential-led mixed use redevelopment at the former Cape Boards site which has been vacant for some time, provided access issues there can be addressed.



POLICY SA 29: Cape Boards Site, Iver Lane, Cowley

Given the location and surrounding land uses it is considered suitable for residential-led mixed use redevelopment. The key development principles are as follows:

- 20% of the site (2.5 hectares) should accommodate a mix of commercial uses including B1, B2 and B8 development;
- The site is not considered suitable for access by heavy goods vehicles;
- 70% of the site (9 hectares) should accommodate residential uses;
- 10% (1.5 hectares) should accommodate publicly accessible open space;
- Higher densities should be located adjacent to the canal;
- Development proposals should incorporate canal side improvements to be agreed with the Council; and
- Proposals should not prejudice the proposed waste related use to the north east of the site.

New Homes

Site Information

Site name	Cape Boards Site, Iver Lane, Cowley
Ward	Uxbridge South
Location	Iver Lane, Cowley
Area (ha/sqm)	8.6 ha
PTAL Rating	1a, 1b
Current UDP Designations	Industrial Business Area; adjacent to Conservation Area
Proposed New Designation	Colne Valley Archaeological Priority Zone
Existing Use	Storage facility
Relevant Planning History (Most recent)	Planning applications associated with the commercial operation of the site.
Proposed Development	Residential-led mixed use redevelopment
Proposed Number of Units	315
Existing Units	0
Net Completions	315 units
Infrastructure Considerations and Constraints	Site is within close proximity to North Hyde sub-station and new buildings should not be located beneath power lines. Drainage infrastructure likely to be required. Site specific proposals should be discussed with National Grid and Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of any future planning application.
Flood risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	Potential issues of flooding on the site.

New Homes

Grand Union Park, Packet Boat Lane

This existing employment site is located along the Grand Union Canal on the eastern border of the Cowley Lock Conservation Area. It is accessed from Packet Boat Lane to the south and adjoins residential development to the east. The site is currently occupied by 3 office buildings and the Council has recently approved the change of use from office to residential for the individual buildings through the Prior Approval process. In addition, a separate Prior Approval application relating to the whole site area has been allowed on appeal.



POLICY SA 30: Grand Union Park, Packet Boat Lane

The Council will support the provision of residential development on this site in accordance with the approved schemes.

Site Information

Site name	Grand Union Office Park, Packet Boat Lane
Ward	Uxbridge South
Location	Units 1-8, Packet Boat Lane, Cowley
Area (ha/sqm)	1.5 ha
PTAL Rating	1a, 1b
Current UDP Designations	None, adjacent to Conservation Area and Strategic Canal and River Corridor, in proximity to Colne Valley Park
Proposed New Designations	Archaeological Priority Zone

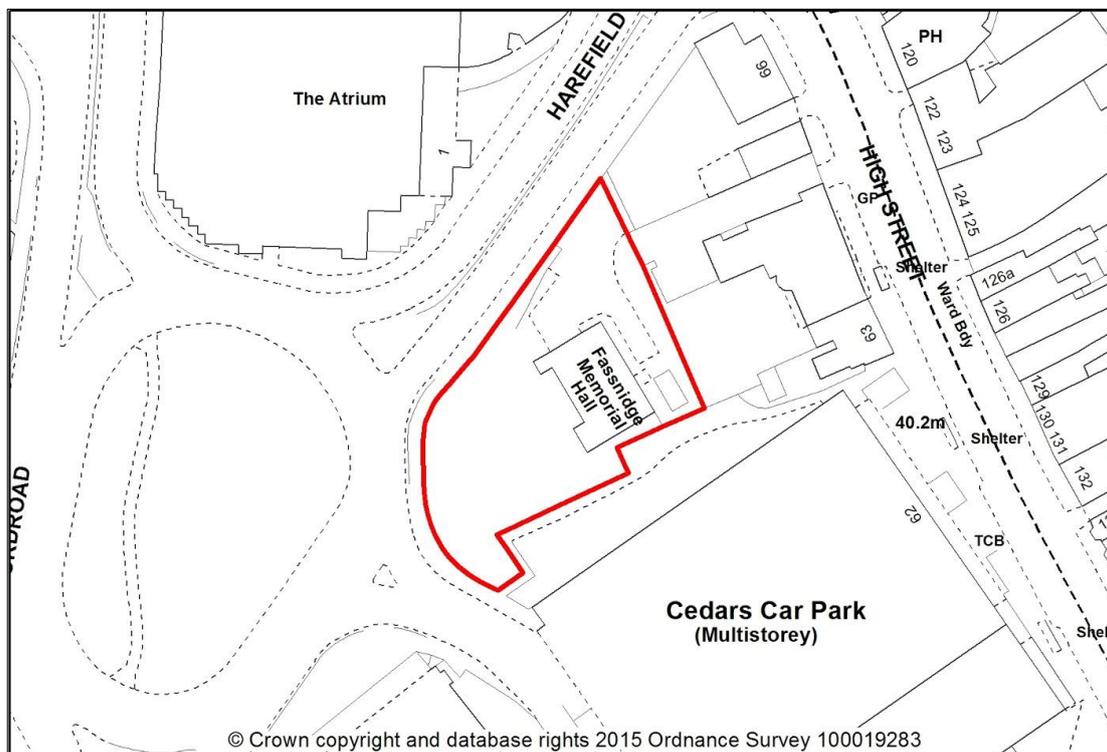
New Homes

Site name	Grand Union Office Park, Packet Boat Lane
Existing Use	Offices
Relevant Planning History (Most recent)	<p>Prior approval for change of use from B1(a) to C3 use (to create 27 self contained flats with a mix of 4x studios, 7x 1 bed and 16 x 2 bed). Approval on 31.12.2014.</p> <p>Prior Approval for change of use from B1(a) to C3 (to create 18 self contained flats with a mix of 8 x 1 bed and 10 x 2 bed). Approval on 31.12.2014.</p> <p>Prior approval for change of use from B1(a) to C3 use (to create 65 self contained flats with a mix of 34 x 1 bed and 31 x 2 bed). Approval on 04.01.2015.</p> <p>Change of use from B1 (office) to residential (C3) (Application for Prior Approval under Schedule 2 Part 3 Class J of the Town and Country Planning (General Permitted Development) Order 1995 (as amended)). Refused on 14.10.2014; allowed on appeal on 18.02.2015.</p>
Proposed Development	Residential
Proposed Number of Units	110 190 <u>251</u>
Existing Units	0
Net Completions	110 190 <u>251</u> units
Infrastructure Considerations and Constraints	None
Flood Risk	Flood Zone 1
Contamination	<p>Geo -Environmental and Geotechnical Ground Investigation Report for part of the site demonstrates that, subject to identified mitigation measures, the site is suitable for residential use. Change of use proposals concern external alteration to existing floors and will have no direct impact on underlying ground surface.</p>
Indicative Phasing	2011-2016
Other Information	None

New Homes

Fassnidge Memorial Hall, Uxbridge

This site is located in Uxbridge Town Centre and adjoins the Old Uxbridge and Windsor Street Conservation Area. It is currently occupied by a single storey building, the Fassnidge Memorial Hall, which dates back to the 1970s. The Council has approved a planning application for the provision of a replacement community dining facility and 48 self-contained residential units.



POLICY SA 31: Fassnidge Memorial Hall, Uxbridge

The Council will support the provision of residential-led mixed use development on the site in accordance with the approved scheme Ref 12156/APP/2014/3099.

Site Information

Site name	Fassnidge Memorial Hall, Uxbridge
Ward	Uxbridge South
Location	High Street, Uxbridge
Area (ha/sqm)	0.17ha
PTAL Rating	5
Current UDP Designations	Uxbridge Town Centre; Archaeological Priority Area; adjacent to Conservation Area,
Proposed New Designations	None

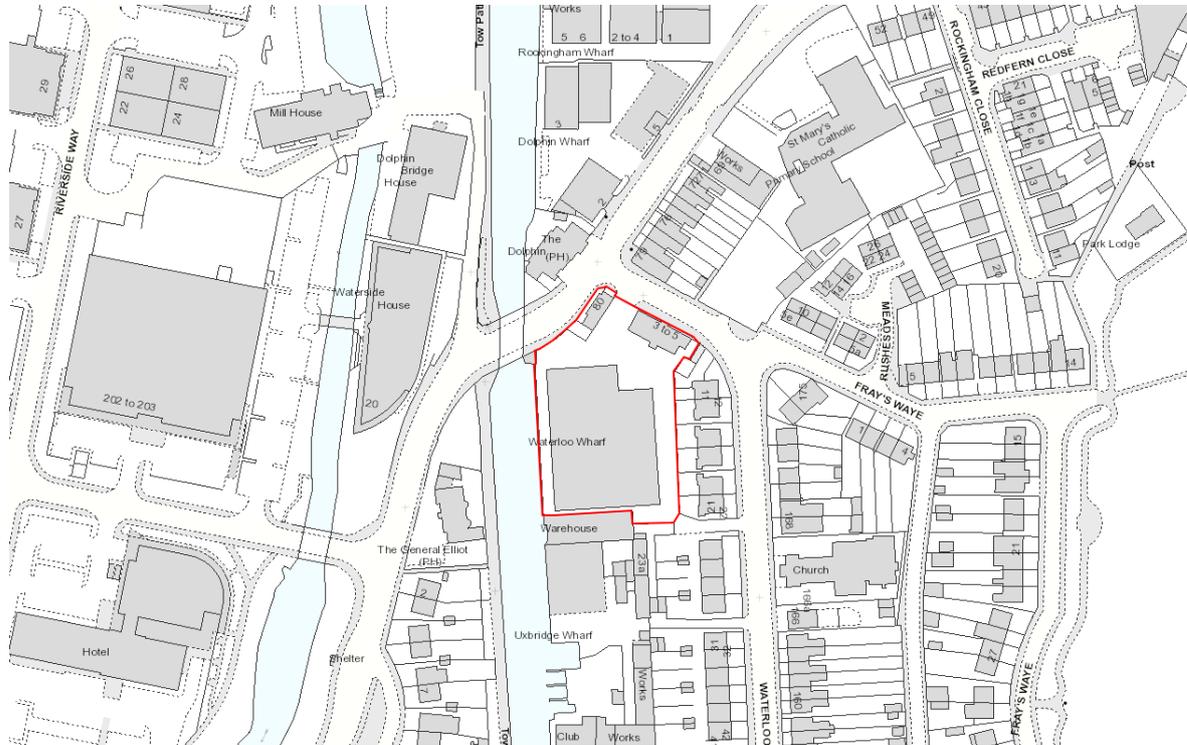
New Homes

Site name	Fassnidge Memorial Hall, Uxbridge
Existing Use	Community hall
Relevant Planning History (Most recent)	Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping. Approval on 08.01.2015
Proposed Development	Residential
Proposed Number of Units	48 <u>80</u>
Existing Units	0
Net Completions	48 <u>80</u> units
Infrastructure Considerations and Constraints	None
Flood Risk	Flood Zone 1; potential issues of flooding on the site.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021
Other Information	None

New Homes

Waterloo Wharf, Uxbridge

The site of Waterloo Wharf is located to the south of Uxbridge town centre. The Council granted planning consent for residential development in 2017 for the development of 52 units.



POLICY SA 31A: Waterloo Wharf, Uxbridge

The Council will support the provision of a residential development on the site of 52 units.

The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 43016/APP/2016/2840).

Site Information

<u>Site name</u>	<u>Waterloo Wharf, Uxbridge</u>
<u>Ward</u>	<u>Uxbridge South</u>
<u>Location</u>	<u>Waterloo Road</u>
<u>Area (ha/sqm)</u>	<u>0.4</u>
<u>PTAL Rating</u>	<u>3</u>
<u>Proposed Development</u>	<u>Residential-led mixed use</u>

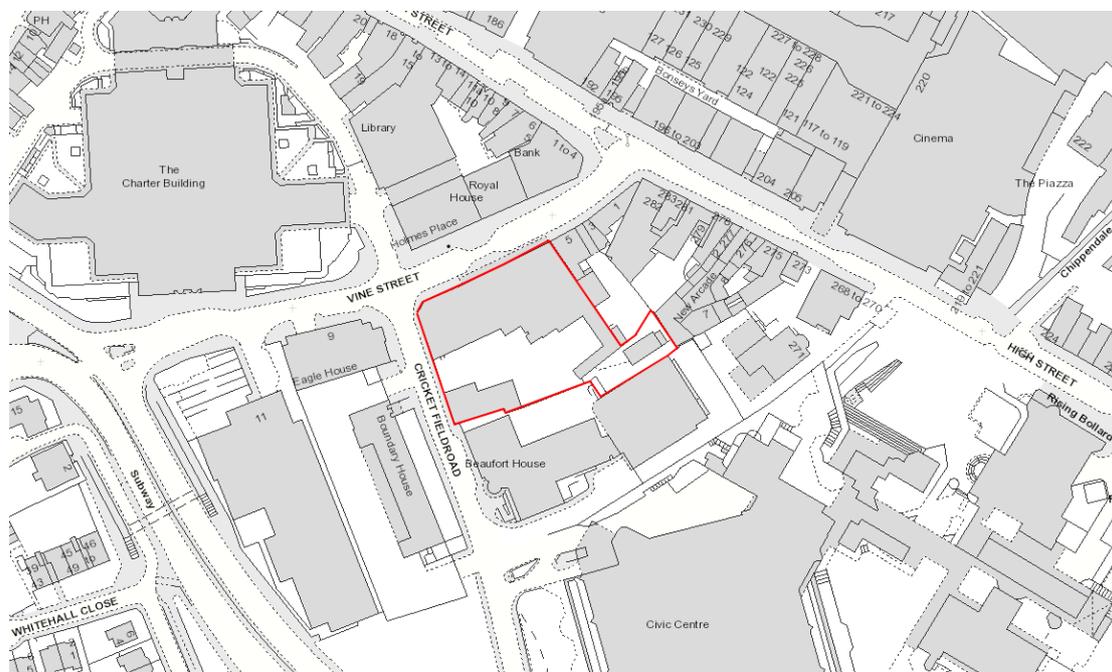
New Homes

<u>Current UDP Designation</u>	<u>Conservation Area</u>
<u>Proposed New Designation</u>	<u>None</u>
<u>Existing Use</u>	<u>Commercial Units</u>
<u>Relevant Planning History</u>	<u>Application Ref: 43016/APP/2016/2840</u> <u>Demolition of existing buildings. Erection of 4 storey building containing 52 apartments and commercial unit together with associated car parking, access and landscaping.</u>
<u>Proposed Number of Units</u>	<u>52</u>
<u>Existing Units</u>	<u>0</u>
<u>Net Completions</u>	<u>52</u>
<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
<u>Flood Risk</u>	<u>Flood Zone 1</u>
<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.</u>
<u>Indicative Phasing</u>	<u>2016-2021</u>
<u>Other information</u>	<u>None</u>

New Homes

Former Randalls Building Uxbridge

The site of the Randalls Building is located within Uxbridge town centre. The Council granted planning consent for mixed use development in 2017.



POLICY SA 31B: Former Randalls Building, Uxbridge

The Council will support the provision of mixed use development on the site of 58 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 41309/APP/2016/3391).

Site Information

Site name	<u>Randalls Building, Uxbridge</u>
Ward	<u>South Uxbridge</u>
Location	<u>Vine Street</u>
Area (ha/sqm)	<u>0.3</u>
PTAL Rating	<u>5</u>
Proposed Development	<u>Mixed Use</u>
Current UDP Designation	<u>Uxbridge Town Centre; Conservation Area; Listed Building</u>
Proposed New Designation	<u>None</u>

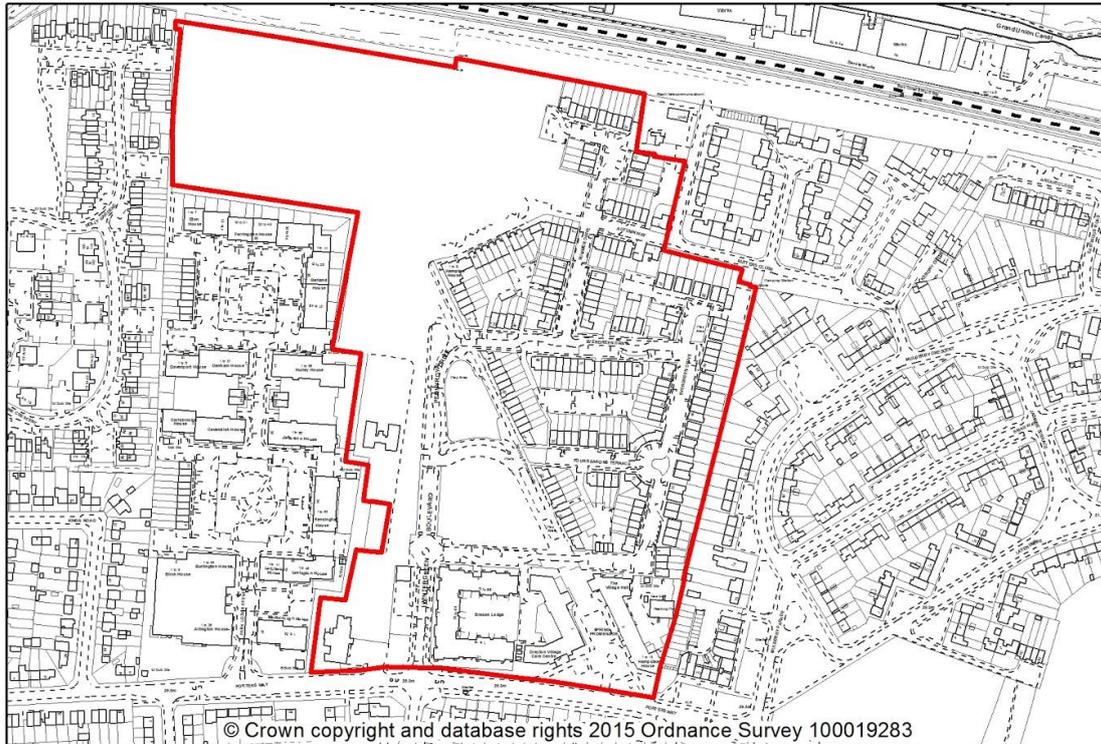
New Homes

<u>Existing Use</u>	<u>Former department store</u>
<u>Relevant Planning History</u>	<u>Application Ref: 41309/APP/2016/3391</u> <u>Change of use of the site to mixed -use development.</u>
<u>Proposed Number of Units</u>	<u>58</u>
<u>Existing Units</u>	<u>0</u>
<u>Net Completions</u>	<u>58</u>
<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
<u>Flood Risk</u>	<u>Flood Zone 1</u>
<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
<u>Indicative Phasing</u>	<u>2016-2021</u>
<u>Other information</u>	<u>None</u>

New Homes

Former NATS site, Porters Way, West Drayton

This key development site comprises the former Air Traffic Control facility at Porters Way, West Drayton. In 2009 planning permission was granted for mixed use development on the site.



POLICY SA 32: Former NATS Site, Porters Way, West Drayton

The Council will ensure the site is developed in accordance with the following principles to be consistent with existing planning consent Ref: 5107/APP/2009/2348:

- 775 dwellings comprising 12 studios, 152 1-bedroom flats, 316 2-bedroom flats, 21 2-bedroom houses, 23 x 3-bedroom flats, 181 x 3-bedroom houses, 59 x 4-bedroom houses and 9 x 5-bedroom houses;
- Class D1 Primary Healthcare facility including room for joint community use (up to 1,085sqm GEA); Class C2 Nursing Home (up to 3,630 sqm GEA);
- Classes A1-A3 Shop units to complement Mulberry Parade;
- Class B1 Business units including site management office (up to 185 sqm GEA);
- Energy Centre (up to 220 sqm GEA) with combined heat and power unit; foul water pumping station;
- Associated access roads from Porters Way (and excluding all access including pedestrian and bicycle access from Rutters Close); and
- 1085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works).

New Homes

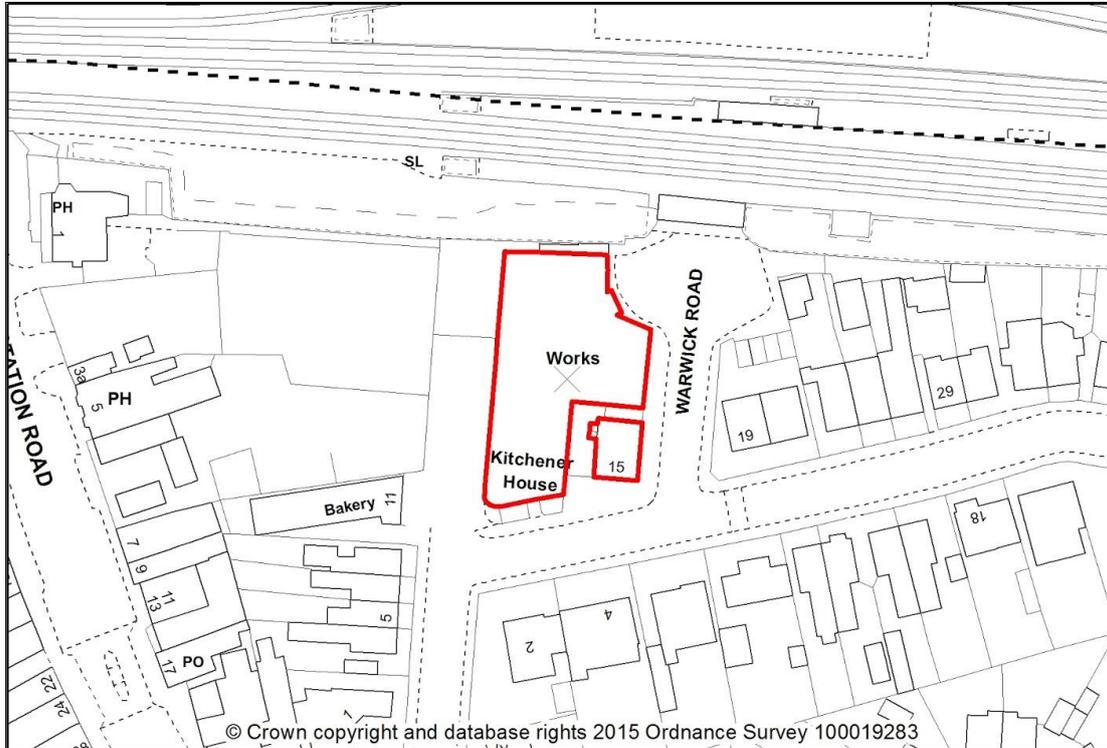
Site Information

Site name	Former NATS Site Porters Way, West Drayton
Ward	West Drayton
Location	Porters Way, West Drayton
Area (ha/sqm)	12.59
PTAL Rating	1a
Proposed Development	Residential
Current UDP Designations	Industrial Business Area
Proposed New Designation	None
Existing Use	Former National Air Traffic Control site
Relevant Planning History (Most recent)	Outline Application for proposed mixed use redevelopment comprising: 773 dwellings; Class D1 Primary Healthcare facility; Class C2 Nursing Home (up to 3,630sqm GEA); Classes A1-A3 Shop units to complement Mulberry Parade (up to 185sqm GEA, depending on size of Primary Healthcare facility); Class B1 Business units; Energy Centre, 1,085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline Application). Approval on 01/04/2011.
Proposed Number of Units	775
Existing Units	0
Net Completions	626 units in 2011 - 2016; 149 units to be completed 2016 - 2021
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2021
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Kitchener House, Yiewsley

This site is located south of the railway within the Yiewsley Town Centre and is currently occupied by a disused office building. The Council has approved a planning application for the provision of 23 residential units on the site.



POLICY SA 33: Kitchener House, Yiewsley

The Council will support provision of residential development on the site ~~up to a maximum~~ of 23 units, in accordance with the existing planning permission Ref: 18218/APP/2013/2183.

Site Information

Site name	Kitchener House, Yiewsley
Ward	West Drayton
Location	Warwick Road
Area (ha/sqm)	0.1 ha
PTAL Rating	2
Proposed Development	Residential
Current UDP Designations	Yiewsley Town Centre; adjacent to Locally Listed Building
Proposed New Designation	None
Existing Use	Office and light industrial workshops

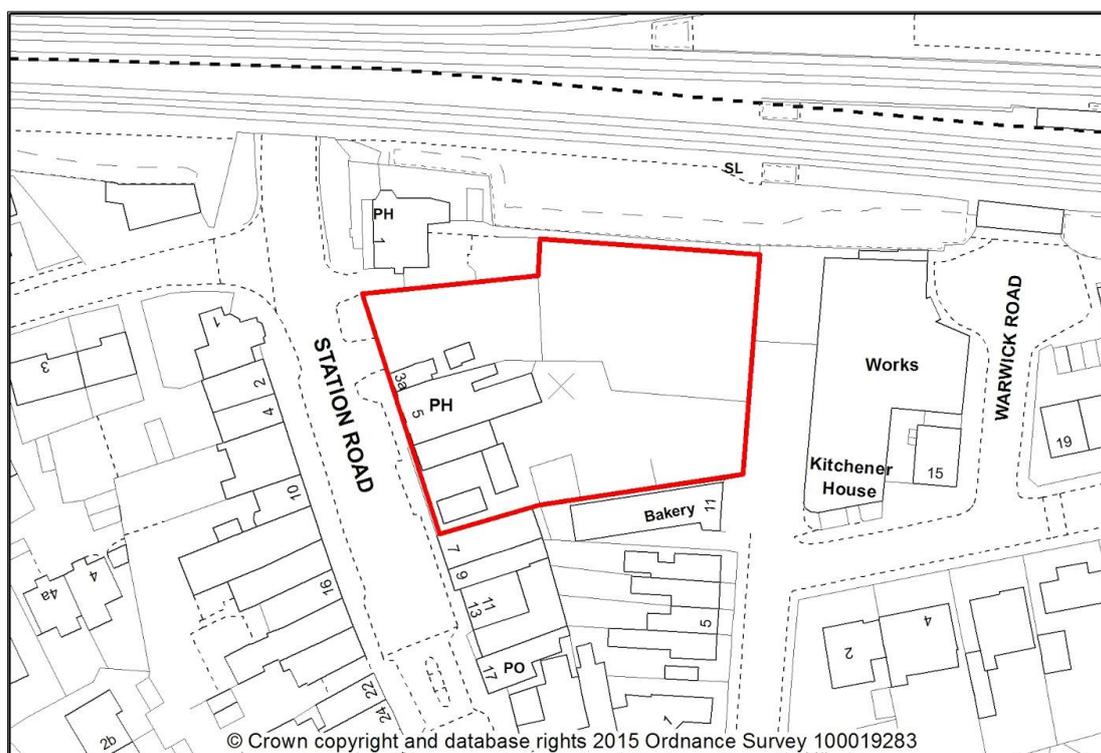
New Homes

Site name	Kitchener House, Yiewsley
Relevant Planning History (Most recent)	Erection of a part single, two, three and 4 storey building to provide 23 residential units, consisting of 14 x 2 bedroom, 9 x 1 together with 250 sqm of retail/commercial space, with associated parking, cycle and bin storage and amenity space, involving demolition of existing buildings. Approval on 14/02/2014.
Proposed Number of Units	23
Existing Units	0
Net Completions	23 units
Infrastructure Considerations and Constraints	As per extant consent.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2011-2016
Other Information	None

New Homes

The Blues Bar, Yiewsley

This town centre site is largely surrounded by retail uses at ground floor level with residential accommodation and offices uses on upper floors. The Council has granted planning permission for mixed used retail and residential development on the site.



POLICY SA 34: The Blues Bar, Yiewsley

The Council will support provision of residential development on the site ~~up to a maximum~~ of 38 units, in accordance with the existing planning permission Ref: 65480/APP/2013/3034.

Site Information

Site name	The Blues Bar, Yiewsley
Ward	West Drayton
Location	5 Station Road, West Drayton
Area (ha/sqm)	0.26 ha
PTAL Rating	2
Proposed Development	Residential-led mixed used
Current UDP Designations	Yiewsley Town Centre, Secondary Shopping Area
Proposed New Designation	None
Existing Use	Public House

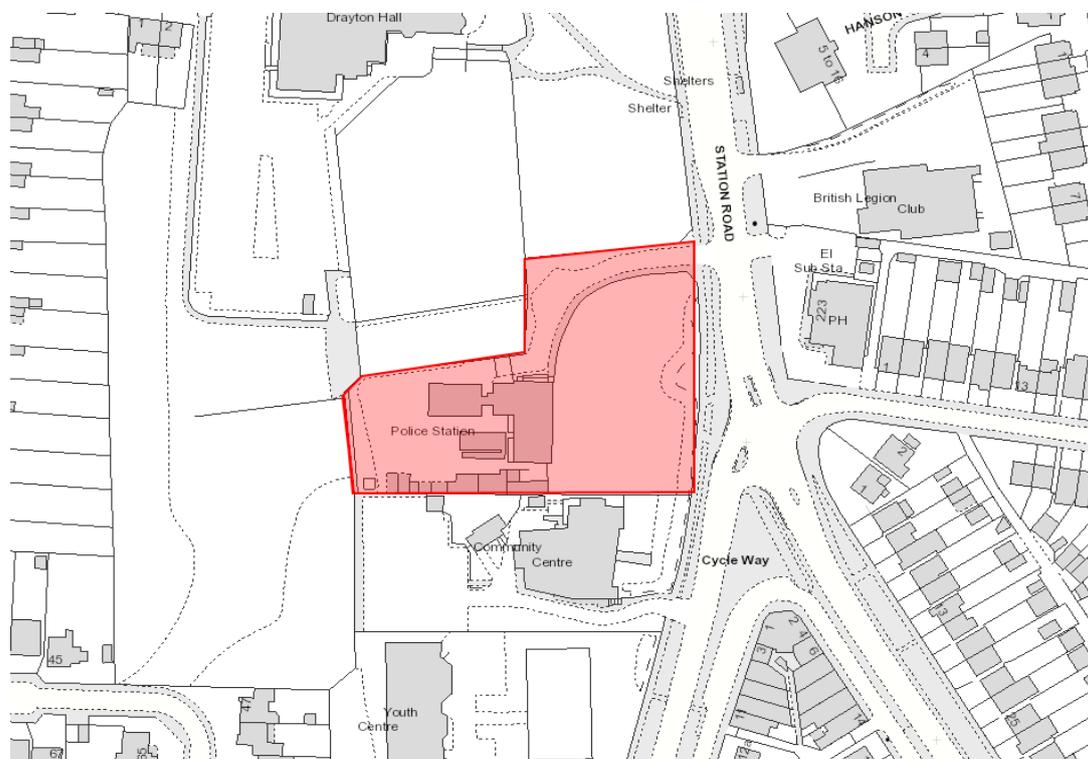
New Homes

Site name	The Blues Bar, Yiewsley
Relevant Planning History (Most recent)	Demolition of existing public house and erection of 38 flats and 237sqm of retail floor space with parking, landscaping and amenity space. Approval on 20.01.2014.
Proposed Number of Units	38
Existing Units	0
Net Completions	38 units
Infrastructure Considerations and Constraints	As per extant consent.
Flood risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	None

New Homes

West Drayton Police Station

The site of the former West Drayton Police Station is located to the south of West Drayton town centre. The Council granted planning consent for residential development in 2014.



POLICY SA 34A: West Drayton Police Station

The Council will support the provision of residential development on the site of 43 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site specific constraints (Ref: 12768/APP/2014/1870).

<u>Site name</u>	<u>West Drayton Police Station</u>
<u>Ward</u>	<u>West Drayton</u>
<u>Location</u>	<u>Station Road</u>
<u>Area (ha/sqm)</u>	<u>0.55</u>
<u>PTAL Rating</u>	<u>2</u>
<u>Proposed Development</u>	<u>Residential</u>

New Homes

<u>Current UDP Designation</u>	<u>Conservation Area</u>
<u>Proposed New Designation</u>	<u>Conservation Area</u>
<u>Existing Use</u>	<u>Police Station</u>
<u>Relevant Planning History</u>	<p><u>Application Ref: 12768/APP/2014/1870</u></p> <p><u>Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi-detached houses, together with a 4 storey block of 31 flats, with associated car and cycle parking and access road. Approval on 10.06.2014</u></p>
<u>Proposed Number of Units</u>	<u>43</u>
<u>Existing Units</u>	<u>0</u>
<u>Net Completions</u>	<u>43</u>
<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
<u>Flood Risk</u>	<u>Flood Zone 1</u>
<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
<u>Indicative Phasing</u>	<u>2016-2021</u>
<u>Other information</u>	<u>None</u>

New Homes

Former Royal British Legion Building

The site of the former Royal British Legion Building is located to the south of West Drayton town centre. The Council granted planning consent for residential development in 2017.



POLICY SA 34B: Former Royal British Legion Building

The Council will support the provision of residential development on the site of 13 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 11332/APP/2016/1595).

Site Information

<u>Site name</u>	<u>Former Royal British Legion Building</u>
<u>Ward</u>	<u>West Drayton</u>
<u>Location</u>	<u>Station Road</u>
<u>Area (ha/sqm)</u>	<u>0.3</u>
<u>PTAL Rating</u>	<u>2</u>
<u>Proposed Development</u>	<u>Residential</u>

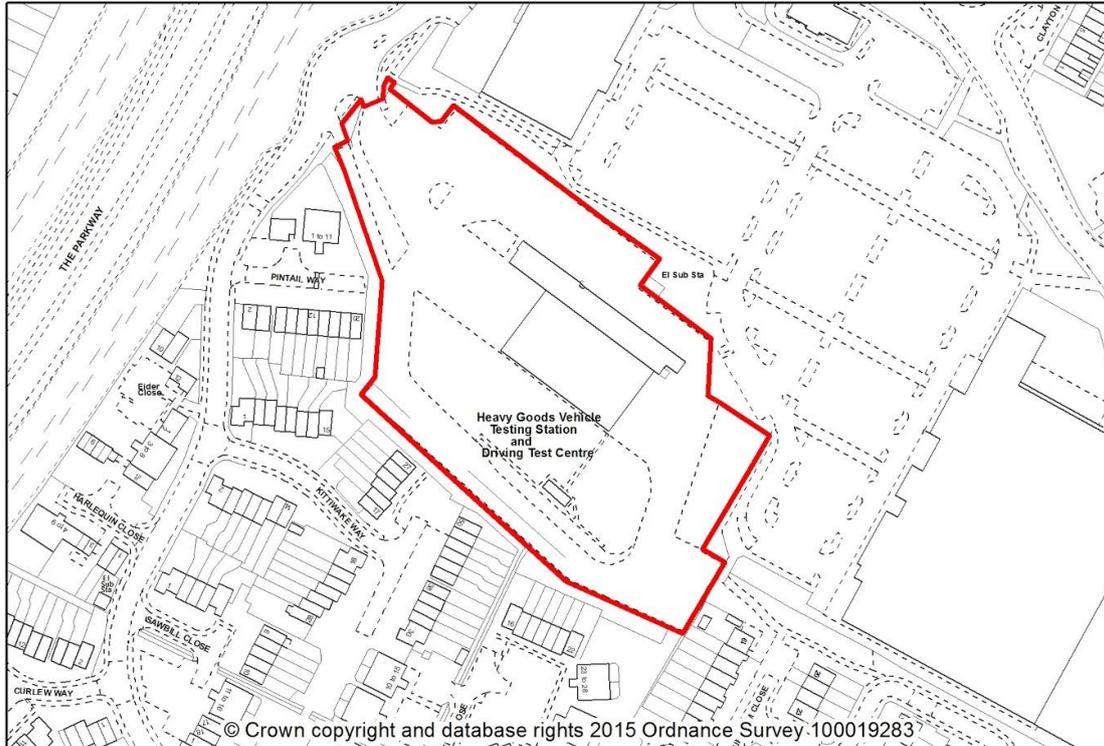
New Homes

<u>Current UDP Designation</u>	<u>None</u>
<u>Proposed New Designation</u>	<u>None</u>
<u>Existing Use</u>	<u>Former Royal British Legion Building</u>
<u>Relevant Planning History</u>	<u>Application Ref: 11332/APP/2016/1595</u> <u>Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. Approval on 19.06.17</u>
<u>Proposed Number of Units</u>	<u>13</u>
<u>Existing Units</u>	<u>0</u>
<u>Net Completions</u>	<u>13</u>
<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
<u>Flood Risk</u>	<u>Flood Zone 1</u>
<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
<u>Indicative Phasing</u>	<u>2016-2021</u>
<u>Other information</u>	<u>None</u>

New Homes

Former Vehicle Testing Station, Cygnet Way, Hayes

The Former Vehicle Testing Station is located adjacent to existing residential uses in Yeading. There are no formal policy designations associated with the site and it is considered suitable for predominantly residential use.



POLICY SA 35: Former Vehicle Testing Station, Cygnet Way, Hayes

The Council considers that the site should be developed to take account of the following key principles:

- Development of ~~up to 92~~ residential units; and
- Development proposals should respect the surrounding suburban character of residential uses.

New Homes

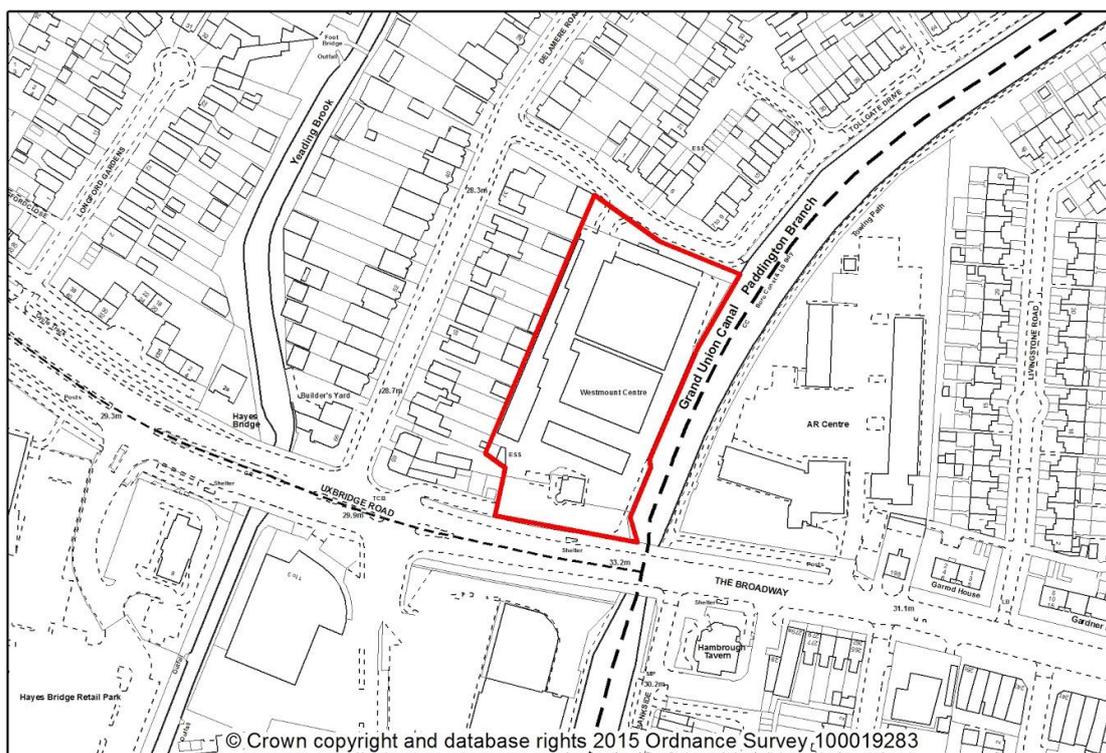
Site Information

Site name	Former Vehicle Testing Station, Cygnet Way, Hayes
Ward	Yeading
Location	Cygnet Way
Area (ha/sqm)	1.68 ha
PTAL Rating	1a
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Vehicle Testing Centre
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	84–92
Existing Units	0
Net completions	84–92 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	None

New Homes

Hayes Bridge, Uxbridge Road

The site forms part of the Hayes Bridge Industrial Area, much of which has been developed for housing. The site now only accommodates one self storage based business and following an assessment in the Council's Employment Land Study, it is considered that the site no longer justifies an employment designation. The Council will support the release of the site for residential-led mixed used development.



POLICY SA 36: Hayes Bridge, Uxbridge Road

The Council supports the release of the Hayes Bridge site for residential-led mixed use development. Proposals should meet the following criteria:

- The provision of residential development ~~up to a maximum~~ of 40 units. Development on the site should not exceed a density of 70 u/ph. Higher density development should be located along the canal.
- To reflect the existing use, storage and distribution uses (B8) will be considered suitable on the southern part of the site fronting Uxbridge Road.
- The Council strongly encourages potential applicants to undertake pre-application discussions prior to the submission of a planning application; and
- Development proposals should incorporate canal side improvements, including the provision of residential moorings, and enhancements to the Strategic Canal and River Corridor, in accordance with relevant policies on the Blue Ribbon network.

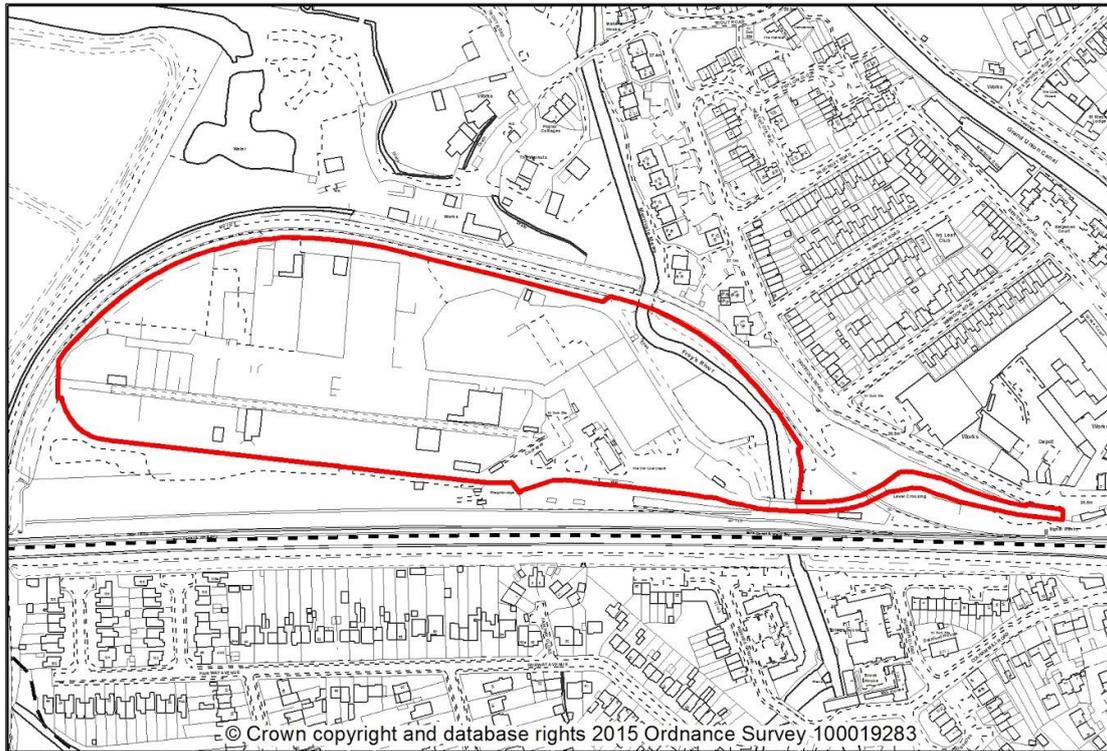
New Homes

Site Information

Site name	Hayes Bridge, Uxbridge Road
Ward	Yeading
Location	Uxbridge Road (adjacent to Tollgate Drive/Delamere Drive)
Area (ha/sqm)	0.8 ha
PTAL Ratings	1b
Proposed Development	Residential-led mixed use
Current UDP Designations	Industrial Business Area
Proposed New Designations	None
Existing Use	Self storage facility
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	40
Existing Units	0
Net completions	40 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	The potential for residential moorings will be explored as part of the development scheme for this site. Site identified in the Hillingdon Housing Trajectory.

Former Coal Depot, Tavistock Road, Yiewsley

Located on the western boundary of the Borough, the former Coal Depot adjoins Yiewsley Town Centre to the east and Colne Valley Park to the north. The site forms part of the existing Tavistock Road IBA and is proposed to be released from its existing employment designation. In light of the forthcoming Crossrail Station at West Drayton the site offers significant opportunity for mixed use development to drive the regeneration of Yiewsley Town Centre.



