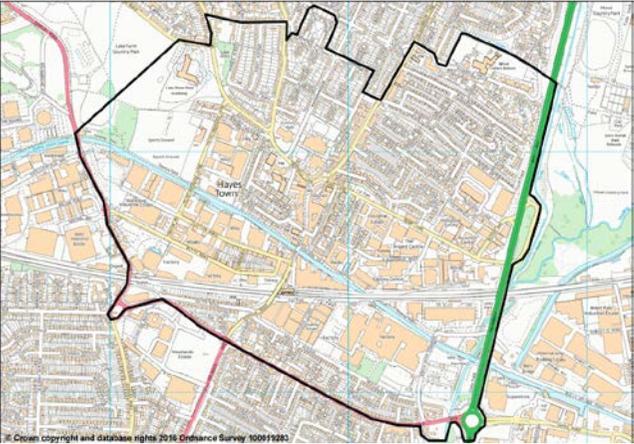


**Proposed Main Modifications to the Revised Proposed Submission Site Allocations and Designations document**

Page Number Policy/ Paragraph	Proposed Modification	Justification
<p><b>Page 9</b> Text to be added after paragraph 2.12</p>	<p><b>Hayes Housing Zone</b></p> <p>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.</p> <p>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.</p>  <p>The Council has prepared a Development Infrastructure Funding Study (DIFS) to identify the specific items of infrastructure that are required to</p>	<p>Text proposed by LBH to reflect designation of the Hayes Housing Zone.</p>

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	<p>deliver growth in the Housing Zone and the associated cost of provision. The Council will also consider the preparation of further planning guidance to establish key design principles and ensure that development comes forward in a co-ordinated manner.</p> <p>The Council is keen to see sites come forward in Hayes Town Centre to complement the Housing Zone proposals with an improved retail offer and other defined town centre uses. The Eastern and Western Core sites offer a particular opportunity to regenerate Hayes Town Centre.</p>  <p>Proposals for a mix of retail, residential and other town centre uses will be actively encouraged, subject to the agreement of key development principles, which are in general conformity with the policies and principles of this plan. Depending on the scale and content of the proposals, the Council will consider the production of a separate development brief for the site.</p>	
<p><b>Pages 15-21</b> Table 3.3</p>	<p><b>Proposed amendments to Table 3.3 reflect new sites or where the proposed number of units has changed.</b></p>	<p>Amendments to Table 3.3 proposed by LBH to reflect new and updated sites included in the document.</p>

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**Proposed Amendments to Table 3.3: Proposed Site Allocations**

Site	Ward	Extant Planning Permission/ Prior approval for change of use	Potential capacity	Phase 1 delivery: Years 2011 - 2016	Phase 2 delivery: Years 2016 - 2021	Phase 3 delivery: Years 2021 - 2026
SA 1 Enterprise House, Hayes	Botwell	<del>None</del> Office/Residential Mixed Use	<del>75-80</del> 96	<del>75-80</del> 0	<del>0</del> 96 48	<del>15</del> 0 48
SA 2 The Old Vinyl Factory and Gatefold Building	Botwell	Residential-led mixed use	642 694	<del>66</del> 492 0	150 504 588	17 75 106
SA 3 Eastern end of Blyth Road, Hayes	Botwell	Residential-led mixed use (Site A)	248 273	<del>120</del> 80 0	128 493 180	<del>20</del> 0 93
<b>New Site</b> Crown Trading Estate	Botwell	None	197	0	0	197
SA 4 Fairview Business Centre	Botwell	None	119 260	0	72 0	47 260
SA 5 Land south of the Railway, including Nestle site	Botwell	None	<del>707</del> 1,800	0	0	<del>32</del> <del>707</del> 1,800
<del>SA 5</del> 8 Olympic House, 1 a Grove Road	Brunel	<del>Residential</del> None	9	<del>9</del> 0	9	<del>24</del> 0
SA 9 Audit House and Bellway House	Cavendish	Residential	34 47	34 12	0 35	0

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SA 12 Former Allotments and Melrose Close Car Park, Burns Close	Charville Barnhill	None	83	0	83 0	0 83
SA 14 24 Master Brewer and Hillingdon Circus, Hillingdon	Hillingdon East	<del>None</del> Retail/ Residential Mixed Use	<del>232-389</del> 250-330 390	0	<del>232-389</del> 250-330 0	<del>43 0</del> 390
SA 16 Northwood Station, Green Lane	Northwood	None	To be determined by design	<del>SA 16: Northwood Station, Green Lane</del> 0	Northwood 0	<del>None</del> To be determined by design
<b>New Site</b> 36-40 Rickmansworth Road, Northwood	Northwood	Residential	21	0	21	0
SA 19 Braintree Road, South Ruislip	South Ruislip	Mixed Use	<del>97-104</del> 132 163	<del>0</del> 44 0	<del>97-104</del> 88 163	<del>50</del> 0
SA 20 <del>34</del> Bourne Court, South Ruislip	South Ruislip	None	49 69	0	49 35	<del>76</del> 0 34
SA 21 Eagle House, The Runway, South Ruislip	South Ruislip	Residential	24 22	0	24 11	0 11
SA 22 Chailey Industrial Estate, Pump Lane, Hayes	Townfield	None	198 + additional capacity on Site B to be determined by design.	0	<del>5</del> 198 0	<del>52</del> 198 + Additional capacity on Site B to be determined by design.

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SA 23 Silverdale Road/ Western View	Townfield	None	<del>300</del> 441 363	0	<del>280</del> 0 82	<del>54</del> 441 281
SA 24 Benlow Works	Townfield	None	To be determined by design 36	TBC 0	TBC 0	36
SA 25 0: 297 - 299 Long Lane, Hillingdon	Uxbridge North	None	<del>45-25</del> 33	0	<del>45-25</del> 0	<del>56</del> 0 33
SA 27 St Andrews Park - Annington Homes	Uxbridge North	None	<del>420</del> 330	0	<del>420</del> 0	<del>78</del> 420 330
SA 23 28 St Andrews Park, Uxbridge	Uxbridge North	Mixed use development	1,340	<del>300</del> 232 260	<del>4040</del> 944 777	<del>62</del> 464 303
SA 30 Grand Union Park, Packet Boat Lane	Uxbridge South	Residential	<del>410-190</del> 251	<del>410-190</del> 0	0 251	0
SA 31 Fassnidge Memorial Hall, Uxbridge	Uxbridge South	Residential	<del>48</del> 80	0	<del>48</del> 80	0
New Site Waterloo Wharf, Uxbridge	Uxbridge South	Residential	52	0	52	0
New Site Randalls Building, Uxbridge	Uxbridge South	Mixed Use	58	0	29	29