POLICY SA 37: Former Coal Depot, Tavistock Road

The Council will support proposals for mixed use development that capitalises on the proximity of the Crossrail station and promotes regeneration in Yiewsley Town Centre.

Key development principles are as follows:

- One third of the site should accommodate residential development at a density of 80-90 uph in line with the London Plan and be delivered at a scale that is not detrimental to local character;
- Subject to demand and viability, a proportion of the site should accommodate B1 office and SME workshops that do not detract from residential uses;
- A proportion of community infrastructure should be provided that meets local needs; and
- The provision of high quality open space that reflects recreational need identified in the Council's Open Space Strategy.

New Homes

POLICY SA 37: Former Coal Depot, Tavistock Road

- Particular consideration will need to be given to the proposed access arrangements to the site.

Development of the site should:

- Conserve and enhance the Beeches Nature Conservation Site;
- Contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network;
- Retain the floodplain within the site;
- Not undermine the continued viability of the adjacent railhead and ensure that amenity of the proposed development is not adversely affected by levels of noise, dust, light and air emissions; and
- Provide adequate parking and landscaping.

Site Information

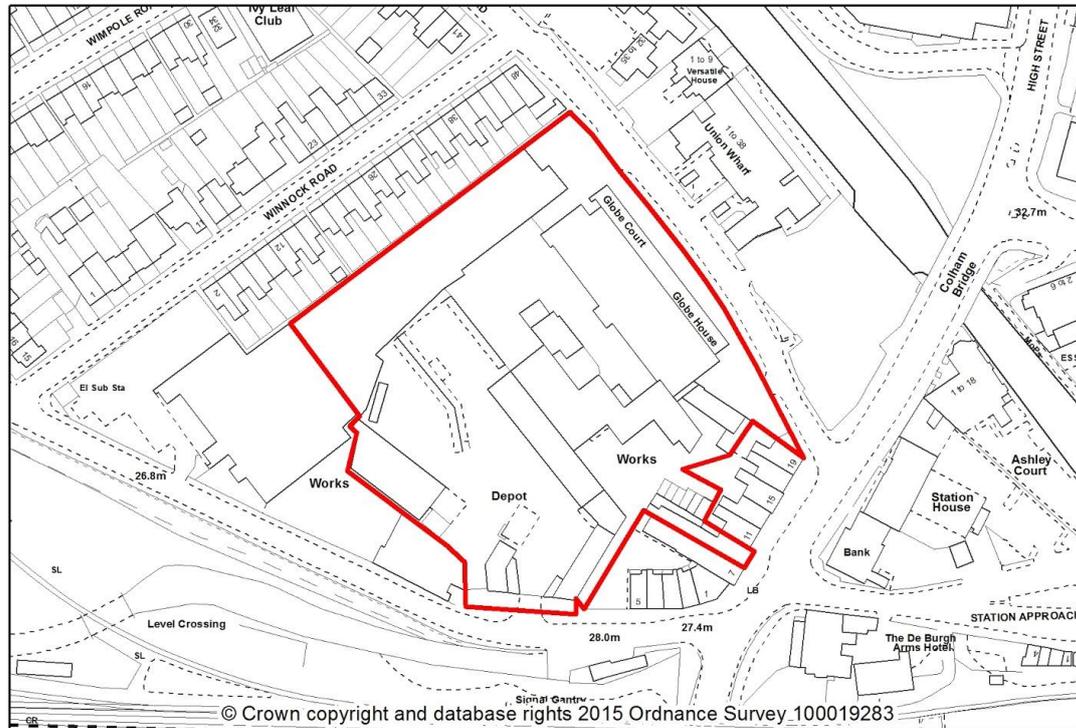
Site name	Former Coal Depot, Tavistock Road
Ward	Yiewsley
Location	Tavistock Road
Area (ha/sqm)	6.35 ha
PTAL Rating	Less than 1a, 1a, 1b
Proposed Development	Mixed use
Current UDP Designations	Industrial Business Area, adjacent to Green Belt and Nature Conservation Site of Metropolitan or Borough Grade I Importance, in proximity to Area of Special Local Character.
Proposed Designations	Archaeological Priority Zone, Nature Conservation Site of Metropolitan or Borough Grade I Importance
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	168 - 189
Existing Units	0
Net Completions	168 - 189 units
Infrastructure Considerations and Constraints	To be negotiated as part of any planning application.
Flood risk	Flood Zone 1 and 3, Flood Risk Assessment required addressing drainage infrastructure.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other information	Proposed range of residential units calculated on 90 uph on a third of the total site area (2.1ha).

New Homes

Padcroft Works, Tavistock Road, Yiewsley

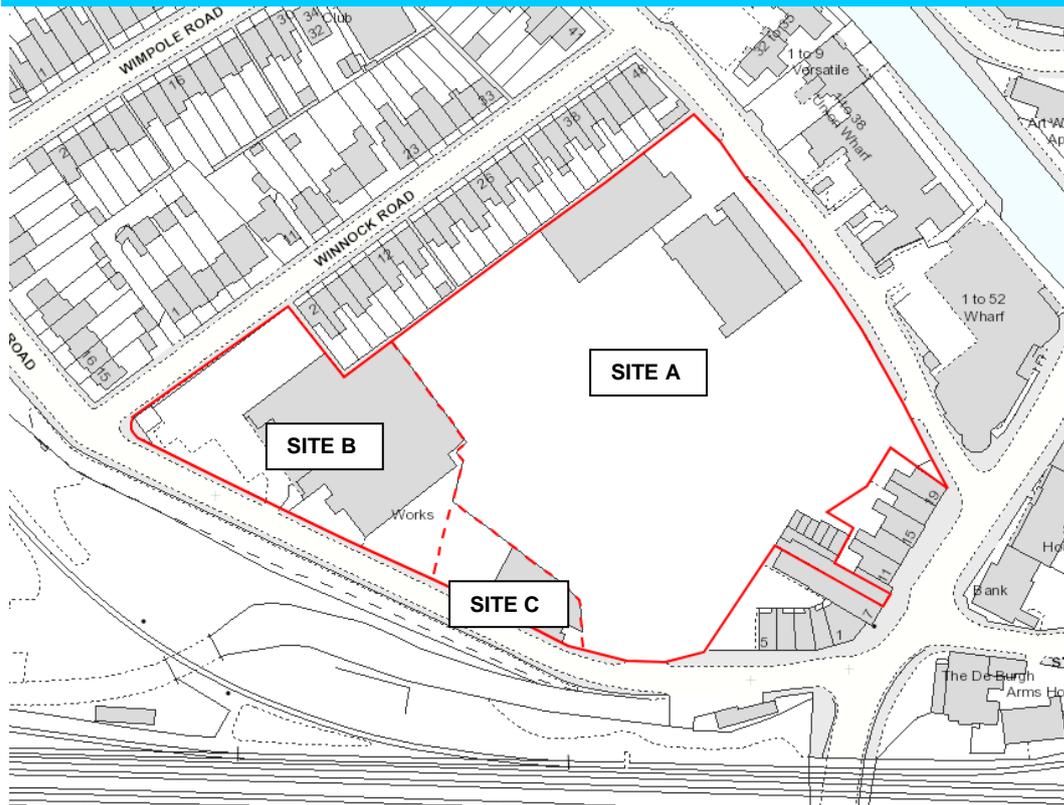
Tavistock Road occupies a prominent position in Yiewsley Town Centre, in close proximity to West Drayton Railway Station. In 2013 planning permission was granted for a residential-led mixed use development on the site.

DELETE MAP



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New Homes



POLICY SA 38: Padcroft Works and COMAG

Site A: Padcroft Works

~~The Council will ensure that development on the site is undertaken in accordance with the approved scheme~~ The site should be developed in accordance with the broad parameters of the approved scheme subject to site-specific constraints. (Ref: 45200/APP/2014/3638).

Site B: COMAG I

The Council will support proposals for residential development on Site B, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites.

Site C: COMAG II

The Council will support proposals for residential development on Site C, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites.

Key principles for all three sites

As a preference, Sites A, B and C should form a comprehensive development scheme across the whole site.

New Homes

Site Information

Site name	Site A: Padcroft Works	Site B: COMAG I	Site C: COMAG II
Ward	Yiewsley		
Location	Tavistock Road	Winnock Road	Winnock Road
Area (ha/sqm)	1.6 ha	0.3	0.06
PTAL Rating	2 , 3 and 4	3	3
Proposed Development	Residential Mixed-use	Residential-led	Residential-led
Current UDP Designation	Industrial Business Area		
Proposed New Designation	None		
Existing Use	Industrial		
Relevant Planning History	<p>Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest Dairy and Tigi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles</p> <p>Residential-led mixed use development to deliver 315 units (ref 45200/APP/2014/3638). Approved subject to</p>	None	None

New Homes

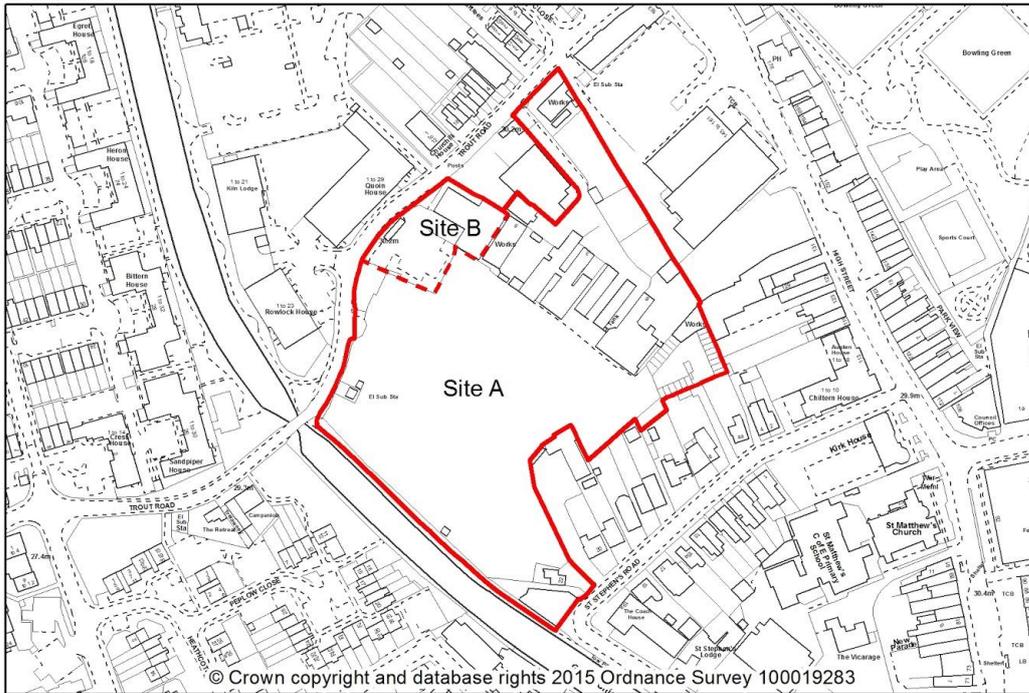
	S106.		
Proposed Number of Units	308 <u>315</u>	<u>100</u>	<u>To be determined by design</u>
Existing Units	<u>None</u>	<u>None</u>	<u>None</u>
Net Completions	308 <u>315</u>	<u>100</u>	<u>To be determined by design</u>
Infrastructure Considerations and Constraints	Drainage strategy is in place	<u>To be negotiated as part of the planning application for development on the site.</u>	<u>To be negotiated as part of the planning application for development on the site.</u>
Flood Risk	Flood Zone 1, Surface Water Flooding		
Contamination	Any potential contamination will be addressed through the discharge of an appropriate planning condition		
Indicative Phasing	2016-2021	<u>2021-2026</u>	<u>2021-2026</u>
Other information	None Crossrail and HS2 200 metre buffer zone. Site identified in the Hillingdon Housing Trajectory.	<u>None</u>	<u>None</u>

New Homes

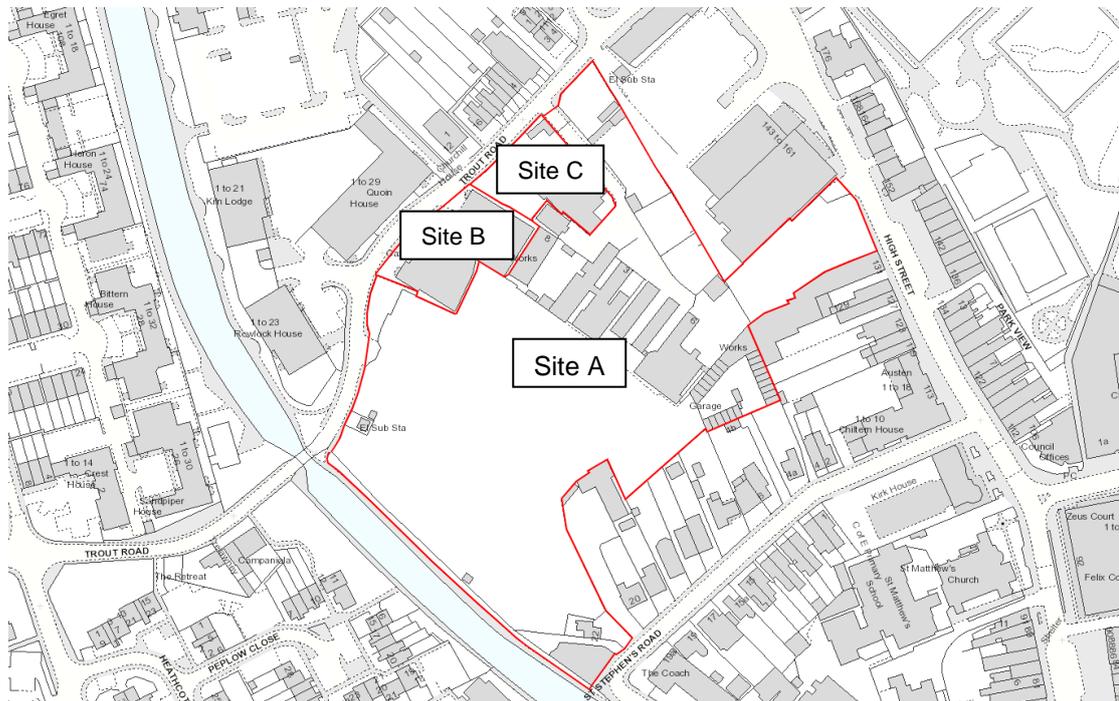
Trout Road, Yiewsley

The site comprises a parcel of land bound to the south by the [Grand Union Canal](#) and St Stephen's Road and to the North-West by Trout Road. The Council has granted planning permission for the provision of **99** [149](#) residential units as part of a mixed used development on Site A and 44 residential units on Site B. [The principle of residential development is supported on Site C, subject to the agreement of design, layout and massing details with the Council.](#)

DELETE MAP



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New Homes

POLICY SA 39: Trout Road, Yiewsley

The Council will support development proposals that contribute to the regeneration of Yiewsley Town Centre.

Site A

~~The Council will seek to secure the development of the site in accordance with the existing permission~~ The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 38058/APP/2013/1756).

Site B

~~The Council will seek to secure the development of the site in accordance with the existing permission~~ permission The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 3678/APP/2013/3637).

Site C

The principle of residential development is supported, subject to the agreement of design, layout and massing details with the Council.

New Homes

Site Information

Site Name	Trout Road, Yiewsley		
	Site A	Site B	Site C
Ward	Yiewsley	Yiewsley	Yiewsley
Location	Rainbow and Kirby Industrial Estates, Trout Road	Caxton House, Trout Road	Onslow Mills
Area (ha/sqm)	2.7	0.18	0.13
PTAL Ratings	2	2	2
Proposed Development	Mixed Use	Residential	Residential
Current UDP Designations	Industrial Business Area; Yiewsley Town Centre; Archaeological Priority Zone		
Proposed New Designations	None	None	None
Existing Use	Industrial buildings	Industrial buildings	Industrial buildings
Relevant Planning History (Most Recent)	Demolition of existing commercial premises and existing dwelling and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline Application). Approval on 16.06.2014.	Erection of 44 residential apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings). Approval on 31.07.2014.	Application for residential development submitted
Proposed Number of Units	99 149	44	24
Existing Units	0	0	<u>0</u>
Net Completions	99 149 units	44 units	24

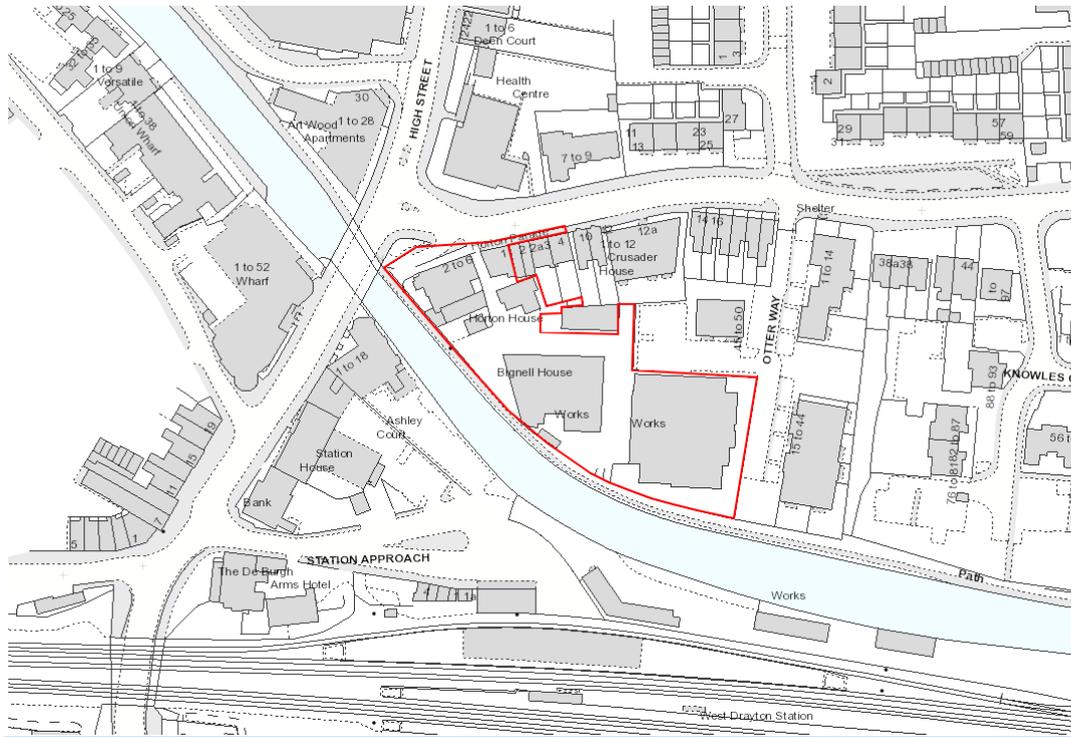
New Homes

Infrastructure Considerations	As per extant consent	As per extant consent	<p><u>Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage.</u></p> <p><u>Further infrastructure considerations to be negotiated as part of the planning application.</u></p>
Flood Risk	Flood Zone 1	Flood Zone 1, surface flooding, Drainage Statement in place.	<u>Flood Zone 1</u>
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.		
Indicative Phasing	2016 - 2021	2016 - 2021	<u>2021-2026</u>
Other information	Site is identified in Hillingdon's Housing Trajectory and for release in the Council's Employment Land Study.	Site is identified for release in the Council's Employment Land Study. Habitat Survey in place.	<u>None</u>

New Homes

Land to the rear of 2-24 Horton Road

The Land to the rear of 2-24 Horton Road is located in West Drayton town centre. The Council granted planning consent for residential development in 2017.



POLICY SA 39A: Land to the rear of 2 - 24 Horton Road, Yiewsley

The Council will support the provision of residential-led mixed use development on the site of 86 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (71582/APP/2016/4582).

Site Information

<u>Site name</u>	<u>Land to the rear of 2-24 Horton Road</u>
<u>Ward</u>	<u>Yiewsley</u>
<u>Location</u>	<u>Horton Road</u>
<u>Area (ha/sqm)</u>	<u>0.5</u>
<u>PTAL Rating</u>	<u>3</u>

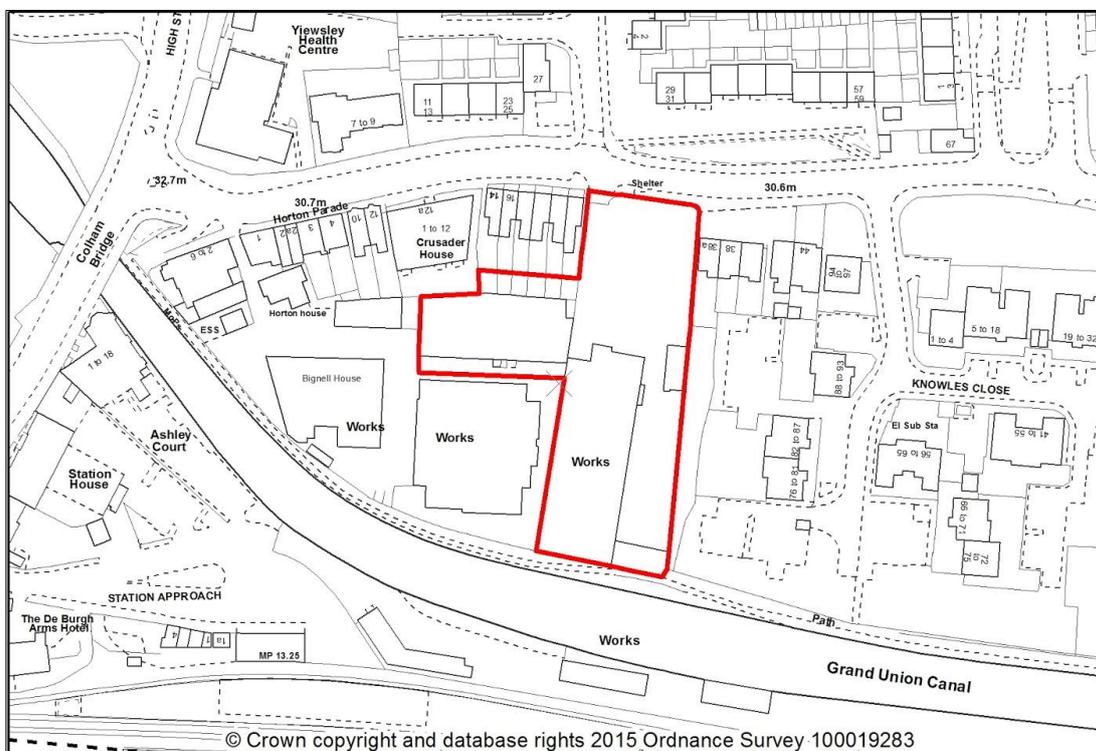
New Homes

<u>Proposed Development</u>	<u>Residential-led mixed use</u>
<u>Current UDP Designation</u>	<u>Yiewsley Town Centre</u>
<u>Proposed New Designation</u>	<u>None</u>
<u>Existing Use</u>	<u>Industrial Units</u>
<u>Relevant Planning History</u>	<u>Application Ref: 71582/APP/2016/4582</u> <u>Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies, together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station. Approval on 31.08.17</u>
<u>Proposed Number of Units</u>	<u>86</u>
<u>Existing Units</u>	<u>0</u>
<u>Net Completions</u>	<u>86</u>
<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
<u>Flood Risk</u>	<u>Flood Zone 1</u>
<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
<u>Indicative Phasing</u>	<u>2016-2021</u>
<u>Other information</u>	<u>None</u>

New Homes

26 - 36 Horton Road, Yiewsley

Located on the western edge of Yiewsley Town Centre the site is surrounded by a mix of industrial and residential uses. The Council has granted planning permission for the redevelopment of the site to provide 50 residential units.



POLICY SA 40: 26-36 Horton Road, Yiewsley

The Council will support the provision of residential development on the site ~~up to a~~ **maximum** of 50 units, in accordance with the existing planning permission (Ref 3507/APP/2013/2327).

Site Information

Site name	26 - 36 Horton Road
Ward	Yiewsley
Location	Horton Road
Area (ha/sqm)	0.46 ha
PTAL Rating	2
Proposed Development	Residential
Current UDP Designations	Yiewsley Town Centre
Proposed New Designation	None
Existing Use	Industrial buildings

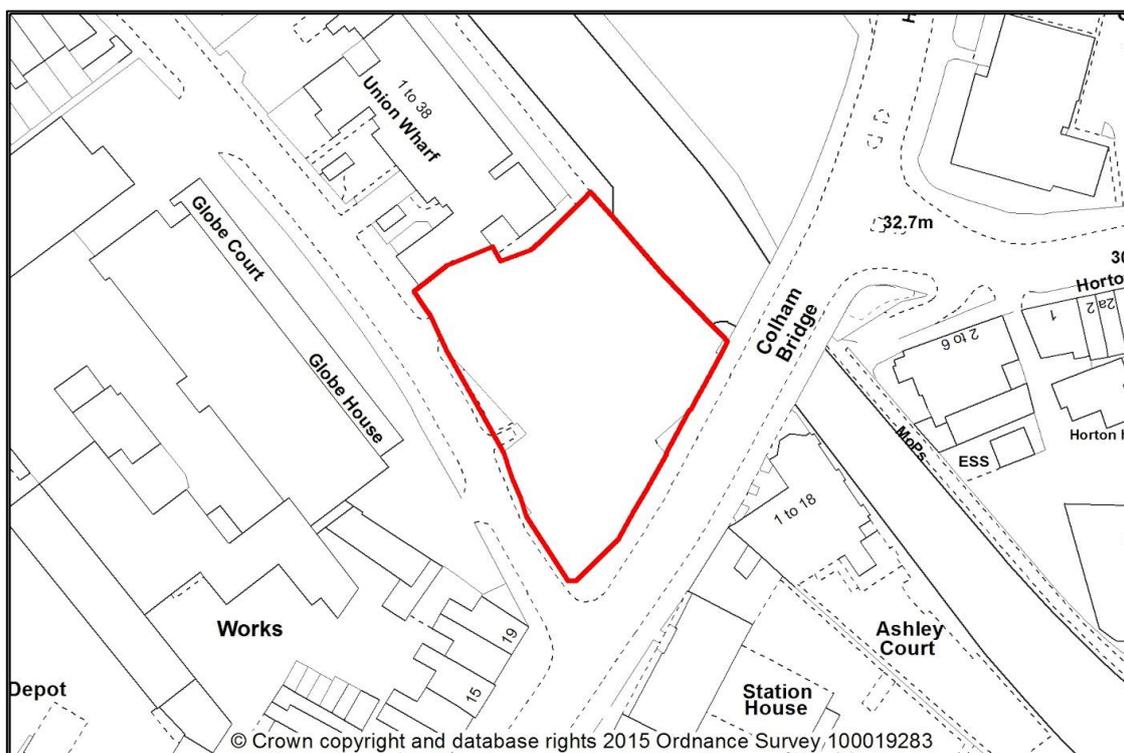
New Homes

Site name	26 - 36 Horton Road
Relevant Planning History (Most recent)	Demolition of existing buildings and redevelopment to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas, landscaping, private gardens and balconies utilising existing access. Approval on 16.01.2014.
Proposed Number of Units	50
Existing Units	0
Net completions	50 units
Infrastructure Considerations and Constraints	No specific considerations
Flood Risk	Flood Zone 1, site specific Flood Risk Assessment in place that sets strategy for the disposal of surface water runoff.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	Habitat Survey and Ecological Assessment in place.

New Homes

21 High Street, Yiewsley

Located south of the Grand Union Canal, this site is located in close proximity to West Drayton Railway Station and will benefit from the future Crossrail link. The Council has granted planning permission for the provision of residential-led mixed use development, including 44 residential units and a range of retail uses.



POLICY SA 41: 21 High Street, Yiewsley

The Council will support the provision of residential development on the site ~~up to a maximum~~ of 51 units, in accordance with the existing planning permission (Ref: 26628/APP/2014/675).

Site Information

Site name	21 High Street, Yiewsley
Ward	Yiewsley
Location	High Street
Area (ha/sqm)	0.2ha
PTAL Rating	3
Proposed Development	Mixed use
Current UDP Designations	Yiewsley Town Centre, Adjacent to Strategic Canal and River Corridor
Proposed New Designations	None
Existing Use	Vacant

New Homes

Site name	21 High Street, Yiewsley
Relevant Planning History (Most recent)	Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works. Approval on 31.07.2014.
Proposed Number of Units	51
Existing Units	0
Net completions	51 units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 - 2021
Other Information	None

REBALANCING EMPLOYMENT LAND

4. Rebalancing Employment Land

4.1 Hillingdon has 358 hectares of designated employment land, which is mainly focused on the industrial areas of the Hayes-West Drayton Corridor, Uxbridge, Heathrow and South Ruislip. The Council views these areas as a valuable resource and its intention is to retain the best quality employment land and direct employment growth to preferred locations to ensure future economic growth in the Borough.

4.2 This chapter identifies the employment land to be retained over the period of the Local Plan, sites to be released for other uses and preferred locations for different types of employment and employment - generating uses. It is underpinned by Policy E1 and E2 in the Local Plan Part 1, which state that:

“The Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL), including the designation of 13.63 hectares of new employment land.”

“The Council will accommodate 9,000 new jobs during the plan period. Out of these, 6,400 are anticipated to be office-based jobs. Most of this employment growth will be directed to suitable sites in the ...Locally Significant Employment Locations (LSEL) ...Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes....The Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter”.

4.3 Areas for managed release of employment and preferred locations for growth land are shown on Map 5.1 in the Local Plan Part 1.

4.4 The supporting text to Policy E1 notes that 17.58 hectares of surplus industrial and warehousing land could be released from 2011-2026. In accordance with the Local Plan Part 1 the Council has recently completed an update of its Employment Land Study (ELS). This 2014 update concludes that there continues to be a surplus of designated employment land in the borough and under the most likely scenario (medium), updates this figure to 18.5 hectares that could be released over the period of the Local Plan. This chapter carries forward the conclusions of the 2014 updated Employment Land Study by identifying the areas that are most suitable for release and those that should be retained in employment use.

Strategic Industrial Locations

4.5 'Strategic Industrial Locations' (SILs) are identified in the London Plan as London's main reservoir of industrial land. These sites are categorised as either 'Preferred Industrial Locations' (PILs) which are suitable for general industrial, wholesale distribution, waste management and recycling or 'Industrial Business Parks' (IBPs), which are more suited to specialist industrial and office development.

REBALANCING EMPLOYMENT LAND

4.6 Hillingdon contains four regionally important Strategic Industrial Locations (SILs), totalling around 270 hectares:

- | | |
|---------------------------------------|-------------------------------|
| 1) Hayes Industrial Area: | Preferred Industrial Location |
| 2) Uxbridge Industrial Estate: | Preferred Industrial Location |
| 3) Stonefield Way, South Ruislip: | Preferred Industrial Location |
| 4) North Uxbridge Industrial Estates: | Industrial Business Park |

4.7 A review of these sites was undertaken as part of the 2014 update to the ELS. It was concluded that all four SILs continue to perform a strategic function and should be retained. Policy 2.17 in the London Plan provides guidance on planning decisions and Local Plan preparation relating to development in SILs. It states that Boroughs should identify these areas on proposals maps. In accordance with this policy, the Council proposes to retain the following sites as detailed on Maps B to F as SILs:

Policy SEA 1: Strategic Industrial Locations

In accordance with Policy 2.17 of the London Plan the Council will promote, manage and where appropriate protect a network of Strategic Industrial Locations across the Borough. The following are designated as Preferred Industrial Locations (PILs).

- **Hayes Industrial Area**, defined by the areas shown on Map B located near Hayes town centre, on Map C located off Springfield Road to the east of the Minet Country Park.
- **Uxbridge Industrial Estate**, defined as the area shown on Map D.
- **Stonefield Way Industrial Estate**, as defined by the area shown on Map E

The following area is designated as an Industrial Business Park (IBP):

- **North Uxbridge Industrial Area**, as defined by the area shown on Map F.

Development in these areas will be required to meet the provisions of draft Policy DME 1 in the Council's Development Management Policies, and Policy 2.17 of The London Plan.

Relevant Development Management Policy

- DME 1: Employment Uses in Designated Employment Sites

Hayes Industrial Area

4.8 The Hayes Industrial Area comprises a cluster of sites straddling the London to Paddington railway line in the south of the Borough. Traditionally, this area has been a centre for general industry. Manufacturing still retains a foothold in the form of mechanical engineering and construction support services. Increasingly however, this area supports distribution and logistics uses associated with Heathrow. Paragraph 2.82 of the London Plan highlights the importance of making strategic provision for logistics near Heathrow. As

REBALANCING EMPLOYMENT LAND

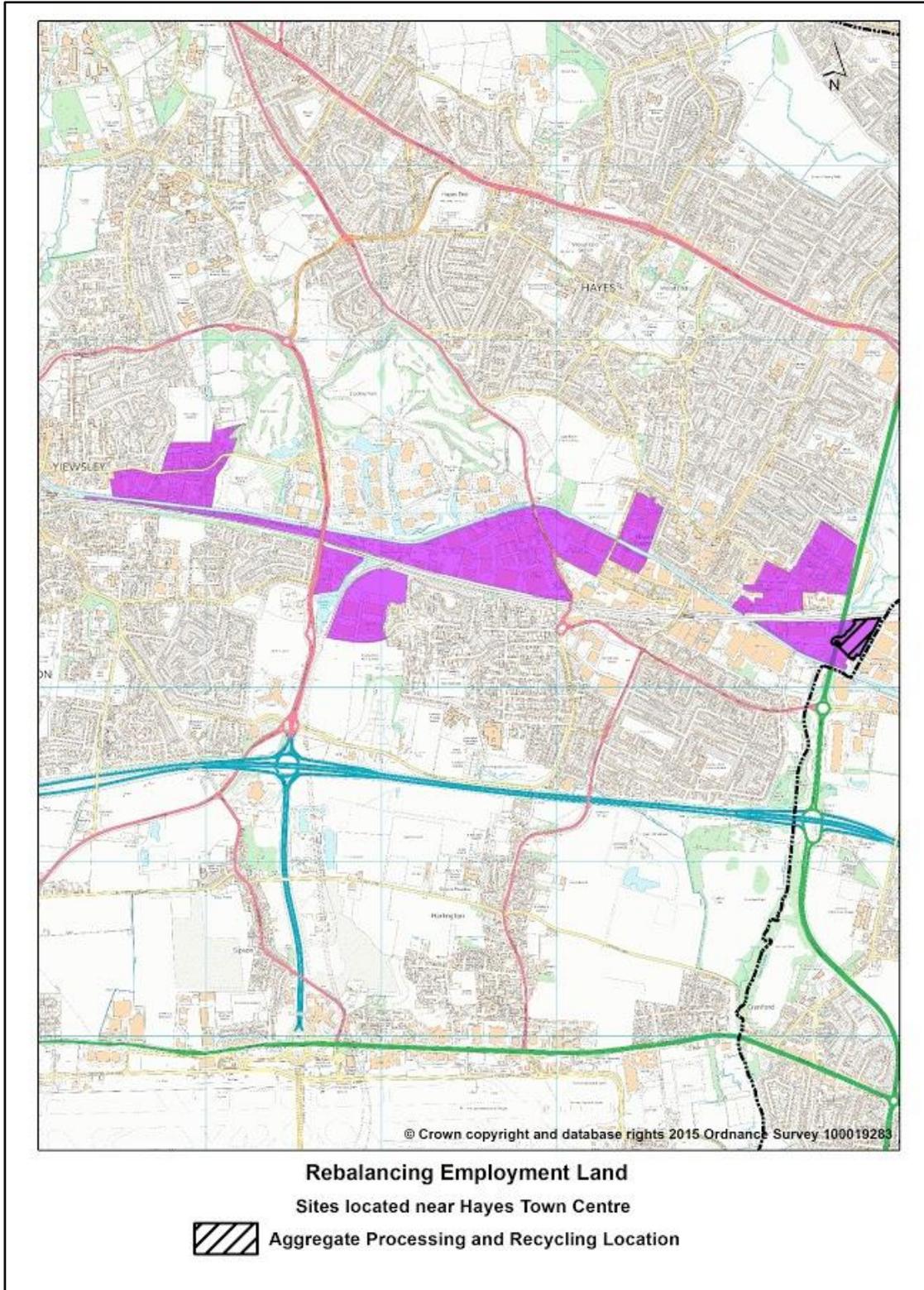
such, the following sections of the Hayes Industrial Area will be designated as Strategic Industrial Locations (Preferred Industrial Locations):

1. Horton Road, Yiewsley
2. Stockley Close, Heathrow
3. Prologis Park, Hayes
4. Rigby Lane, Swallowfield Way / Betham Road / Dawley Road West, Hayes
5. Blyth Road / Clayton Road / Printinghouse Lane, Hayes
6. Bulls Bridge, North Hyde Gardens, Hayes
7. Pump Lane, Hayes
8. Springfield Road, Hayes

4.9 Clusters 1 - 7 located near Hayes Town Centre are identified in an overview on Map B. Cluster 8 located near Springfield Road, Hayes is identified on Map C.

REBALANCING EMPLOYMENT LAND

Map B: Hayes Industrial Area SIL (PIL) showing clusters 1 - 7 near Hayes Town

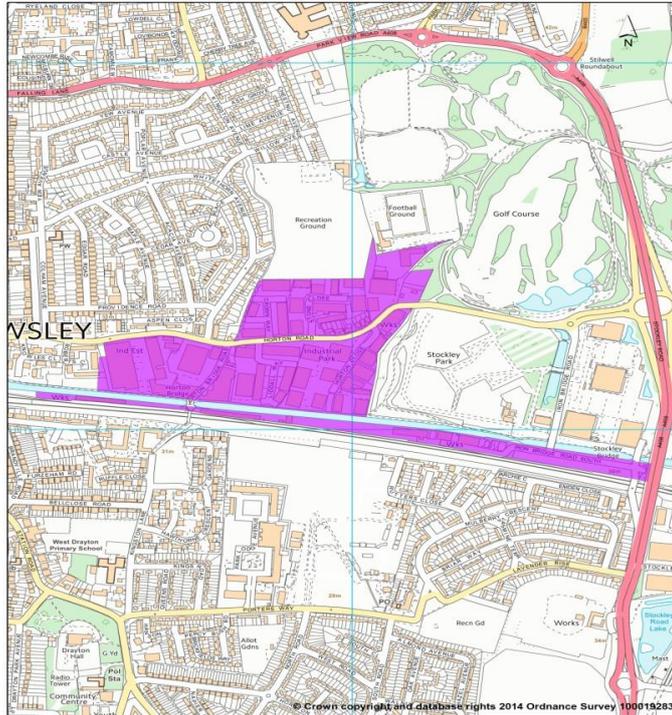


REBALANCING EMPLOYMENT LAND

Description of Clusters 1 - 7 in the Hayes SIL (PIL) - as shown on Map B

1) Horton Road, Yiewsley

4.10 Horton Road is an active, designated Industrial Business Area which makes up part of the Hayes Industrial Area. The employment site retains a strong mix of industrial and warehousing businesses, employing local people. Consequently it is considered that Horton Road should retain its employment designation with any release of sites being resisted.



Rebalancing Employment Land
Horton Road, Yiewsley

2) Stockley Close, Heathrow

4.11 Stockley Close has been improved with a range of modern industrial / logistics units. The site is in close proximity to Stockley Flyover and is attracting a number of operators who desire medium sized business units.

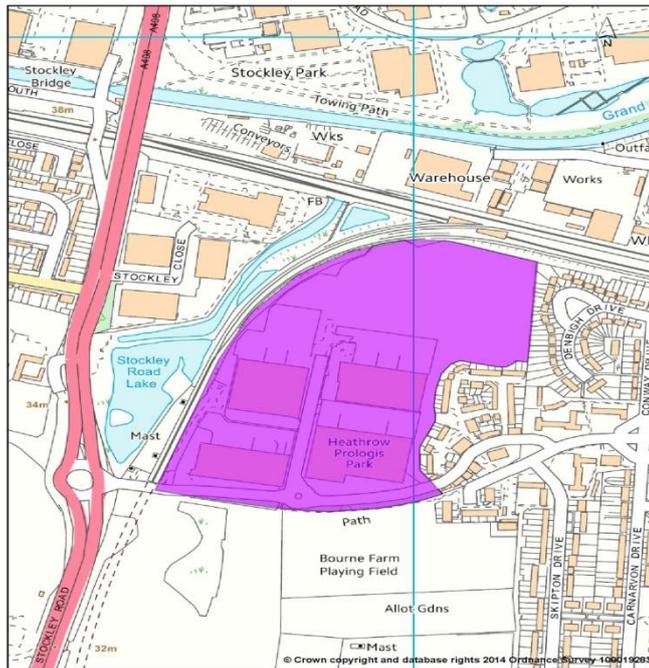


Rebalancing Employment Land
Stockley Close, Heathrow

REBALANCING EMPLOYMENT LAND

3) Prologis Park, Hayes

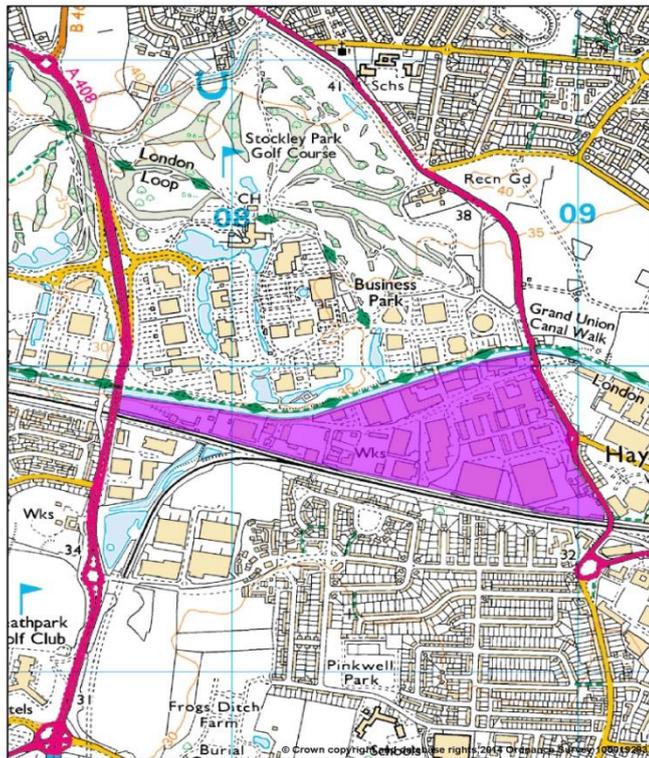
4.12 Prologis Park makes an important contribution to the Heathrow logistics market and constitutes a strategically significant industrial location.



Rebalancing Employment Land
Prologis Park, Stockley Park, Hayes

4) Rigby Lane / Swallowfield Way/ Betham Road / Dawley Road West, Hayes

4.13 Vacancy rates for floorspace and land availability continue to remain low. The vibrancy of the estate's businesses and diversity of industrial and distribution activities justify its status as part of the Hayes Industrial Area and proposed designation as a Preferred Industrial Location.

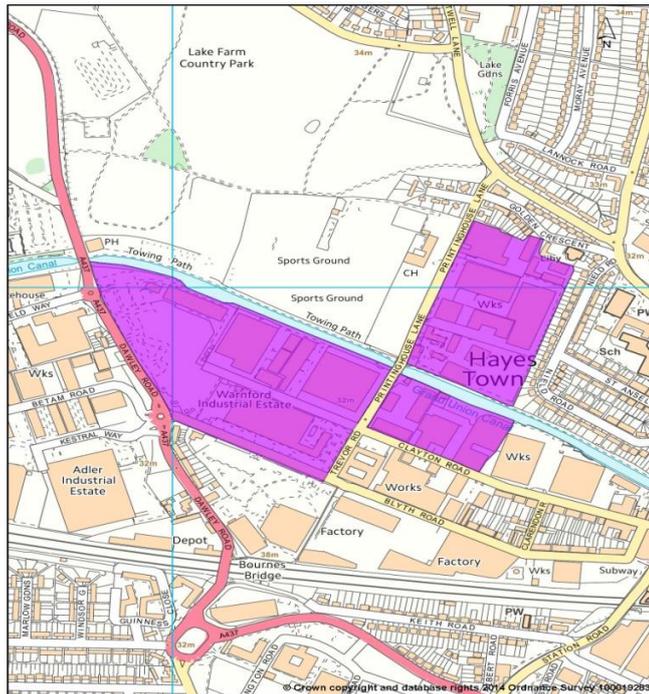


Rebalancing Employment Land
Rigby Lane / Swallowfield Way / Betham Road / Dawley Road West, Hayes, Hayes

REBALANCING EMPLOYMENT LAND

5) Blyth Road, Clayton Road, Printinghouse Lane, Hayes

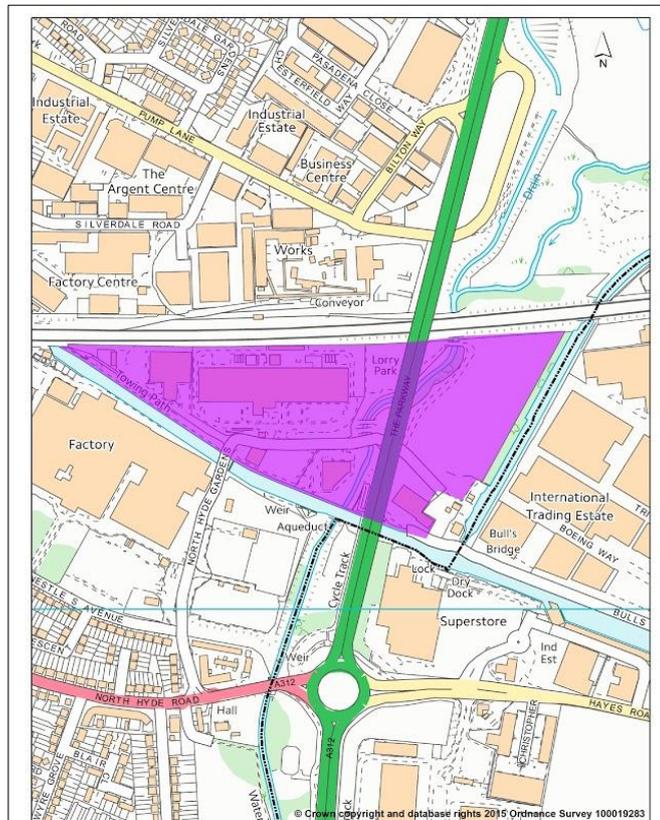
4.14 Land to the south of Blyth Road has an approved planning permission for mixed use development, including 642 residential units. The land to the north retains a diverse range of industrial activities, although it is considered that some sites along the canal frontage would make a greater contribution to regeneration in Hayes if they were subject to mixed use development.



Rebalancing Employment Land
Blyth Road, Clayton Road, Printinghouse Lane, Hayes

6) Bulls Bridge, North Hyde Gardens, Hayes

4.15 The Bulls Bridge site is located on the eastern boundary of the Borough and adjoins the Bulls Bridge Conservation Area. The western part of the site is currently occupied by British Airways Engineering. The eastern part of the site has received planning permission for the provision of an aggregates recycling and processing plant. The site is proposed to be retained in employment use and should form part of the proposed Strategic Industrial Location.



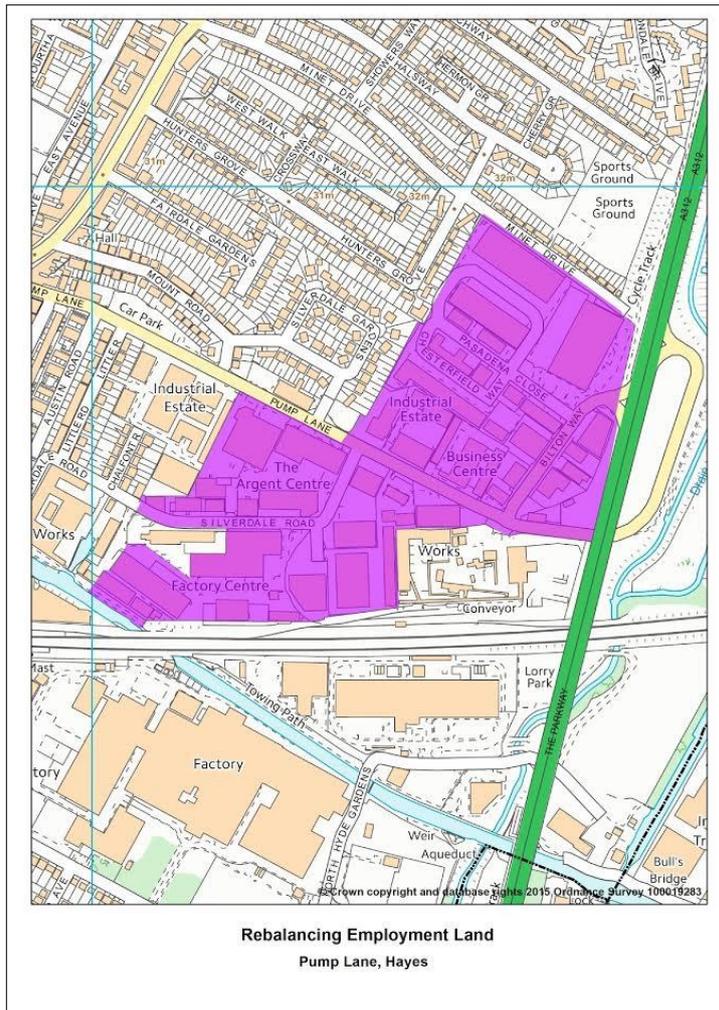
Rebalancing Employment Land
Bulls Bridge, North Hyde Gardens, Hayes

REBALANCING EMPLOYMENT LAND

7) Pump Lane, Hayes

4.16 Pump Lane is a vibrant industrial location with a wide range of businesses. It is evident that the employment area could benefit from some more new development, in particular the redevelopment of some isolated bulky goods retail buildings into medium sized business units.

4.17 The Chailey Industrial Estate on the south western section of Pump Lane provides an opportunity to enhance Hayes Town Centre. It is proposed for release and is identified for residential development in Policy SA 22.



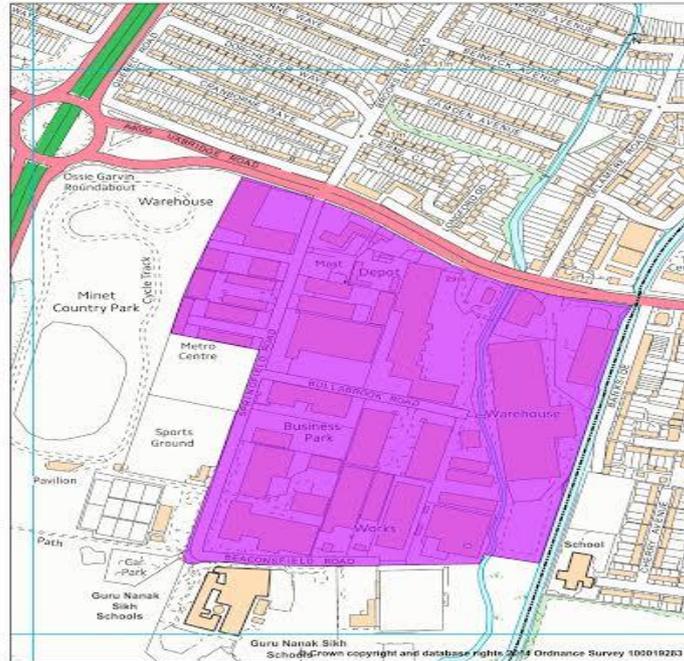
4.18 In addition, Benlow Works within the Silverdale Industrial Estate is identified for mixed use development and the existing railhead at Pump Lane is safeguarded for future aggregate use. The remaining area will form part of the proposed Preferred Industrial Location that is proposed to be retained.

REBALANCING EMPLOYMENT LAND

Map C: Springfield Road, part of the Hayes Industrial Area SIL

8) Springfield Road, to the east of Minet Country Park, Hayes

4.19 Springfield Road, Hayes is a vibrant employment site with a wide range of businesses. It has benefited from recent investment from the private sector. Vacancy rates are only slightly above the normal accepted churn rate. The Council is of the view that most of the existing Industrial Business Area should be regarded as forming part of the Hayes Industrial Area – Preferred Industrial Location.



Rebalancing Employment Land
Sites located off Springfield Road to the east of Minet Country Park, near Hayes town centre

REBALANCING EMPLOYMENT LAND

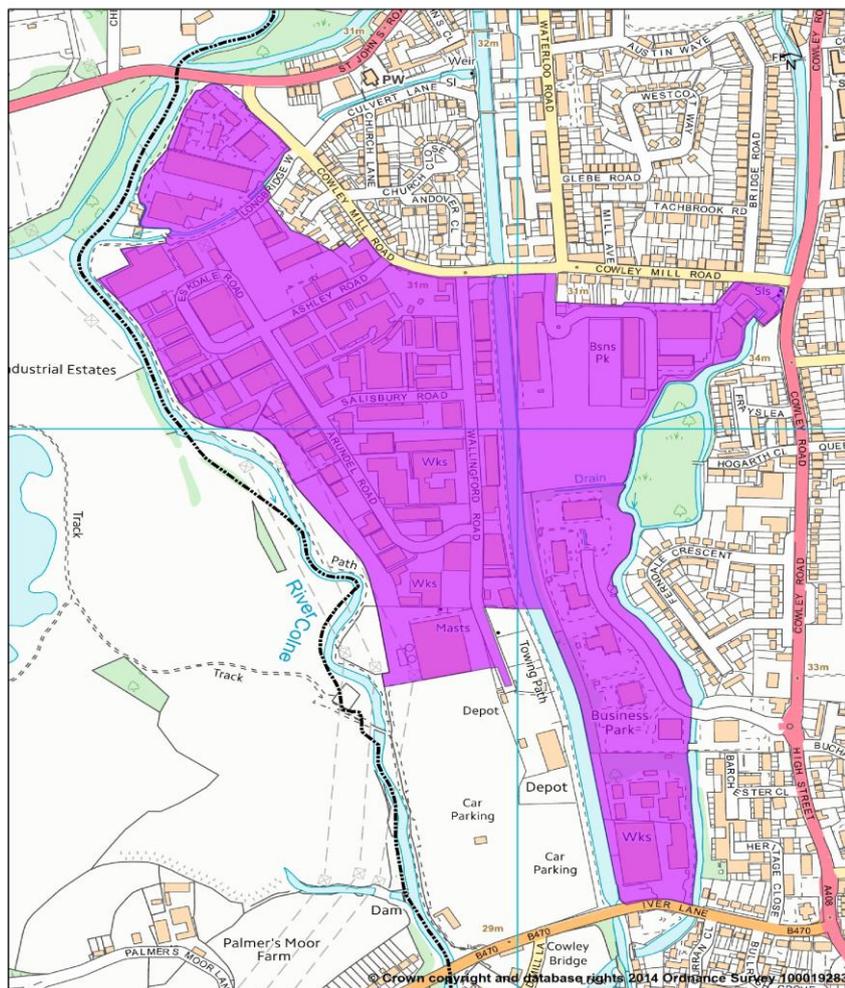
Uxbridge Industrial Estate

4.20 Uxbridge Industrial Estate is designated as a Preferred Industrial Location. It retains a strong industrial character and is in significant active use. As such, the Council is of the view that the site should be retained in industrial use, with the exception of the Cape Boards site north of Iver Lane.

4.21 The Cape Boards site has remained vacant for a substantial period of time. The site has been subject to decontamination works and is proposed for release to residential-led mixed use development elsewhere in this Plan.

4.22 The boundary of the existing IBA will be redrawn as proposed in the Council's Employment Land Study 2009 and updated in 2014.

Map D: Proposed extent of Uxbridge Industrial Estate SIL (PIL)



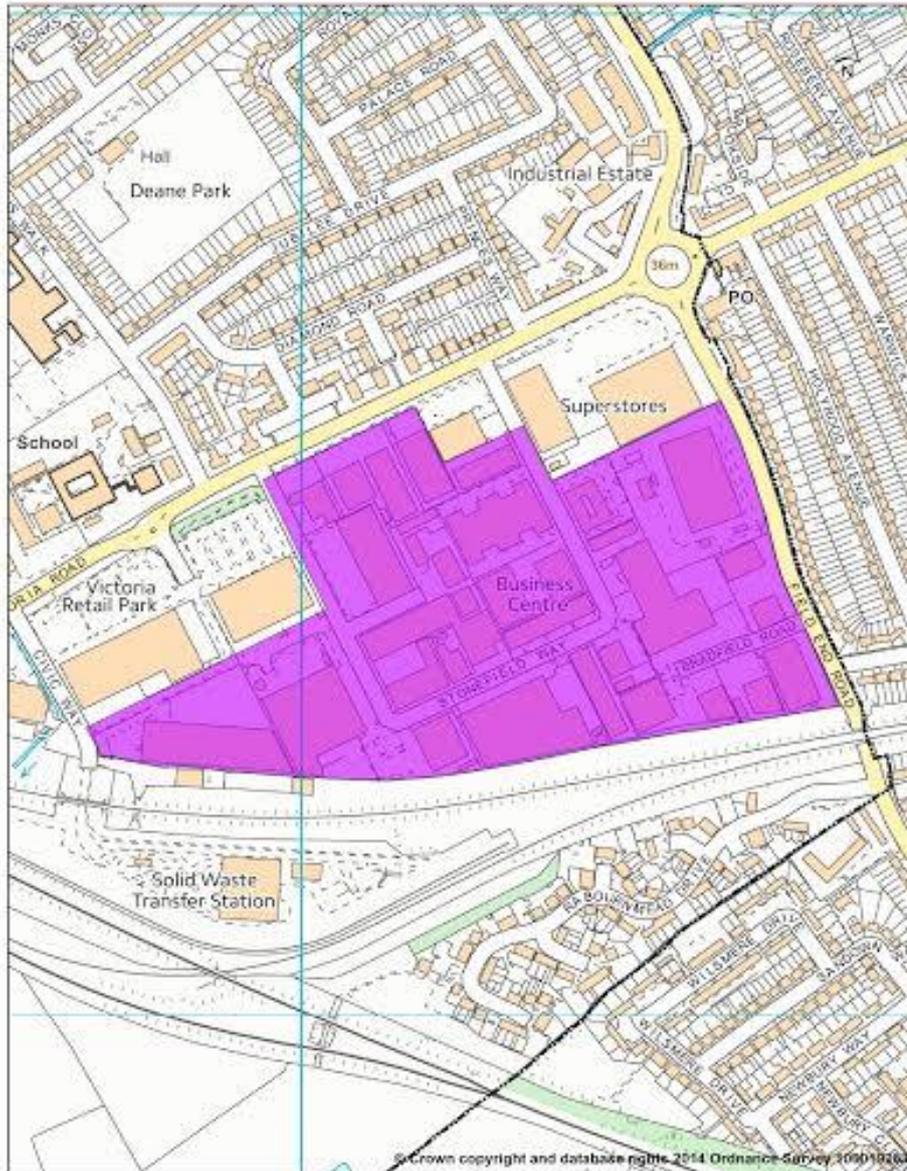
Rebalancing Employment Land
Proposed extent of Uxbridge Industrial PIL

REBALANCING EMPLOYMENT LAND

Stonefield Way

4.23 Stonefield Way has benefitted from significant improvements in recent years. Map E shows the area to be designated as a Strategic Industrial Location - Preferred Industrial Location.

Map E: Stonefield Way, South Ruislip SIL (PIL)



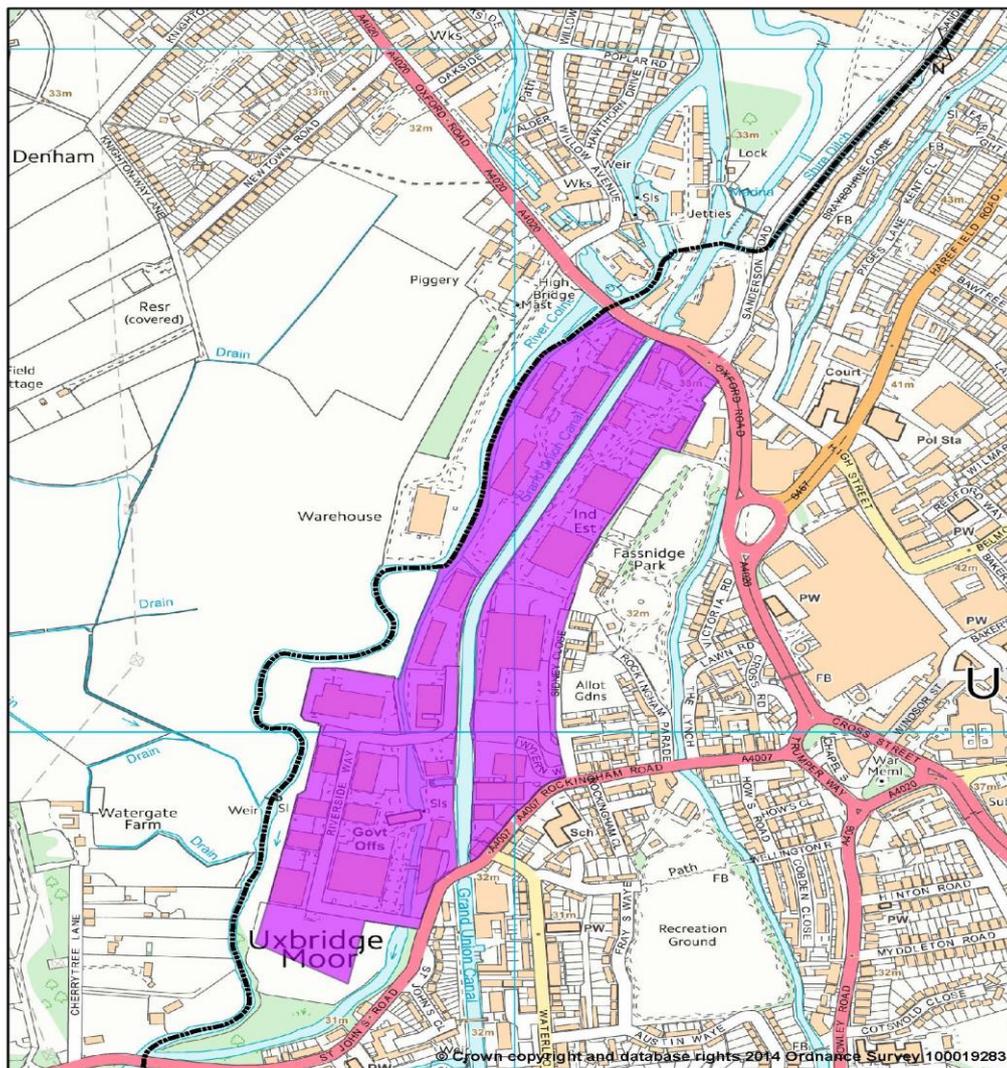
Rebalancing Employment Land
Proposed extent of Stonefield Way PIL, South Ruislip

REBALANCING EMPLOYMENT LAND

North Uxbridge Industrial Area

4.24 The North Uxbridge Industrial Area has gone through a significant change in recent years with a major investment from SEGRO. Any release to housing would conflict with the long term goals of local and strategic employment designations and should be resisted. With Uxbridge set to grow up to 2026 and the nearby expansion of Brunel University, this Industrial Business Area could significantly benefit from new markets and business development initiatives currently being formulated by the Council and its partners. As such, the site is proposed to be designated as SIL and is identified as an Industrial Business Park (IBP).

Map F: Proposed extent of North Uxbridge SIL (IBP)



**Rebalancing Employment Land
Proposed extent of North Uxbridge IBP**

Locally Significant Industrial and Employment Locations

4.25 In addition to the Strategic Industrial Locations identified in the London Plan, Hillingdon contains a series of locally significant sites that are designated for employment use. These locations are considered to be most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need to separate development from residential and other sensitive uses.

4.26 The section identifies those sites in the Borough to be designated as LSEL (Locally Significant Employment Locations) or LSIS (Locally Significant Industrial Sites).

(a) Locally Significant Employment Locations

- Salamander Quay, Harefield
- Stockley Park
- ~~Bath Road, Hayes~~

4.27 In addition to the above and on the basis of the conclusions of the 2014 Employment Land Study update it is proposed to designate Odyssey Business Park as a Locally Significant Employment Location to protect existing employment uses.

(b) Locally Significant Industrial Sites:

- Packet Boat Lane, Cowley
- Braintree Road Industrial Area, South Ruislip
- Covert Farm, Heathrow

Relevant Development Management Policy

- DME 1: Employment Uses in Designated Employment Sites
- DME 5: Office Development (LSEL only)

REBALANCING EMPLOYMENT LAND

Locally Significant Employment Locations (LSEL)

Summerhouse Lane/Salamander Quay, Harefield

4.28 The Council proposes to release most of the designated employment site west of Summerhouse Lane to housing. The northern most part of the existing employment designation situated on Canal Way will be designated as a Locally Significant Employment Location. In addition, the Council proposes to designate Salamander Quay West south of Park Lane as a Locally Significant Employment Location.

MAP G: Proposed location of Summerhouse Lane, Salamander Quay West LSEL



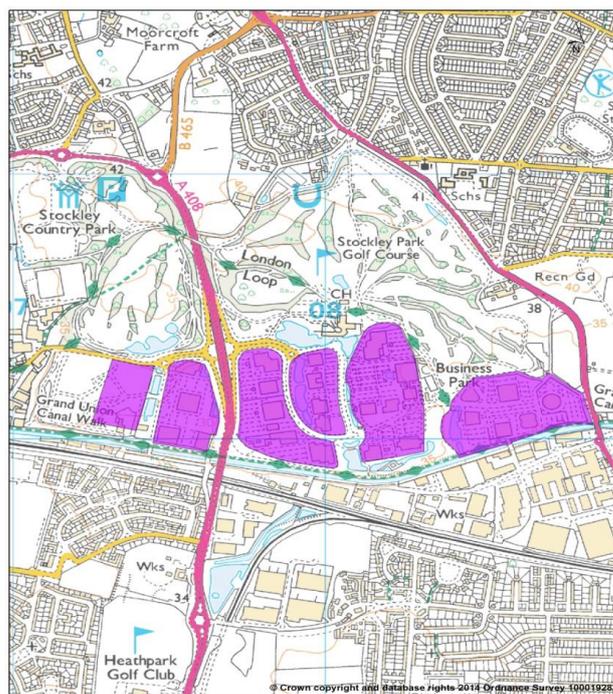
REBALANCING EMPLOYMENT LAND

Stockley Park

4.29 Stockley Park is a strategic office location covering an area of some 67 hectares. It is a designated employment location of major significance to the Borough's economy employing some 7,000 people. The Council's intention is that the site should continue to primarily accommodate B1(a) office uses over the period of the Plan in high quality landscaped surrounds. Uses which would impact on its integrity as a high quality strategic office location or on the local amenity of the business park will be discouraged.

4.30 The updated Employment Land Study identified that Stockley Park continues to show high demand. In order to protect it as a high quality business park for B1(a) offices and as a strategic employment area, Stockley Park will be retained and designated as a Locally Significant Employment Location.

Map H: Stockley Park LSEL



Rebalancing Employment Land
Stockley Park

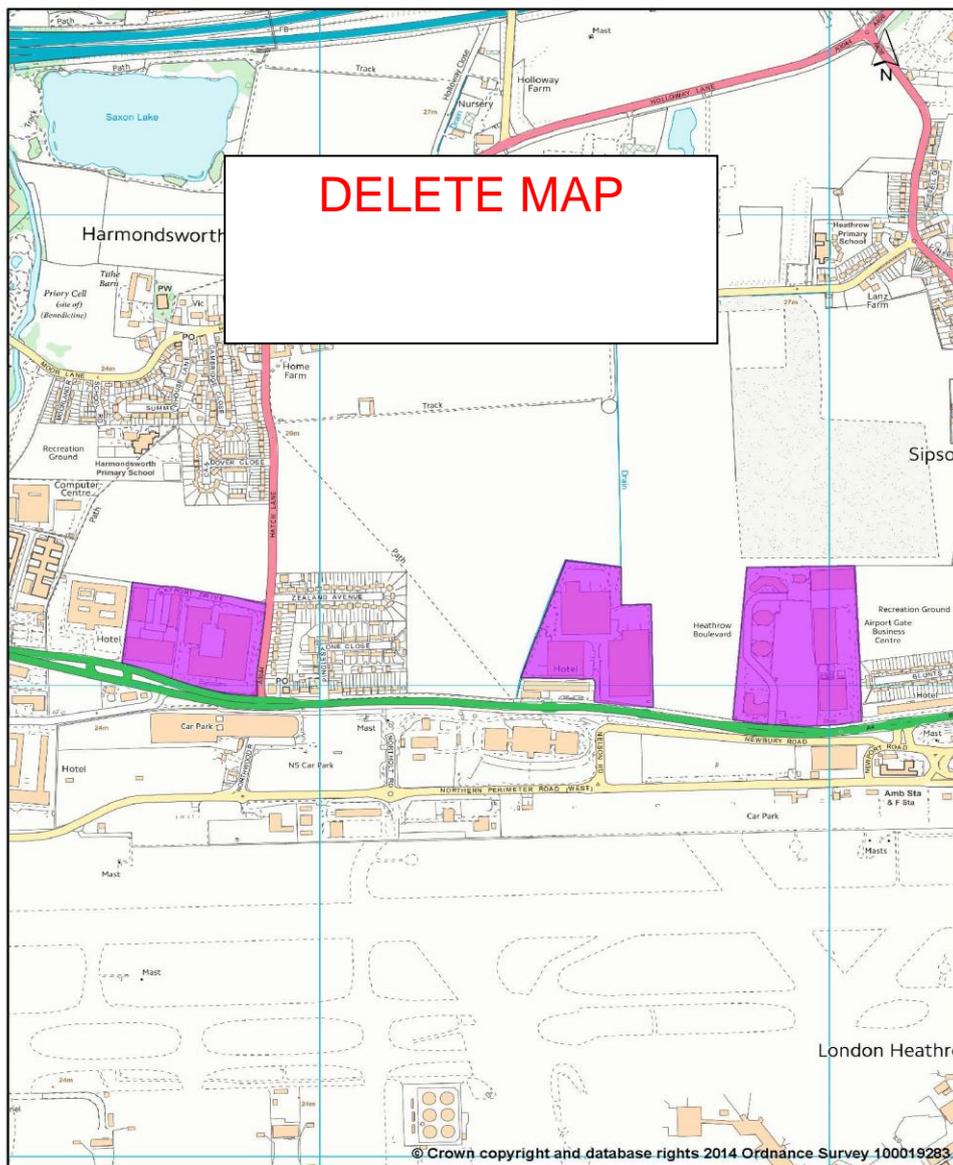
4.31 In addition to the proposed designation of Locally Significant Employment Location, Stockley Park LSEL is designated elsewhere in this chapter as an Office Growth Location. The dual designation reflects the strategic significance of this key site.

REBALANCING EMPLOYMENT LAND

Bath Road, Hayes

~~4.32 The Bath Road employment area accommodates logistics operations and other airport related businesses including offices. These sites are subject to poor air quality and are not considered suitable for housing. The Summit Centre site has received planning permission for the provision of employment uses and a hotel. In accordance with the Local Plan Part 1 the Council considers it appropriate to designate these areas as Locally Significant Employment Sites.~~

Map I: Bath Road, Hayes LSEL



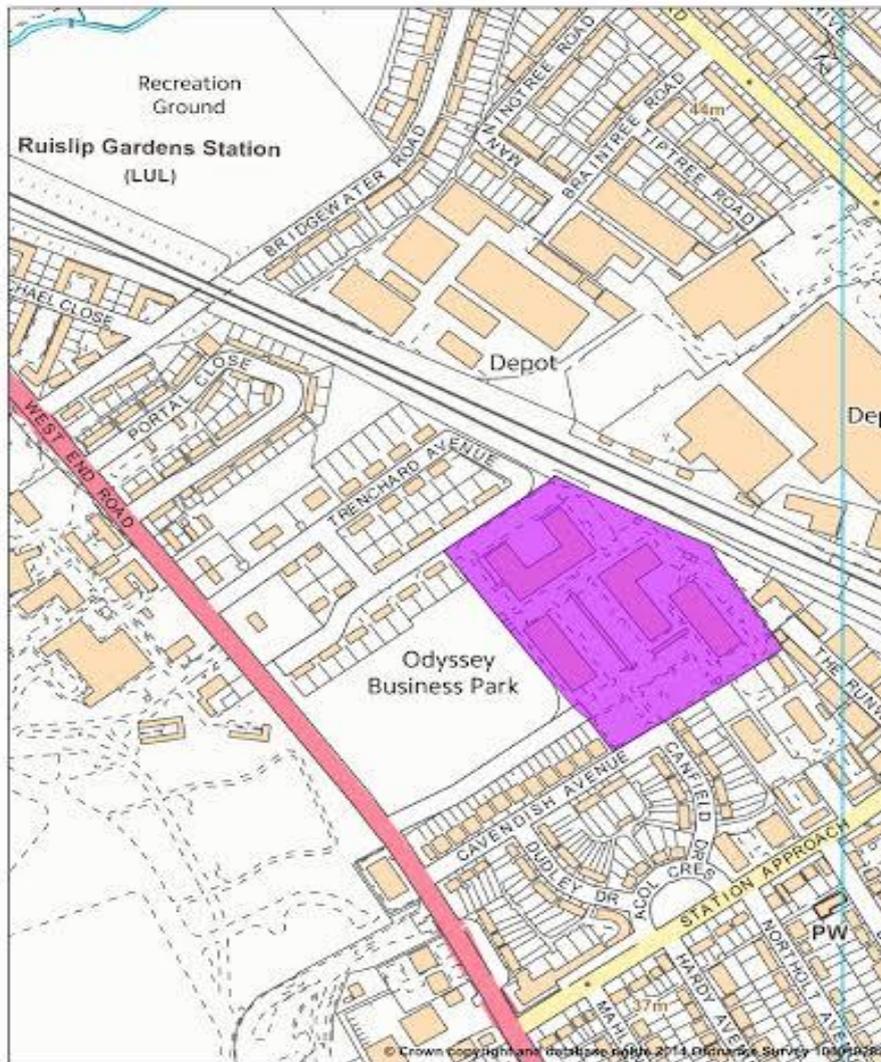
**Rebalancing Employment Land
Bath Road, Hayes**

REBALANCING EMPLOYMENT LAND

Odyssey Business Park, Ruislip

4.33 Odyssey Business Park is a vibrant office park located close to South Ruislip station and near RAF Northolt. The size of the site and employment generating potential, together with its close proximity to public transport and the trunk road network, make it suitable for a range of employment activities. The Council therefore proposes to designate this site as a new Locally Significant Employment Location.

Map J : Odyssey Business Park LSEL



Rebalancing Employment Land
Odyssey Business Park

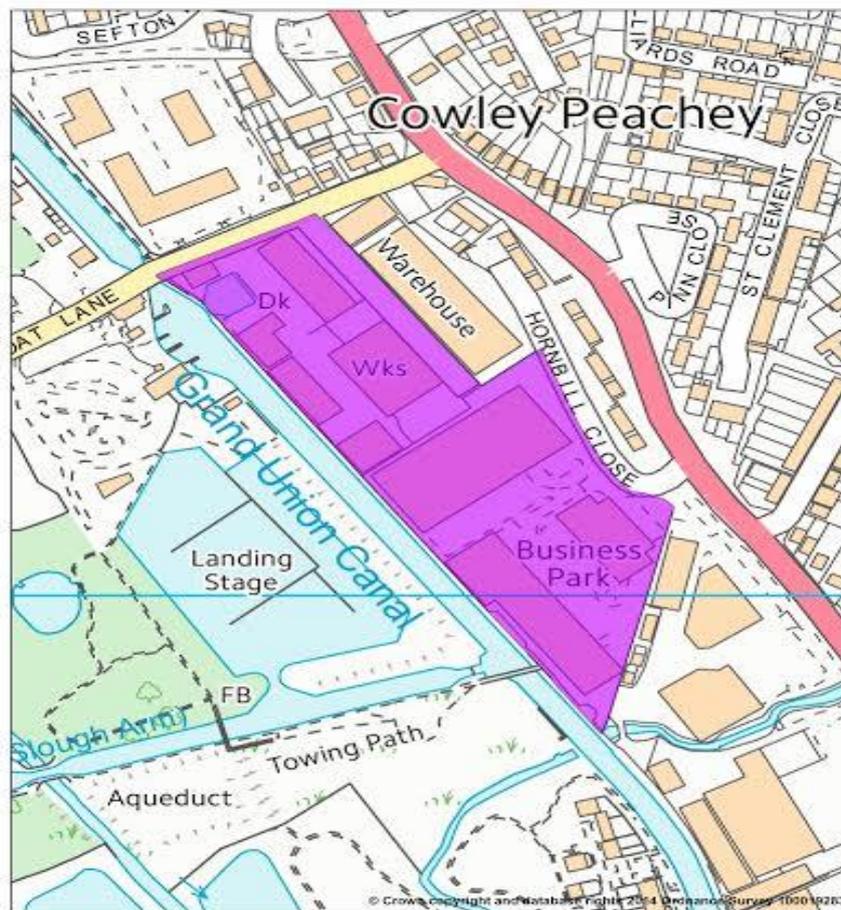
REBALANCING EMPLOYMENT LAND

Locally Significant Industrial Sites (LSIS)

Packet Boat Lane, Cowley

4.34 Packet Boat Lane is a vibrant light industrial area which has benefited from the redevelopment of the former Lion Works to become the Zodiac Business Park. Much of the existing employment designation facing Cowley Road has been converted into retail warehouses. The majority of the site is proposed to be designated as a Locally Significant Industrial Site but the boundary will be redrawn to exclude Cowley Retail Park.

Map K: Proposed boundary of Packet Boat Lane LSIS



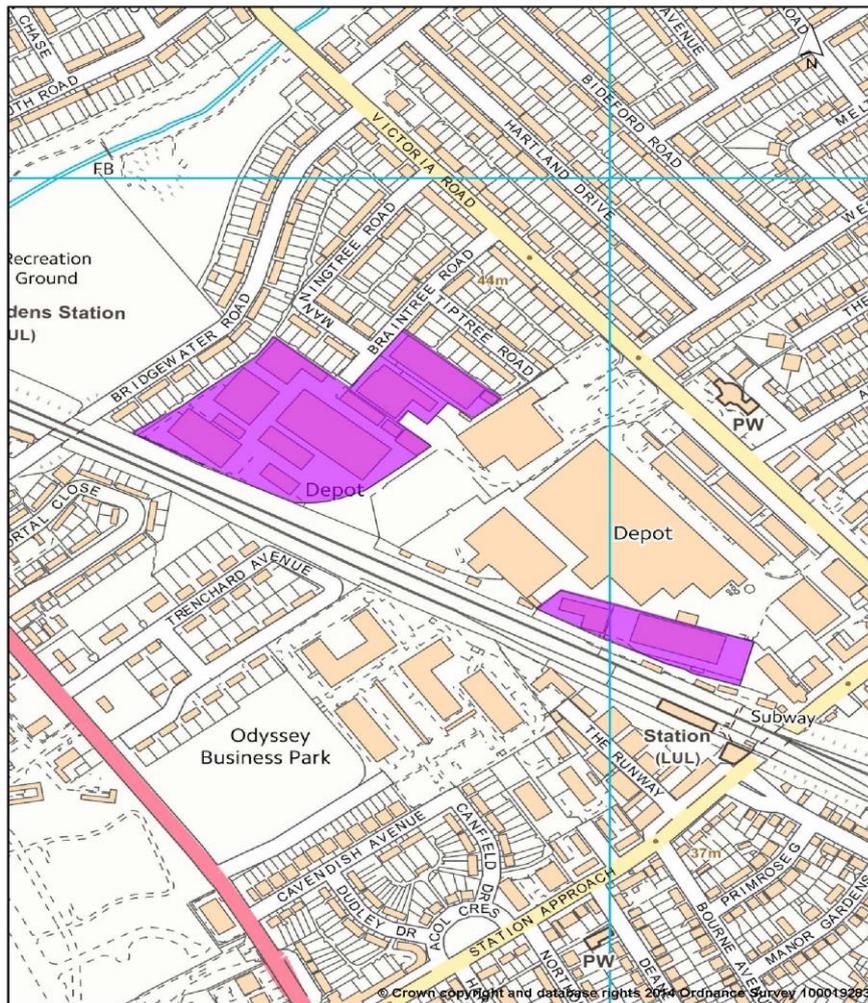
Rebalancing Employment Land
Packet Boat Lane, Cowley

REBALANCING EMPLOYMENT LAND

Braintree Road Industrial Area, South Ruislip

4.35 Braintree Road covers an area of 3.16 ha and is a small but relatively successful industrial area with a diverse range of small businesses. It is therefore proposed to be designated as a Locally Significant Industrial Site. The Arla Foods site to the south has recently received planning permission for mixed use development and will not form part of this designation.

Map L: Proposed boundary of Braintree Road, South Ruislip LSIS



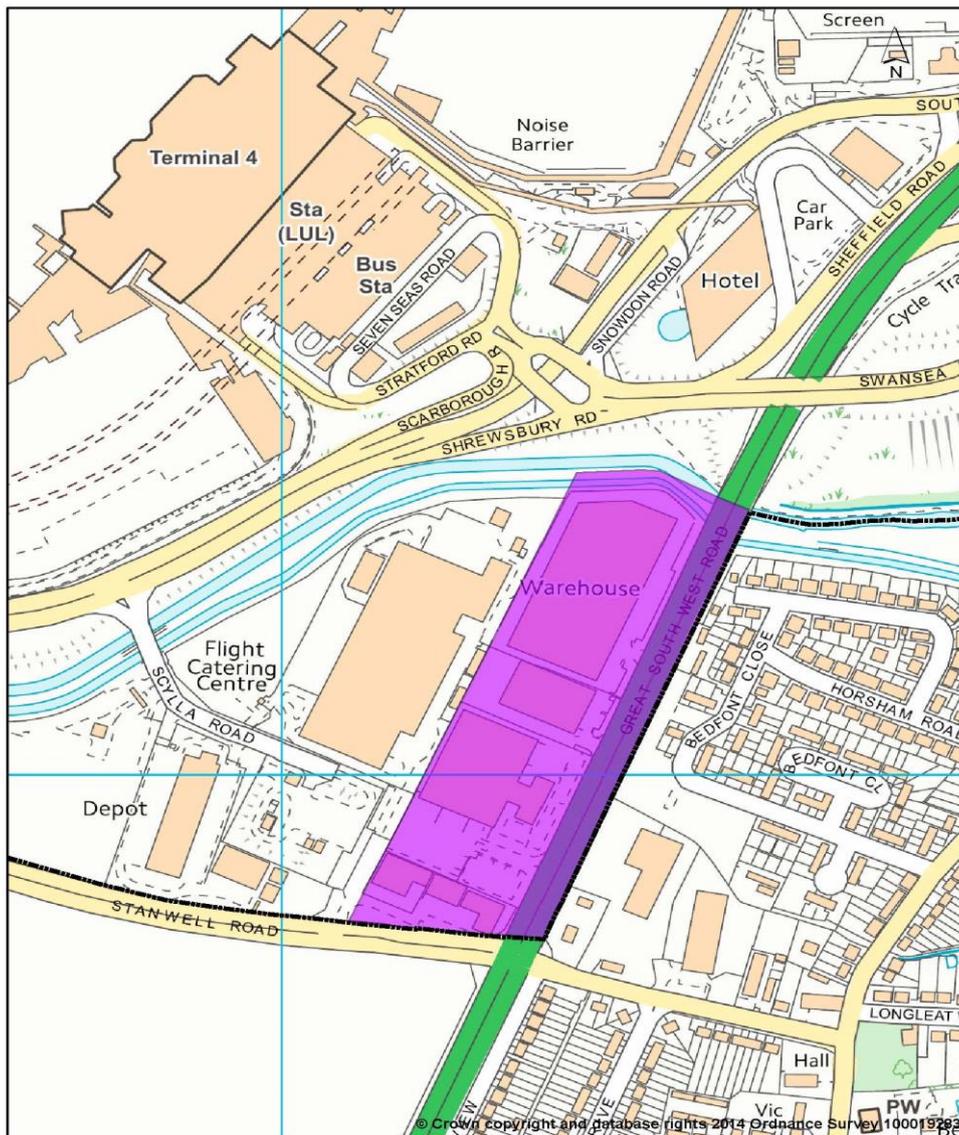
Rebalancing Employment Land
Braintree Road Industrial Area, South Ruislip

REBALANCING EMPLOYMENT LAND

Covert Farm, Heathrow

4.36 Covert Farm has a high level of occupancy, mainly with specialist airport related services. Whilst some of the stock is ageing, the location of the site near Terminal 4 makes the land highly attractive for airport related businesses. It is therefore proposed to be retained in employment use and designated as a Locally Significant Industrial Site.

Map M: Proposed boundary of Covert Farm LSIS



Rebalancing Employment Land

Covert Farm, Heathrow

REBALANCING EMPLOYMENT LAND

Remaining employment sites proposed for release

4.37 In addition to the designated areas that are identified for release to other uses and those that are proposed to be retained as regionally or locally significant employment sites, there are a number of sites that are proposed to be released from their existing employment designation on the basis that they have already been developed for non-employment uses.

4.38 For clarity, these are listed in Table 4.1 below.

Table 4.1: Sites that have been redevelopment for non employment uses

Existing employment sites for release	Reason for release
1. Millington Road	Permission granted for the provision of a supermarket.
2. Warwick Road/Kingston Lane	Site redeveloped for a range of non employment uses.
3. Trout Road IBA	Much of site redeveloped for non employment uses. Part of site is proposed in the Policy SA 39.

Hotel and Office Growth Locations

4.39 Hillingdon is forecast to experience substantial growth in offices and hotel rooms up to 2026. The Local Plan Part 1 sets targets for hotel and office growth over the plan period on the basis of London-wide evidence studies published by the Greater London Authority (GLA).

4.40 The London Office Policy Review 2009, which informed the Local Plan Part 1, estimates that overall, 9,000 jobs³ must be provided in Hillingdon over the plan period. Of these, about 6,400 are anticipated to be office jobs. The London Office Policy Review 2009 identifies three core locations for office growth: Uxbridge, Stockley Park and the Heathrow perimeter. The London Office Policy Review 2012 removes both Hayes and Ruislip as potential strategic office locations. As such, they are not carried forward in this plan.

4.41 The GLA's Hotel Demand Study 2006 provides a strategic growth target for additional hotel rooms and visitor accommodation in Hillingdon, requiring the provision of a minimum of 3,800 additional hotel rooms over the plan period. Hillingdon's Tourism Study estimates this figure to be much higher, suggesting a need for 5,600 additional hotel rooms, and identifies the Bath Road area, Hayes and Uxbridge as key locations for hotel growth.

4.42 On the basis of these evidence studies, the Local Plan Part 1 identifies general areas on the Heathrow perimeter, Stockley Park, Uxbridge and Hayes

REBALANCING EMPLOYMENT LAND

Town Centres as preferred locations for hotel and office growth. These are illustrated in key diagram map 5.1 of the Local Plan Part 1.

4.43 The Council has reviewed these general locations for hotel and office growth and identified specific boundaries for land designation. The purpose is to spatially define the extent of the area that hotel and office development will be directed to as a first preference. The identification of specific boundaries has been guided by the existing use of land ~~on the Heathrow perimeter~~ and boundaries have been drawn to include those areas that are already in hotel or office use. Following the publication of Airports National Policy Statement (ANPS) locations identified on the Heathrow perimeter have been excluded due to the sites occupying land that is identified with the ANPS for the expansion of Heathrow.

Policy SEA 2: Hotel and Office Growth Locations

In accordance with the evidence base the Council will promote and where appropriate protect a network of Hotel and Office Growth Locations across the Borough.

- i) The following locations are designated for both hotel and office growth:
 - **Uxbridge Town Centre**, defined by the area shown on Map N; and
 - ~~Heathrow perimeter (outside of Bath Road LSEL), as defined as the areas shown on Map Q.~~
- ii) The following areas are designated for office growth only:
 - **Stockley Park LSEL**, as defined by the area shown on Map P; and
 - ~~Heathrow perimeter (Bath Road LSEL), as defined by the area shown on Map Q.~~
- iii) The following area is designated for hotel growth only:
 - **Hayes Town Centre**, as defined by the area shown on Map R.