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SA 32 9 Former NATS Site, Porters Way, West Drayton	West Drayton	Phased Mixed use	775	<del>775</del> 626 571	<del>0</del> 449 204	<del>39</del> 0
SA 34 The Blues Bar, West Drayton	West Drayton	Residential-led Mixed use	38	38 0	0 38	0
<b>New Site</b> Former West Drayton Police Station.	West Drayton	Residential	53	0	53	0
<b>New Site</b> Former British Royal Legion Building, Station Road	West Drayton	Residential	13	0	13	0
SA 38 28 Padcroft Works, Tavistock Road	Yiewsley	Mixed Use Development	<del>208</del> 308 415 + an additional number of units on Site C to be agreed by design	0	<del>208</del> 308 210	205 + an additional number of units on Sites B and C to be agreed by design
SA 39 929 Trout Road, Yiewsley	Yiewsley	<del>None</del> Residential-led mixed use	<del>99</del> 443 217	0	<del>99</del> 144	<del>72</del> 0 73
<b>New Site</b> Land to the rear of 2-24 Horton Road	Yiewsley	Residential-led mixed use	86	0	43	43
<b>TOTAL EXPECTED COMPLETIONS (UNITS)</b>			<del>5,818</del> -6044 6657-6879 9414-9476	<del>1,906</del> -1,937 1,269 -1,349 873	<del>2,841</del> -3,046 3,418 -3,508 3,272	<del>2,369</del> -2,435 1,970 -2,022 5269-5331

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Page Number Policy/ Paragraph	Proposed Modification	Justification
<b>Page 22</b> Paragraphs 3.19 and 3.20	<p><b>Replace paragraphs 3.19 and 3.20 with the following text:</b></p> <p>3.19 The Council has recently completed an updated Gypsy and Traveller and Travelling Showpeople 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.</p> <p>3.20. New proposals for Gypsy and Traveller pitches will be assessed against the provisions of policy DMH 9 in the Development Management Policies document.</p>	Text proposed to reflect the updated Gypsy and Traveller Accommodation Needs Assessment
<b>Page 30</b> <b>Policy SA 2:</b> The Old Vinyl Factory and Gatefold Building, Hayes	<b>Amend Site information Table to include the following proposed number of residential units.</b>	To reflect the latest planning permission for the site.

Site name	The Old Vinyl Factory and Gatefold Building	
	The Old Vinyl Factory	The Gatefold Building
Location	Blyth Road	Blyth Road
Proposed number of units	<del>540</del> 562	132
Existing Units	0	0
Net Completions	<del>540</del> 562 units	132 units

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<p><b>Page 29 Policy SA 3: Eastern End of Blyth Road</b></p>	<p><b>Proposed amendments to site names and boundaries</b></p>	<p>Amendments proposed to reflect land ownership and latest phasing.</p>
<p><b>Page 29 Policy SA 3: Eastern End of</b></p>	<p><b>Inclusion of Site C in policy text and Site Information Table as follows:</b></p>	<p>Amendments proposed to reflect land ownership and latest phasing.</p>

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Blyth Road	
	<p><b>Site C</b></p> <p>The Council will support proposals for residential-led mixed use development that contribute to the regeneration of Hayes Town centre.</p> <p>Sites A, B and C should form a comprehensive development scheme across the whole site.</p> <p><del>Development on the site should meet the requirement of policies in other parts of the Local Plan.</del></p>

Site name	Eastern End of Blyth Road, Hayes		
	Site A	Site B	Site C
Ward	Botwell		
Location	Blyth Road	Blyth Road/Station Road, Hayes	Blyth Road
Area (ha/sqm)	0.3 ha	<del>0.8</del> 0.4 ha	0.4 ha
PTAL Ratings	4		
Proposed Development	Residential-led mixed use development	Residential-led mixed use development	Residential-led mixed use development
Current UDP Designations	Industrial Business Area	<del>Industrial Business Area, Hayes Town Centre</del>	Industrial Business Area
Proposed New Designations	None	Hayes Town Centre	None
Existing Use	Redundant commercial units	<del>Commercial units, office</del>	Commercial units
Relevant Planning History (Most recent)	Comprehensive redevelopment of	Prior Approval for part of the site	None

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	the site to provide 120 residential units, office floorspace, 97 car parking spaces and hard and soft landscaping. <b>Approval on 15.04.2013.</b>	(Trident House): Change of use from offices to 60 residential units on 2nd - 8th floors. <b>Approval on 12.12.2014.</b>	
<b>Proposed Number of Units</b>	120	<del>128</del> 153 60	93
<b>Existing Units</b>	0	0	0
<b>Net Completions</b>	120 units	<del>128</del> 153 60 units	93 units
<b>Infrastructure Considerations and Constraints</b>	As per extant consent	<del>To be negotiated as part of the planning application.</del> As per extant consent	To be negotiated as part of the planning application
<b>Flood Risk</b>	Flood Zone 1; Flood Risk Assessment demonstrates site not at risk; design includes implementation of SuDS.	Flood Zone 1, Flood Risk Assessment required to address drainage infrastructure.	
<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	Potentially contaminated land due to former land use. Land remediation may be required.	
<b>Indicative Phasing</b>	<del>2011-21</del> 2016-2021	2016-2021	2021-26
<b>Other Information</b>	Site identified in the Hillingdon Housing Trajectory	Site identified in the Hillingdon Housing Trajectory. <del>Number of units calculated on basis of 137 uph on 0.68 ha of total site area.</del>	Site identified in the Hillingdon Housing Trajectory

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<p><b>Page 31</b> Addition of new site after Policy SA 3: Eastern End of Blyth Road</p>	<p><b>Addition of Crown Trading Estate as a new site.</b></p>	<p>Addition of new site proposed by Simply Planning on behalf of Crown Trading Estate. The addition of the site is considered to be consistent with the objectives of the Local Plan Part 1: Strategic Policies.</p>
<p><b>Crown Trading Estate</b></p> <p>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.</p> <p>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.</p>		

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	<p><b>POLICY NUMBER TO BE CONFIRMED</b></p>	
	<p>The Council will support proposals for residential development that contribute to the regeneration of Hayes Town Centre and meet the following criteria:</p> <ul style="list-style-type: none"> <li>• The provision of residential development at a density that is consistent with London Plan density guidelines.</li> <li>• The provision of small-scale commercial uses at ground floor level.</li> <li>• The proposals should integrate with and complement the proposals for Fairview Business Centre to the east.</li> <li>• The proposals should include appropriate design mitigation measures to address the impact of activities on the adjacent industrial site.</li> </ul>	