4.44 This policy should be read in conjunction with policies DME 1: Employment Uses in Designated Employment Sites, DME 3 (Office Development) and DME 5 (Hotel and Visitor Accommodation) of the Development Management Policies document.

4.45 As primary locations for office development in West London, and Uxbridge, Stockley Park LSEL ~~and the Heathrow perimeter, including the Bath Road LSEL,~~ all have critical mass and vibrant, established office markets. Although both Uxbridge and Stockley Park have suffered recessionary pressures on rental values since 2010, they will remain closely monitored as strategic office location within London.

4.46 Stockley Park LSEL ~~and Bath Road LSEL~~ hasve been designated elsewhere in this chapter as Locally Significant Employment Locations s and are is therefore already identified as a preferred locations s for offices and other employment generating uses. In addition to the LSEL designation, Stockley Park LSEL ~~and Bath Road LSEL~~ are is designated as an Office Growth

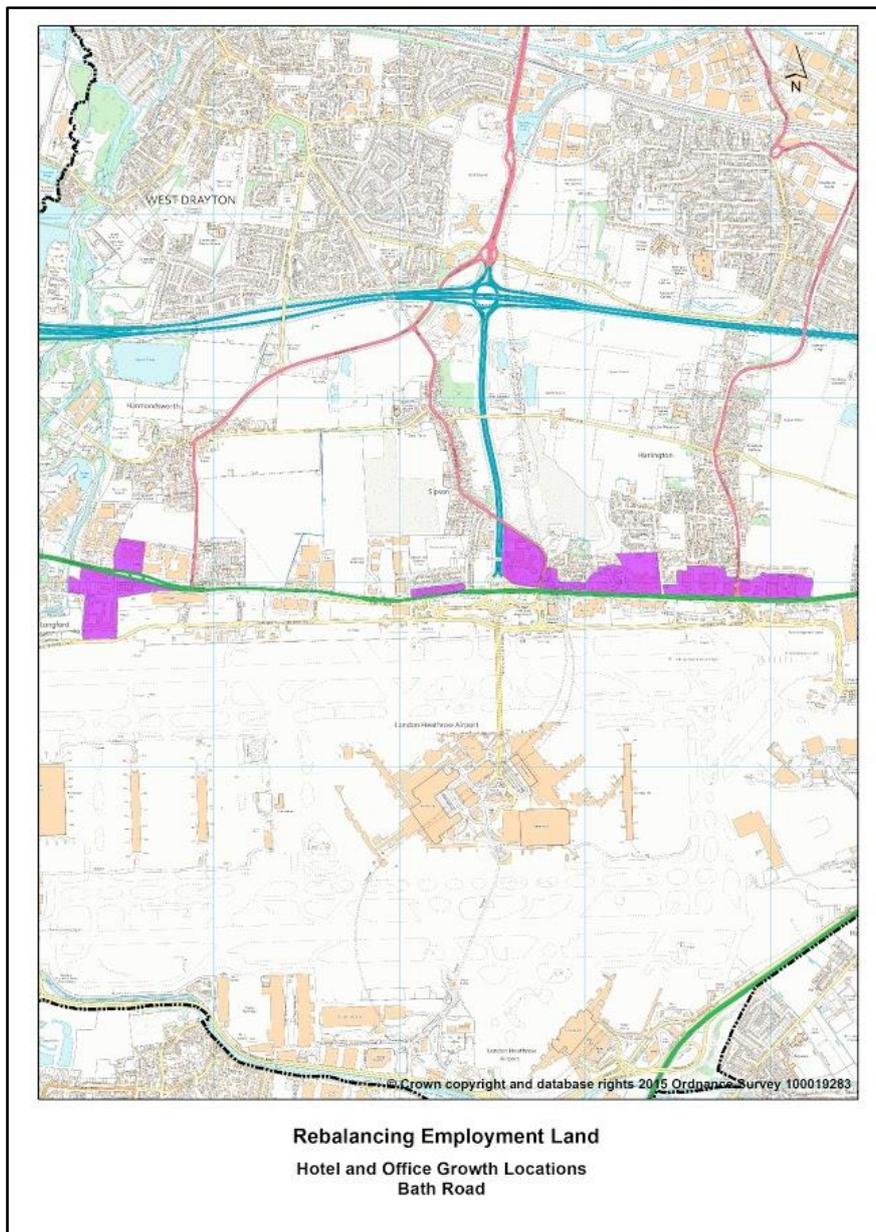
REBALANCING EMPLOYMENT LAND

Heathrow Perimeter

4.47—The Council seeks to protect the designated LSEs and Office Growth Locations on the Heathrow perimeter from further hotel development. Outside of the designated LSEs and Office Growth Locations, the Heathrow perimeter, together with Uxbridge and Hayes Town Centre, constitute the focus for hotel growth in Hillingdon. Map N below identifies the specific areas of the Heathrow perimeter that are considered suitable for both hotel and office growth.

Map O : Bath Road Hotel and Office Growth Locations (clusters 1 - 6)

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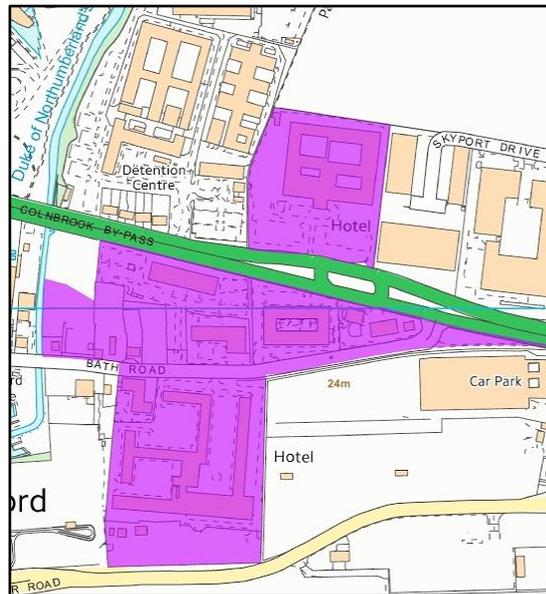


REBALANCING EMPLOYMENT LAND

Description of Clusters 1 - 6 in the Bath Road Hotel and Office Growth Locations - as shown on Map N.

1) Bath Road Cluster 1

4.48 Cluster 1 sits north of the Colnebrook Bypass and adjoins the Bath Road LSEL to the west. The site is currently occupied by the Sheraton Heathrow Hotel.

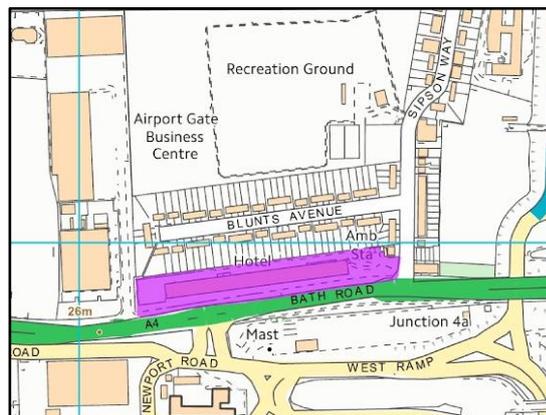


2) Bath Road Cluster 2

4.49 Cluster 2 is located between the Colnebrook bypass and the Northern Perimeter Road, extending to the north and south of Bath Road. At present it accommodates the Premier Inn Heathrow and the Thistle London Heathrow Terminal 5.

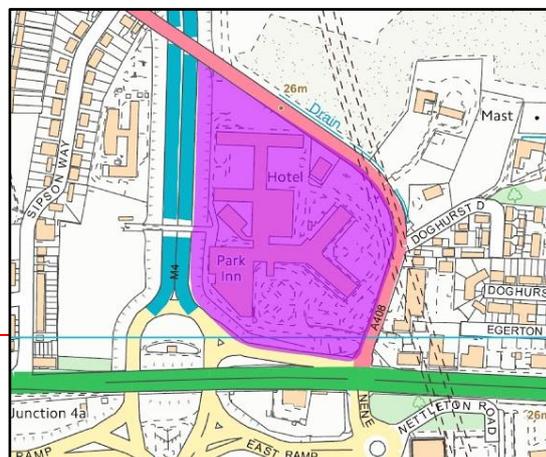
3) Bath Road Cluster 3

4.50 Cluster 3 is located adjacent to the junction Bath Road / Sipson Way and adjoins residential development to the north. To the east the site borders the Bath Road LSEL. It is presently in hotel use and occupied by the Holiday Inn.



4) Bath Road Cluster 4

4.51 Cluster 4 is located between the M4 and A408 between Bath Road and Sipson Road, adjoining Green Belt land and a Minerals Safeguarding Area to the north-east. At present the site accommodates the Park Inn Hotel.



REBALANCING EMPLOYMENT LAND

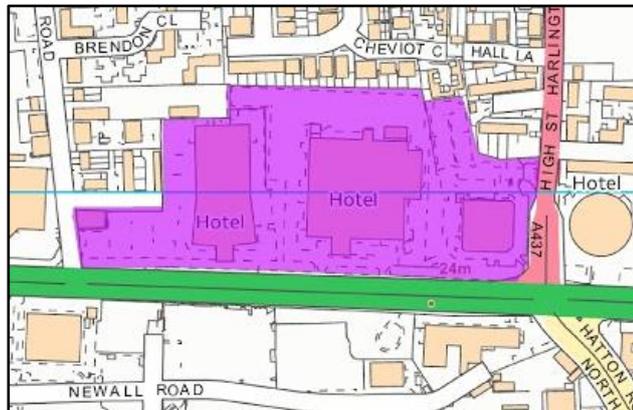
5) Bath Road Cluster 5

4.52— Cluster 5 sits between New Road to the east and High Street Harlington to the west. It adjoins residential development to the north and accommodates a number of office buildings, restaurants as well as the Radisson Edwardian Heathrow Hotel fronting Bath Road.



6) Bath Road Cluster 6

4.53— This cluster is located between New Road and the A437 High Street Harlington. The site accommodates 2 major hotels, the London Heathrow Marriott and the Sheraton Skyline, in addition to an office building.



7) Bath Road Cluster 7

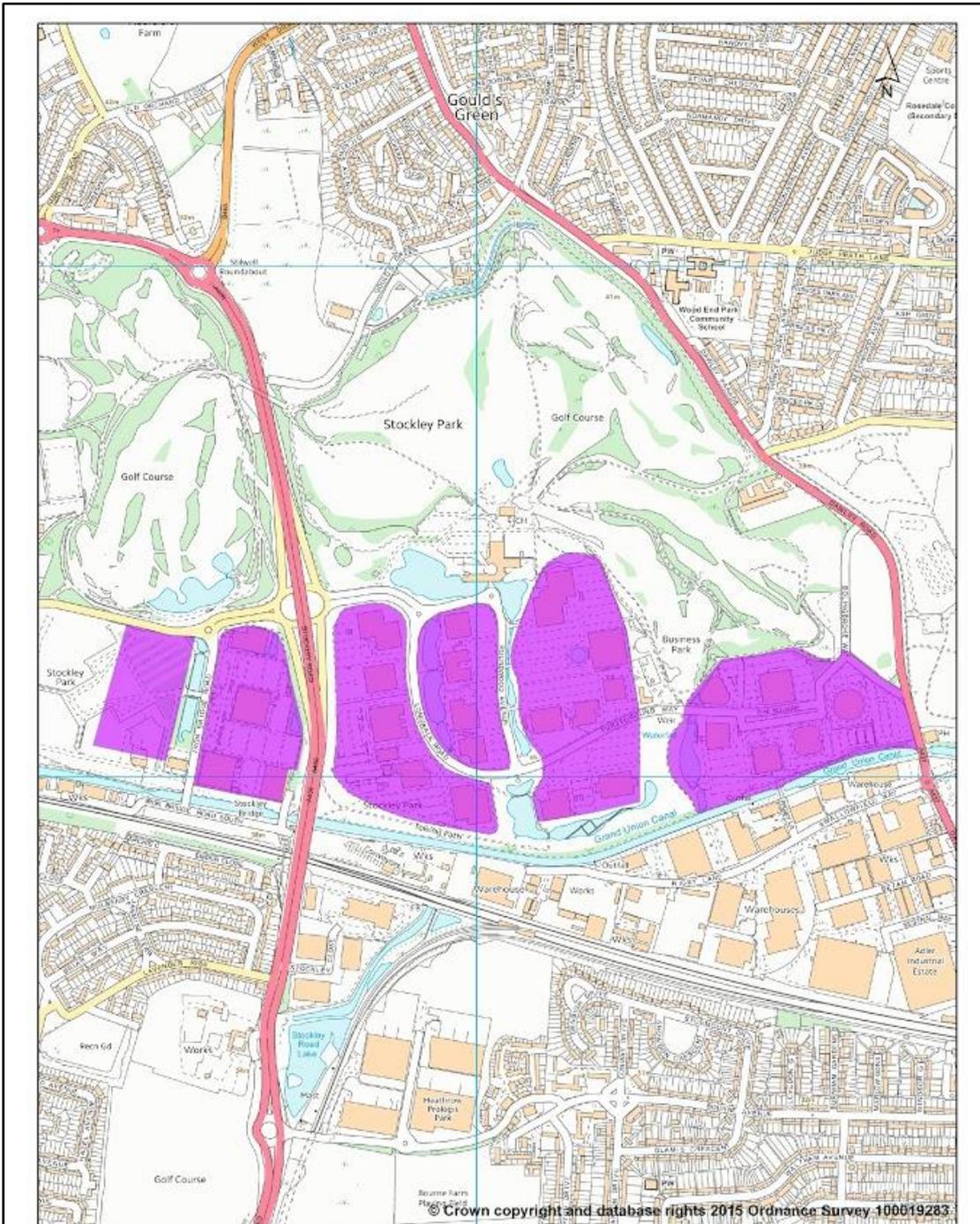
4.54— Cluster 7 is bordered by Nobel Drive to the north and Bath Road to the south. This eastern-most cluster in the Bath Road Hotel and Office Growth Locations is occupied by a range of different uses, including offices, restaurant, leisure and hotel uses. Major hotels in this cluster include the Holiday Inn and the Ibis Hotel.



REBALANCING EMPLOYMENT LAND

Office Growth Locations

Map P: Stockley Park LSEL and Office Growth Location



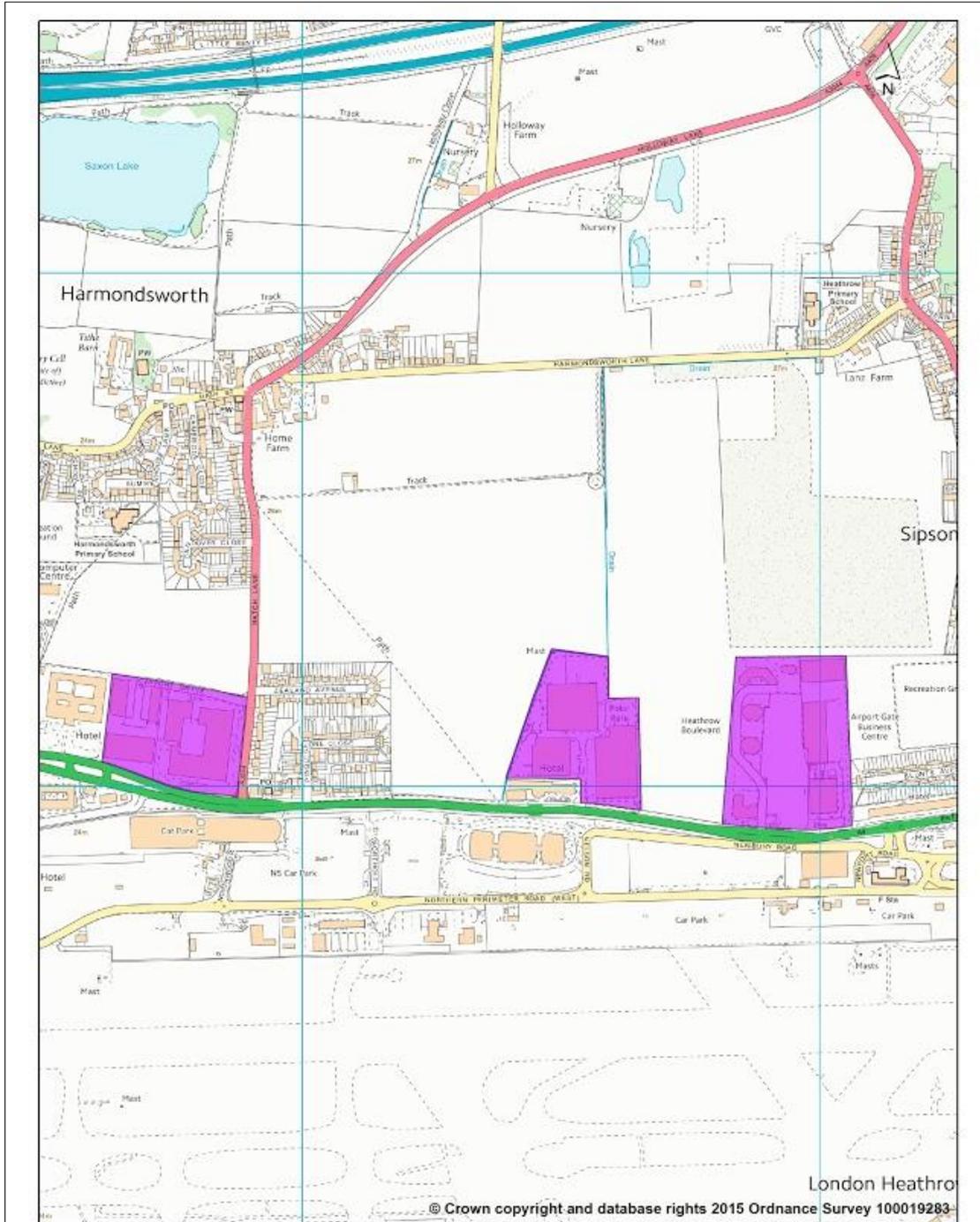
Rebalancing Employment Land

Office Growth Locations Stockley Park

REBALANCING EMPLOYMENT LAND

Map Q: Heathrow Perimeter (Bath Road LSEL) Office Growth Location

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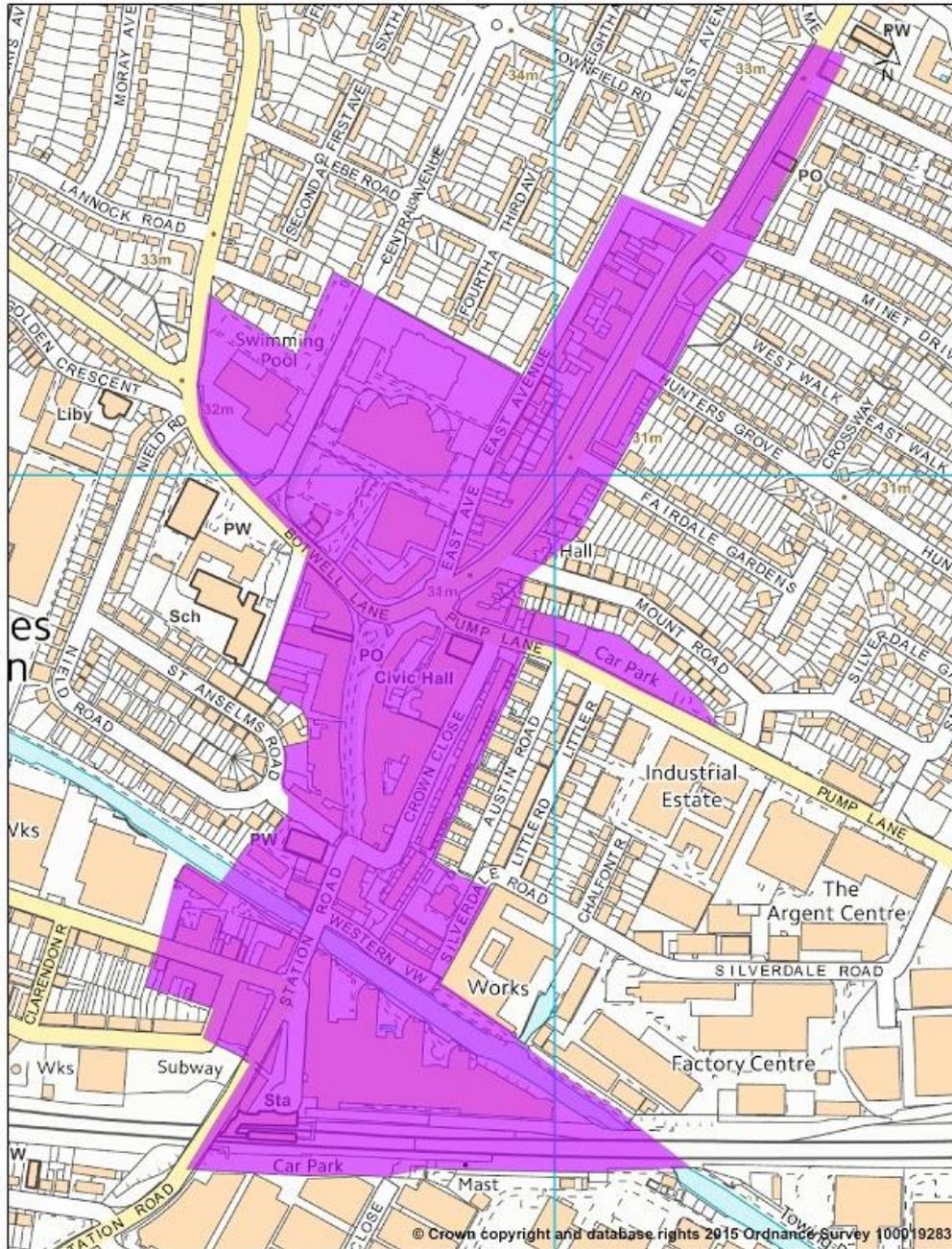
Rebalancing Employment Land

Office Growth Locations
Bath Road, Hayes

REBALANCING EMPLOYMENT LAND

Hotel Growth Location

Map R: Hayes Town Centre Hotel Growth Location



Rebalancing Employment Land

Hotel Growth Location
Hayes Town Centre

Retail Growth

4.55 The Local Plan Part 1 sets out the net additional comparison good floorspace requirement for the period 2006-2026, which totals 44,961 sqm. Trends in the provision of all retail floorspace are being monitored through annual town centre surveys.

4.56 From a convenience goods perspective, town and local centres in Hillingdon are generally healthy with a relatively high variation in provision and vacancies in almost all centres below the national average. Total convenience goods retail floorspace totals over 40,000 sqm, although there is a greater provision in the south of the Borough than in the north.

4.57 The Council's latest evidence is set out in the Convenience Goods Retail Study Update 2012, which suggests that there is no additional capacity for convenience goods retailing in the Borough over the next 5 years. From 2016 through to 2021, the study notes a growth in capacity to 2,709 sqm.

4.58 Since 2012, the Council has approved a number of supermarket schemes totalling some 24,378 sqm of retail floor space. Much of this has been in the north of the Borough and is classed as convenience floorspace. Therefore, the targets for convenience growth identified in the Convenience Goods Retail Study Update (9,647 - 13,781 sqm) have already been significantly exceeded and no strategic allocations for retail development are included in this Site Allocations and Designations document.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

5. Green Belt, Metropolitan Open Land, Green Chains and Nature Conservation

Background

5.1 Protecting and enhancing open spaces are critical in delivering sustainable communities. Open spaces are important to Hillingdon in order to mitigate against the effects of climate change, boost the economy, showcase heritage assets and provide opportunities for physical activity and play. Open spaces are vital for supporting biodiversity and the Borough is fortunate to contain a number of sites recognised at national level for their importance to nature conservation. As articulated in the Sustainable Communities Strategy, the Council aims to promote health and well being which involves encouraging healthy lifestyles, which will partly be achieved through the provision of exciting local opportunities for physical activity and play.

Green Belt

5.2 The Borough has 4,970 hectares of Green Belt. In physical and perceptual terms the Borough is the western edge and gateway to London. The Green Belt extends westwards from the Colne Valley and covers much of the northern third of the Borough with large tracts through Stockley Park and also Harmondsworth and Harlington to the north of Heathrow Airport.

5.3 The most important attribute of Green Belts is their openness. The main purpose of Hillingdon's Green Belt is to keep land open and free from development, to maintain the character and identity of individual settlements and to make a clear distinction between rural and urban environments, in support of strategic objective SO3. The Hillingdon Local Plan: Part 1- Strategic Policies aims to create sustainable communities by concentrating new development in urban areas and local town centres. The Green Belt's role is to help reinforce this strategy by strictly controlling development in the open countryside.

5.4 Policy EM2 of the Local Plan Part 1 seeks to protect the Green Belt in accordance with national planning policy guidelines. In particular, any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

Metropolitan Open Land

5.5 The Borough contains 10 areas designated as Metropolitan Open Land. This designation is given to areas of open land that have a London-wide significance and that are considered to perform the following three functions:

- providing a clear break in the urban fabric and contributing to the green character of London;

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

- including open air facilities serving the leisure, recreational, sports, arts and cultural needs of Londoners outside their local area; and
- containing a feature or landscape of historic, recreational or biodiversity value of national or regional significance.

Green Chains

5.6 Hillingdon is fortunate to have a diversity of habitats, linked by natural and man-made corridors that enable flora and fauna to migrate into the centre of London. The green links between sites, both for recreation and wildlife, include public footpaths, bridleways, canals, rivers, streams and tree-lined streets and road verges, all of which contribute to the green network within the Borough. Policy EM2 of the Local Plan Part 1 notes that any proposals for development in Green Chains will be firmly resisted unless they:

- maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area;
- conserve and enhance the visual amenity and nature conservation value of the landscape;
- encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain.

Review of Designations

5.7 Paragraph 8.24 of the Hillingdon Local Plan: Part 1 - Strategic Policies notes that

'The Council does not consider that major adjustments to Green Belt boundaries are necessary to accommodate growth over the period covered by the Plan. However, minor adjustments to the boundary will be undertaken in the Hillingdon Local Plan: Part 2 - Site Specific Allocations Local Development Document (LDD).'

5.8 The Council has undertaken a review of the Green Belt to underpin this Plan and identify:

- Areas that no longer meet the purposes of including land in the Green Belt and should be removed
- New areas of Green Belt that should be designated in accordance with paragraph 82 of the NPPF.

5.9 The outcome of the review undertaken is set out in the Hillingdon Green Belt Assessment Update 2013.

5.10 Policy EM2 seeks to protect areas of Metropolitan Open Land from development and also notes that Green Chains will be reviewed for designation as Metropolitan Open Land in accordance with London Plan policies. The Council has undertaken a review of its Metropolitan Open Land

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

and designated Green Chains, which is set out in the Hillingdon Metropolitan Land and Green Chains Assessment April 2004. It is considered that the conclusions set out in the assessment continue to remain valid in underpinning this Plan.

5.11 On the basis of this evidence this chapter of the Plan includes proposals for:

- Metropolitan Open Land sites to be upgraded to Green Belt
- Areas forming links in Green Chains to be included in Green Belt
- Areas Forming Links in Green Chains to be included in Metropolitan Open Land
- New Areas Forming Links in Green Chains

5.12 The review of existing Green Belt, Metropolitan Open Land and Green Chain designations have informed this chapter and the changes proposed in this Plan.

Green Belt; Metropolitan Open Land; Areas Forming Links in Green Chains - List of Proposals

PROPOSED DESIGNATIONS	LOCATION
GREEN BELT DELETIONS	1. 470 Bath Road and Longford Green, Longford
	2. Former Perry Oaks Sludge Works Site, Heathrow
	3. Land at Stockley Road adjoining the Grand Union Canal, Hayes (see item 19 below)
	4. Lake Farm School, Hayes
GREEN BELT EXTENSIONS	4a Duval House Car Park, Harmondsworth
	4b Land to the rear of 63 Daleham Drive
METROPOLITAN OPEN LAND UPGRADED TO GREEN BELT	5. Land to west and south of Merle Avenue, Harefield
	6. The Dairy Farm and Spinney, Harefield
AREAS FORMING LINKS IN GREEN CHAIN TO BE INCLUDED IN GREEN BELT	7. Uxbridge Common - Park Road, Uxbridge
	8. Cowley Recreation Ground - Cowley Road, Uxbridge
AREAS FORMING LINKS IN GREEN CHAIN TO BE INCLUDED METROPOLITAN OPEN LAND	9. Lake Gardens, Botwell Lane, Hayes
	10. Haydon Hall Park, Eastcote House Gardens and Cheney Street Parkway – High Road Eastcote, Eastcote Village
	11. Kings College Playing Fields – Kings College Road, Ruislip
	12. Manor Farm and Winston Churchill Hall on Pinn Way, Ruislip

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

PROPOSED DESIGNATIONS	LOCATION
	13. Falling Lane Recreation Ground, Yiewsley
	14. Field End Recreation Ground, Ruislip Manor
	15. Torcross Road and Mount Pleasant Parkway, Ruislip Manor
	16. New Pond Playing Fields, Sidmouth Drive Recreation Grounds, and West End Road Open Space, Ruislip
NEW AREAS FORMING LINKS IN GREEN CHAINS	17. Ruislip Green Chain Link
	18. West End Road / Yeading Brook, Ruislip Gardens
	19. Land at Stockley Road adjoining the Grand Union Canal, Hayes
NEW AREAS FORMING LINKS IN GREEN CHAINS TO BE DELETED	20. Sidmouth Drive School Site, Ruislip

5.13 Table 5.1 sets out the net changes in land area that would result from the proposed deletions or new designations of Green Belt, Metropolitan Open Land and Green Chains.

Table 5.1 Net change in Green Belt, Metropolitan Open Land and Areas forming Links in Green Chains

Designations	New or extended land area (ha)	Deletions or loss of land area (ha)	Net change (ha)
Green Belt	19.29	122.75	-103.46
MOL	81.76	11.92	69.83
Areas forming Links in Green Chains	14.3	84.98	-70.68

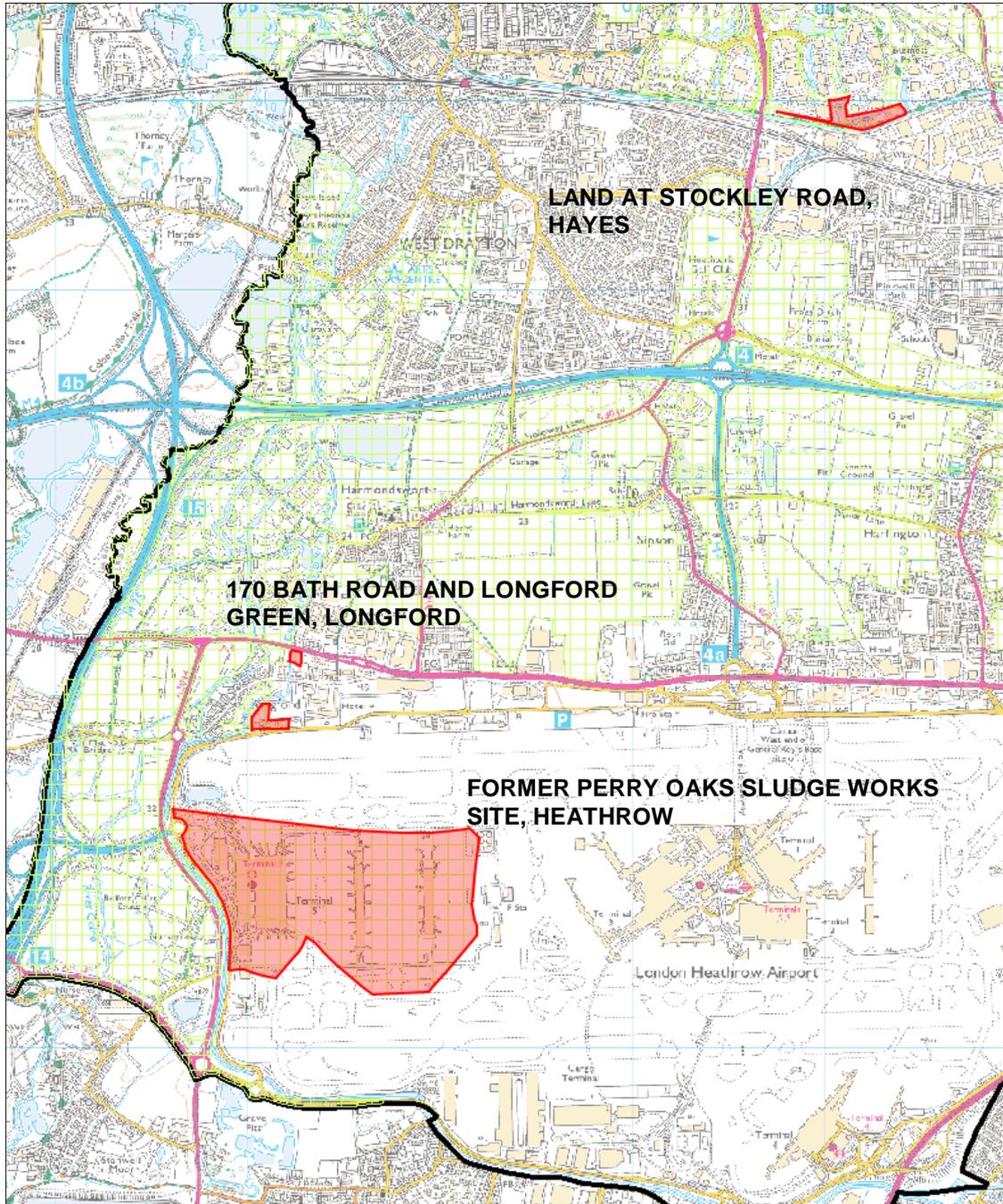
5.14 Any proposals for development on or adjacent to designated Green Belt, Metropolitan Open Land and Areas Forming Links in Green Chains should take account of the relevant development management policies.

Relevant Development Management Policy

- DMEI 4 Development in the Green Belt or on Metropolitan Open Land
- DMEI 5 Development in Green Chains
- DMEI6 Development in Green Edge Locations

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Green Belt Deletions



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



1) 470 Bath Road and Longford Green, Longford

Recommendation:

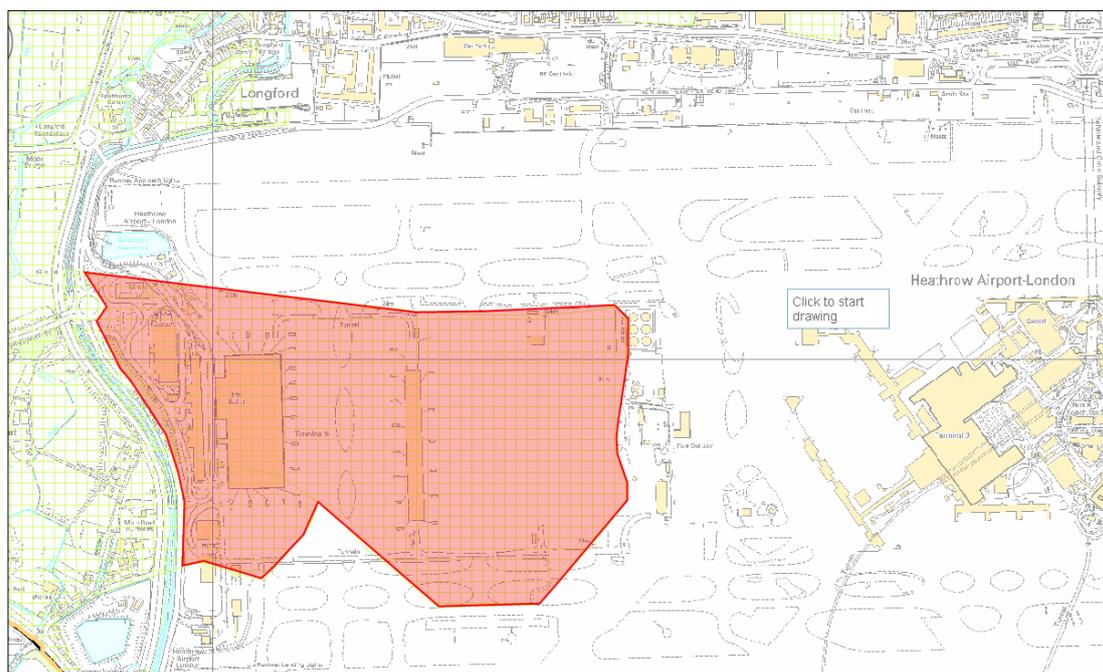
Delete from the Green Belt

Reason for Recommendation: Both sites do not merit their current Green Belt designation and should be deleted from the Policies Map as Green Belt. 470 Bath Road is separated from the adjoining main Green Belt area in the Colne Valley by the Duke of Northumberland's River. Longford Green has been fully developed and is now occupied by the Heathrow Business Class Car Park. As such, both sites do not meet any of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80. They do not:

- check the unrestricted sprawl of large built-up areas;
- prevent neighbouring towns merging into one another;
- assist in safeguarding the countryside from encroachment; or
- preserve the setting and special character of an historic town.

The adjoining "Island site" to the west forms a more logical and definable Green Belt Boundary in Longford.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



2) Former Perry Oaks Sludge Works Site, Heathrow

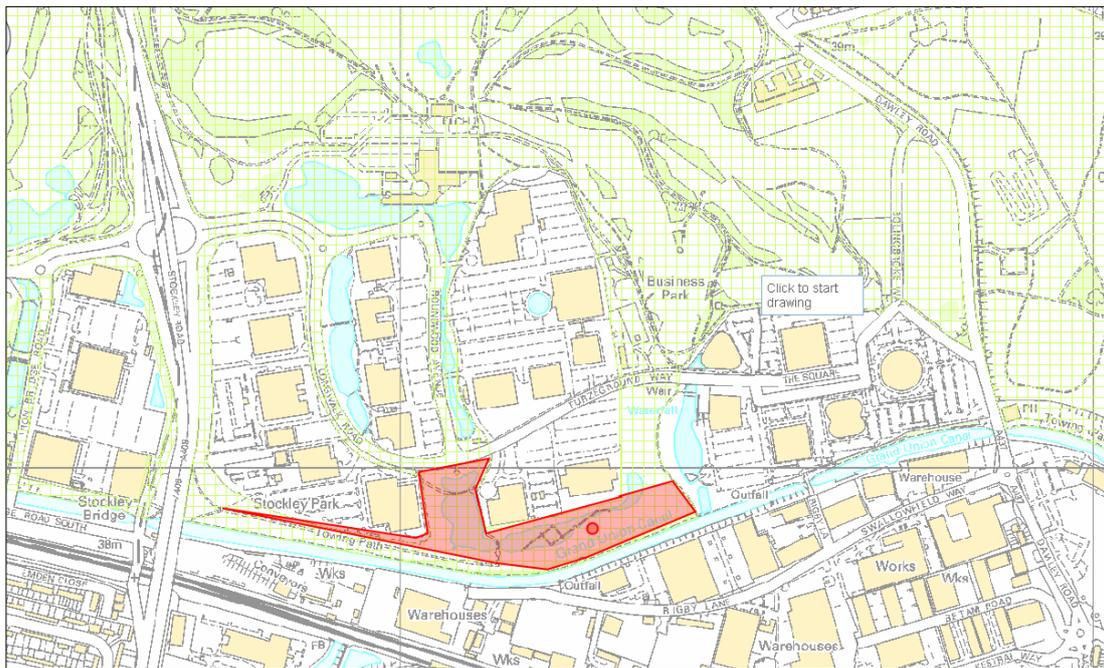
Recommendation:

Delete from the Green Belt

Reason for Recommendation: With the construction of Terminal 5 it now forms part of Heathrow Airport and no longer performs a function as Green Belt land.

As proposed in the Planning Inspector's report following the public inquiry into the development of Terminal 5, the boundary is to be rolled back to the A3044.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



3) Land at Stockley Road adjoining the Grand Union Canal, Hayes

Recommendation:

Delete from the Green Belt

Reason for Recommendation:

This site does not meet any of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, in that it does not:

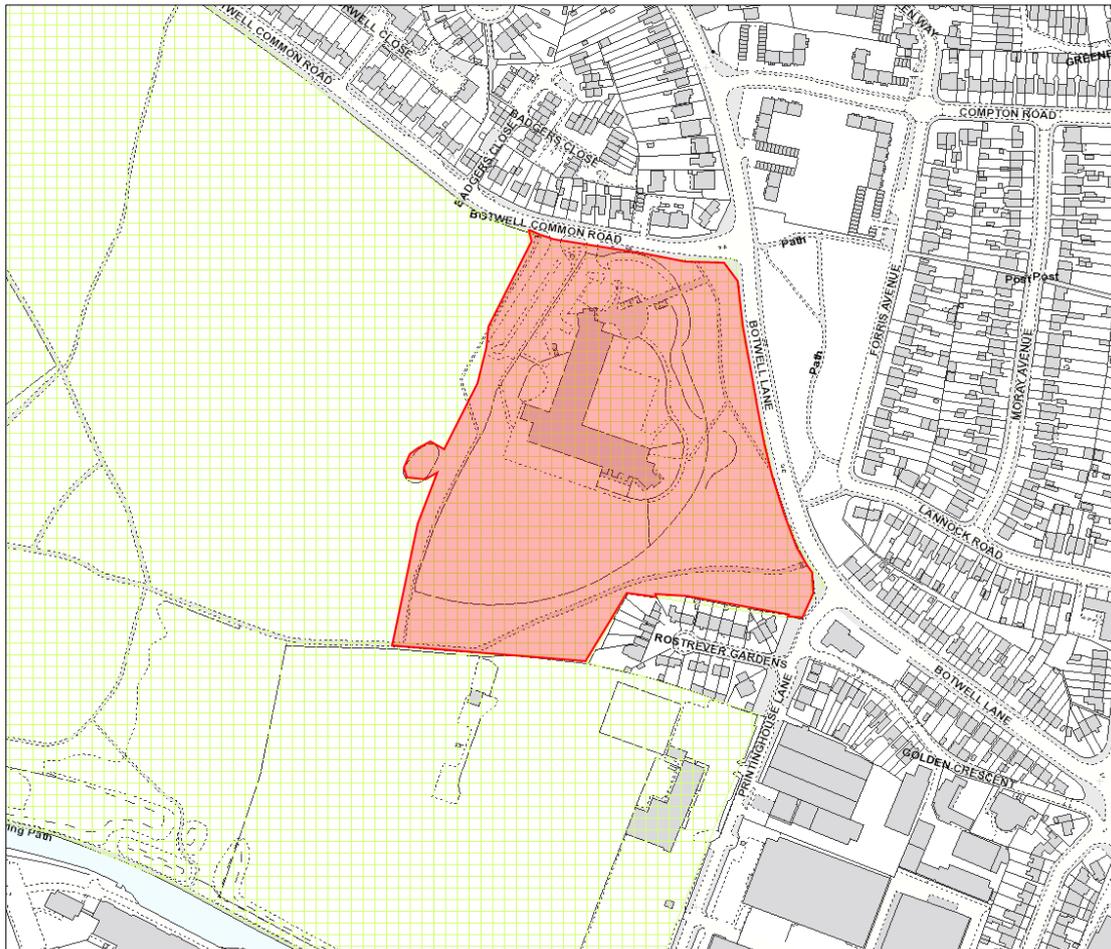
- check the unrestricted sprawl of large built-up areas;
- prevent neighbouring towns merging into one another;
- assist in safeguarding the countryside from encroachment; or
- preserve the setting and special character of an historic town.

The site is largely undeveloped and has some value, both as part of a wildlife corridor created by the route of the Grand Union Canal and by providing a landscaped area between the Canal and the business park immediately to the north. The site is designated as a Green Chain elsewhere in this Plan.

(NB: See item 19 – new Green Chain proposal for Land at Stockley Road)

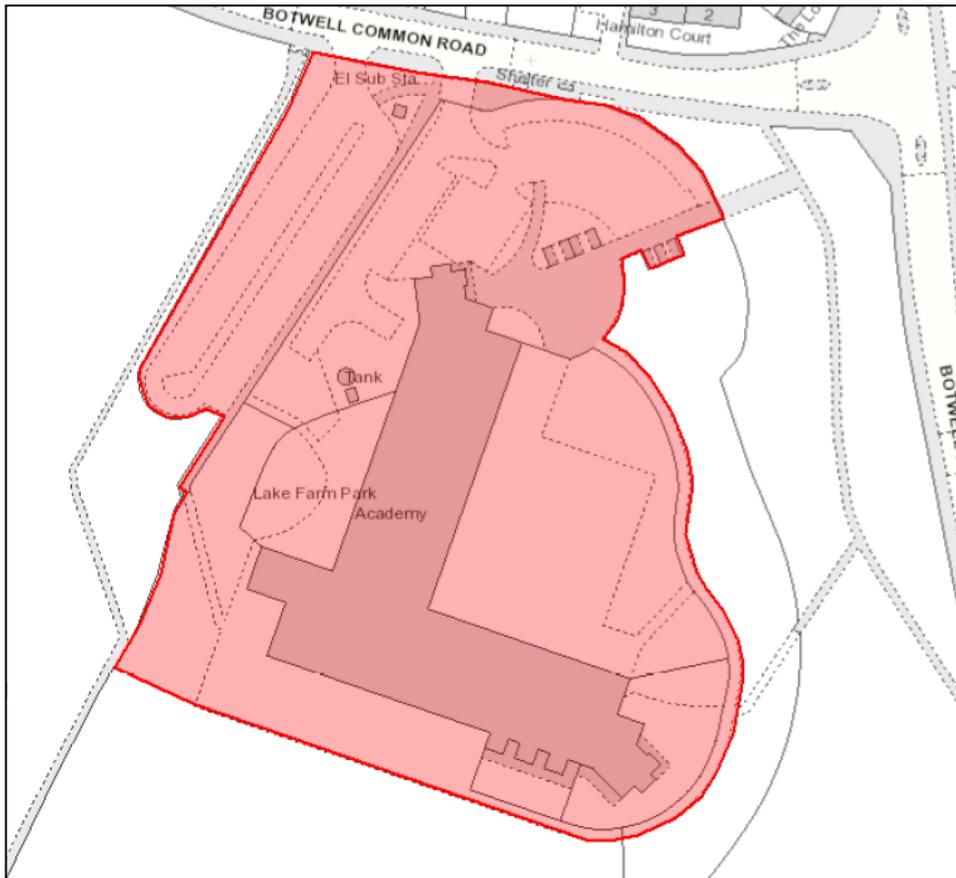
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

DELETE MAP



[INSERT MAP \(amendment to applied to Policies Map for consistency\)](#)

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



4) Lake Farm School, Hayes

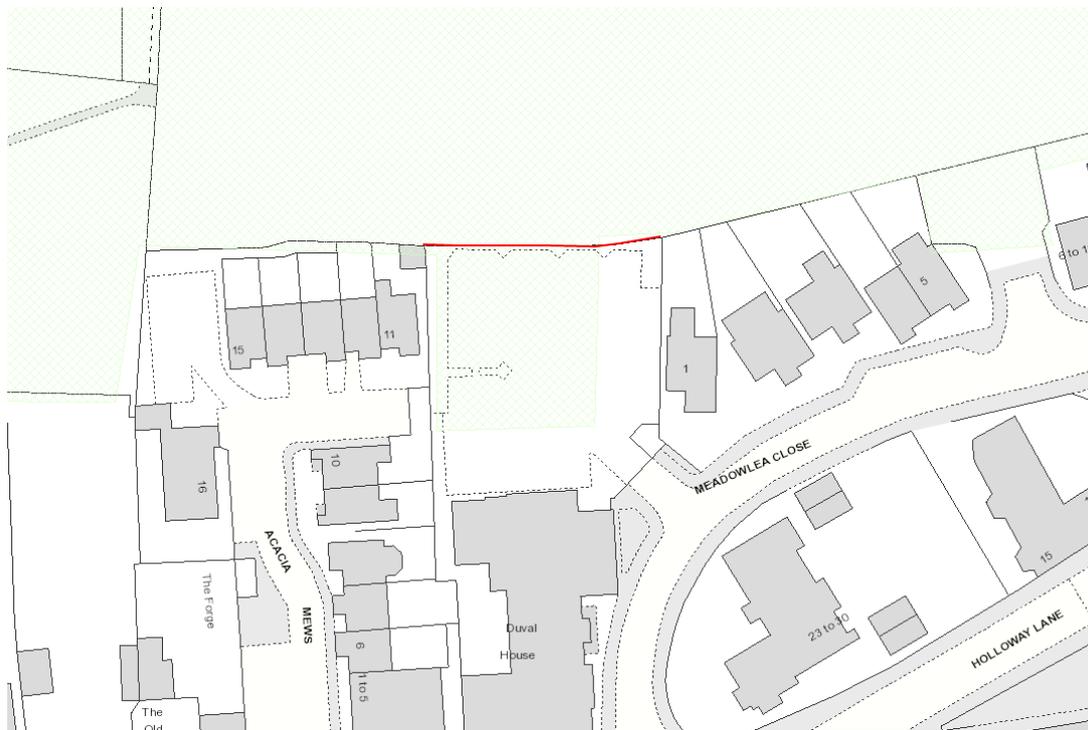
Recommendation:

Delete from the Green Belt

Reason for Recommendation: This site has been developed as part of Phase 3 of the Council's School Capital Programme to meet rising demand for primary school provision and accommodates a new primary school, Lake Farm Primary School. The school has completed construction in 2014 and the site no longer performs a function as Green Belt land.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

[INSERT MAP](#)



[4\)a\) Duval House Car Park, Harmondsworth](#)

[Recommendation:](#)
[Delete area from the Green Belt](#)

[Reason for Recommendation](#)
[To ensure that the Green Belt boundary follows a clearly defined physical boundary.](#)

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

[INSERT MAP](#)



[4\)b\) Land to the Rear of 63 Daleham Drive](#)

[Recommendation](#)

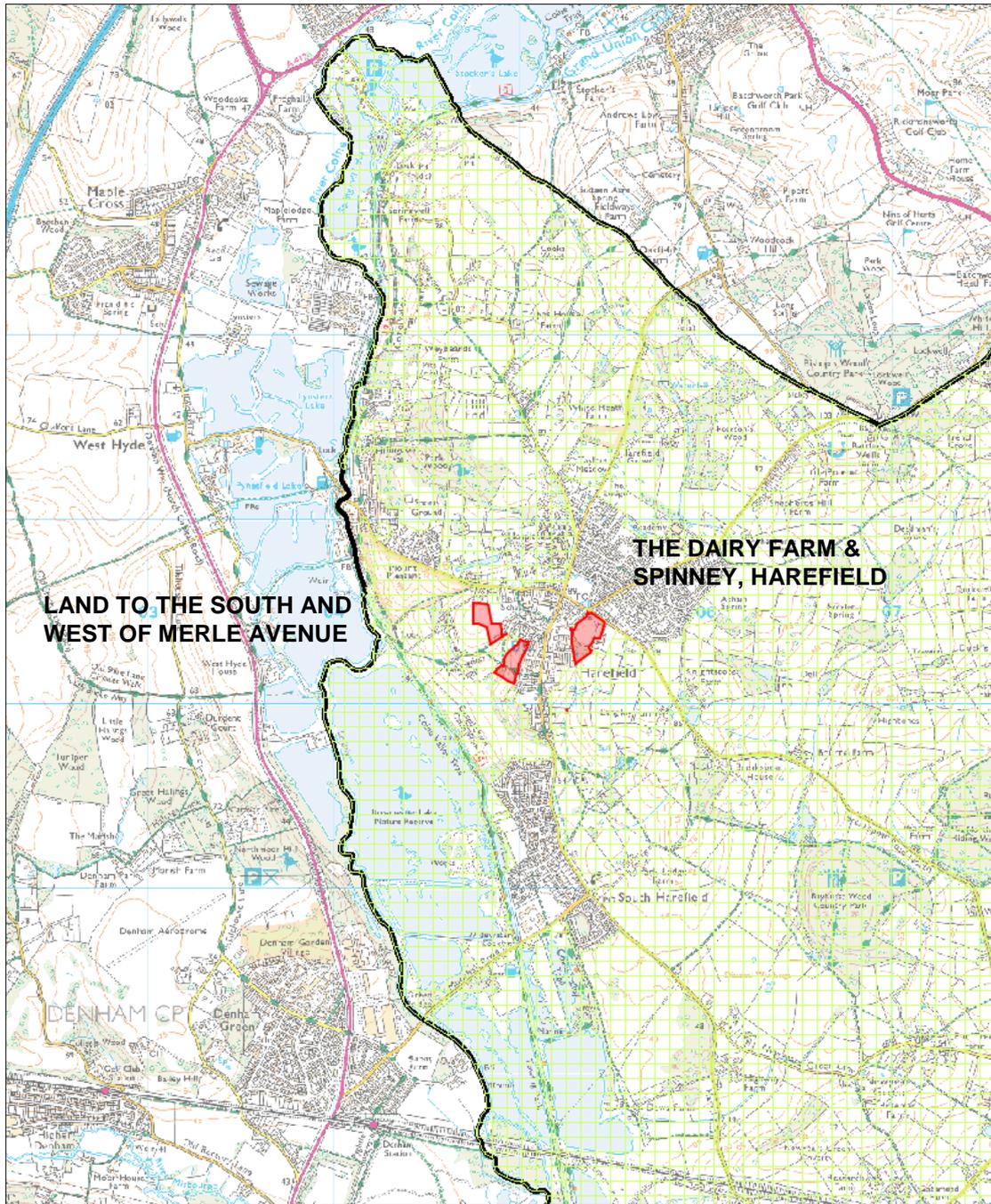
[Delete area from the Green Belt](#)

[Reason for Recommendation](#)

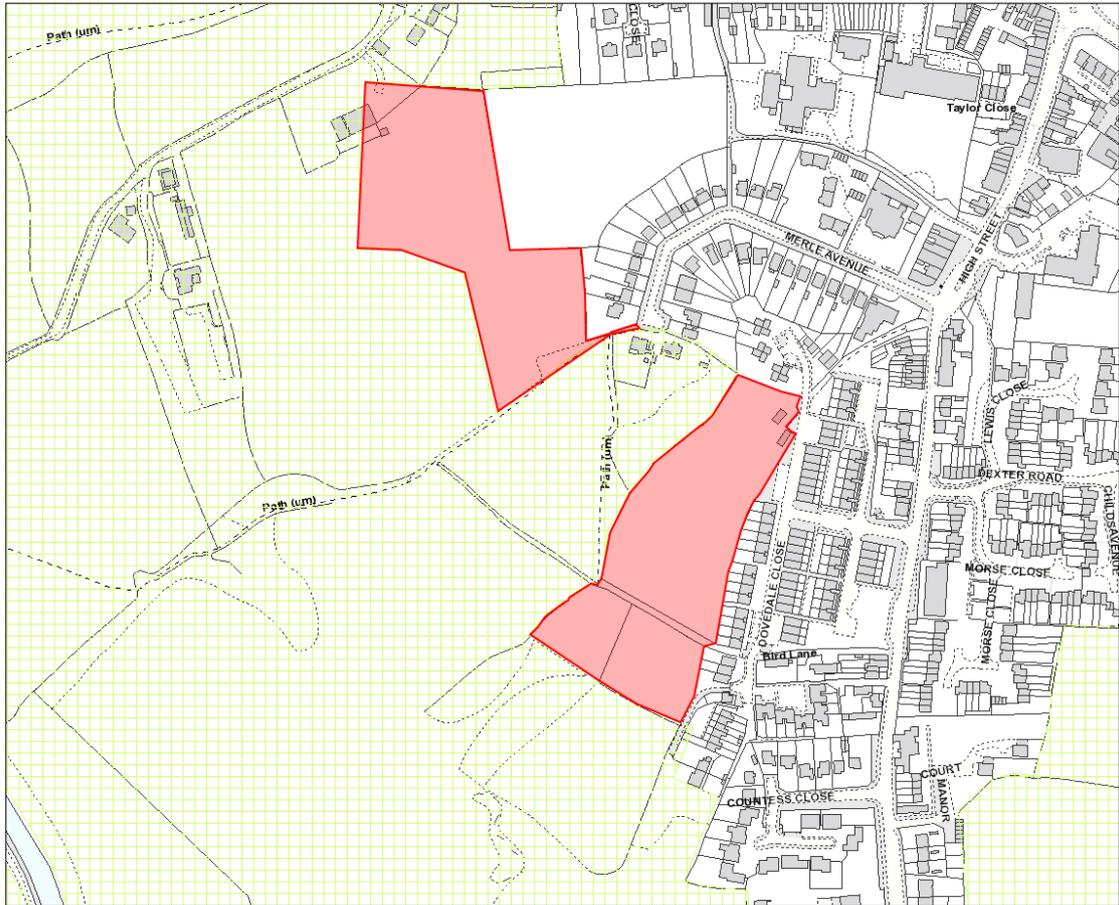
[To ensure that the Green Belt boundary follows a clearly defined physical boundary.](#)

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Green Belt Extensions



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



[Amendment to section of boundary for 8 Woodfield Terrace as per map below \(amendment to applied to Policies Map for consistency\)](#)



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

5) Land to west and south of Merle Avenue, Harefield

Recommendation:

Extend the Green Belt boundary

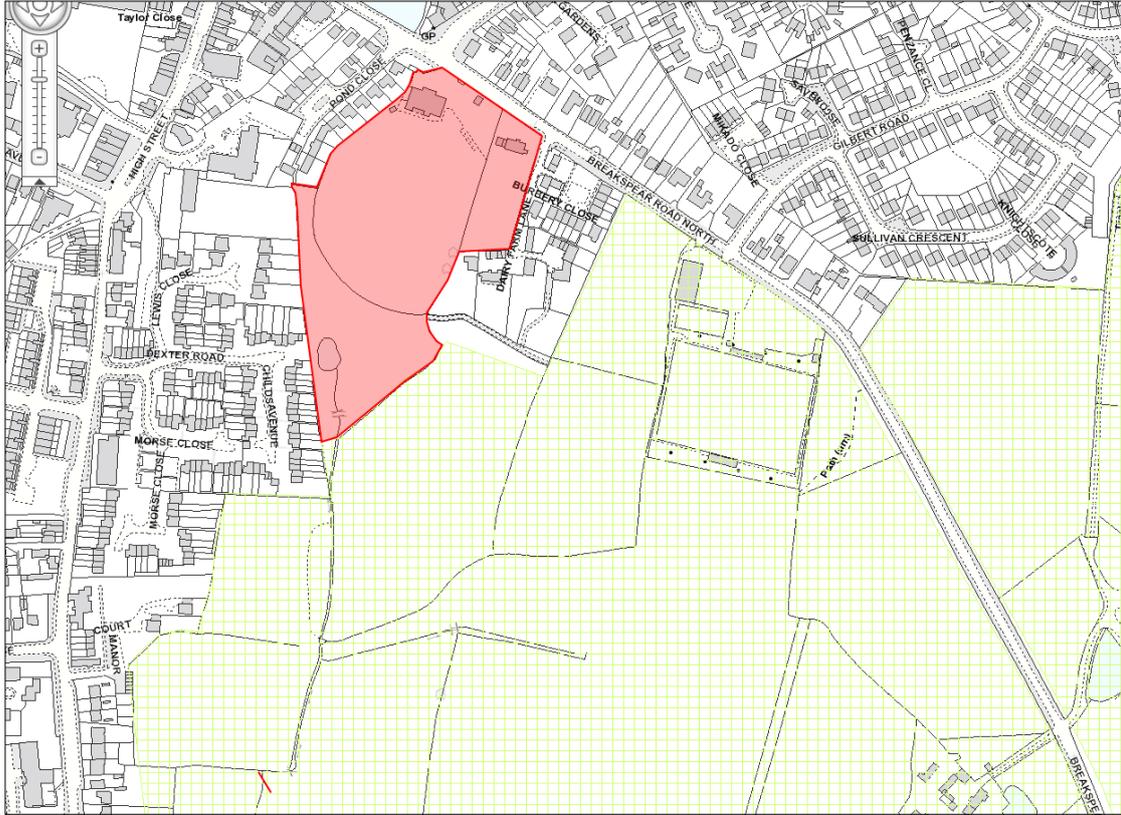
Reason for Recommendation:

These sites meet two of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, in that they:

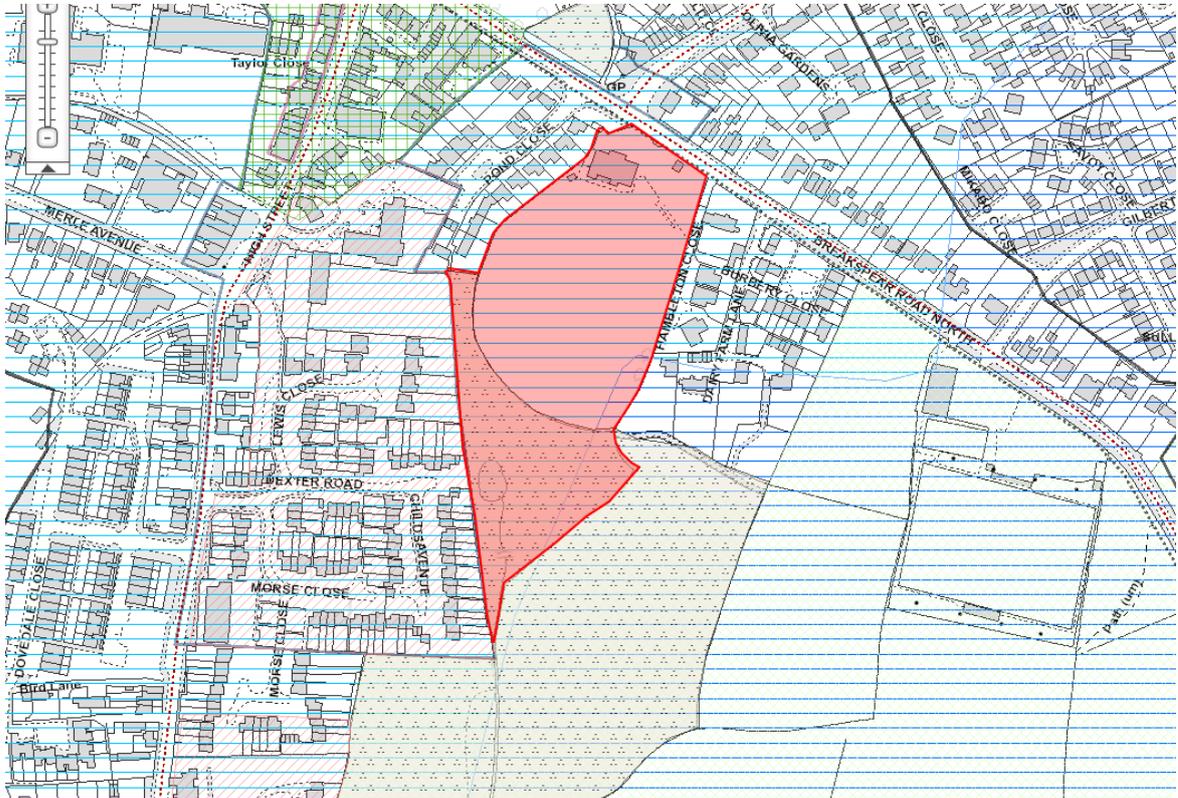
- check the unrestricted sprawl of large built-up areas; and
- prevent neighbouring towns merging into one another.

The proposed sites create a definable and logical boundary for the Green Belt, in accordance with the NPPF.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Amend green belt boundary to exclude land tot he east of Dairy Farm Lane (amendment to applied to Policies Map for consistency)



6) The Dairy Farm and Spinney, Harefield

Recommendation:

Extend the Green Belt boundary

Reason for Recommendation:

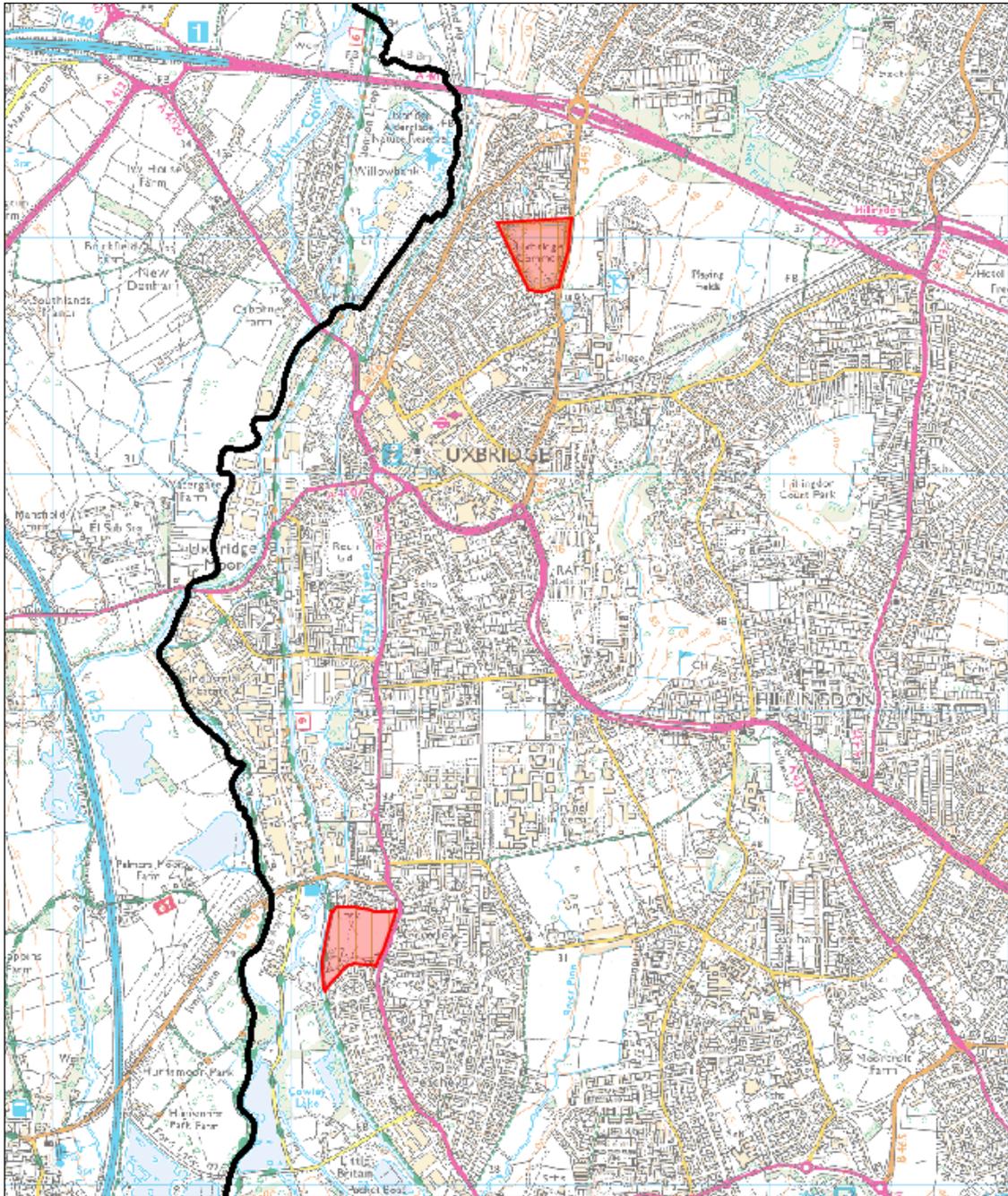
This site meets some of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, in that it:

- checks the unrestricted sprawl of large built-up areas; and
- assists in safeguarding the countryside from encroachment.

The boundary of the site should be altered to include the open cricket ground and adjoining Spinney covert to the west of the existing Green Belt boundary which would then be more definable and logical.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

METROPOLITAN OPEN LAND SITES TO BE UPGRADED TO GREEN BELT



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

7) Uxbridge Common - Park Road, Uxbridge

Green Belt Assessment

This site meets the following criteria for Green Belt Land as being a site or areas that:

- a. Checks the unrestricted sprawl of large built-up areas
- b. Prevents neighbouring towns from merging into one another
- c. Assist in safeguarding the countryside from encroachment



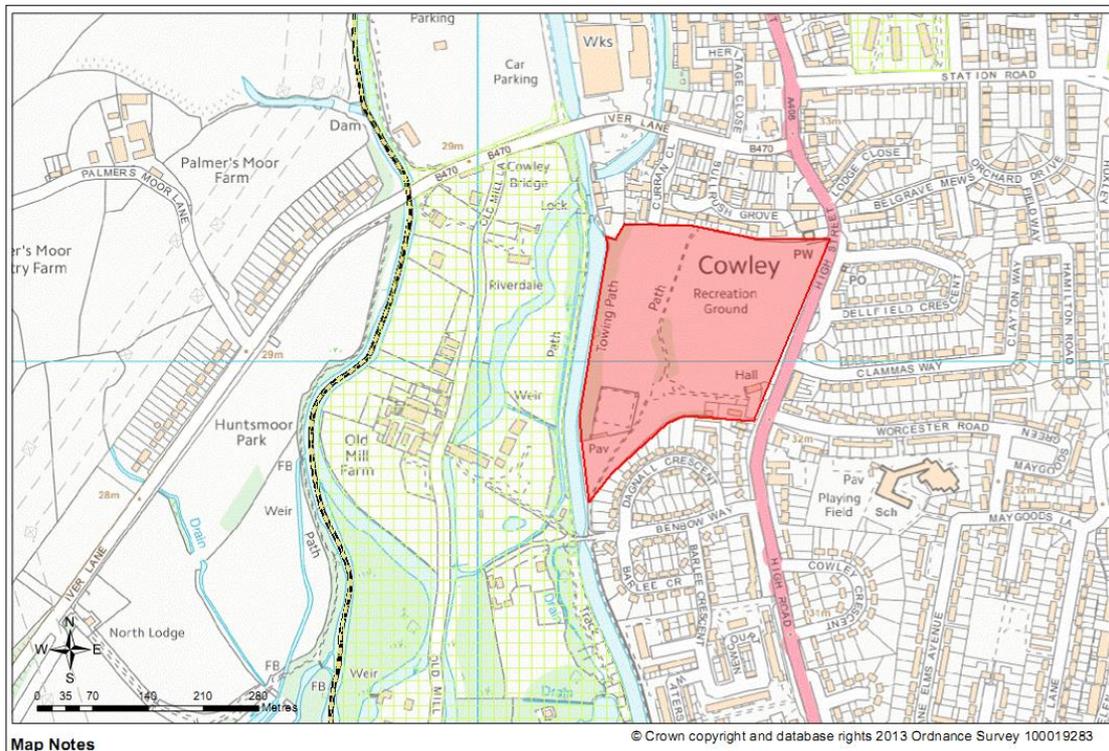
Recommendation:

- **Remove this site from the Metropolitan Open Land designation and incorporate it in the Green Belt designation**

Reason for Recommendation:

The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not necessarily. As the subject site directly adjoins Green Belt land and does not represent 'an island embedded in the urban fabric' it is considered more appropriate to amend its designation to Green Belt.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



8) Cowley Recreation Ground - Cowley Road, Uxbridge

Green Belt Assessment:

This site meets the following criteria for Green Belt land:

- a. Land that checks the unrestricted sprawl of large built-up areas;
- b. Land that prevents neighbouring towns from merging into one another; and
- c. Land that assists in safeguarding the countryside from encroachment.

Recommendation:

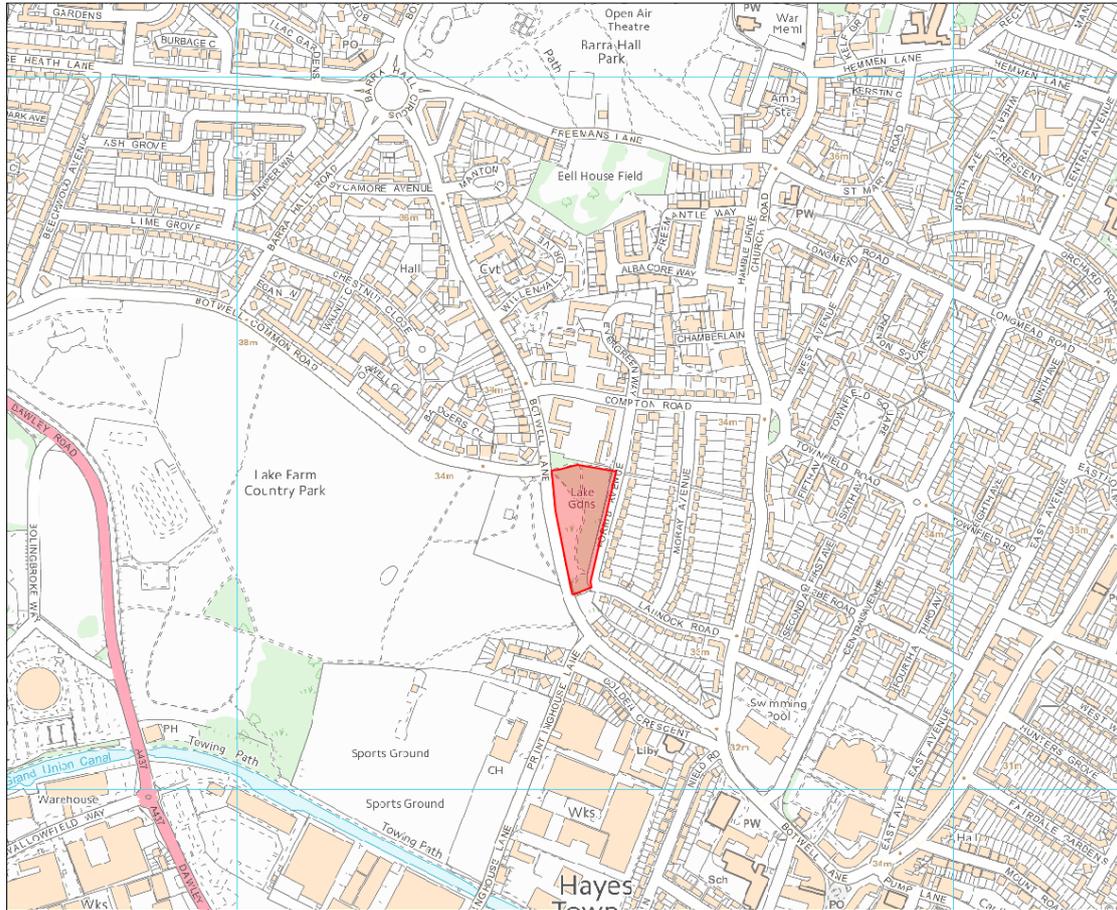
- **Remove this site from the Metropolitan Open Land designation and incorporate it in the Green Belt designation**

Reason for Recommendation:

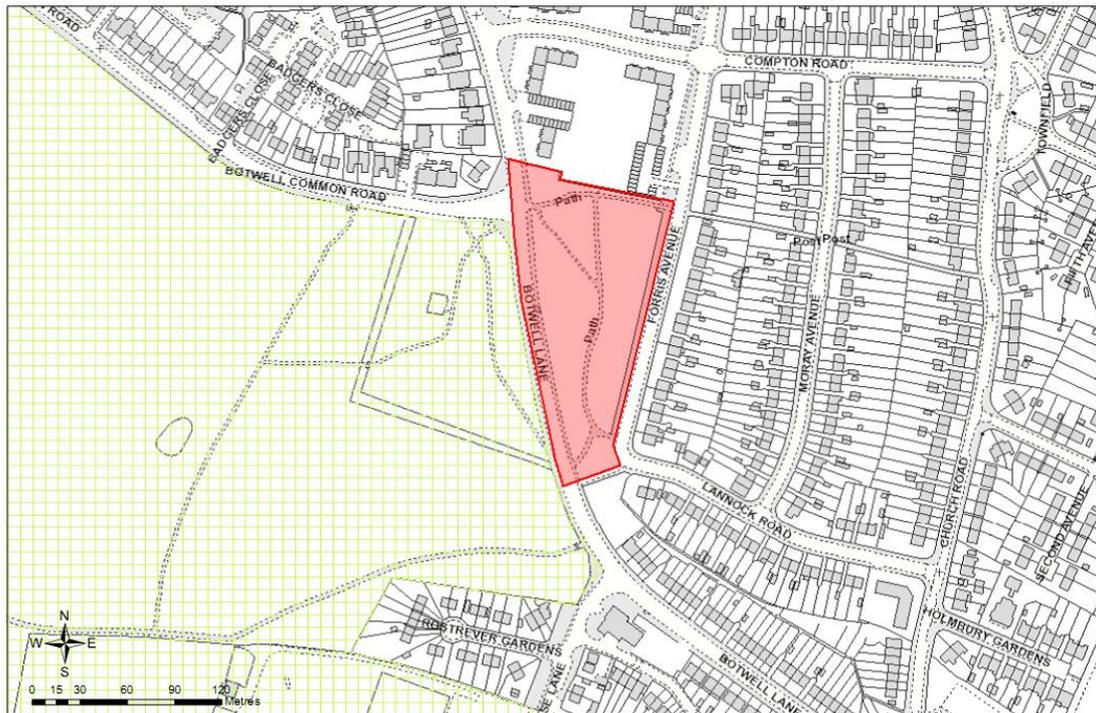
The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not necessarily. As the subject site directly adjoins Green Belt land and does not represent 'an island embedded in the urban fabric' it is considered more appropriate to amend its designation to Green Belt.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

AREA FORMING LINK IN GREEN CHAIN TO BE INCLUDED IN GREEN BELT



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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9) Lake Gardens, Botwell Lane, Hayes

This site prevents neighbouring towns from merging into one another and therefore meets the criteria for Green Belt land.

Recommendation:

- **Remove this site from the former Unitary Development Plan 'Areas Forming Links in Green Chains' designation and include it in the Green Belt designation.**

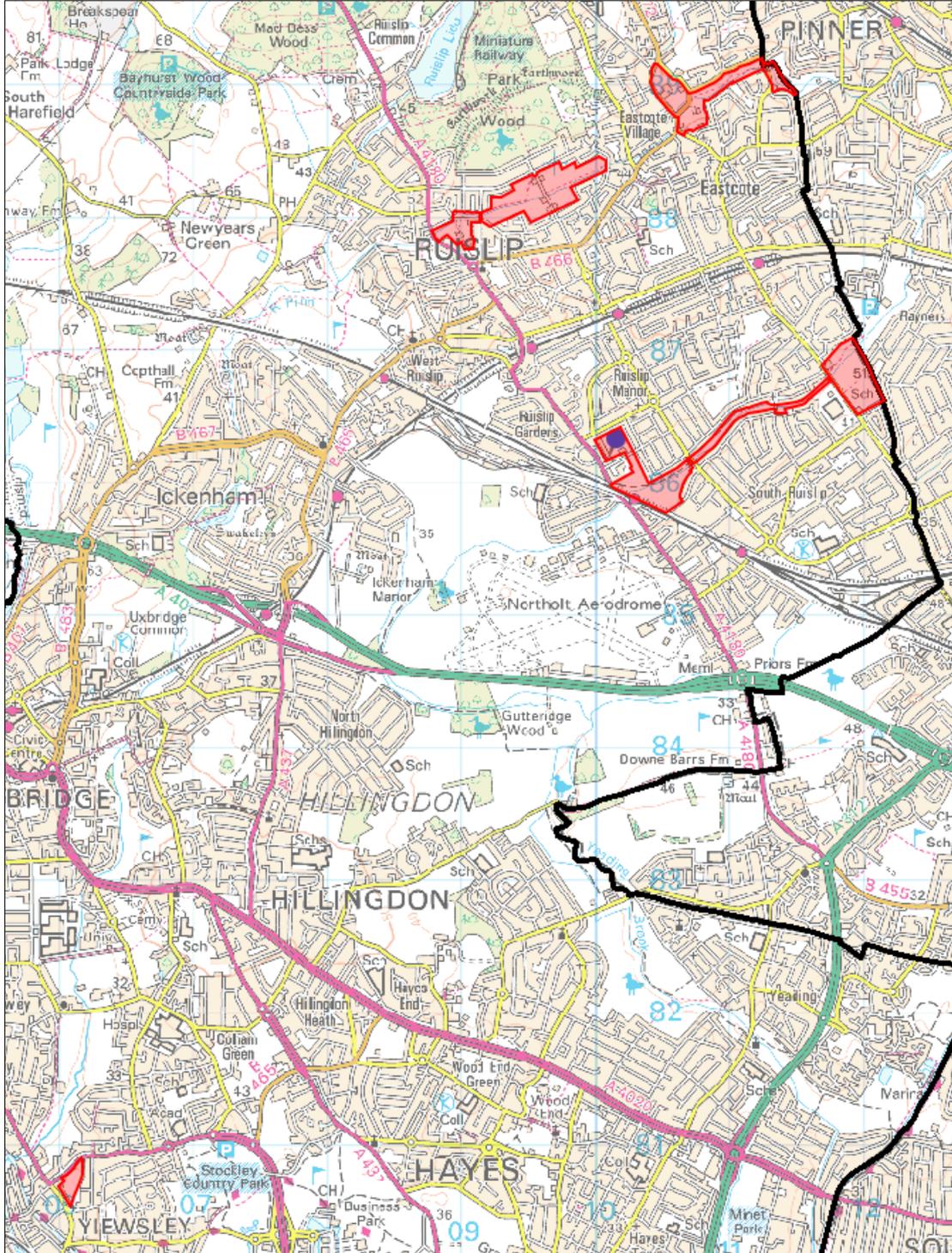
Reason for Recommendation:

The subject site is located adjoining a significant area of Green Belt open land and is similar in appearance to the adjoining Green Belt land. On this basis, it is considered appropriate to incorporate the subject site into the adjoining Green Belt, in preference to amending the existing designation to Metropolitan Open Land.