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	<ul style="list-style-type: none"> <li>The proposals should include active frontages along Clayton Road.</li> <li>The provision of appropriate new public open space.</li> <li>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.</li> </ul> <p><del>The Council will expect all development proposals to provide canal-side improvements and contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network.</del></p>																											
	<table border="1"> <tr> <td><b>Site name</b></td> <td><b>Crown Trading Estate</b></td> </tr> <tr> <td><b>Ward</b></td> <td>Botwell</td> </tr> <tr> <td><b>Location</b></td> <td>Clayton Road</td> </tr> <tr> <td><b>Area (ha/sqm)</b></td> <td>1.3 ha</td> </tr> <tr> <td><b>PTAL Rating</b></td> <td>3</td> </tr> <tr> <td><b>Proposed Development</b></td> <td>Residential-led mixed use</td> </tr> <tr> <td><b>Current UDP Designation</b></td> <td>Industrial Business Area</td> </tr> <tr> <td><b>Proposed New Designation</b></td> <td>None</td> </tr> <tr> <td><b>Existing Use</b></td> <td>Light industrial units</td> </tr> <tr> <td><b>Relevant Planning History</b></td> <td>No relevant history</td> </tr> <tr> <td><b>Proposed Number of Units</b></td> <td>197</td> </tr> <tr> <td><b>Existing Units</b></td> <td>0</td> </tr> <tr> <td><b>Net Completions</b></td> <td>197</td> </tr> </table>	<b>Site name</b>	<b>Crown Trading Estate</b>	<b>Ward</b>	Botwell	<b>Location</b>	Clayton Road	<b>Area (ha/sqm)</b>	1.3 ha	<b>PTAL Rating</b>	3	<b>Proposed Development</b>	Residential-led mixed use	<b>Current UDP Designation</b>	Industrial Business Area	<b>Proposed New Designation</b>	None	<b>Existing Use</b>	Light industrial units	<b>Relevant Planning History</b>	No relevant history	<b>Proposed Number of Units</b>	197	<b>Existing Units</b>	0	<b>Net Completions</b>	197	
<b>Site name</b>	<b>Crown Trading Estate</b>																											
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	<b>Infrastructure Considerations and Constraints</b>	To be negotiated as part of any planning application.	
	<b>Flood Risk</b>	Surface Water Flooding: Site specific flood risk assessment required.	
	<b>Contamination</b>	Potentially contaminated land. Land remediation likely to be required.	
	<b>Indicative Phasing</b>	2021-26	
	<b>Other information</b>	None	

<b>Page Number Policy/ Paragraph</b>	<b>Proposed Modification</b>	<b>Justification</b>
<b>Page 32 Policy SA 4 Fairview Business Centre</b>	<p><b>Amend introductory text as follows:</b></p> <p>This site accommodates a range of uses and is considered to be suitable for release from its existing employment designation. There is <del>considered to be</del> significant potential for residential-led mixed use development that capitalises on the canal side location and the proximity of the Crossrail link at Hayes and Harlington Station.</p> <p>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.</p>	Text proposed by LBH to ensure that the Fairview Business Centre and Crown Trading sites are developed in a complementary manner.
<b>Page 32 Policy SA 4 Fairview Business Centre</b>	<p><b>Text of policy SA 4 to be amended as follows:</b></p> <p><b>First bullet point (first sentence) should read:</b></p> <p>The provision of residential development <del>at a density of 70</del> of up to 260 units <del>per hectare</del>.</p> <p><b>Delete third bullet point and replace with the following text:</b></p> <p><del>Development proposals should include a buffer along the western</del></p>	<p>Additional text proposed by LBH to reflect the potential of the site to accommodate higher residential densities.</p> <p>Ongoing discussions with the landowner indicate that site B will come forward between 2016 and 2021.</p>

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	<p><del>boundary of the site to mitigate impacts on residential amenity from the adjacent industrial use.</del></p> <p>Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site.</p> <p><b>Fourth bullet point:</b></p> <p>The Council will expect all development proposals to provide canal <del>side</del> access, improvements, and canalside activity to contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network.</p> <p><b>Include the following additional bullet points five and six:</b></p> <p>The proposals should include active frontages along Clayton Road.</p> <p>The provision of appropriate new public open space in accordance with Council standards.</p> <p><b>Amend proposed number of units in the Site Information Table as follows:</b></p>	
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Site name	Fairview Business Centre	
	Site A	Site B
Location	<del>25-31</del> Clayton Road, Hayes	<del>33-39</del> Clayton Road, Hayes
Proposed number of units	47 104	<del>72</del> 156

Page Number Policy/ Paragraph	Proposed Modification	Justification
<p><b>Page 34</b> <b>Policy SA 5</b> Land South of the Railway including Nestle Site, Nestle Avenue, Hayes</p>	<p><b>Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes</b></p> <p>In 2012, Nestle announced the planned closure of its Hayes plant, which is currently used for the manufacture of coffee. The Council is <del>in the early stages of discussion with the landholders about the future of this key development site, but is</del> seeking to bring forward a comprehensive development scheme that includes the adjoining sites <del>(Site B)</del>.</p> <p>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.</p> <p>Development <del>P</del>proposals 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, <del>and the development of a sustainable masterplan and the</del></p>	<p>Amendments to the policy are proposed to reflect discussions between the Council and the site owners. The discussions will continue to take place up to the examination hearing sessions.</p>

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All changes to site allocations and designations are proposed to be carried forward into the Local Plan Part 2: Policies Map Atlas of Changes.

	<p>agreement of key design principles, which include the provision of improved transport and community infrastructure.</p>	
<p><b>Page 34</b> <b>Policy SA 5</b> Land South of the Railway including Nestle Site, Nestle Avenue, Hayes</p>	<p><b>The wording of Policy SA 5 should be amended as follows:</b></p> <p>This is an important strategic site for Hayes town and the Borough as a whole. The Council will support <b>development</b> proposals that meet the following criteria:</p> <p><b>Site A</b></p> <ul style="list-style-type: none"> <li>• The provision of up to <b>500 1,000 residential units</b>. <del>Densities higher than 80 uph may be acceptable subject to high quality design.</del> Higher density development should be located along the canal frontage.</li> <li>• <del>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.</del></li> <li>• The provision of B8 and <del>Small scale commercial uses that support residential uses development. will be considered suitable.</del></li> <li>• <del>10% of the site (1.2 hectares) should be used for open space and a sports pitch</del></li> <li>• <del>Education facilities; and</del></li> <li>• <del>The provision of community facilities, and a public park</del></li> <li>• 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.</li> </ul> <p>In addition, proposals should:</p> <ul style="list-style-type: none"> <li>• <del>Proposals should include a heritage assessment, which considers the retention and reuse of Locally Listed structures. on this site;</del></li> <li>• <del>Proposals should include high quality design that fully integrates with the Grand Union Canal, ensures canal-side access improvements and maximises the canals recreational potential.</del></li> <li>• <del>Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network.</del></li> </ul>	