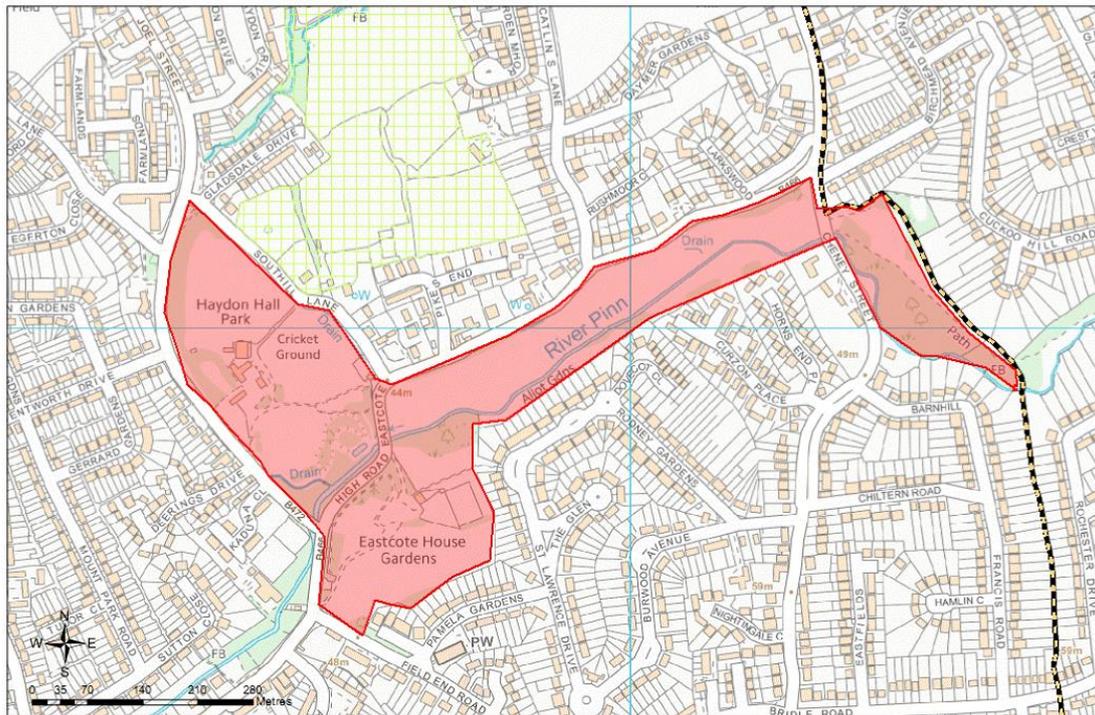
The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not necessarily. As the subject site directly adjoins Green Belt land and does not represent 'an island embedded in the urban fabric' it is considered more appropriate to amend its designation to Green Belt.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

AREAS FORMING LINKS IN GREEN CHAINS TO BE INCLUDED IN METROPOLITAN OPEN LAND



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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10) Haydon Hall Park, Eastcote House Gardens and Cheney Street Parkway – High Road Eastcote, Eastcote Village

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- Land that forms part of a Green Chain and meets one of the above criteria

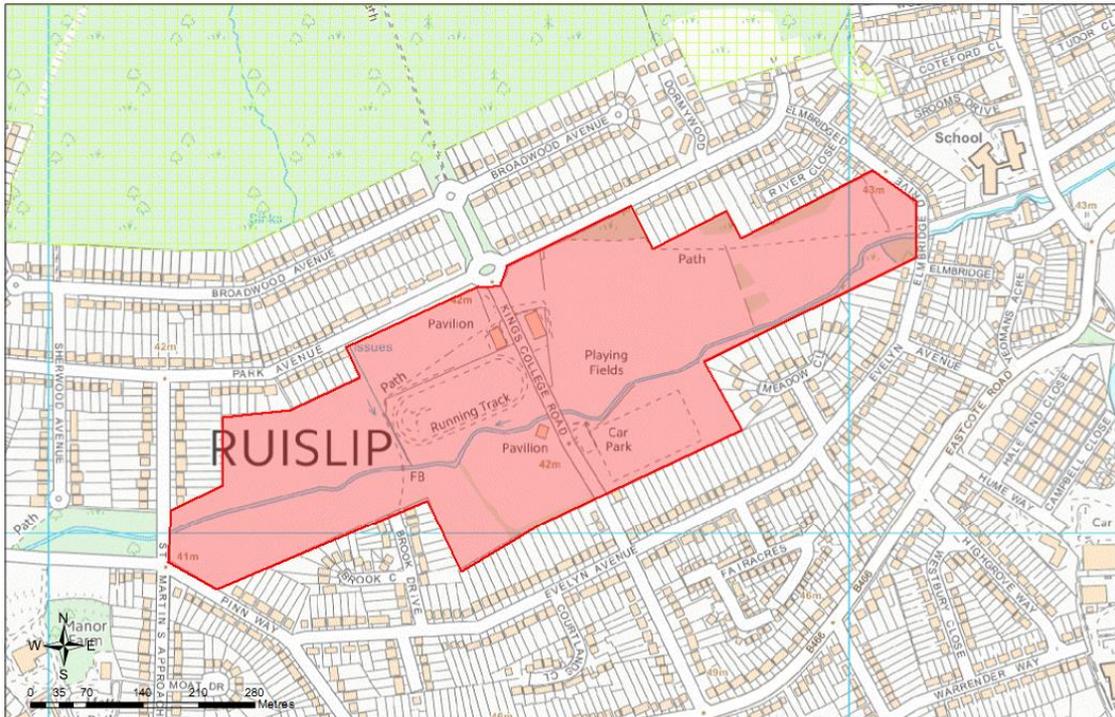
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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11) Kings College Playing Fields – Kings College Road, Ruislip

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism, which serve the whole or significant parts of London
- Land that forms part of a Green Chain and meets one of the above criteria

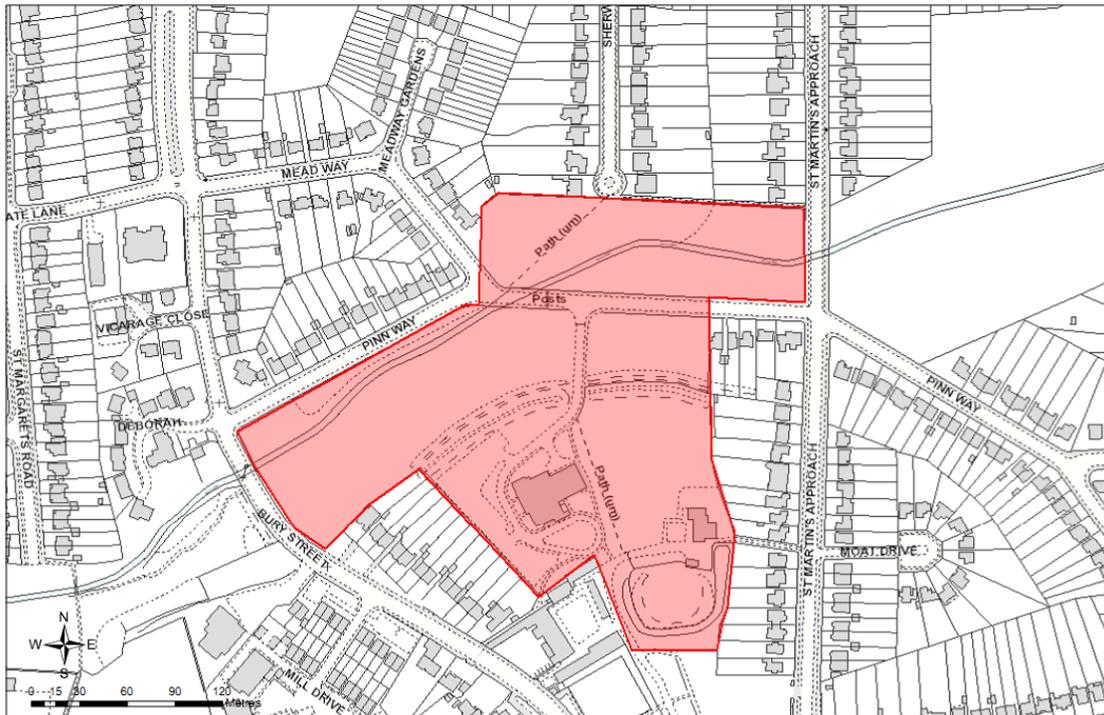
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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12) Manor Farm and Winston Churchill Hall on Pinn Way, Ruislip

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- d. Land that forms part of a Green Chain and meets one of the above criteria

Recommendation:

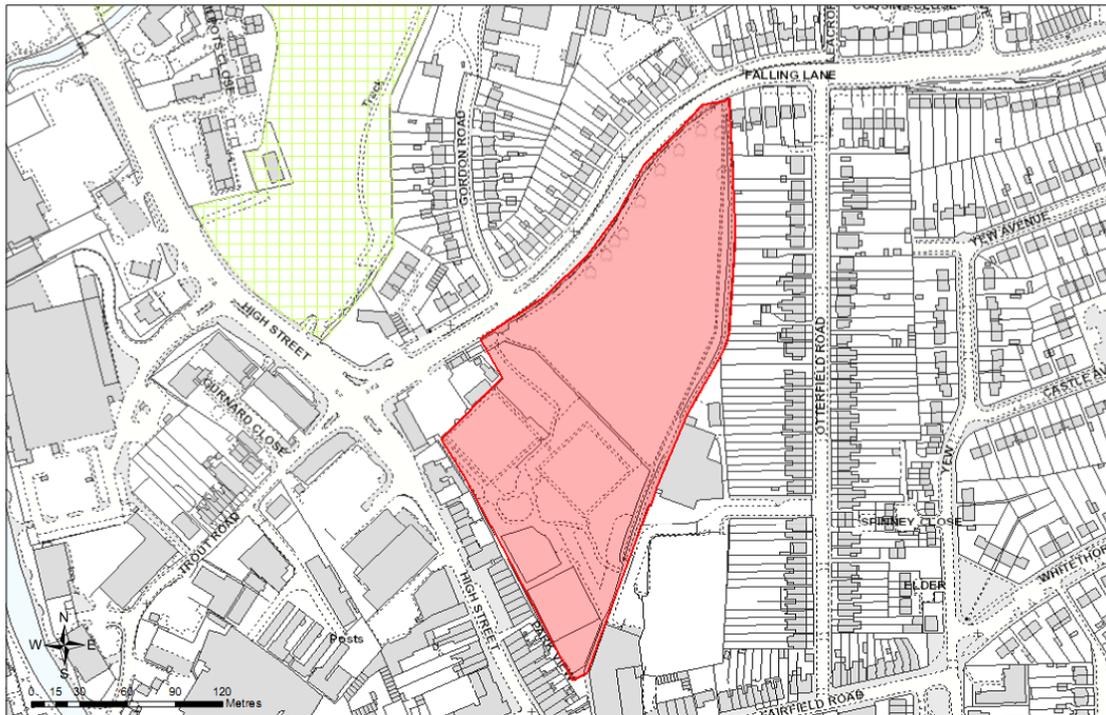
- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

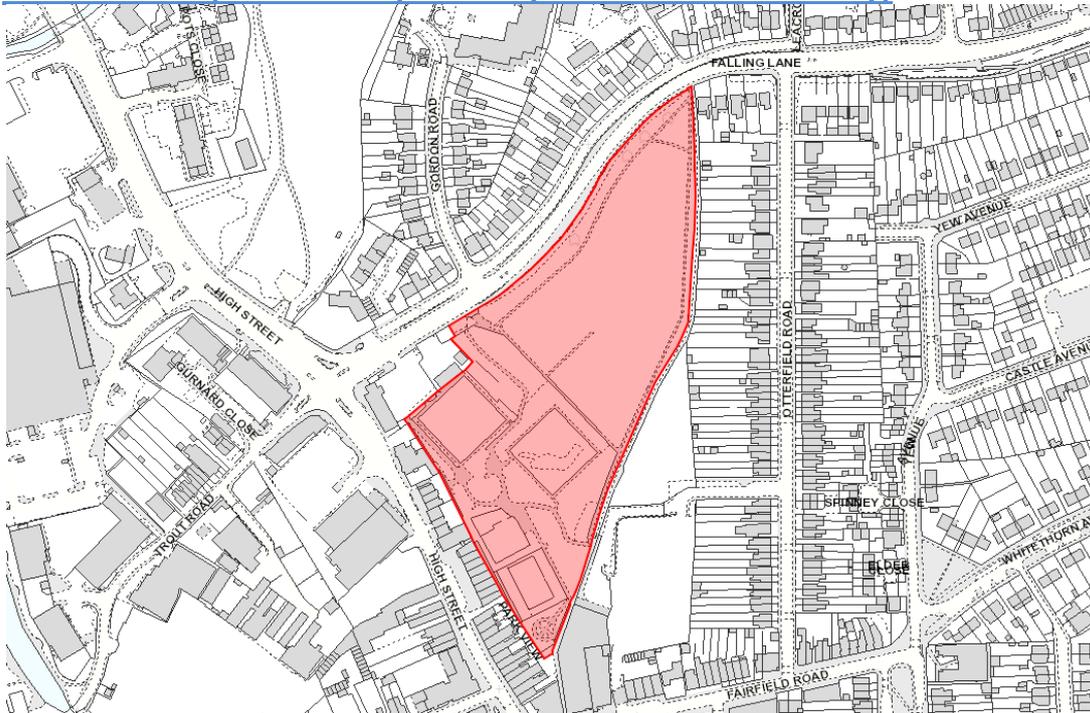
DELETE MAP



Map Notes

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INSERT MAP (Policies Map to be updated for consistency)



13) Falling Lane Recreation Ground, Yiewsley

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- d. Land that forms part of a Green Chain and meets one of the above criteria

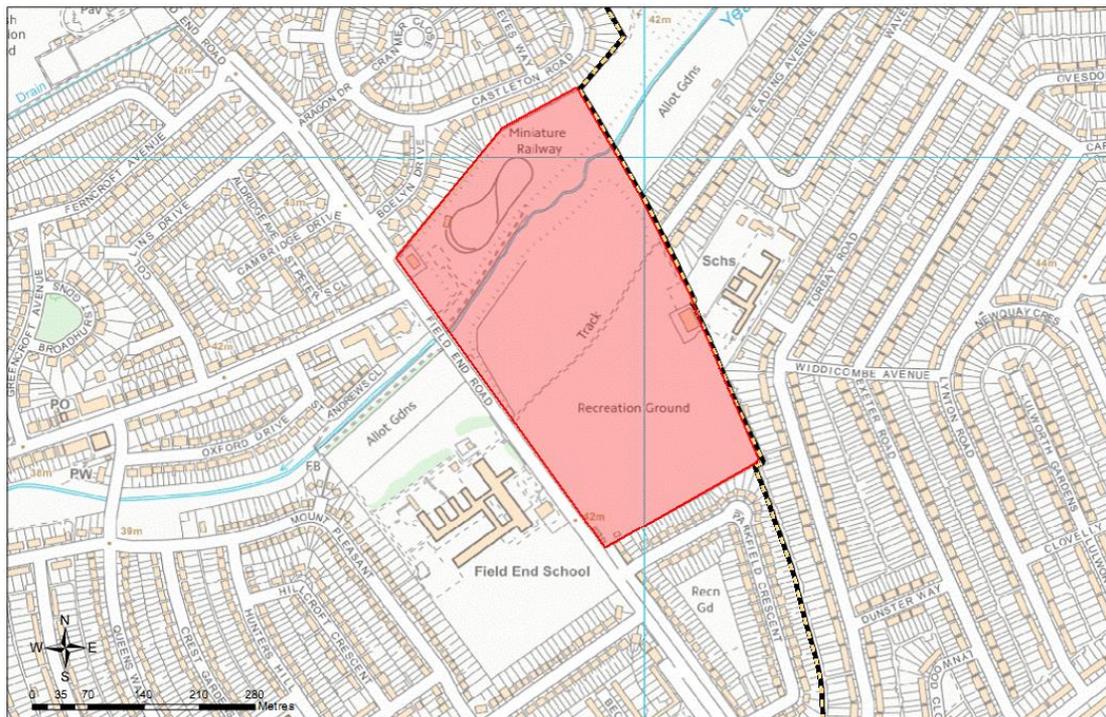
Recommendation:

- **Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation**

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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14) Field End Recreation Ground, Ruislip Manor

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- b. Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism, which serve the whole or significant parts of London
- d. Land that forms part of a Green Chain and meets one of the above criteria

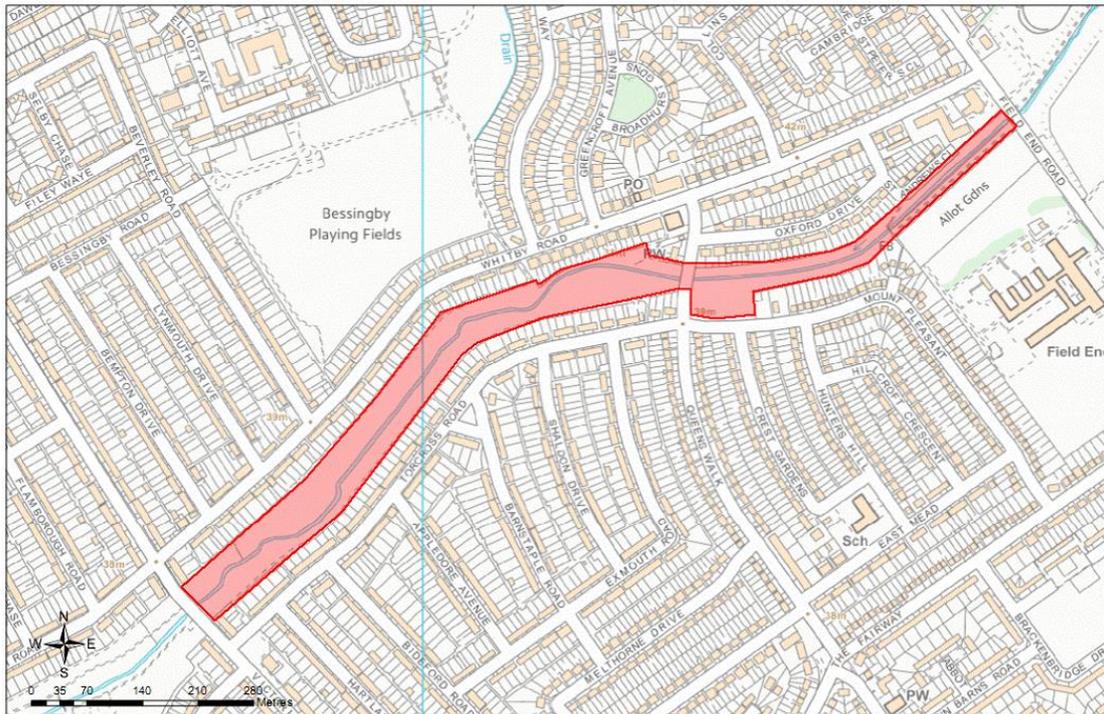
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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15) Torcross Road and Mount Pleasant Parkway, Ruislip Manor

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- d. Land that forms part of a Green Chain and meets one of the above criteria

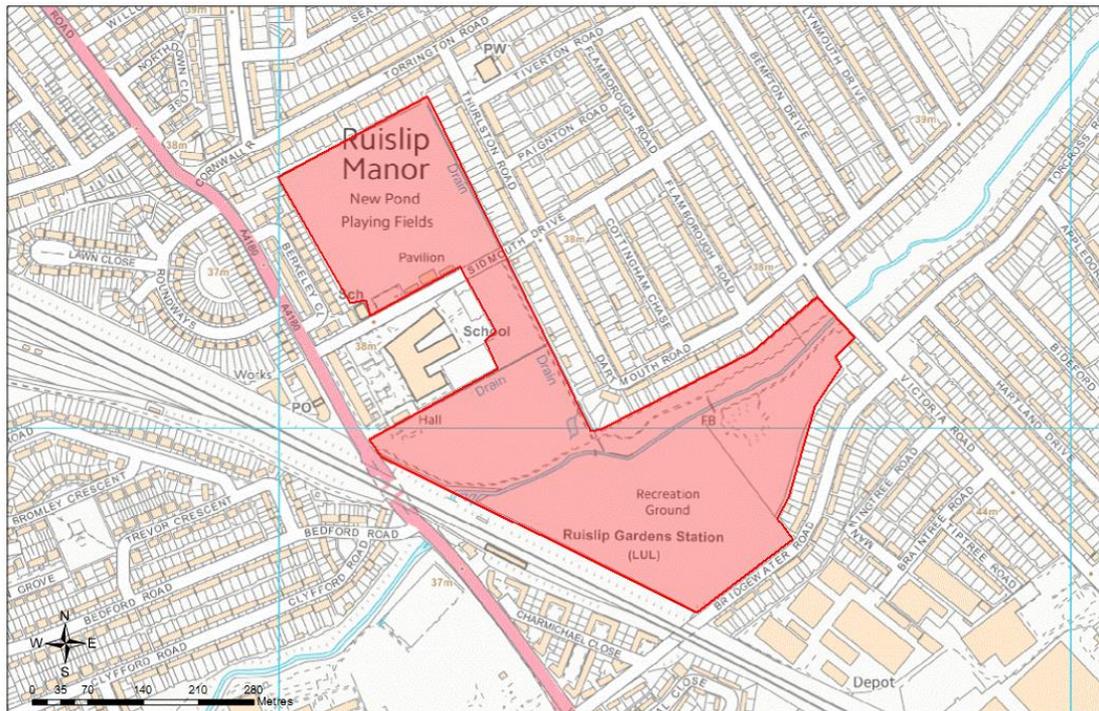
Recommendation:

- **Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation.**

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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16) New Pond Playing Fields, Sidmouth Drive Recreation Grounds, and West End Road Open Space, Ruislip

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- b. Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism, which serve the whole or significant parts of London
- d. Land that forms part of a Green Chain and meets one of the above criteria

Recommendation:

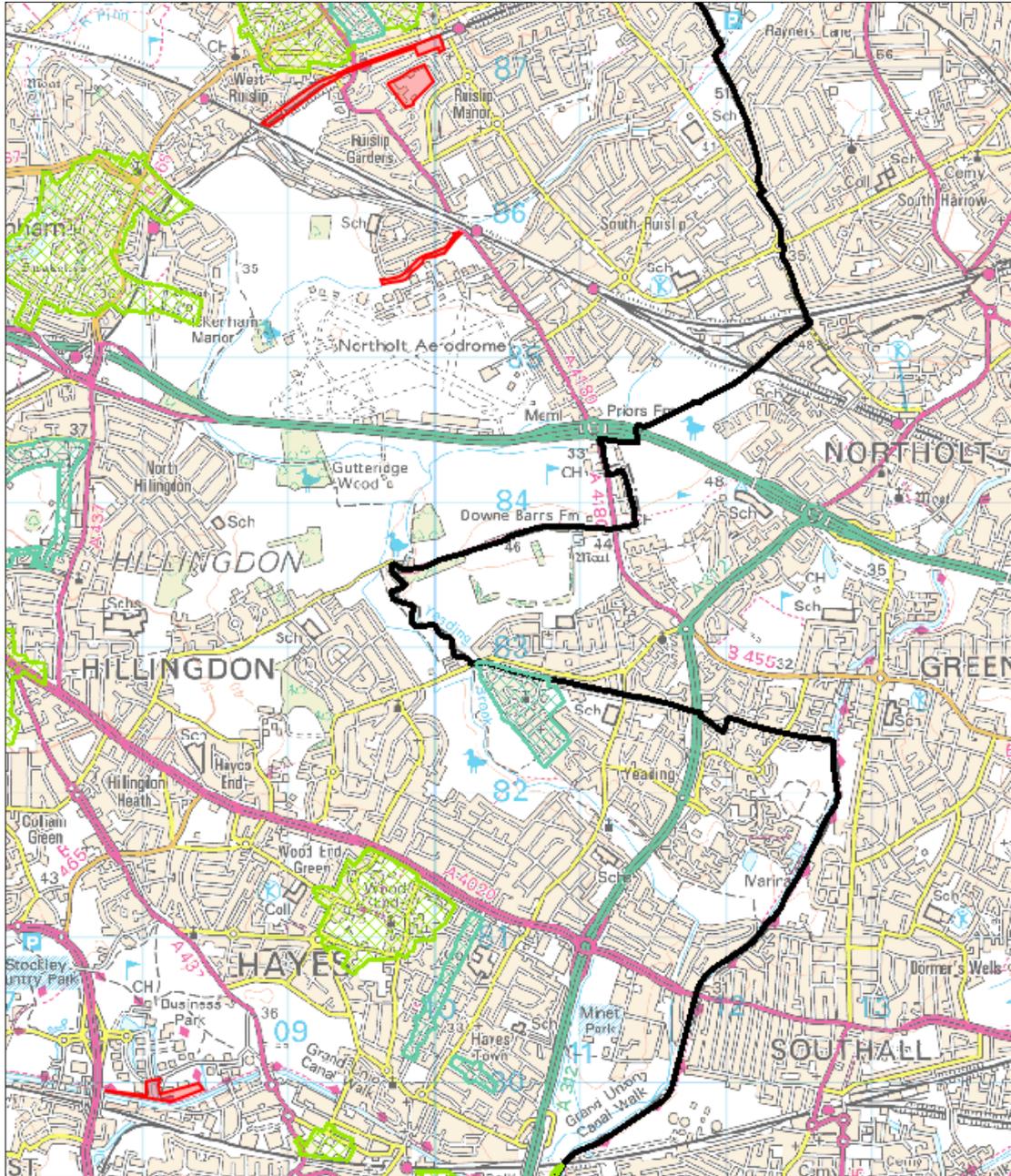
- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

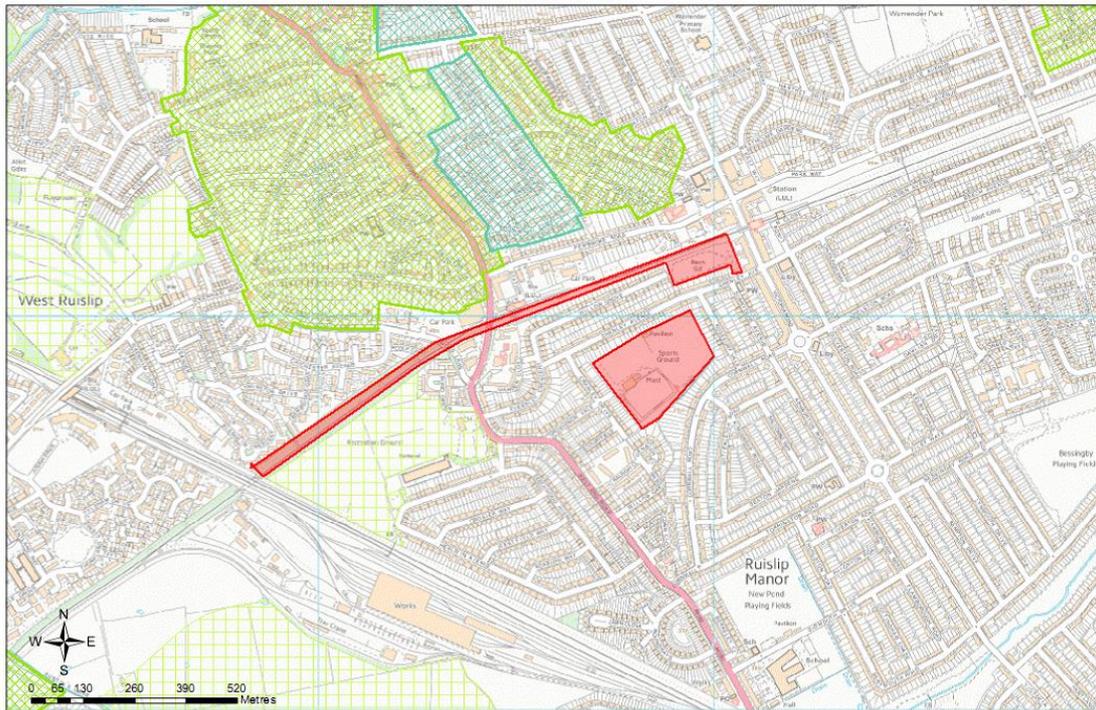
The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

NEW AREAS FORMING LINKS IN A GREEN CHAIN



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



17) Ruislip Green Chain Link

Green Chains Assessment

This site meets the following criteria for Green Chains as being:

- a. Land in public or private ownership, in use or previously in use for open land recreational purposes
- b. Land recognised as having potential for open land recreational use
- c. Land that forms part of a link in a chain of open areas
- d. Land of actual or potential landscape value
- f. Land that links Green Belt or Metropolitan Open Land

Recommendation: Proposed Green Chain designations consistent with current policy.

Reason for Recommendation:

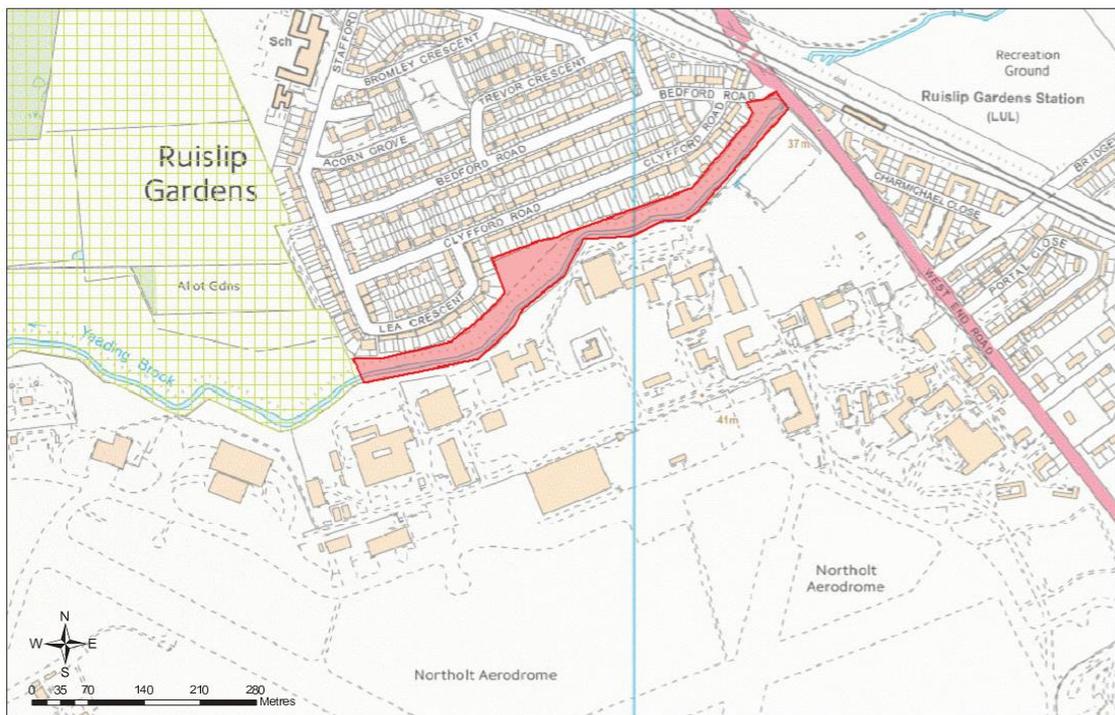
The proposed sites in this amendment link the main Green Belt land designations at Ickenham and West Ruislip with the extended areas of Green Chain at New Pond Playing Fields, Ruislip Manor.

They incorporate all remaining open land in the area and form a logical set of significant local green “steps” linking the Green Belt land immediately to the west at Ickenham (Hill Farm) and to the north at West Ruislip with the proposed retained Green Chain running along the course of the Yeading Brook.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

It is considered that the open land identified as the Ruislip Green Chain Link satisfies the criteria and objectives for the Green Chain in this area by adding significant breaks in the continuous built up area in this part of Ruislip.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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18) West End Road / Yeading Brook, Ruislip Gardens

Green Chains Assessment

This site meets the following criteria for Green Chains as being:

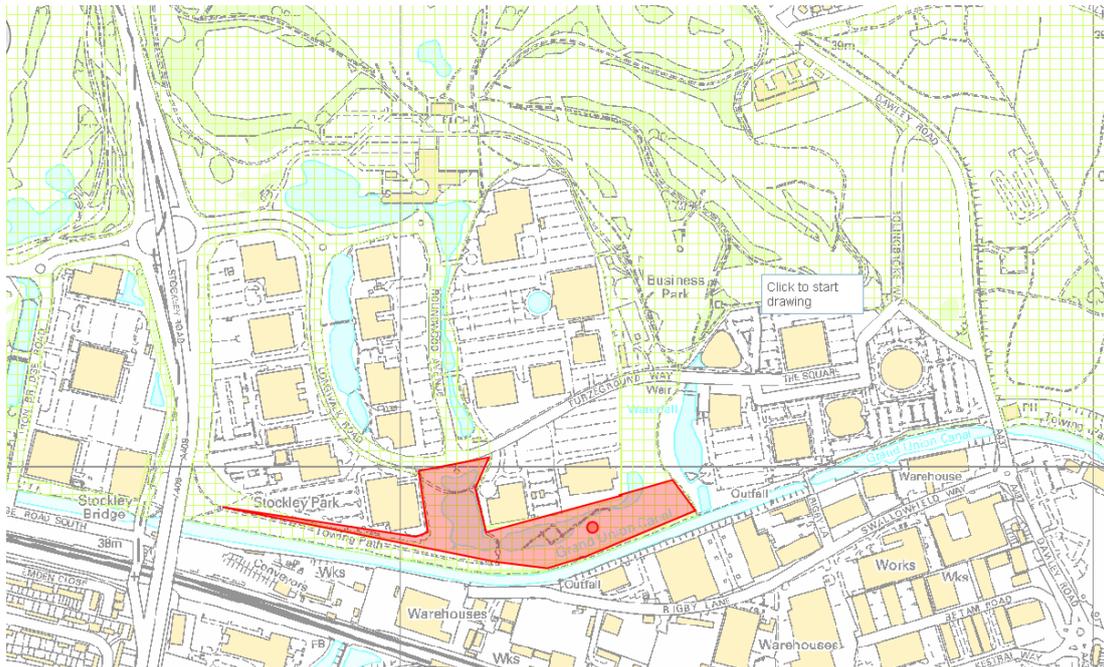
- Land in public or private ownership, in use or previously in use for open land recreational purposes
- Land recognised as having potential for open land recreational use
- Land that forms part of a link in a chain of open areas
- Land of actual or potential landscape value
- Land that links Green Belt or Metropolitan Open Land

Recommendation:

- The proposed Green Chain designation is consistent with current policy

Reason for Recommendation: The proposed Green Chain designation recognises its importance in linking areas of Green Belt across the Borough.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



19) Land at Stockley Road adjoining the Grand Union Canal, Hayes

Green Chains Assessment

This site meets the following criteria for Green Chains as being:

- e. Land that forms part of a link in a chain of open areas
- f. Land of actual or potential landscape value
- g. Land that links Green Belt or Metropolitan Open Land

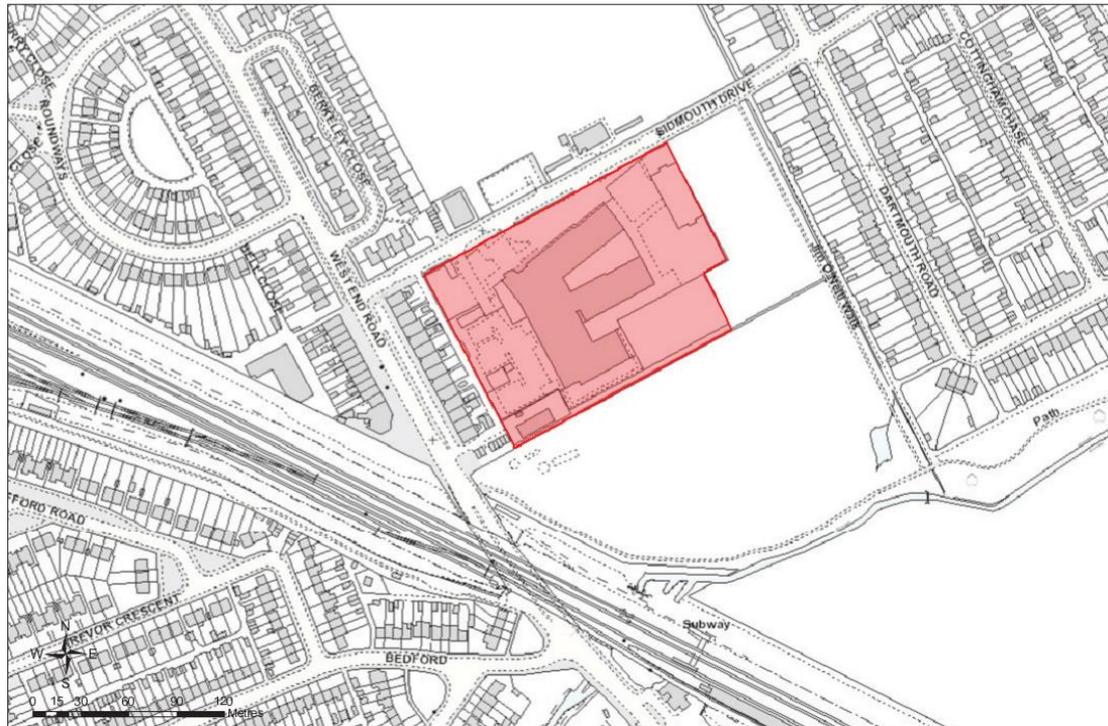
Recommendation:

- **The proposed Green Chain designation is consistent with current policy**

Reason for Recommendation: The proposed Green Chain designation recognises that the site is largely undeveloped and has some value both as part of a wildlife corridor created by the route of the Grand Union Canal, and by providing a landscaped area between the Canal and the business park immediately to the north. It is considered to merit Green Chain status as such.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

AREAS FORMING LINKS IN A GREEN CHAIN TO BE DELETED



Map Notes

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20) Sidmouth Drive School Site, Ruislip

Green Chains Assessment

This site no longer meets the following criteria for Green Chains as being:

- e. Land recognised as having potential for open land recreational use
- f. Land of actual or potential landscape value

Recommendation: Proposed Green Chain de-designation due to status as fully developed site.

Reason for Recommendation:

The school here has been built since this land was designated as Green Chain when the Hillingdon Unitary Development Plan was adopted in 1998. The site no longer serves a purpose as Green Chain land and is to be de-designated.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

SITES OF IMPORTANCE FOR NATURE CONSERVATION

5.15 The last review of nature conservation sites was carried out in 2005 by the GLA's London Ecology Unit, in liaison with the Borough, which involved an extensive review of sites based on field work and updated citations on the flora and fauna supported at existing sites. The outcome was a series of boundary changes, some additions and deletions where sites were lost as a result of development.

5.16 To inform this Site Allocations and Designations document the Council reviewed and updated the findings of the Ecology Handbook 8 in the Hillingdon SINC Review 2015. This section sets out the proposed changes to the boundaries of nature conservation sites in the Borough, on the basis of this latest evidence.

5.17 To distinguish their nature conservation value sites in Hillingdon are categorised as follows:

- Sites of Metropolitan or Borough Grade 1 Importance (highly important)
- Sites of Borough Grade 2 or Local Importance (of less importance).

5.18 There are no nature conservation sites of European importance in the Borough. Table 5.2 sets out the proposed changes in land area of designated SINC's, as a result of the 2015 Review.

Table 5.2 Net change in the land area of Nature Conservation Sites

Designation	New or extended land area (ha)	Deletions or loss of land area (ha)	Net change (ha)
Nature Conservation of Metropolitan or Borough Grade I and II Importance	445.04	99.44	345.6

5.19 Any proposals for development on or near designated nature conservation sites should take account of the relevant development management policy.

Relevant Development Management Policy

- DMEI 7 Biodiversity Protection and Enhancement

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Extensions to Existing Sites and New Sites

5.20 The sites in this chapter are organised to show:

- Proposed Extensions to existing SINCs
- Proposed New SINCs.
- Deletion of one site of Grade 1 or Metropolitan Importance (Heathrow Terminal 5)

A summary of the proposed extensions is as follows:

TABLE 5.3: Proposed Extension to Existing Sites of Importance for Nature Conservation (Metropolitan or Borough Grade 1 and Local or Borough Grade 2)

Site	Proposed Designation	Reference Number
Lower Colne	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 1
Mount Vernon	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 2
Ickenham Marsh Complex	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 3
Ruislip Lido	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 4
Yeading Brook and Minet Country Park	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 5
Beeches	Site of Grade 1 Nature Conservation Importance	SINC Ext 6
The Grove	Grade 2 Site of Nature Conservation Importance	SINC Ext 7
River Pinn and Manor Farm Pastures	Grade 2 Site of Nature Conservation Importance	SINC Ext 8
The Dairy Farm, Harefield	Grade 2 Site of Nature Conservation Importance	SINC Ext 9
Duke of Northumberland's River at Two Bridges Farm	Site of Grade 2 Nature Conservation Importance	SINC Ext 10
West Ruislip Golf Course and Old Priory Meadows	Site of Grade 2 Nature Conservation Importance	SINC Ext 11

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Extensions to existing Sites of Importance for Nature Conservation

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

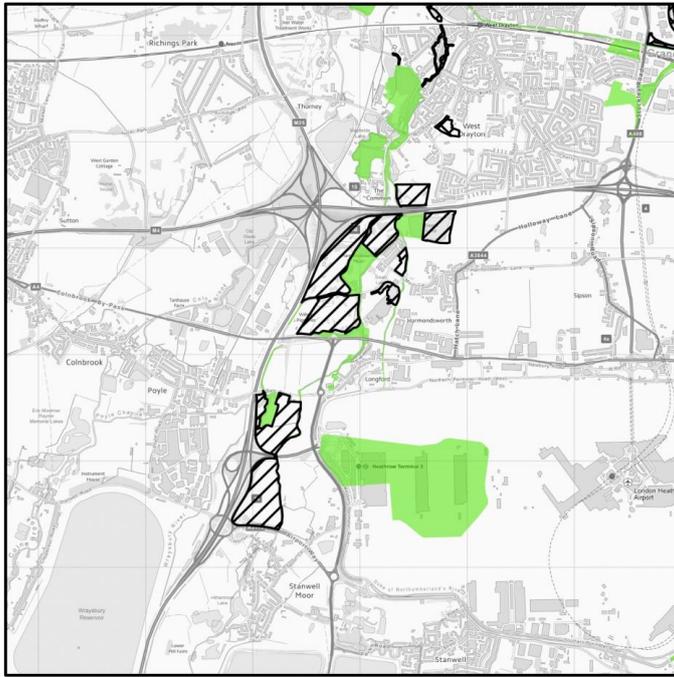
Lower Colne

Ref: SINC Ext 1

Map Information:



Solid green areas show existing nature conservation sites



Location	West/North West of Heathrow
Grid Reference	TQ 049 782
Existing Use	Mostly Open Land
Approximate site area (ha/sqm)	95.34 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, native hedge, bare soil and rock, bare artificial habitat, neutral grassland (semi-improved), amenity grassland, ruderal or ephemeral, roughland, tall herb, wet marginal vegetation, standing water, running water
Relevant Planning History (Most recent)	A number landscaping consents relating to Heathrow Airport
Designations	Green Belt; Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy T4: Heathrow Airport, Policy EM7: Biodiversity and Geological Conservation, Policy EM7: Biodiversity and Geological Conservation; adjacent to Harmondsworth Village and Longford Village Conservation Areas.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Mount Vernon

Ref: SINC Ext 2

Map Information:

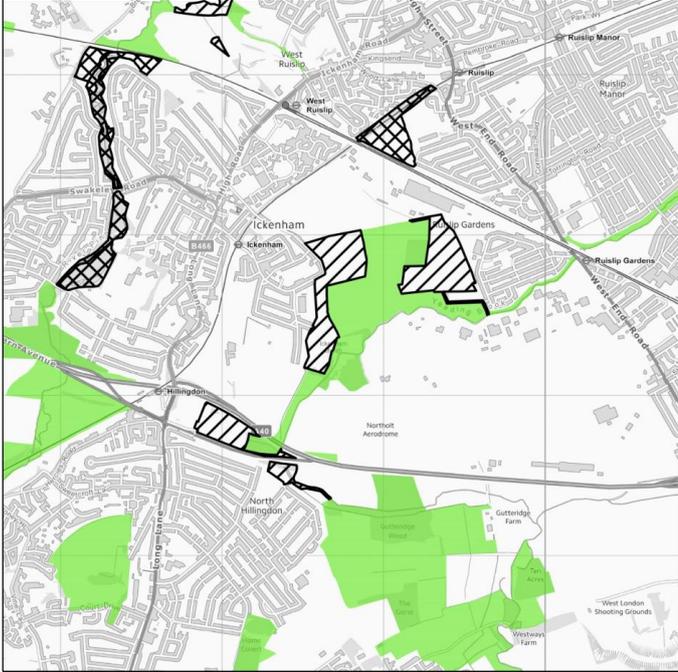


-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites

Location	Fields and hedgerows south of Mount Vernon Hospital
Grid Reference	TQ 077 916
Existing Use	Open Land
Area (ha/sqm)	0.94 ha
Habitat	Scattered trees, scrub, native hedge, bare artificial habitat, neutral grassland (semi-improved), roughland, ditches (water filled)
Relevant Planning History (Most recent)	None
Designations	Green Belt, Countryside Conservation Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance	
Ickenham Marsh complex	Ref: SINC Ext 3
<p>Map Information:</p>  <p>  Proposed Extension to existing SINC  Proposed new SINC identified in Table 5.4 Solid green areas show existing nature conservation sites </p>	
Location	Extension of existing site of Nature Conservation Importance
Grid Reference	TQ 088 855
Existing Use	Open land, Ickenham Marsh
Area (ha/sqm)	63 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, native hedge, bare artificial habitat, neutral grassland (semi-improved), amenity grassland, roughland, tall herbs, marsh grassland.
Relevant Planning History (Most recent)	None
Designations	Greenbelt, Countryside Conservation Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation; adjacent to Ickenham Village Conservation Area; adjacent to Ickenham Manor Archaeological Priority Area.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance	
Ruislip Lido	Ref: SINC Ext 4
	<p>Map Information:</p> <p>  Proposed Extension to existing SINC  Proposed new SINC identified in Table 5.4 </p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance</p>
Location	The proposed extension covers the extent of both golf courses
Grid Reference	TQ 092 902
Area (ha/sqm)	24.71 ha
Habitat	Native broadleaved woodland, scattered trees, bare soil and rock, neutral grassland (semi-improved), amenity grassland, roughland, standing water, sand.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

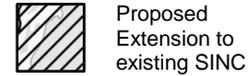
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

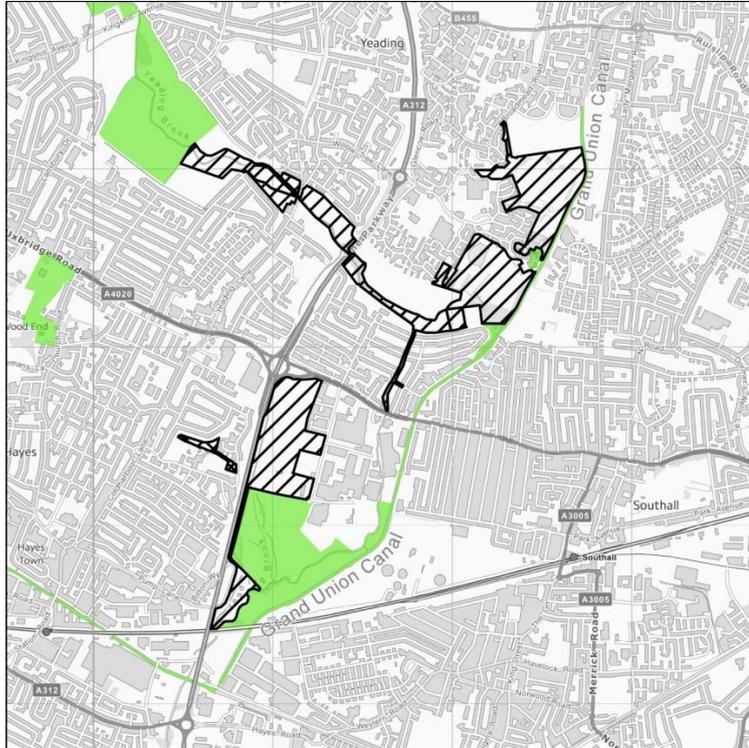
Yeading Brook and Minet Country Park

Ref: SINC Ext 5

Map Information:



Solid green areas show existing nature conservation sites



Location	Yeading
Grid Reference	TQ 111 801
Existing Use	River Corridor
Area (ha/sqm)	73.37ha
Habitat	Native broadleaved woodland, scattered trees, scrub, bare soil and rock, neutral grassland (semi-improved), neutral grassland (herb rich), improved/reseeded agric grassland, amenity grassland, roughland, tall herbs, wet marginal vegetation, standing water (includes canals), paths, running water.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

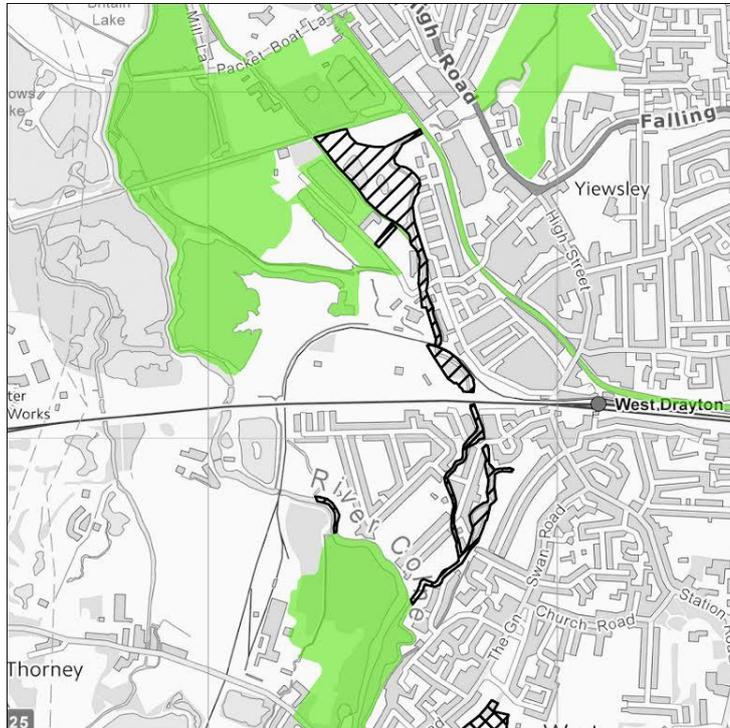
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Beeches

Ref: SINC Ext 6

Map Information:



-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites

Location	West of Yiewsley
Grid Reference	TQ 047 827
Existing Use	Open land, some agricultural uses
Area (ha/sqm)	7.6 ha
Habitat	
Relevant Planning History (Most recent)	Application for residential development
Current UDP Designations	Green Belt, Conservation Area
Proposed New Designations	Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade 2 Importance	
The Grove	Ref: SINC Ext 7
<p>Map Information:</p> <p>  Proposed Extension to existing SINC  Proposed new SINC defined in Table 5.4 </p> <p>Solid green areas show existing nature conservation sites</p>	
Location	North and south of Pield Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	0.78 ha
Habitat	Scattered trees, scrub, neutral grassland (semi-improved), tall herbs
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Local or Borough Grade 2 Importance

River Pinn and Manor Farm Pastures

Ref: SINC Ext 8

Map Information:

-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites



Location	North and south of Field Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	1.77 ha
Habitat	Native broadleaved woodland, neutral grassland (semi-improved), tall herbs, running water.
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Sites of Local or Borough Grade 2 Importance

The Dairy Farm, Harefield

Ref: SINC Ext 9

Map Information:



 Proposed Extension to existing SINC

Solid green areas show existing nature conservation sites

Site Type	Proposed Site of Grade 2 Nature Conservation Importance
Location	Land east/south east of Harefield
Grid Reference	TQ 077 916
Existing Use	Open land
Area (ha/sqm)	0.5 ha
Habitat	Native broadleaved woodland, scrub, neutral grassland (semi-improved), improved/reseeded agric grassland, marsh grassland
Relevant Planning History (Most recent)	Various agricultural consents
Designations	Green Belt, Conservation Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation.