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	<p><b>Site B and C</b></p> <ul style="list-style-type: none"> <li>• The provision of up to <del>474 97</del> 300 residential units on Site B and 140 residential units on Site C. Proposals should be consistent with the PTAL rating and take account of lower suburban densities to the south</li> <li>• <del>A minimum of 50% of each site should contain employment-generating uses, including B1 office and suitable B2 light industrial</del></li> <li>• The provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary.</li> </ul> <p><b>Site C</b></p> <ul style="list-style-type: none"> <li>• The provision of 500 residential units.</li> <li>• Southern access to Hayes &amp; Harlington station.</li> <li>• Subject to high quality design, the Council will support the provision of tall buildings alongside the canal frontage railway line.</li> </ul> <p><b>Key principles for all sites</b></p> <p>As a preference, Sites A, <del>and B and C</del> should form a comprehensive development scheme across the whole site. <del>which</del> The Council will co-ordinate the phasing of development to complement the wider Hayes Housing Zone area and all proposals will be expected to:</p> <ul style="list-style-type: none"> <li>• <del>Sustains and enhance the significance and integrity of the heritage assets,</del> including the Grand Union Canal, Conservation Areas, Areas of Special Local Character and Locally Listed buildings.</li> <li>• <del>Provides pedestrian links to Hayes Town Centre and key transport nodes; and</del></li> <li>• <del>Reflects the Council's latest evidence of housing need in terms of the type and tenure of residential units;</del></li> <li>• Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.</li> <li>• Provide appropriate community infrastructure to support the overall quantum of development including education, children's services,</li> </ul>	
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	<p>health, transport, community and sport/recreation facilities as necessary.</p> <ul style="list-style-type: none"> <li>• Sufficient setback from Nestles Avenue to allow for the introduction of potential public transport improvements.</li> <li>• 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.</li> </ul> <p>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.</p>	
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Site name	Land South of the Railway, including Nestle Site		
	Site A	Site B	Site C
Proposed number of units	<del>500</del> 1,000	<del>97</del> 300	<del>440</del> 500

Page Number Policy/ Paragraph	Proposed Modification	Justification
Page 41 Policy SA 7: Union House, Hayes	<b>Proposed amendment to the site boundary to include access to canal and amend text as follows:</b>	Proposed amendment made following discussions with the Canal & River Trust.

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**Policy SA 7: Union House, Hayes**

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

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<p><b>Page 46</b> <b>Policy SA 9:</b> Audit and Bellway House, Eastcote</p>	<p><b>Amend Site information Table and text to include updated number of residential units.</b></p>	<p>To reflect the latest planning permission for the site.</p>
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**Audit 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 ~~22~~ 35 residential units. Bellway House sits adjacent to Audit House and is currently used an educational facility. Prior Approval has been granted for the change of use of Bellway House from B1/D1 use to provide 12 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~~ 47 units in accordance with the approved schemes (Refs: [19365/APP/2014/2727](#) [19365/APP/2017/188](#) and [18454/APP/2013/2449](#)).

Site name	Audit and Bellway House, Eastcote	
	Site A Audit House	Site B Bellway House
<b>Relevant Planning History (Most recent)</b>	Change of use from B1 (Offices) to C3 (Dwelling houses) to create <del>22</del> 35 self contained flats (Prior Approval). Approval on <del>25.09.2014</del> , 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
<b>Proposed number of units</b>	<del>22</del> 35	12
<b>Existing Units</b>	0	0
<b>Net Completions</b>	<del>22</del> 35 units	12 units

<b>Indicative Phasing</b>	2011-2016 2016-2021	2011-16
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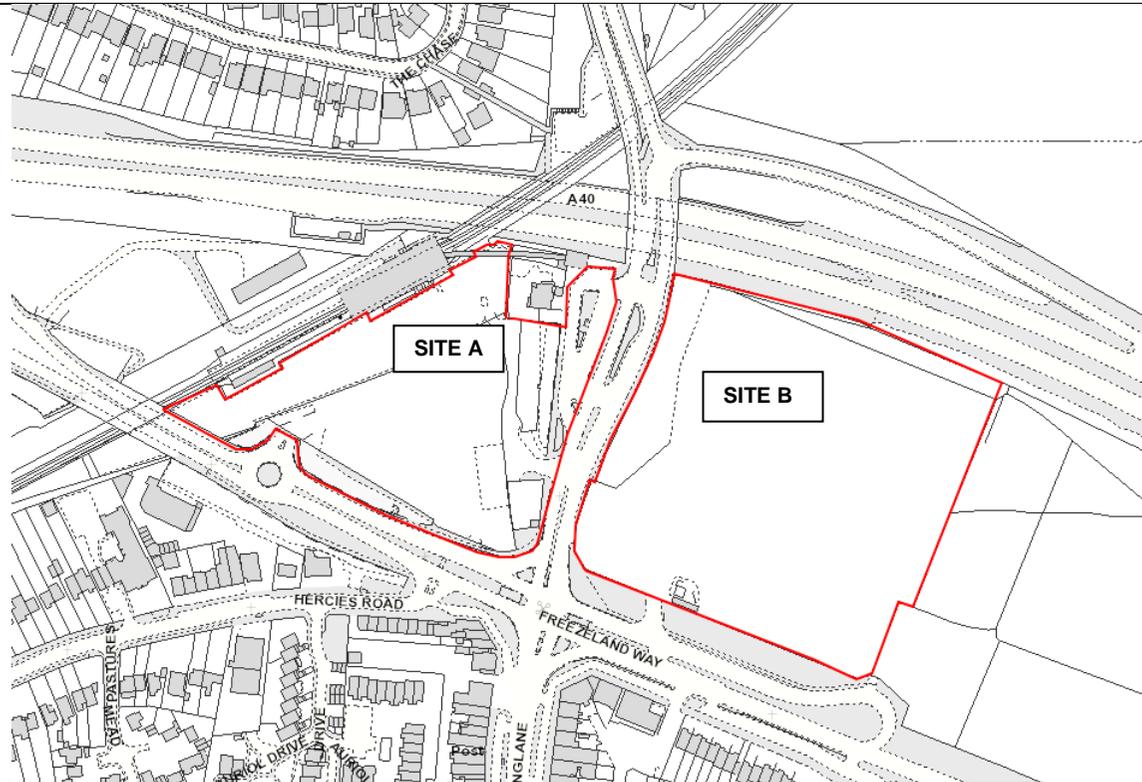
<p><b>Page 47</b> <b>Policy SA 10:</b> 269-285 Field End Road, Eastcote</p>	<p><b>Proposed amendment to the site boundary and renaming of the site to '281 to 285 Field End Road, Eastcote':</b></p>	<p>Proposed amendment made to reflect the developable area of the site. Adjacent sites have been redeveloped for other uses.</p>
<p><b>Page 57</b> <b>Policy SA 14:</b> Master Brewer</p>	<p><b>Proposed amendments to the site boundary and the number of units in the Site Information Table.</b></p>	<p>Amendments to the policy are proposed by LBH on the basis that the extant permission is now unlikely to be implemented. The revised capacity is based on approximately two thirds of the</p>

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and Hillingdon Circus		site being developed at an urban density range appropriate to a PTAL 3 area. Amendments to the site boundary exclude Green Belt land.
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**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.



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	<b>SA 14 24: Master Brewer and Hillingdon Circus, Hillingdon</b>		
	<p><b>All other aspects of the policy will remain the same, apart from the following deletions:</b></p> <p><del>Development within the Green Belt should:</del></p> <ul style="list-style-type: none"> <li><del>Reinforce and enhance the Green Belt Landscape to improve its visual function;</del></li> <li><del>Improve access to Freezeland Covert to promote open space of recreational value;</del></li> <li><del>Secure effective management, including planting of woodland at Freezeland Covert and the pond;</del></li> <li><del>Enhance ecological and wildlife interest on land west of Freezeland Covert; and</del></li> <li><del>Enhance pedestrian access between the Green Belt areas east and west of Long Lane.</del></li> </ul>		
	<b>Site name</b>	<b>Master Brewer and Hillingdon Circus, Hillingdon</b>	
		<b>Site A: Hillingdon Circus</b>	<b>Site B: Master Brewer</b>
	<b>Ward</b>	<del>Hillingdon East Uxbridge North</del>	<del>Uxbridge North Hillingdon East</del>
	<b>Location</b>	Western Avenue/Long Lane	Long Lane/Freezeland Way
	<b>Area (ha/sqm)</b>	<del>9.65</del> 2.1 ha	<del>3.2 ha</del> 3.3 ha
	<b>PTAL Rating</b>	<del>2/3</del>	<del>2/3</del>
	<b>Proposed Development</b>	Mixed Use	
	<b>Current UDP Designation</b>	Local Centre	Local Centre, <del>Green Belt</del>
	<b>Proposed New Designation</b>	None	<del>Nature Conservation Site of Metropolitan Grade 1 Importance</del> None
	<b>Existing Use</b>	Site is currently vacant	

<b>Relevant Planning History</b>	Extant permission for office space. Other applications on the site have either been refused or withdrawn.	<del>A planning application has been submitted for mixed use development including the following:</del> <del>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</del> <del>Application awaiting Determination</del>
<b>Proposed Number of Units</b>	125 - <del>205</del> 140	<del>125</del> 184 250
<b>Existing Units</b>	0	0
<b>Net Completions</b>	125 - <del>205</del> 140 units	<del>107</del> 184 <del>125</del> 250 units
<b>Infrastructure Considerations and Constraints</b>	To be determined through the planning application process	
<b>Flood Risk</b>	<del>Flood Zones 3b, 2 and 1; sufficient developable area in Flood Zone 1; flood plain areas to be retained for open space.</del> Flood Zone 1.	
<b>Contamination</b>	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.
<b>Indicative Phasing</b>	<del>2016 - 2021</del> 2021-2026	<del>2016 - 2021</del> 2021-2026
<b>Other information</b>	Site identified in Hillingdon's Housing Trajectory to deliver <del>125</del> 140 units.	Site identified in Hillingdon's Housing Trajectory to deliver <del>125</del> 250 units.

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<b>Page Number Policy/ Paragraph</b>	<b>Proposed Modification</b>	<b>Justification</b>
<b>Addition of new site after SA 17: 42- 46 Ducks Hill Road</b>	<b>Addition of 36-40 Rickmansworth Road as a new site.</b>	36-40 Rickmansworth Road has planning consent for residential development.

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<p><b>36-40 Rickmansworth Road</b></p> <p>The Council granted planning consent for a residential development on the Rickmansworth Road site in 2017, and expects that development will take place in accordance with the approved scheme.</p>	
<p><b>POLICY NUMBER TO BE CONFIRMED</b></p>	
<p>The Council will support the provision of residential development on the site up to a maximum of 24 units, in accordance with the existing planning permission (69978/APP/2016/2564).</p>	
<p><b>Site name</b></p>	<p><b>36-40 Rickmansworth Road</b></p>
<p><b>Ward</b></p>	<p>Northwood</p>

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	<b>Location</b>	<b>Rickmansworth Road</b>
	<b>Area (ha/sqm)</b>	0.3
	<b>PTAL Rating</b>	2
	<b>Proposed Development</b>	Residential
	<b>Current UDP Designation</b>	None
	<b>Proposed New Designation</b>	None
	<b>Existing Use</b>	Residential
	<b>Relevant Planning History</b>	Application Ref: 69978/APP/2016/2564 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
	<b>Proposed Number of Units</b>	24
	<b>Existing Units</b>	3
	<b>Net Completions</b>	21
	<b>Infrastructure Considerations and Constraints</b>	In line with the conditions of the planning application.
	<b>Flood Risk</b>	Flood Zone 1
	<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
	<b>Indicative Phasing</b>	2016-2021

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<p><b>Page 69</b> <b>Policy SA 19:</b> Braintree Road, South Ruislip</p>	<p><b>Amend Site information Table to include the following proposed number of residential units.</b></p>	<p>To reflect the latest planning permission for the site.</p>
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<p><b>Site name</b></p>	<p><b>Policy SA 19: Braintree Road, South Ruislip</b></p>
<p><b>Location</b></p>	<p>Braintree Road</p>
<p><b>Proposed number of units</b></p>	<p><del>97 104</del> 132 163</p>
<p><b>Existing Units</b></p>	<p>0</p>
<p><b>Net Completions</b></p>	<p><del>97 104</del> 163 units</p>

<p><b>Page 71</b> <b>Policy SA 20:</b> Bourne Court South Ruislip</p>	<p><b>Amend Site information Table to include the following proposed number of residential units.</b></p>	<p>To reflect the latest planning permission for the site.</p>
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<p><b>Site name</b></p>	<p><b>Policy SA 20: Bourne Court, South Ruislip</b></p>
<p><b>Location</b></p>	<p>Southern part of Odyssey Business Park - road access provided by Cavendish Avenue and Bourne Court <del>adjoins South Ruislip Local Centre</del></p>
<p><b>Proposed number of units</b></p>	<p><del>2 49</del> 69</p>
<p><b>Existing Units</b></p>	<p>0</p>
<p><b>Net Completions</b></p>	<p><del>2 49</del> 69 units</p>

Red and Black text reflect what is shown in the Local Plan Part 2 Revised Proposed Submission (October 2015) documents.