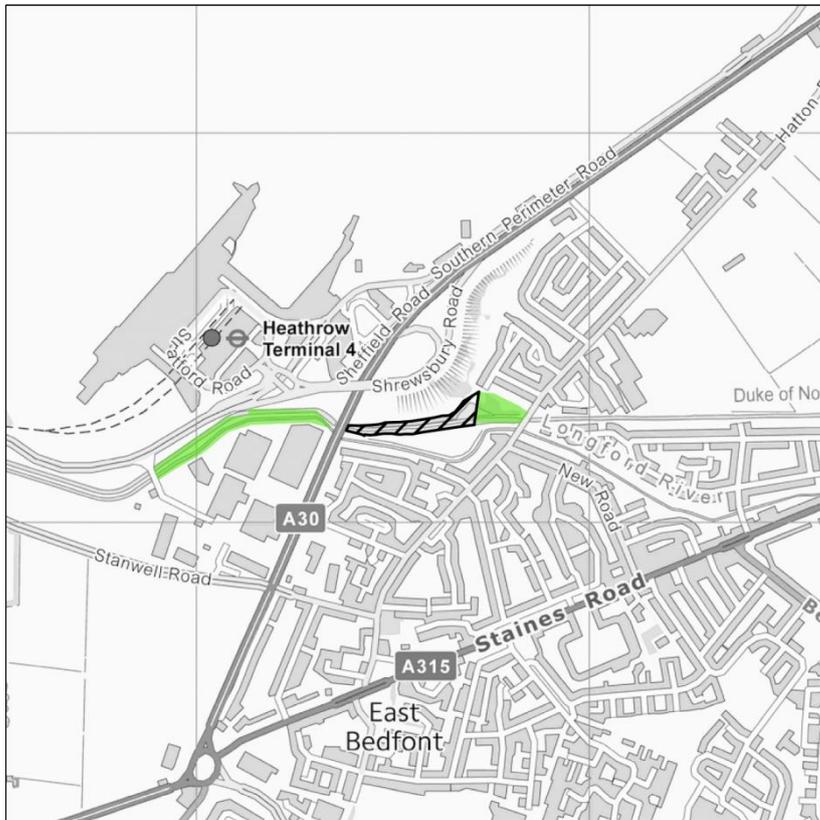
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Local or Borough Grade 2 Importance

Duke of Northumberland's River at Two Bridges Farm

Ref: SINC Ext 10

Map Information:



 Proposed Extension to existing SINC

Solid green areas show existing nature conservation sites

Location	Land south of Shrewsbury Road
Grid Reference	TQ 087 743
Existing Use	Open land
Area (ha/sqm)	1.5 ha
Habitat	Secondary wood, scattered trees, neutral grassland (semi improved and herb rich), scrub, bare soil, running water, ruderal chalk grassland, chalk cliffs.
Relevant Planning History (Most recent)	None
Designations	Archaeological Priority Zone
Policy Considerations	Policy T4: Heathrow Airport, Policy EM7: Biodiversity and Geological Conservation

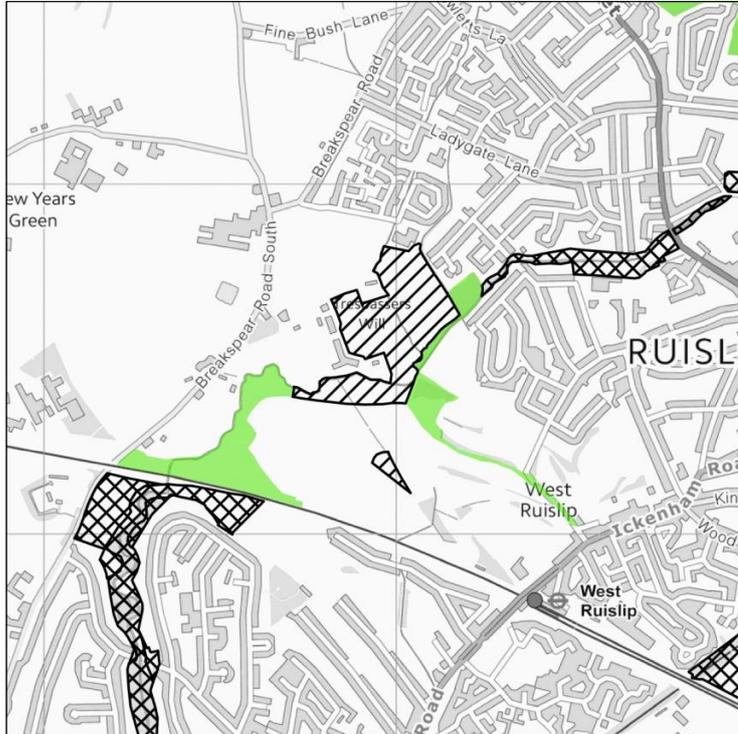
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade 2 Importance

West Ruislip Golf Course and Old Priory Meadows

Ref: SINC Ext 11

Map Information:



-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites

Location	South West of Ruislip
Grid Reference	TQ 078 874
Existing Use	Open land
Area (ha/sqm)	9.55 ha
PTAL Rating	1a/0
Habitat	No records
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Table 5.4: Proposed New Sites of Importance for Nature Conservation (Metropolitan or Borough Grade 1 and Local or Borough Grade 2)

Site	Proposed Designation	Site Reference Number
River Pinn Corridor near Kings College Playing Fields and Manor Farm	Site of Metropolitan or Borough Grade I Importance	SINC New 1
River Pinn Corridor near Eastcote	Site of Metropolitan or Borough Grade I Importance	SINC New 2
Medipark Site, Harefield	Site of Metropolitan or Borough Grade I Importance	SINC Ext 3
River Pinn Corridor at Swakeleys Park and Riverside Walk	Site of Metropolitan or Borough Grade I Importance	SINC New 4
River Pinn Corridor near Northwood Hill	Site of Metropolitan or Borough Grade I Importance	SINC New 5
Stockley Park Lakes and Meadows	Site of Local or Borough Grade 2 Importance	SINC New 6
Former Pield Heath Nursery	Site of Local or Borough Grade 2 Importance	SINC New 7
Uxbridge and Hillingdon Cemeteries	Site of Local or Borough Grade 2 Importance	SINC New 8
Cavendish Recreation Ground	Site of Local or Borough Grade 2 Importance	SINC New 9
Field Close Open Space Roughts	Site of Local or Borough Grade 2 Importance	SINC New 10
Herlwyn Park Recreation Ground and Railway Banks	Site of Local or Borough Grade 2 Importance	SINC New 11
Victoria Road Rail Banks	Site of Local or Borough Grade 2 Importance	SINC New 12
Haste Hill Golf Course, Northwood Golf Course and Northwood Cemetery	Site of Local or Borough Grade 2 Importance	SINC New 13
Hitherbroom Park	Site of Local or Borough Grade 2 Importance	SINC New 14
St Georges Meadows; Southlands Arts Centre	Site of Local or Borough Grade 2 Importance	SINC New 15

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor near Kings College Playing Fields and Manor Farm

Ref: SINC New 1



Map Information:

-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites

Location	Ruislip
Grid reference	TQ 096 881
Existing Use	Open Land/River Corridor
Area (ha/sqm)	11.67 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, bare soil and rock, neutral grassland (semi-improved), improved/reseeded agric grassland, amenity grassland, roughland, standing water, standing water, emergent vegetation, path.
Relevant Planning History (Most recent)	No significant applications
Designations	Green Links, Archaeological Priority Area, Conservation Area
Policy Considerations	Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation.

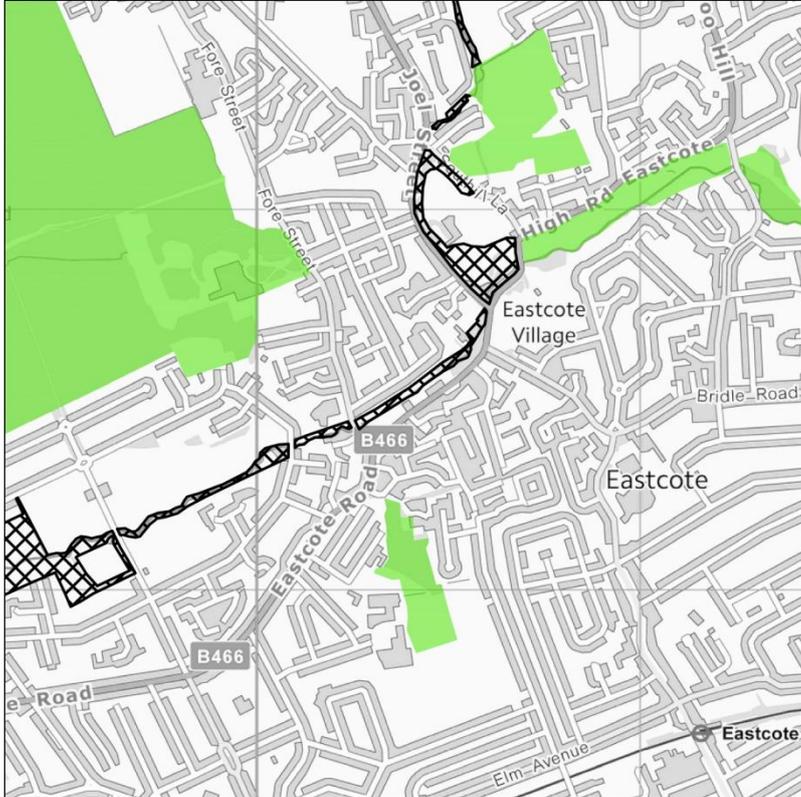
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor near Eastcote

Ref: SINC New 2

Map Information:



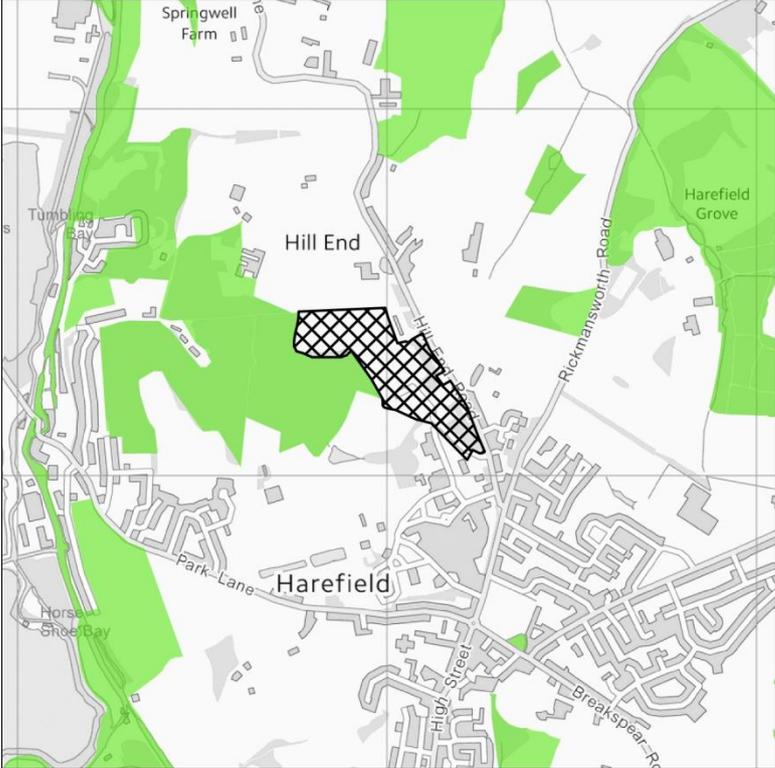
 Proposed new SINC

Solid green areas show existing nature conservation sites.

Location	Eastcote
Grid Reference	TQ 109 890
Existing Use	Park
Area (ha/sqm)	2.13 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, amenity grassland, ruderal or ephemeral, roughland, running water.
Relevant Planning History (Most recent)	Applications associated with buildings in the park
Designations	Conservation Area
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation.

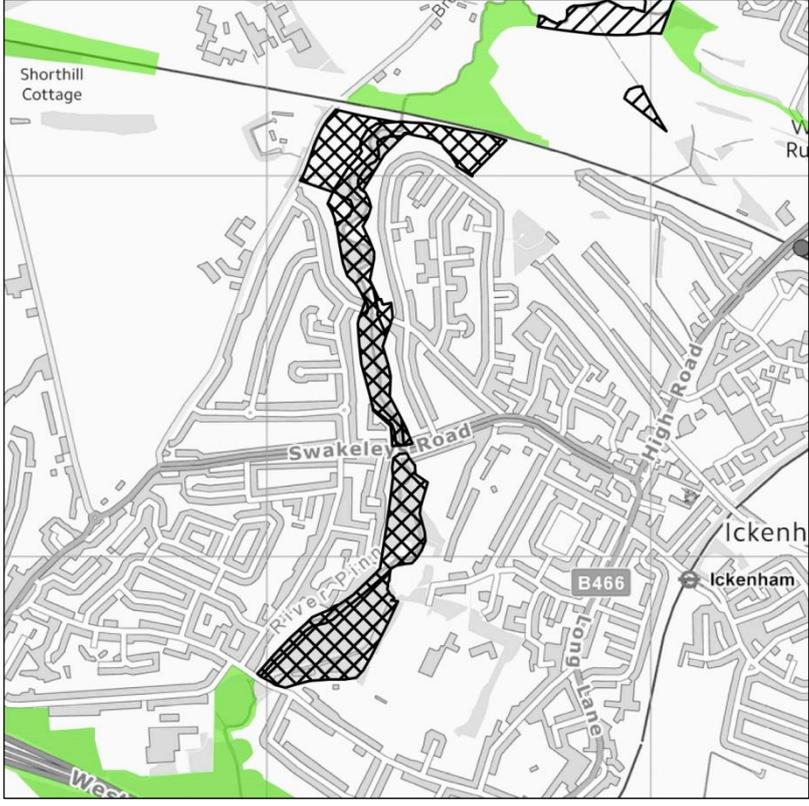
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

Medipark Site, Harefield	Ref: SINC New 8
	<p>Map Information:</p> <p> Proposed new SINC</p> <p>Solid green areas show existing nature conservation sites</p>

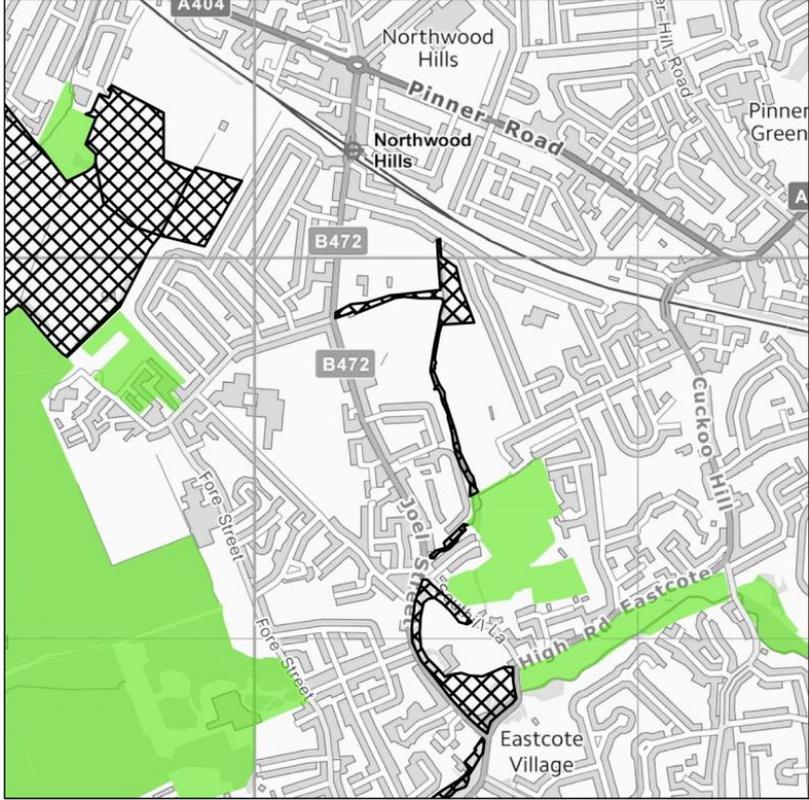
Location	North West of Harefield
Grid Reference	TQ 050 912
Existing Use	Open Land
Area (ha/sqm)	8.1 ha
Habitat	Native broadleaved woodland, scrub, bare artificial habitat, neutral grassland (semi-improved), roughland, tall herbs.
Relevant Planning History (Most recent)	Applications for track improvements
Designations	Colne Valley Regional Park, Green Belt, Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance	
River Pinn Corridor at Swakeleys Park and Riverside Walk	Ref: SINC New 4
<div style="display: flex; justify-content: space-between;"> <div style="width: 65%;">  </div> <div style="width: 30%;"> <p>Map Information:</p> <p> Proposed new SINC</p> <p> Proposed Extension to existing SINC identified in Table 5.3</p> <p>Solid green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p> </div> </div>	
Location	Ickenham
Existing Use	River corridor
Grid Reference	TQ 073 877
Area (ha/sqm)	17.65 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, bare artificial habitat, neutral grassland (semi-improved), amenity grassland, roughland, standing water, running water.
Relevant Planning History (Most recent)	None
Designations	Green Belt, Conservation Area, Scheduled Ancient Monument
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation.

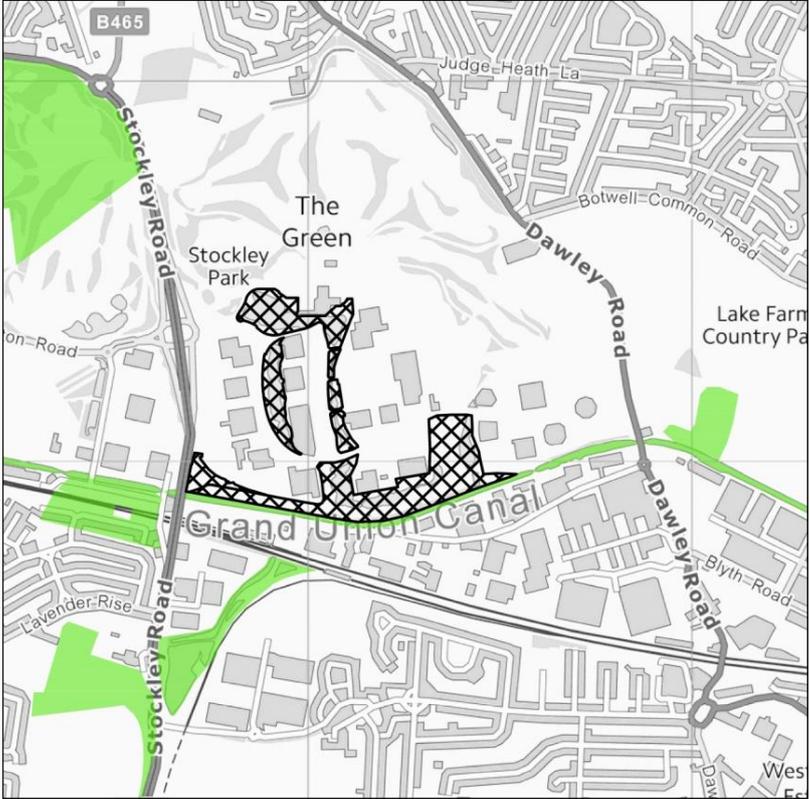
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor near Northwood Hill	Ref: SINC New 5
	<p>Map Information:</p> <p> Proposed new SINC</p> <p> Proposed Extension to existing SINC identified in Table 5.3</p> <p>Solid green areas show existing nature conservation sites</p>

Location	Northwood Hills
Grid Reference	TQ 109 890
Existing Use	Park
Area (ha/sqm)	4.1 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, native hedge, neutral grassland (semi-improved), amenity grassland, roughland (intimate mix of 9, 14 & 6), running water.
Relevant Planning History (Most recent)	Applications associated with buildings in the park
Designations	Conservation Area
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance	
Stockley Park Lakes and Meadows	SINC New 6
<p>Map Information:</p>  <p>  Proposed new SINC  Proposed Extension to existing SINC identified in Table 5.3 Solid green areas show existing nature conservation sites </p>	
Location	Stockley Park lakes north of the Grand Union Canal
Grid Reference	TQ 081 800
Existing Use	Business Park lakes
Area (ha/sqm)	11.59 ha
Habitat	Native broadleaved woodland, scattered trees, shrub, planted shrubbery, native hedge, neutral grassland (semi-improved), amenity grassland, ruderal or ephemeral, roughland, wet marginal vegetation, standing water.
Relevant Planning History (Most recent)	No significant applications
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation; Canal.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance	
Former Field Heath Nursery	
Ref: SINC New 7	
Map Information:	
Location	North and south of Field Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	10.7 ha
Habitat	Native broadleaved woodland, scattered trees, bare soil and rock, neutral grassland (semi-improved), amenity grassland, roughland, standing water, sand.
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance	
Uxbridge and Hillingdon Cemeteries	SINC New 8
<p>Map Information:</p>  <p>  Proposed new SINC  Proposed Extension to existing SINC identified in Table 5.3 Solid green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance </p>	
Location	Hillingdon Hill, Uxbridge
Grid Reference	TQ 065 827
Existing Use	Cemetery
Area (ha/sqm)	7.6 ha
Habitat	Scattered trees, scrub, native hedge, vegetated walls, tombstones etc, amenity grassland.
Relevant Planning History (Most recent)	Refurbishment of Cemetery buildings
Designations	Green Belt, Listed Buildings
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

**Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance
Cavendish Recreation Ground**



SINC New 9

Map Information:

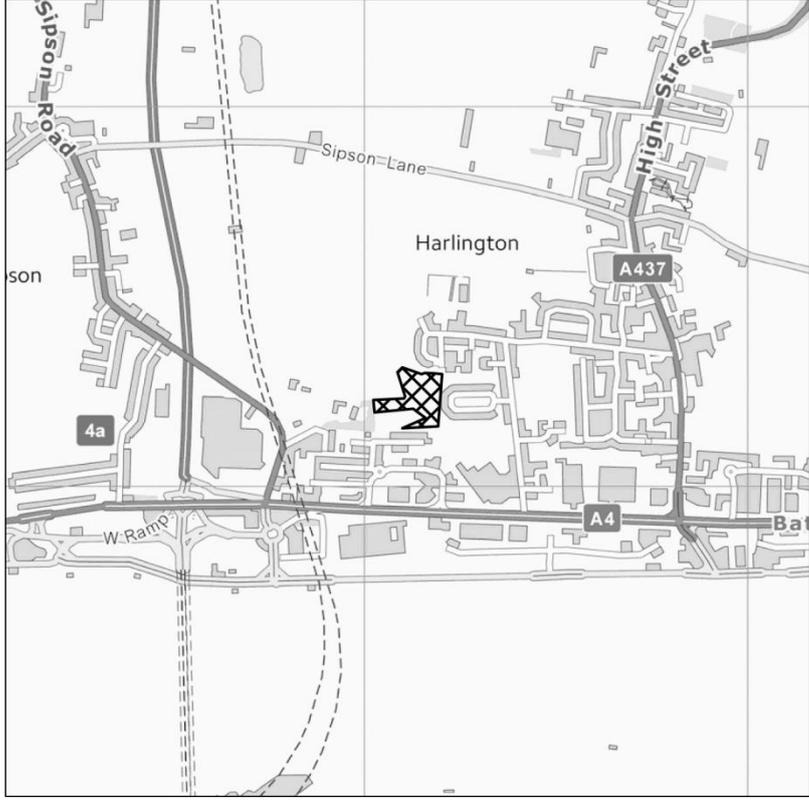


Proposed new SINC

Solid green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

Location	Field End Road
Grid reference	TQ 111 870
Existing Use	Recreation Ground
Area (ha/sqm)	4.1 ha
Habitat	Scattered trees, hedge, scrub, tall herbs, semi improved neutral grassland, planted shrubbery, ruderal, amenity grassland, roughland.
Relevant Planning History (Most recent)	None
Designations	None
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation.

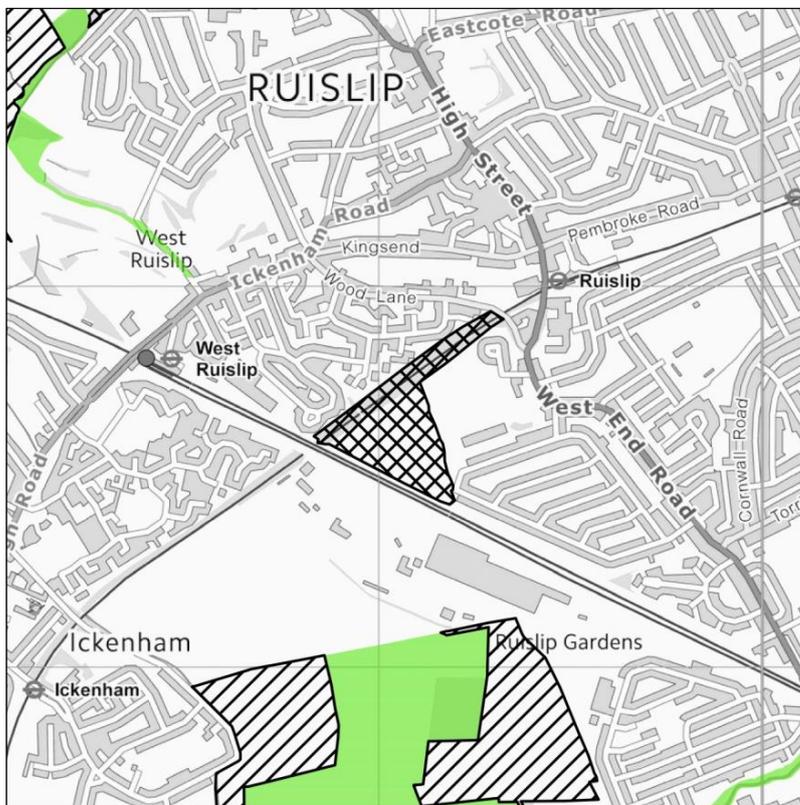
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance	
Field Close Open Space Roughs	<p>SINC New 10</p> <p>Map Information:</p>  <p> Proposed new SINC</p>
Location	South of Tasker Close, west of Browngraves Road
Grid Reference	TQ 081 772
Existing Use	Open Land
Area (ha/sqm)	1.5 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, neutral grassland (semi-improved), amenity grassland, roughland.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

**Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance
Herlwyn Park Recreation Ground and Railway Banks**

Ref: SINC New 11



-  Proposed new SINC
-  Proposed Extension to existing SINC identified in Table 5.3

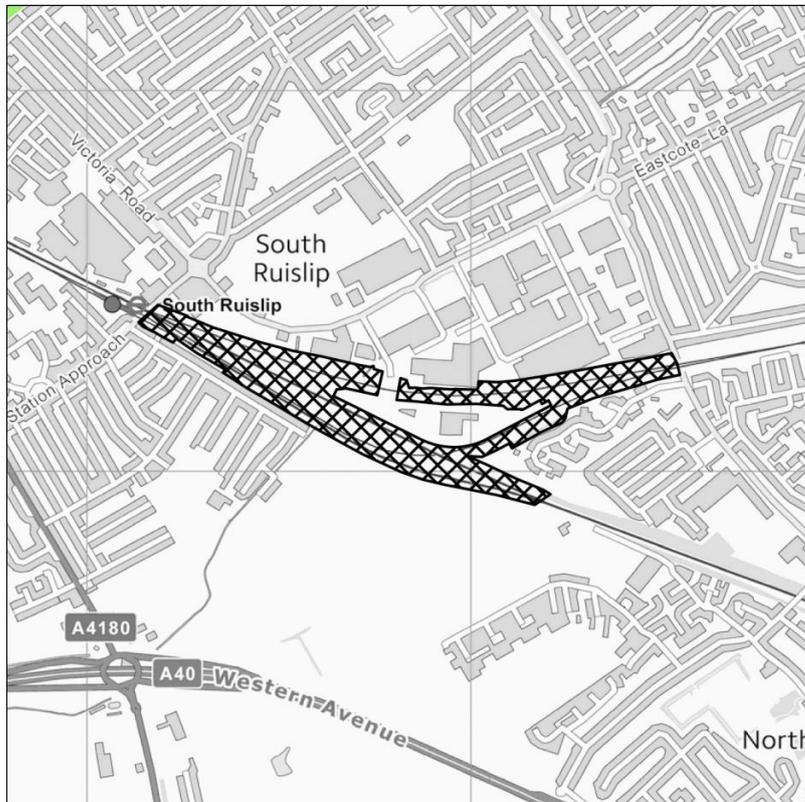
Location	North West of Sacred Heart School
Existing Use	Open Land
Grid reference	TQ 090 886
Area (ha/sqm)	7.63 ha
Habitat	Scattered trees, native hedge, amenity grassland, roughland.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

**Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance
Victoria Road Rail Banks**

SINC New 12

Map Information:



 Proposed new SINC

Location	South of Stonefield Way Industrial Estate
Grid reference	TQ 121 849
Existing Use	Open land around railway tracks
Area (ha/sqm)	17.89 ha
Habitat	Scattered trees, roughland.
Relevant Planning History (Most recent)	Application for rail track improvements
Designations	None
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance	
Haste Hill Golf Course, Northwood Golf Course and Northwood Cemetery	Ref: SINC New 13
<p>Map Information:</p>  <p>  Proposed new SINC  Proposed Extension to existing SINC identified in Table 5.3 Solid green areas show existing nature conservation sites </p>	
Location	The proposed extension covers the extent of both golf courses
Existing Use	Golf Courses
Grid Reference	TQ 092 902
Area (ha/sqm)	84.83 ha
Habitat	Native broadleaved woodland, scattered trees, vegetated walls, tombstones etc, neutral grassland (semi-improved), amenity grassland, roughland, ditches.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance

Hitherbroom Park

Ref: SINC New 14

Map Information:



-  Proposed new SINC
-  Proposed Extension to existing SINC identified in Table 5.3

Solid green areas show existing nature conservation sites

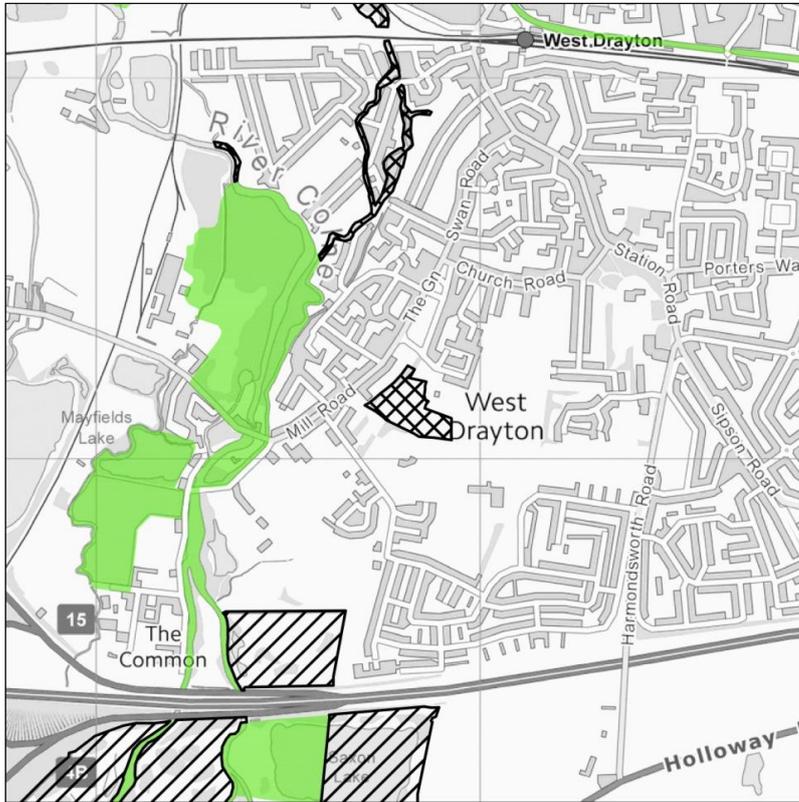
Location	Covers northern section of Minet Country Park
Grid Reference	TQ 077 916
Existing Use	Country Park
Area (ha/sqm)	1.16 ha
Habitat	Scattered trees, amenity grassland, running water, other gardens.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Local or Borough Grade 2 Importance
St Georges Meadows; Southlands Arts Centre

Ref: SINC New 15

Map Information:



-  Proposed new SINC
-  Proposed Extension to existing SINC identified in Table 5.3

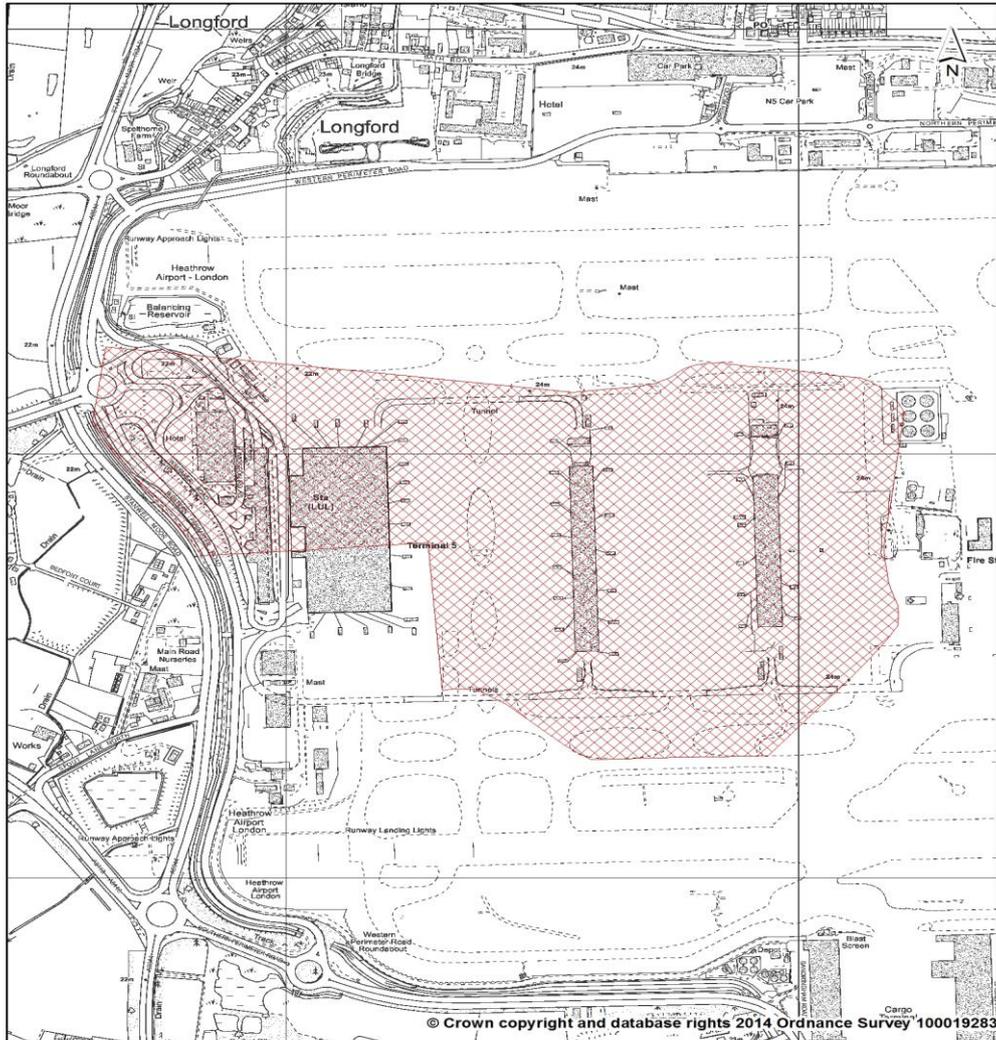
Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade I Importance

Location	West of The Closes Recreation Ground
Grid Reference	TQ 058 791
Existing Use	Open Land
Area (ha/sqm)	2.4 ha
Habitat	Native broadleaved woodland, scattered trees, improved/reseeded agric grassland, roughland, tall herbs, standing water.
Relevant Planning History (Most recent)	Recent application for National Trust Regional Office – approved 06/09/2011
Designations	Green Belt, Listed Building, Conservation Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

SITE OF IMPORTANCE FOR NATURE CONSERVATION TO BE DELETED

Former Perry Oaks Sludge Works Site, Heathrow



Green Belt; Metropolitan Open Land; Green Chains; Nature Conservation

 Proposed Deletion from Nature Conservation Sites of Metropolitan or Borough Grade 1 Importance

Recommendation:

Delete as a Nature Conservation site of Metropolitan or Grade 1 Importance.

Reason for Recommendation: This is the former site of the Perry Oaks Sludge Works. With the construction of Terminal 5 it now forms part of Heathrow airport infrastructure.

KEY TRANSPORT INTERCHANGES

6. Key Transport Interchanges

6.1 The Local Plan Part 1 recognises the importance of delivering sufficient infrastructure to underpin growth over the plan period, and most importantly transport and connectivity.

6.2 The development of an efficient, integrated public transport network is a key factor in ensuring sustainable growth in Hillingdon. Opportunities to enhance public transport interchanges have been identified at five key locations in the Borough, as reflected in Policy T2 of the Local Plan Part 1:

'The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle.'

6.3 The following maps identify the specific boundaries for the public transport interchanges identified on the Policies Map, which are to be safeguarded in accordance with Policy T2 of the Local Plan Part 1.

KEY TRANSPORT INTERCHANGES

Uxbridge Town Centre	
	
Site Type	Improved Public Transport Interchange
Location	Uxbridge
Existing Use	Bus station and surrounding area
Area (ha/sqm)	1.65 ha
PTAL Rating	6a
Nature of Proposed Development	TBC
Relevant Planning History (Most recent)	TBC
Designations	UDP town centre policies, Archaeological Priority Area, Listed Building, Conservation Area
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges. UDP Policy S6, S11, LE6. London Plan Policy 4.7: Retail and Town Centre Development

6.4 Uxbridge is home to a regionally important Underground / bus interchange that cannot accommodate current or future demand without significant improvements. The bus station has inadequate capacity for the number of vehicles that currently use it. The surrounding area is in need of upgrading to improve accessibility for people with restricted mobility.

6.5 Uxbridge Town Centre has, despite its attractive geographic position, deficient rail connections with its neighbouring metropolitan and out of London town centres, central London, counties to the west and even Heathrow Airport. Public transport and cycle access to its catchment area is very deficient in general and to the villages located to the west and north-west of the M25 in particular.

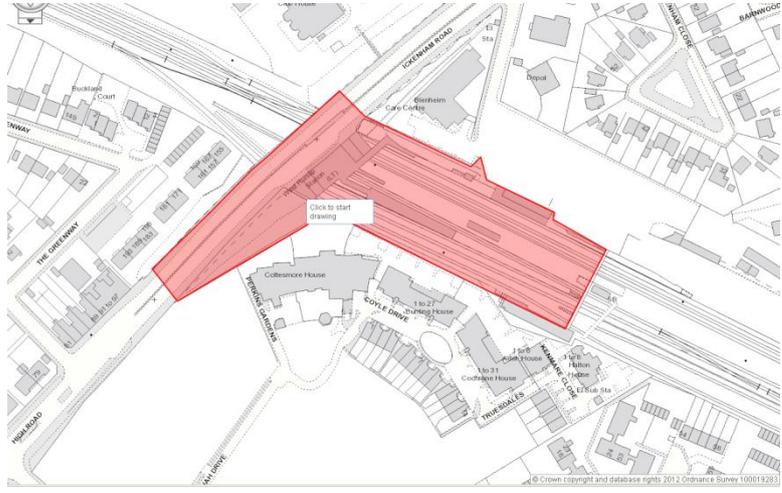
6.6 The Local Plan Part 1 identifies Uxbridge Metropolitan town centre for employment and retail growth, along with new housing at RAF Uxbridge, which will create significant new users of public transport in Uxbridge. The redevelopment of the bus/underground station is an important infrastructure improvement which will help to exploit the town's metropolitan status and create a gateway to Uxbridge and the Borough as a whole. There is scope to improve both the frequency and travel times of underground services between

KEY TRANSPORT INTERCHANGES

Uxbridge and London, and establish public transport links to the north and south of the Borough.

6.7 The Local Plan Part 1 provides opportunities to encourage more active forms of transportation, particularly for shorter journeys. New development will be required to promote cycling and walking, and the Council will seek developer contributions where appropriate. There is limited cycle parking at Uxbridge Underground Station and addressing this issue could help facilitate an increase in cycling.

KEY TRANSPORT INTERCHANGES

West Ruislip Station	
	
Site Type	Improved Public Transport Interchange
Location	Ickenham Road
Existing Use	Station Buildings
Area (ha/sqm)	1.2 ha
PTAL Rating	2
Relevant Planning History (Most recent)	Planning Applications associated with development at the station.
Designations	None
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges.

6.8 West Ruislip station offers good access to central London from the north of the Borough (via the Underground Central Line and Chiltern Railway to Marylebone). This station serves a substantial and expanding residential catchment and also acts as a railhead/park and ride facility to cyclists and car users. West Ruislip Station needs to be enhanced to maximise its potential, particularly to facilitate more feeder trips by public transport, walking and cycling.

KEY TRANSPORT INTERCHANGES

Hayes and Harlington Station	
Site Type	Improved Public Transport Interchange
Location	Station Approach, Hayes
Existing Use	Existing station and surrounding buildings
Area (ha/sqm)	1.3 ha
PTAL Rating	4
Relevant Planning History (Most recent)	Station improvements associated with Crossrail, including platform alterations. 576 Residential Units at Hayes Goods Yard Residential Scheme
Designations	Hayes/West Drayton Corridor Major Town Centre Secondary shopping area
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges UDP Policy S6, LE6. London Plan Policy 4.7: Retail and Town Centre Development.

KEY TRANSPORT INTERCHANGES

West Drayton Station	
Site Type	Improved Public Transport Interchange
Location	Station Approach, West Drayton
Existing Use	Railway Station
Area (ha/sqm)	0.5 ha
PTAL Rating	2/3
Relevant Planning History (Most recent)	None
Designations	Major Town Centre
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges London Plan Policy 4.7: Retail and Town Centre Development.

6.9 Crossrail will provide a direct link from Maidenhead to the City, east London, Essex and Kent, travelling through the southern part of Hillingdon on the route of the existing Paddington line. Two existing stations (Hayes and West Drayton) will be upgraded as part of the Crossrail works. It is envisaged that these works will take place during the period 2015/2016. The improved Crossrail stations will provide the catalyst for the regeneration of Hayes and West Drayton and will bring extra travellers through these stations who will need to travel to and from their original destination by feeder mode.