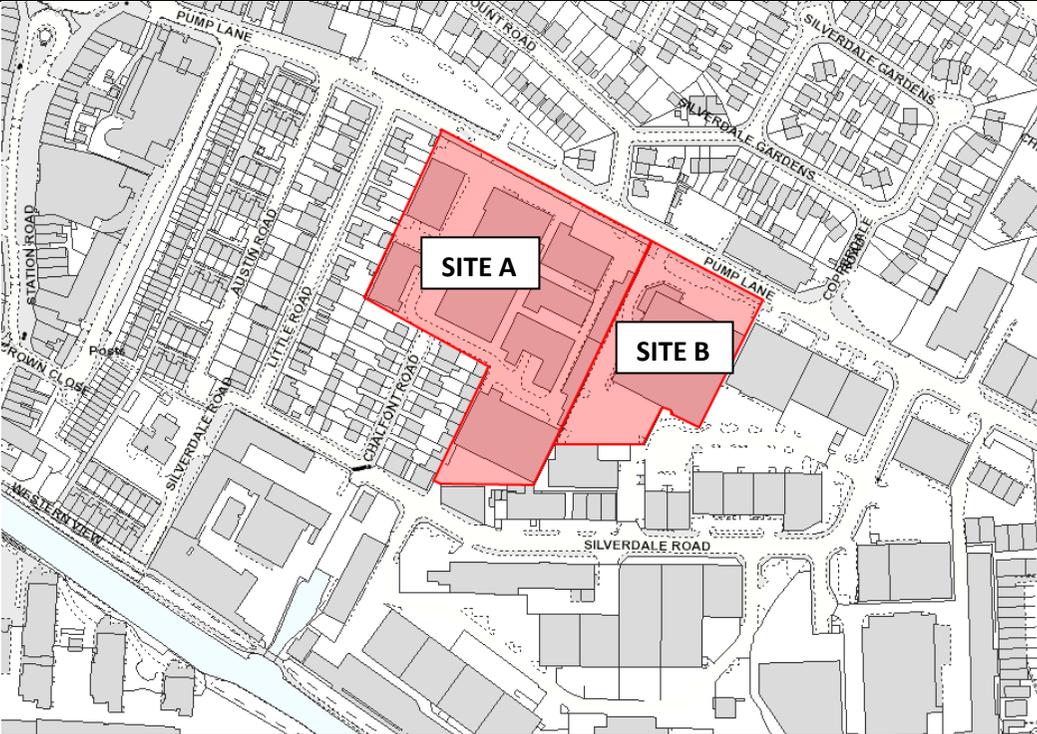
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<p><b>Page 72</b> <b>Policy SA 21:</b> Eagle House, The Runway</p>	<p><b>Amend Site information Table to include the following proposed number of residential units.</b></p>	<p>To reflect the latest planning permission for the site.</p>
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<p><b>Site name</b></p>	<p><b>Policy SA 21: Eagle House, The Runway</b></p>
<p><b>Location</b></p>	<p>The Runway, Adjacent to South Ruislip Underground Station</p>
<p><b>Proposed number of units</b></p>	<p><del>24</del> 22</p>
<p><b>Existing Units</b></p>	<p>0</p>
<p><b>Net Completions</b></p>	<p><del>24</del> 22 units</p>

<p><b>Page 74</b> <b>Policy SA 22</b> Chailey Industrial Estate, Pump Lane</p>	<p><b>Amend the site boundary to include the Matalan site to the east of the main Chailey Industrial Estate.</b></p>	<p>Amendments to the policy are proposed in response to comments made on behalf of the London Diocesan Fund (LDF).</p> <p>The area currently occupied by the Matalan store was included in Policy SA18 of the Site Allocations and Designations Proposed Submission Version 2014.</p> <p>Discussions with the landowner at the time indicated that the site was unlikely to come forward for development. It was therefore not included in the allocation, as shown in Policy SA22 of the October 2015 Revised Proposed Submission Site Allocations and Designations document.</p> <p>Since this time the LDF has acquired the Matalan site and discussions indicate that it is now available for mixed use residential/retail development that retains the existing retail use.</p>
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<p><b>Chailey Industrial Estate, Pump Lane</b></p>	<p>Chailey Industrial Estate forms part of the Pump Lane Industrial Business Area in Hayes and is located in close proximity to Hayes Town Centre. The Council's most recent Employment Land Study identifies the opportunity to <del>for some</del> release <del>of this land to other</del> the site for mixed use development.</p>	
		
	<p><b>Policy SA22: Chailey Industrial Estate, Pump Lane</b> <del>remains unchanged</del></p>	
	<p><b>All other aspects of the policy will remain unchanged, apart from the following inclusion to the development principles:</b></p> <ul style="list-style-type: none"> <li>• Development proposals should maintain the current setback from Pump Lane, to allow for the introduction of potential public transport improvements.</li> <li>• Ground floor uses along Pump Lane should maintain an active frontage.</li> </ul>	

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	<b>Site name</b>	<b>Chailey Industrial Estate, Pump Lane</b>	
		Site A	Site B
	<b>Ward</b>	Townfield	
	<b>Location</b>	Chailey Industrial Estate and Matalan store, Pump Lane	
	<b>Area (ha/sqm)</b>	<del>2.6</del> 1.8 ha	0.8 ha
	<b>PTAL Rating</b>	3	2/3
	<b>Proposed Development</b>	<del>Mixed-use Residential development</del>	Retail/Residential
	<b>Current UDP Designation</b>	Industrial Business Area	
	<b>Proposed New Designation</b>	None; adjacent to proposed Strategic Industrial Location	
	<b>Existing Use</b>	Industrial Buildings	Existing retail unit
	<b>Relevant Planning History</b>	No relevant history	
	<b>Proposed Number of Units</b>	<del>450</del> 198	Proposed number of units to be determined by design.
	<b>Existing Units</b>	0	
	<b>Net Completions</b>	<del>450</del> 198 units	Proposed number of units to be determined by design.
	<b>Infrastructure Considerations and Constraints</b>	To be negotiated as part of the planning application	

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	<b>Flood Risk</b>	Flood Zone 1; surface water ponding; Flood Risk Assessment required.	
	<b>Contamination</b>	Potentially contaminated due to former land use. Land remediation may be required.	
	<b>Indicative Phasing</b>	2016-2021	
	<b>Other information</b>	<p><del>The Chailey Industrial Estate provides an opportunity to enhance Hayes Town Centre through a site allocation policy for development post 2017 in the forth coming LDF. The rest of the area should be re-designated as a Locally Significant Industrial Location and part of the Hayes Industrial Area — Preferred Industrial Location.</del></p> <p>The number of residential units will be determined through a design-led process, to be agreed with Council officers.</p> <p>Site is identified <del>for release to other uses</del> in Hillingdon’s Employment Land Study and Housing Trajectory.</p>	

<b>Page Number Policy/ Paragraph</b>	<b>Proposed Modification</b>	<b>Justification</b>
<b>Page 76 Policy SA 23</b> Silverdale Road/Western View	<b>Amend policy wording and proposed site boundaries as follows:</b>	Amendments are proposed by LBH in response to the designation of the Hayes Housing Zone.

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	<p><b>Policy SA 23 49: Silverdale Road/Western View</b></p>	
	<p>Silverdale Road/Western View is considered suitable <del>to be for</del> released to residential-led mixed use development, <del>including residential development at a density range of 120 – 135 units per hectare.</del> subject to the following criteria:</p> <p><b>Site A</b></p> <ul style="list-style-type: none"> <li><del>The net provision of up to 60 residential units in accordance with, taking account of the Council's latest evidence for housing need.</del> The provision of residential-led mixed use development on the site up to a maximum of 122 units.</li> </ul>	

	<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <del>An appropriate play space should be provided on site and the regeneration of Shackles Dock.</del></li> </ul> <p><b>Site B</b></p> <ul style="list-style-type: none"> <li>• <del>The provision of up to 141 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.</del></li> <li>• The retention of Locally Listed Buildings, which make a significant contribution to the character and historic value of the site.</li> <li>• <del>The site is suitable for provision of predominantly residential development. Given the PTAL rating of 4, the site is suitable for development at a density in the range of 120 – 135 units per hectare;</del></li> <li>• <del>Amenity space and car parking should be provided in accordance with the Council's standards policies in the Council's Development Management Policies document; and</del></li> <li>• <del>Proposals should meet the provisions of relevant policies in other parts of the plan.</del></li> <li>• The proposals should include improved connectivity between Silverdale Road, Austin Road and Hayes Town Centre.</li> <li>• The provision of appropriate new public open space.</li> </ul> <p><b>Site C</b></p> <ul style="list-style-type: none"> <li>• The provision of residential units in accordance with the London Plan density range for urban locations, to reflect the Council's latest evidence on housing need.</li> <li>• The proposals should include improved connectivity between Silverdale Road, Western View, Austin Road and Hayes Town Centre.</li> <li>• The provision of appropriate new public open space.</li> <li>• 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.</li> <li>• Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon Network.</li> </ul> <p><b>Sites A, <del>and B</del> and C</b></p> <p><b>TEXT RELATING TO THESE SITES WILL REMAIN THE SAME</b></p>	
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STATEMENT OF PROPOSED MAIN MODIFICATIONS FOLLOWING REGULATION 19 CONSULTATION, OCTOBER 2015

	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)		<del>0.6</del> 0.7	<del>2.3</del> 1.2 ha-0.7	2.3
PTAL Ratings		3 to 5		
Proposed Development		Residential-led mixed use		
Current UDP Designations		<del>Hayes Town Centre; Industrial Business Area; adjacent to Strategic Canal and River Corridor, Listed Buildings</del>	Industrial Business Area; adjacent to Hayes Town Centre; Locally Listed Building; adjacent to Strategic Canal and River Corridor	Hayes Town Centre; adjacent to Strategic Canal and River Corridor, adjacent to Locally Listed Buildings
Proposed New Designations		None Adjacent to Strategic Industrial Location	Adjacent to Strategic Industrial Location None	Hayes Town Centre
Existing Use		<del>Residential and public house</del> Industrial	Industrial	Residential
Relevant Planning History (Most Recent)		<del>No relevant history</del> 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	<del>No relevant planning history</del> 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	No relevant planning history

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		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.	<del>inspection (Class B2 – general industry) and new entrance door and ramp. Approval on 20.08.07.</del>	
	<b>Proposed Number of Units</b>	<del>60</del> 122	<del>300</del> 441 119	400
	<b>Existing Units</b>	24 0	<del>20</del> 0	278
	<b>Net Completions</b>	<del>36</del> 122 units	<del>280</del> 441 119	122
	<b>Infrastructure Considerations</b>	Drainage infrastructure likely to be required. <b>Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations</b> to be negotiated as part of the planning application.		
	<b>Flood Risk</b>	Flood Zone 1; Flood Risk Assessment required.		
	<b>Contamination</b>	Potentially contaminated land due to former land use. Land remediation may be required.		
	<b>Indicative Phasing</b>	2021-2026	<del>2016-2021</del> 2021-2026	2021-2026
	<b>Other information</b>	<del>Includes Council-owned land;</del> consultation will be required with the Canal & River Trust. <b>Site identified in the Hillingdon Housing Trajectory</b>	Consultation will be required with the Canal & River Trust. <b>Site identified in the Hillingdon Housing Trajectory.</b>	<b>Includes Council owned land; consultation will be required with the Canal &amp; River Trust</b>

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Page Number Policy/ Paragraph	Proposed Modification	Justification
<p><b>Page 79</b> <b>Policy SA 24</b> Benlow Works, Silverdale Road</p>	<p><b>Amend second bullet policy of the policy as follows:</b></p> <ul style="list-style-type: none"> <li>Development proposals should secure the repair of the building and minimise sub-division 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 where required.</li> </ul> <p><b>Amend Proposed Number of Units and Net Completions specified in Site Information Table from 'Proposed number of units will be determined by design' to 36.</b></p>	<p>Amendments are proposed to reflect surrounding industrial uses and to provide an anticipated quantum of development.</p>
<p><b>Page 81</b> <b>Policy SA 25</b> 297 - 299 Long Lane, Hillingdon</p>	<p><b>Amend Proposed Number of Units and Net Completions specified in Site Information Table from 15-25 to 33.</b></p>	<p>To reflect the latest planning permission for the site.</p>
<p><b>Page 85</b> <b>Policy SA 27:</b> St Andrews Park, Annington Homes Site</p>	<p><b>Amend Proposed Number of Units and Net Completions specified in Site Information Table from 120 to 330.</b></p>	<p>Proposed net completions for the site have been updated to reflect current London Plan density guidelines.</p>
<p><b>Page 93</b> <b>Policy SA 30:</b> Grand Union Park, Packet Boat Lane</p>	<p><b>Amend Site information Table to include the following proposed number of residential units.</b></p>	<p>To reflect the latest planning permission for the site.</p>