KEY TRANSPORT INTERCHANGES

Heathrow Bus Interchange	
Site Type	Improved Public Transport Interchange
Location	Heathrow Airport
Existing Use	Heathrow Airport Public Transport Interchange
Area (ha/sqm)	0.9 ha
PTAL Rating	4
Relevant Planning History (Most recent)	Applications for development associated with the interchange.
Designations	Site identified within the Heathrow boundary in the UDP.
Policy Considerations	Local Plan Part 1 Policy T4 UDP Policies A1, A2, A4, A5 and A6

COMMUNITY INFRASTRUCTURE SITES

7. Community Infrastructure Sites

School Place Provision

7.1 In January 2016, the school population in Hillingdon was 51,134. Among the maintained schools, academies and free schools, there are: 72 primary schools, 22 secondary schools, 7 special schools, 1 pupil referral unit and 1 nursery. 58 schools are maintained, 36 are academies and 7 are free schools.

7.2 The demand for school places in Hillingdon has been rising in recent years and is forecast to continue to rise in line with national and London-wide predictions. Demand for reception places at primary school level is being driven in part by rising birth rates, new house building and families moving into the Borough. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme.

New Forms of Entry

7.3 The Council's updated forecast shows that demand for primary places in the north of the Borough appears to be reaching a plateau. However, there remains a residual need for a small number of additional forms of entry. Demand for places in the south of the Borough is still forecast to grow, particularly in the Hayes area where the majority of housing growth is expected to take place.

7.4 The Council's Strategic Infrastructure Plan (SIP) contains an up to date assessment of school place needs over the period of the Local Plan. In the 5 year period up to 2021/22, the SIP identifies a need to provide 9 primary forms of entry; 2 in the north of the borough and 7 in the south. Over the same period, there is an identified need for 12 secondary forms of entry: 9 in the north of the borough and 3 in the south.

Meeting the Needs

7.5 The need for primary places in the north of the borough is expected to be met through the expansion of two schools, Hillside Junior School and Warrender Primary. Subject to meeting the policies and provisions of this plan, the Council will support the delivery of a new primary school within or in the vicinity of the Hayes Housing Zone.

7.6 The majority of the forecast need for secondary provision is located in the north of the borough. The Council is progressing proposals for the expansion of Abbotsfield, Northwood and Swakeleys Schools and further expansions are expected at Vyners and Ruislip High School. Notwithstanding these proposals, it is likely that a new secondary school will be required to the north of the A40. The Council is assessing free school proposals to meet this requirement, although

COMMUNITY INFRASTRUCTURE SITES

some temporary expansions may be required to provide interim capacity. The Council's Strategic Infrastructure Plan notes that the demand for places in the south of the borough will be met, either through the expansion of existing schools, or the provision of a new free school.

7.7 All proposals for expansions or new schools will be required to meet the provisions of the criteria based policy DMCI 2 contained in the Council's Development Management Policies document.

Health Care Provision

7.8 Ensuring a healthy population is a key component of sustainable growth. The Council has produced the Joint Strategic Needs Assessment (JSNA), as the main policy document for health service delivery in the borough. The JSNA seeks to review the health and well-being of the population and reduce health inequalities. The Council's Strategic infrastructure Plan identifies key healthcare projects that are expected to come forward through to 2026. These projects can be divided between those relating to primary and acute healthcare.

Primary Care Provision

<u>Description</u>	<u>Requirement</u>	<u>Delivery Aim</u>
<u>New out of hospital hub in North Hillingdon at Mount Vernon Hospital.</u>	<u>New building of approximately 700 sqm for out of hospital services and improved access to health facilities.</u>	<u>By 2019</u>
<u>New out of hospital hub in Uxbridge and West Drayton</u>	<u>New building of approximately 2,300 sqm for out of hospital services and improved access to health facilities.</u>	<u>By 2019/20</u>
<u>New primary care facility on the former Woodside Care Home site</u>	<u>New building of approximately 900 sqm to address population growth and resulting increased demand for healthcare facilities.</u>	<u>By 2018</u>
<u>New centralised CCG facility in Yiewsley</u>	<u>Site of approximately 2,500 sqm to meet healthcare requirements associated with housing growth.</u>	<u>Currently unknown</u>
<u>New primary care facility in Hayes & Harlington</u>	<u>New building of approximately 1,000-1500 sqm to extend the capacity of the existing HESA facility.</u>	<u>Within 5 years</u>
<u>Potential development at Eastcote Health Centre</u>	<u>Requirement to be determined through discussions with the CCG to extend and improve existing facilities.</u>	<u>Delivery aim: by 2019</u>

COMMUNITY INFRASTRUCTURE SITES

7.9 In addition to the above, the Council recognises the need for improved facilities at Mount Vernon and also Hillingdon Hospital. The Council will work with the relevant providers to address the recognised need for these facilities. Proposals will be assessed against the requirements of national planning guidance, the relevant policies in this plan and the impacts on the setting of the Listed Buildings.

Primary School Provision

~~7.1— Birth rates in Hillingdon have risen for several consecutive years with record highs in 2006, 2007 and 2008. Between 2006 and 2012 there was an increase of over 800 births per year. Births in 2008 were exceptionally high at 4,126 children, rising to 4,536 children in 2012. Demographic projections indicate a prolonged period of births at or around this level.~~

~~7.2— Throughout the plan period, Hillingdon's approach to school provision will need to be equally proactive to meet the Borough's changing demographics. The Hillingdon Local Plan: Part 1 - Strategic Policies supports proposals to address the needs arising from an increase in the school age population.~~

~~7.3— In order to address the needs identified in the Local Plan Part 1, the Council and its partners have successfully delivered additional early years places and school places in primary schools through its School Capital Programme to keep pace with rising demand over the five years from 2008. Phase 1 involved the expansion of 8 primary schools and has been successfully completed.~~

~~7.4— Phase 2 of the Primary School Expansion Programme involves the permanent expansion of 18 schools and the addition of a bulge year to a further school. By April 2015 expansion works have been completed at 16 schools. The remaining 3 schools are scheduled to be completed during 2015:~~

Table 7.1 Summary of Phase 2 (school expansions)

1. Harefield Infants	11. West Drayton Primary
2. Harefield Junior	12. Pinkwell Primary
3. Field End Infants	13. Rosedale Primary
4. Field End Junior	14. Wood End Primary
5. Bourne Primary (Bulge Year)	15. Harlyn Primary
6. Highfield Primary	16. Hillingdon Primary
7. Ryefield Primary	17. Glebe Primary (to be completed in 2015)

COMMUNITY INFRASTRUCTURE SITES

8. Heathrow Primary	18. Cherry Lane Primary (to be completed in 2015)
9. Rabbsfarm Primary	19. Hermitage Primary (to be completed in 2015)
10. Ruislip Gardens	

~~7.5—Phase 3 involves the construction of 3 new primary schools and is well underway. Both Lake Farm School and St. Andrews Park School completed construction in 2014, whilst St Martin's CoE Primary School is anticipated to be completed in 2015.~~

~~7.6—Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme. However, the latest forecast for school places indicates a residual need for up to three additional Forms of Entry (FE)⁴ in primary schools in the north of the Borough over the next 2-3 years. This additional demand is largely a result of pupils from outside the Borough travelling to primary schools in Hillingdon.~~

~~7.7—Discussions have been progressed with schools regarding further expansion to meet residual need in Phase 4 of the School Capital Programme. Final recommendations on bulge classes from September 2015 will be informed by the outcome of the primary allocations process.~~

Secondary School Provision

~~7.8—The need for secondary school places is more difficult to assess than primary provision because pupils tend to travel further and have access to a wider range of educational options. Such an assessment needs to take account of resident secondary age pupils who will remain in the Borough, those who will attend school in a different local authority area and pupils from other local authority areas who will attend school in Hillingdon.~~

~~7.9—The updated forecast shows a longer term sustained pressure for additional secondary school places, rising to 27 additional forms of entry over the next 8 years, with pressure for places commencing from 2016/17 onwards. In particular, the forecast need for additional secondary school places is higher in the north / central parts of the Borough, where there tends to be higher numbers of pupils living outside the Borough travelling to a Hillingdon school.~~

~~7.10—An initial appraisal of secondary school sites across the Borough to consider the potential for expansion has been completed. In addition, expansion projects are already underway at Abbotsfield, Swakeleys and Northwood Secondary Schools. The Council is of the view that the need for secondary places over the next 4 years can be met from the expansion of existing schools.~~

⁴A form of entry is a group of 30 pupils. Expanding a school by 1 form of entry will add accommodation sufficient for 30 additional pupils to every year group.

COMMUNITY INFRASTRUCTURE SITES

~~7.11 For the period beyond that, a new secondary school site is likely to be required in order to meet identified need. Work is currently underway to identify a suitable site or alternative additional capacity for the expansion of existing schools.~~

COMMUNITY INFRASTRUCTURE SITES

PROPOSED SCHOOL SITE

1) Laurel Lane, West Drayton

7.12 In August 2014 the Council granted full planning permission for the erection of a five form of entry primary school, on land adjacent to Laurel Lane School in West Drayton. Construction is underway and once completed, the school will be capable of accommodating up to 600 students.

7.13 The building has an approved floorspace of approximately 3,730m² and will comprise 12 classrooms, and associated school facilities. Externally, playgrounds and a multi-use games area will be provided, in addition to car parking, new vehicular access routes off Rowan Road and Laurel Lane, a designated drop-off/pick-up area and ancillary development.

DELETE MAP AND AMEND POLICIES MAP



COMMUNITY INFRASTRUCTURE SITES

Site Information: ~~Open land to east of existing school site~~

Site name	Laurel Lane
Ward	West Drayton
Area (ha/sqm)	1.0 hectare
PTAL Rating	1b
Existing Use	Open space
Relevant Planning History (Most recent)	70019/APP/2014/1807: New 2 storey junior school (5 Forms of Entry) including new vehicular and pedestrian accesses, alterations to an existing footpath, creation of pick up/drop off area, associated car parking, landscaping, playground, provision of a multi-use games area and ancillary development. Approval on 06/08/2014.
Infrastructure Considerations	Highways and parking improvements associated with the proposal; Travel plan.
Indicative phasing	2016-2021
Ownership if known	London Borough of Hillingdon
Other information	None

COMMUNITY INFRASTRUCTURE SITES

Health Care Provision

~~7.14 By 2021 the overall population in Hillingdon is expected to grow by 16% to 320,000. A rising population, growing health inequalities, financial pressures as well as incremental and planned development are all expected to place significant pressure on Hillingdon's healthcare infrastructure over the plan period and beyond. The cumulative impact of these factors is likely to result in increased demand for out of hospital care.~~

~~7.115 NHS Hillingdon Clinical Commissioning Group (CCG) has over the past year developed a Strategic Service Delivery Plan (SSDP) for the Borough of Hillingdon as part of the North West London transformational programme 'Shaping a Healthier Future'.~~

~~7.16 In order to deliver high quality care closer to home, the NHS Hillingdon Clinical Commissioning Group has outlined proposals for three Hub areas. These are:~~

- ~~• Hesa Health Centre, Hayes and Harlington: These premises have recently been extended and refurbished to create accommodation for out of Hospital service delivery.~~
- ~~• Uxbridge and West Drayton: No site has been identified.~~
- ~~• North Hillingdon: Mount Vernon Hospital has been suggested for expansion; however this may not be suitable due to poor accessibility.~~

~~7.17 The Council will work in partnership with the local Clinical Commissioning Group, NHS England and NHS providers to establish an effective approach to the provision of new and expanded healthcare facilities across the Borough, over the plan period through:~~

- ~~• Improving the utilisation and expansion of the existing healthcare facilities; and~~
- ~~• Effectively targeting strategic investment in new facilities.~~

Other Types of Community Infrastructure

7.108 In addition to education and health facilities, a range of other types of community infrastructure, such as cultural, play, sport/recreation and faith facilities are needed to support residential development and contribute to quality of life. The Council is working with partners to provide these facilities through suitable planning obligations and the Community Infrastructure Levy as part of the development management process. The strategic need for these types of community facilities will be reviewed as part of the review of the Local Plan Part 1.

8. Minerals Safeguarding Areas Minerals and the Aggregate Recycling and Processing Location

~~8.1 — A key objective of the Local Plan Part 1 is to safeguard and promote areas of geological importance and make a proportionate contribution to West London's target to extract 0.5 million tonnes of minerals.~~

~~8.2 — It is clear that Hillingdon could not make a significant contribution to meeting future aggregates demand without using sites in the Green Belt.~~

~~8.3 — The NPPF states that mineral extraction need not be inappropriate in the Green Belt provided that the openness of the Green Belt is preserved and that it does not conflict with the purposes of including land in Green Belt. Judgements about the acceptability of extraction in the vicinity of houses have to be taken on a case-by-case basis, taking account of the likely specific impacts of individual schemes.~~

~~8.4 — The Minerals Technical Background Report (2008) concludes there are three sites able to provide the defined aggregates requirement for the Borough over the Plan period. The following sites will be safeguarded for these purposes:~~

- ~~• Land west of the present Harmondsworth Quarry;~~
- ~~• Land north of the village of Harmondsworth; and~~
- ~~• Land at Sipson Lane, east of the M4 spur.~~

8.1 The Local Plan Part 1 identifies three areas of safeguarded mineral resource, which are considered to contain sufficient reserves to meet Hillingdon's London Plan apportionment target for the supply of aggregates. The safeguarded areas were initially identified in the Council's Minerals Technical Background Report, published in 2008.

8.2 The safeguarded sites identified in the Local Plan Part 1 have been re-categorised to reflect the National Planning Practice Guidance, which provides further advice to Minerals Planning Authorities on how to plan for mineral extraction:

- Land to the west of Harmondsworth Quarry (Preferred Area)
- Land north of Harmondsworth (Preferred Area), and
- Land at Sipson Lane, east of the M4 spur (Specific Site)

8.3 In addition to the above sites, Land at Bedfont Court has previously been granted planning approval for extraction and is also identified as an Area of Search.

8.45 In addition, the following site is identified for aggregate recycling and processing.

MINERALS DEVELOPMENT

- Bulls Bridge Aggregate Recycling and Processing Location

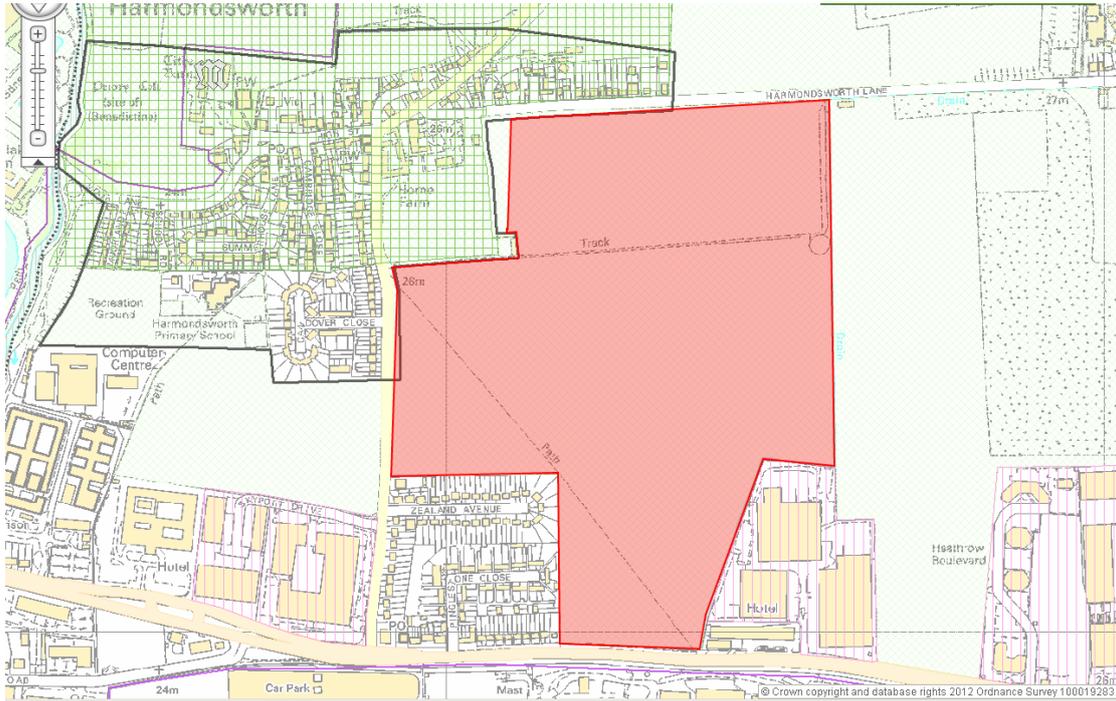
8.56 Any proposals affecting Minerals Safeguarding Areas and the Bulls Bridge Aggregate Recycling and Processing Location should take account of the relevant development management policies.

Relevant Development Management Policy

- MIN 1 Safeguarded Areas for Minerals
- MIN 4 Re-use and Recycling of Aggregates

MINERALS DEVELOPMENT

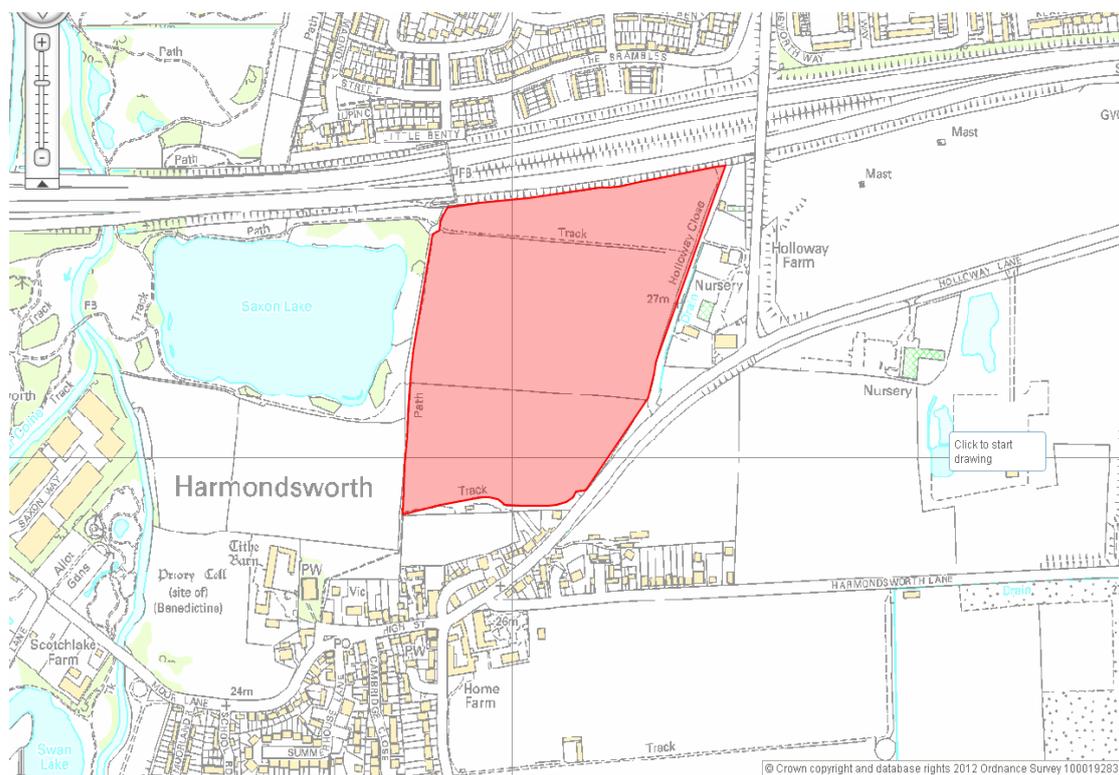
Land to the west of Harmondsworth Quarry



Site name	Land to the west of Harmondsworth Quarry
Site Type	Mineral Safeguarding Preferred Area
Location	South of Harmondsworth Lane
Existing Use	Greenfield site
Area (ha/sqm)	40 ha
PTAL Ratings	1a/1b
Proposed Development	Mineral Extraction
Infrastructure Considerations	To be determined with planning application
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1 Policies EM2 and EM9
Indicative phasing	2021-2026

MINERALS DEVELOPMENT

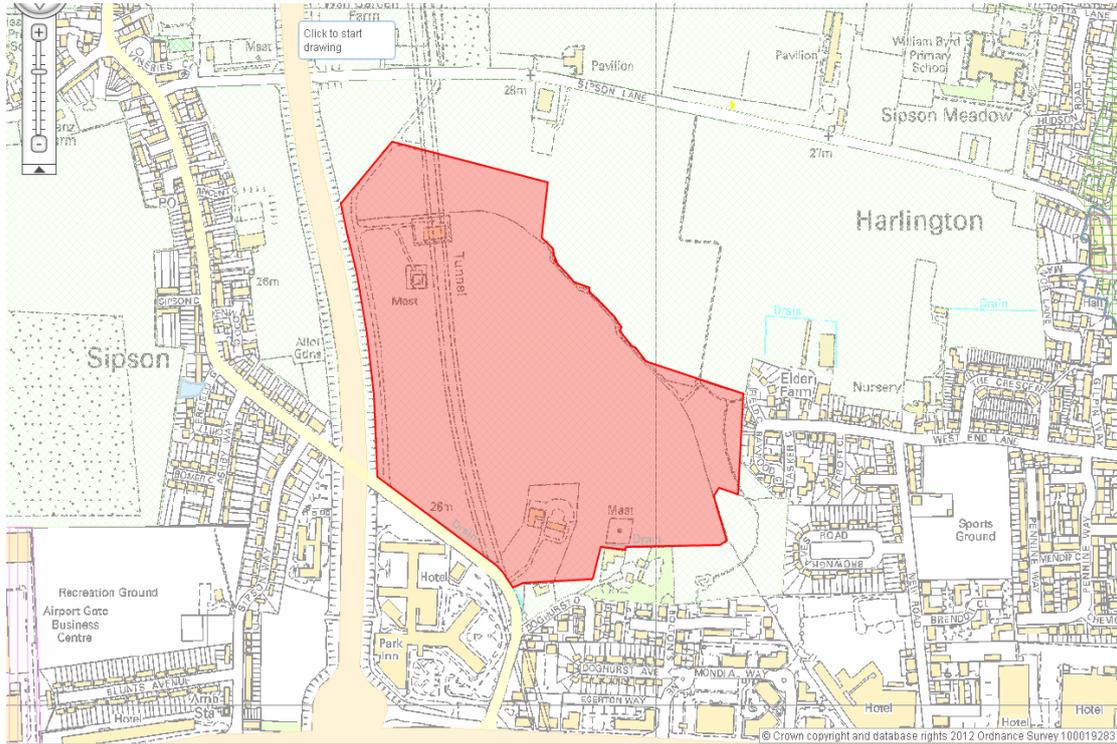
Land North of Harmondsworth



Site name	Land North of Harmondsworth
Site Type	Mineral Safeguarding Preferred Area
Location	West of Holloway Close South of the M4
Existing Use	Greenfield site
Area (ha/sqm)	16 ha
PTAL Ratings	1 a
Proposed Development	Mineral Extraction
Infrastructure Considerations	To be determined with planning application
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies HE1, EM2 and EM9
Indicative phasing	2021-2026

MINERALS DEVELOPMENT

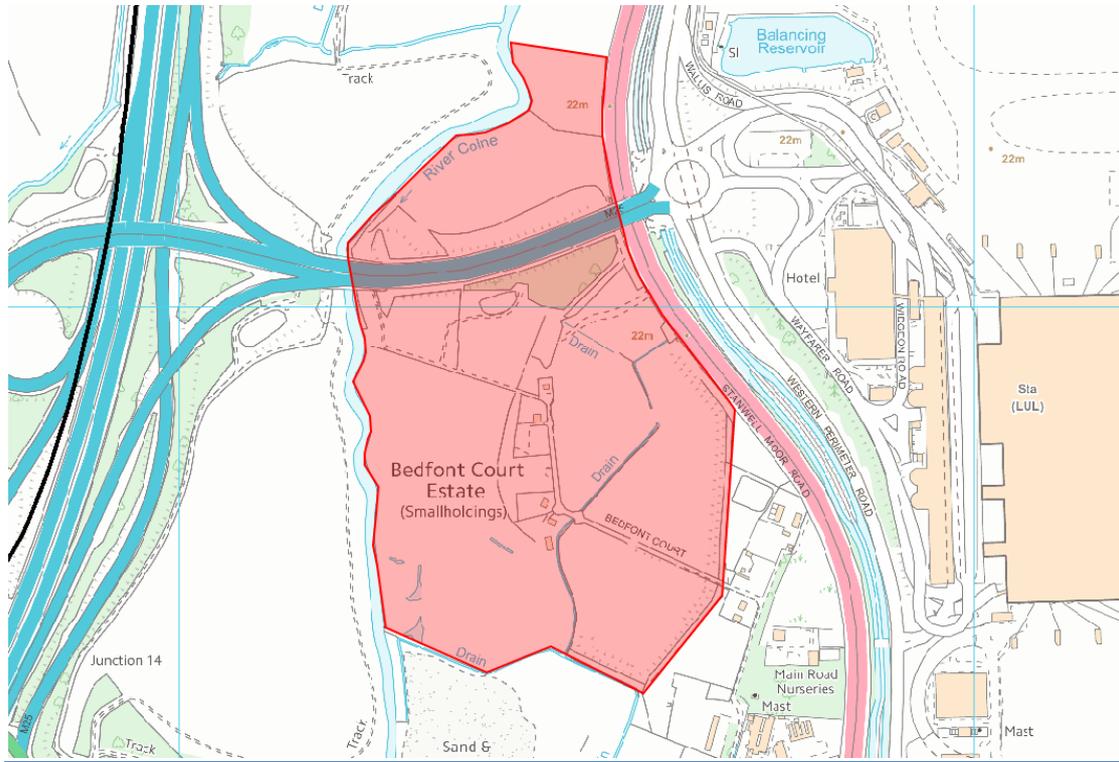
Land at Sipson Lane, East of the M4 Spur



Site name	Land at Sipson Lane, East of the M4 Spur
Site Type	Mineral Safeguarding Area Specific Site
Location	South of Sipson Lane, East of the M4 Spur
Existing Use	Industrial
Area (ha/sqm)	24 ha
PTAL Ratings	PTAL Score 1a/1b/3
Proposed Development	Mineral Extraction
Infrastructure Considerations	To be determined with planning application
Relevant Planning History (Most recent)	Ref: 45408/APP/2009/340: Extraction of sand and gravel as an extension to existing quarry at Wall Garden Farm backfilling with inert waste and restoration to agricultural land.
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies HE1, EM2 and EM9
Indicative phasing	2016-2021

MINERALS DEVELOPMENT

Bedfont Court Estate



<u>Site name</u>	<u>Bedfont Court Estate</u>
<u>Site Type</u>	<u>Area of Search</u>
<u>Location</u>	<u>Site is located immediately to the west of the Heathrow Airport Boundary</u>
<u>Existing Use</u>	<u>Open Land</u>
<u>Area (ha/sqm)</u>	<u>26 ha</u>
<u>PTAL Rating</u>	<u>0</u>
<u>Proposed Development</u>	<u>Mineral Extraction</u>
<u>Infrastructure Considerations</u>	<u>As defined in the most recent planning proposals.</u>
<u>Relevant Planning History</u>	<u>Ref: 69073/APP/2013/637 Use of land for the extraction of sand and gravel, filling with inert waste and restoration to agriculture including associated works. Approved 22-10-13</u>
<u>Designation</u>	<u>Green Belt</u>
<u>Policy Considerations</u>	<u>London Plan Policy 5.20</u>

MINERALS DEVELOPMENT

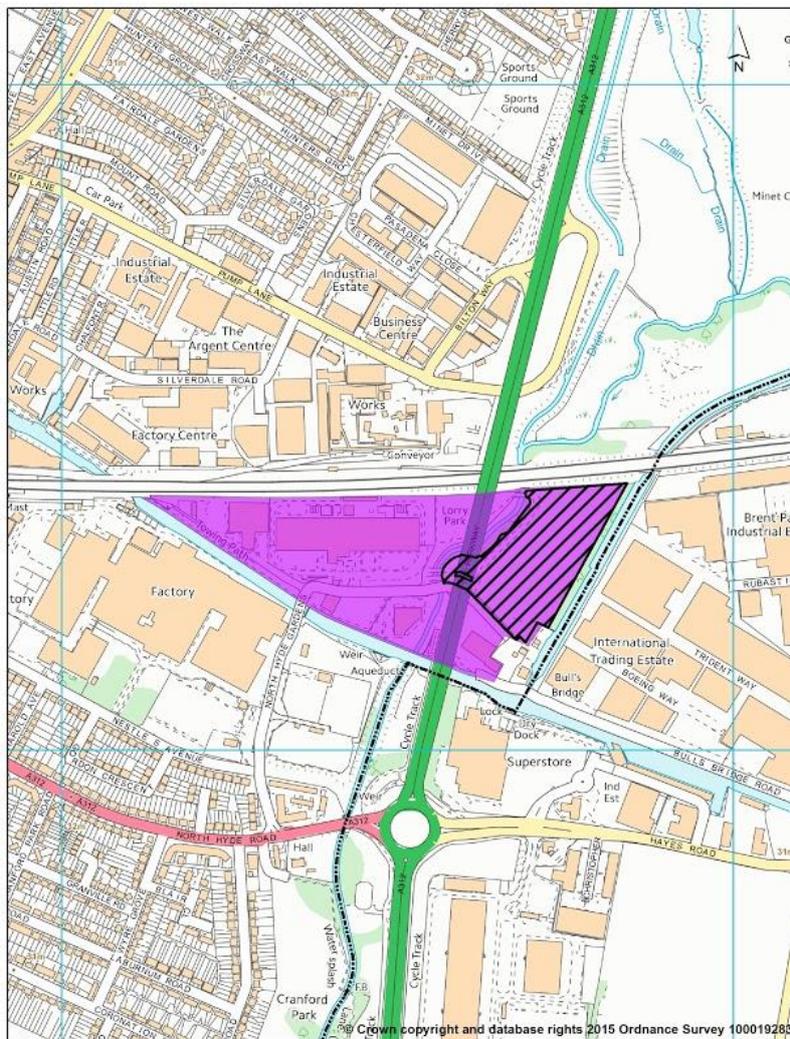
	Local Plan Part 1: Policies HE1, EM2 and EM9. Archaeological Considerations, including the Archaeological Priority Zone.
Indicative Phasing	2021-2026
Designation	Green Belt

MINERALS DEVELOPMENT

Bulls Bridge Aggregates Recycling and Processing Location

The eastern part of the Bulls Bridge site which forms part of the Hayes Industrial Area has received planning permission for the provision of an aggregate recycling and processing plant. The planned facility is anticipated to come forward during the plan period and likely to make a significant contribution to the production of recycled and secondary aggregates. The Council will support the development of the site in accordance with the existing permission.

The Bulls Bridge Aggregates Recycling and Processing Location is identified in response to the requirement set out in the Local Plan Part 1. Elsewhere in this Plan, the site is proposed to be designated as a Strategic Industrial Location. These are two mutually supportive designations. All existing aggregates recycling facilities in the Borough are identified in the West London Waste Plan 2015.



Rebalancing Employment Land

Bulls Bridge, North Hyde Gardens, Hayes

 Aggregate Processing and Recycling Location

MINERALS DEVELOPMENT

Site name	Bulls Bridge Aggregate Recycling and Processing Location
Site Type	Bulls Bridge Industrial Business Area
Location	East of Parkway
Existing Use	Industrial
Area (ha/sqm)	4.1 ha
PTAL Ratings	PTAL Score 1a/1b
Proposed Development	Aggregate Recycling and Processing
Infrastructure Considerations	As per extant consent
Relevant Planning History (Most recent)	Ref 13226/APP/2012/2185: Redevelopment of the site to provide an aggregate recycling and processing plant, asphalt plant and storage facility, gully waste recycling plant, aggregate storage facility, and term maintenance depot, with ancillary offices, structures and facilities, car and lorry parking, regrading, and landscaping. Approval on 23.08.2013.
Designations	IBA, Air Quality Management Area, adjacent to Bulls Bridge Conservation Area
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies HE1, EM2 and EM9
Indicative phasing	2016-2021

Railhead Safeguarding Areas

8.7 The NPPF requires that existing, planned or potential rail heads with capacity for aggregate distribution are safeguarded from inappropriate development. In addition to railheads, existing, planned and potential sites for concrete batching must also be safeguarded.

8.8 There are 4 operational railheads in the Borough, which provide a steady and substantial contribution towards construction aggregates used in London and the South East.

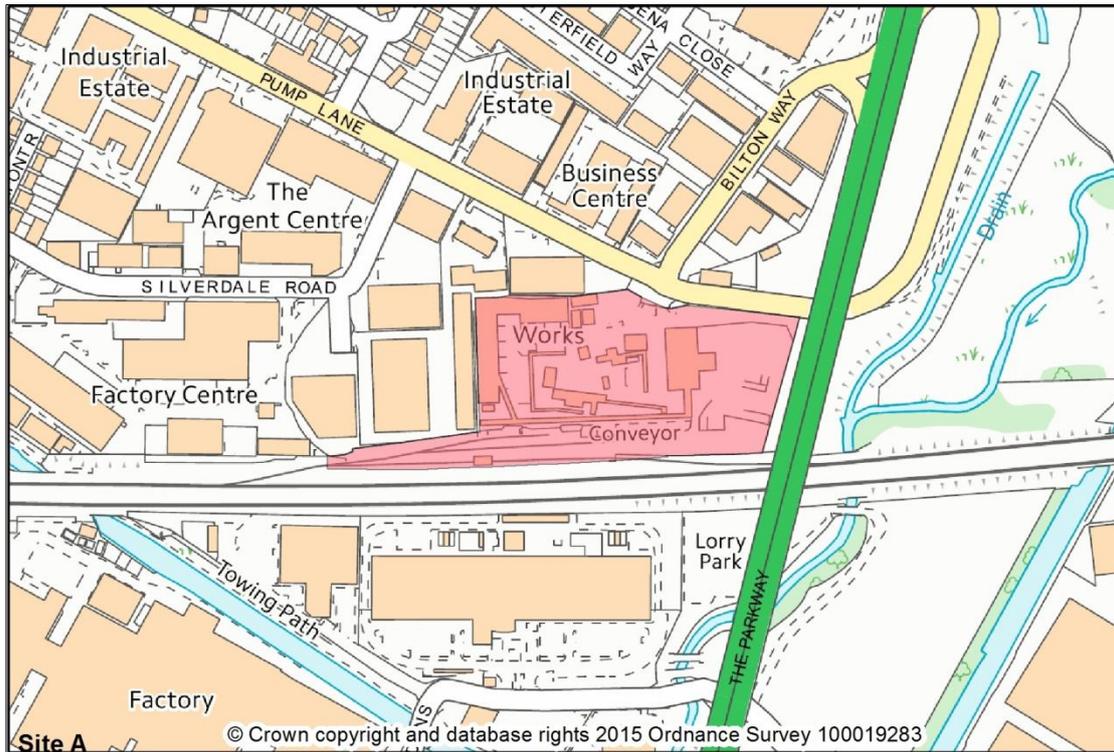
8.9 The following sites will be safeguarded:

1. Pump Lane, Hayes⁵
2. Victoria Road, South Ruislip
3. Tavistock Road, West Drayton
4. London Underground, West Ruislip

⁵ Includes site for ready mixed concrete batching

MINERALS DEVELOPMENT

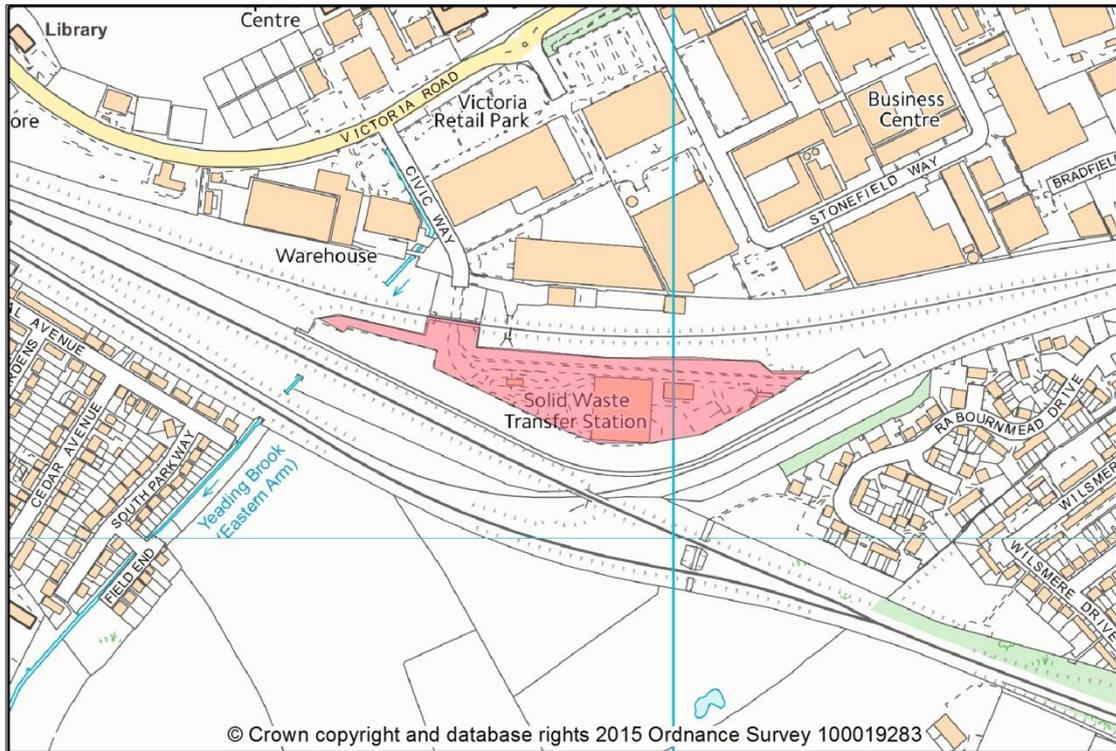
Pump Lane, Hayes



Site name	Pump Lane, Hayes
Site Type	Railhead Safeguarding Area, including ready mixed concrete batching plant
Location	Hayes Industrial Area
Current UDP Designation	Industrial Business Area; in proximity to Green Belt and Nature Conservation Site
Area (ha/sqm)	3.02 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies EM2 and EM9

MINERALS DEVELOPMENT

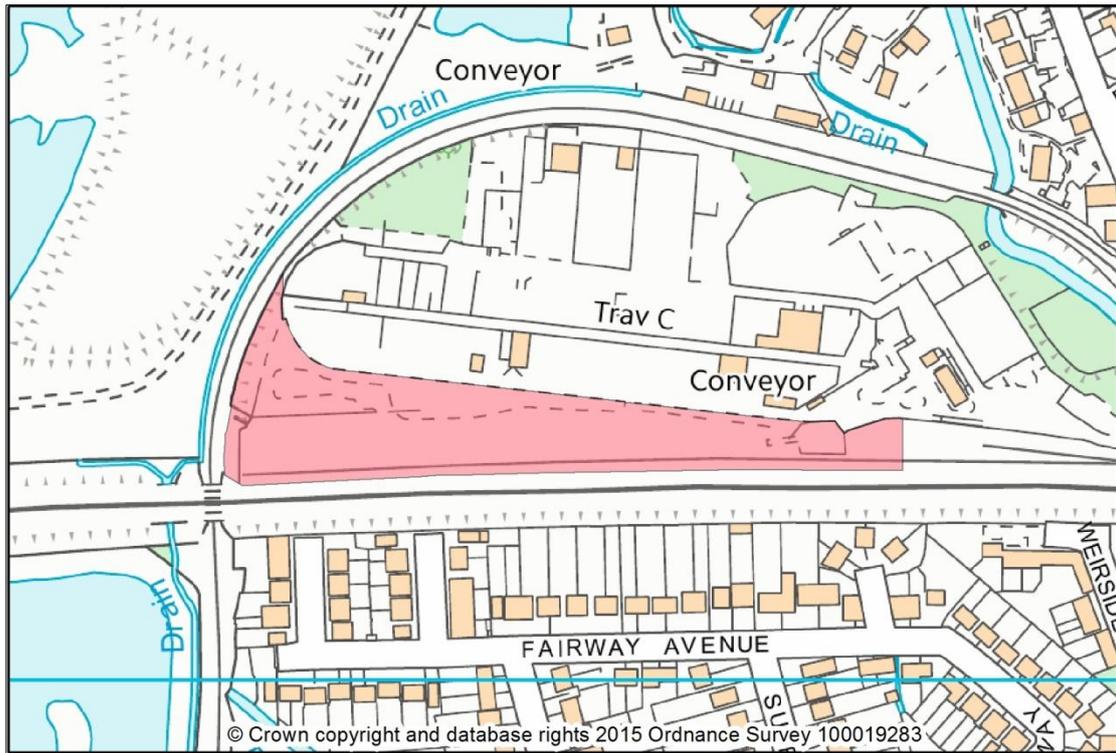
Victoria Road, South Ruislip



Site name	Victoria Road, South Ruislip
Site Type	Railhead Safeguarding Area
Location	South Ruislip Solid Waste Transfer Station
Current UDP Designation	None
Area (ha/sqm)	2.5 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies EM2 and EM9

MINERALS DEVELOPMENT

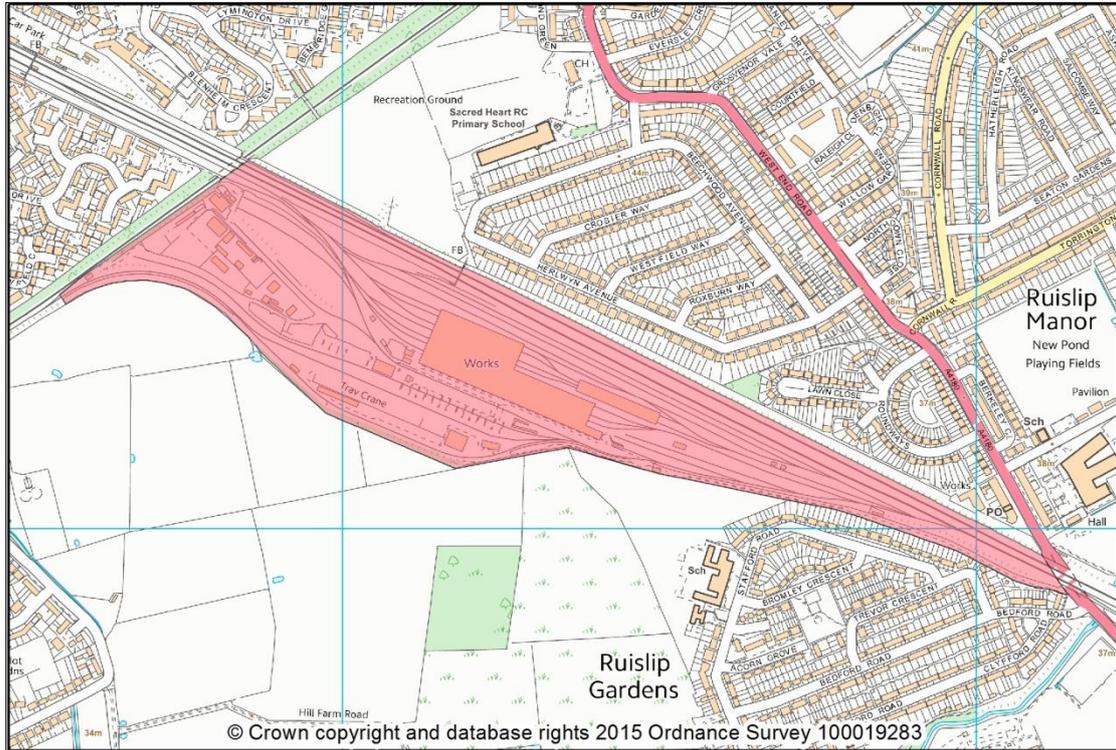
Tavistock Road, West Drayton



Site name	Tavistock Road, West Drayton
Site Type	Railhead Safeguarding Area
Location	Tavistock Road IBA, former Coal Depot
Current UDP Designation	Industrial Business Area, adjacent to Green Belt, Nature Conservation Site and in proximity to Area of Special Local Character
Area (ha/sqm)	1.5 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies EM2 and EM9

MINERALS DEVELOPMENT

London Underground, West Ruislip



Site name	London Underground, West Ruislip
Site Type	Railhead Safeguarding Area
Location	South Ruislip
Current UDP Designation	None; adjacent to Green Belt and Nature Conservation Site
Area (ha/sqm)	26 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies EM2 and EM9