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<b>Site name</b>	<b>Policy SA 30: Grand Union Park, Packet Boat Lane</b>
<b>Location</b>	Units 1-8, Packet Boat Lane, Cowley
<b>Proposed number of units</b>	<del>110-190</del> 251
<b>Existing Units</b>	0
<b>Net Completions</b>	<del>110-190</del> 251 units

<b>Page 95</b> <b>Policy SA 31:</b> Fassnidge Memorial Hall, Uxbridge	<b>Amend Site information Table to include the following proposed number of residential units.</b>	To reflect the latest planning permission for the site.
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<b>Site name</b>	<b>Policy SA 31: Fassnidge Memorial Hall</b>
<b>Location</b>	High Street, Uxbridge
<b>Proposed number of units</b>	<del>48</del> 80
<b>Existing Units</b>	0
<b>Net Completions</b>	<del>48</del> 80 units

<b>Page 96</b> Addition of new site after Policy SA31: Fassnidge Memorial Hall	<b>Addition of Waterloo Wharf, Uxbridge as a new site.</b>	Waterloo Wharf has planning consent for residential development.
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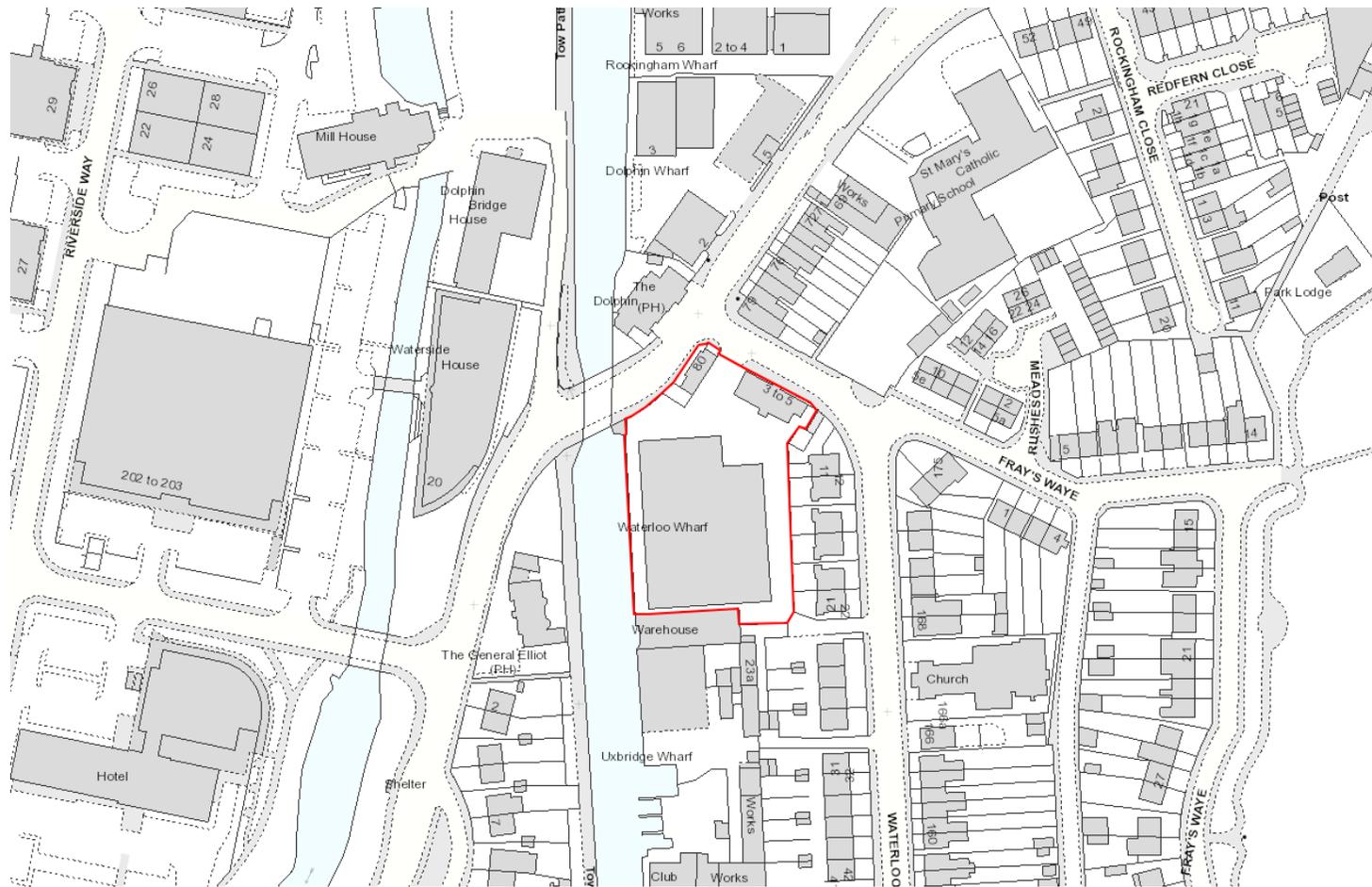
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**Waterloo Wharf**

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 and expects that development will take place in accordance with the approved scheme.



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	<b>POLICY NUMBER TO BE CONFIRMED</b>		
	The Council will support the provision of residential development on the site up to a maximum of 52 units, in accordance with the existing planning permission (43016/APP/2016/2840).		
	<b>Site name</b>	<b>Waterloo Wharf, Uxbridge</b>	
	<b>Ward</b>	Uxbridge South	
	<b>Location</b>	Waterloo Road	
	<b>Area (ha/sqm)</b>	0.4	
	<b>PTAL Rating</b>	3	
	<b>Proposed Development</b>	Residential-led mixed use	
	<b>Current UDP Designation</b>	Conservation Area	
	<b>Proposed New Designation</b>	None	
	<b>Existing Use</b>	Commercial Units	
	<b>Relevant Planning History</b>	Application Ref: 43016/APP/2016/2840 Demolition of existing buildings. Erection of 4 storey building containing 52 apartments and commercial unit together with associated car parking, access and landscaping.	
	<b>Proposed Number of Units</b>	52	
	<b>Existing Units</b>	0	
	<b>Net Completions</b>	52	

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	<b>Infrastructure Considerations and Constraints</b>	In line with the conditions of the planning application.	
	<b>Flood Risk</b>	Flood Zone 1	
	<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	
	<b>Indicative Phasing</b>	2016-2021	
	<b>Other information</b>	None	

<b>Page 96</b> Addition of new site after Waterloo Wharf, Uxbridge	<b>Addition of Randalls Building, Uxbridge as a new site.</b>	Randalls Building has planning consent for residential development.
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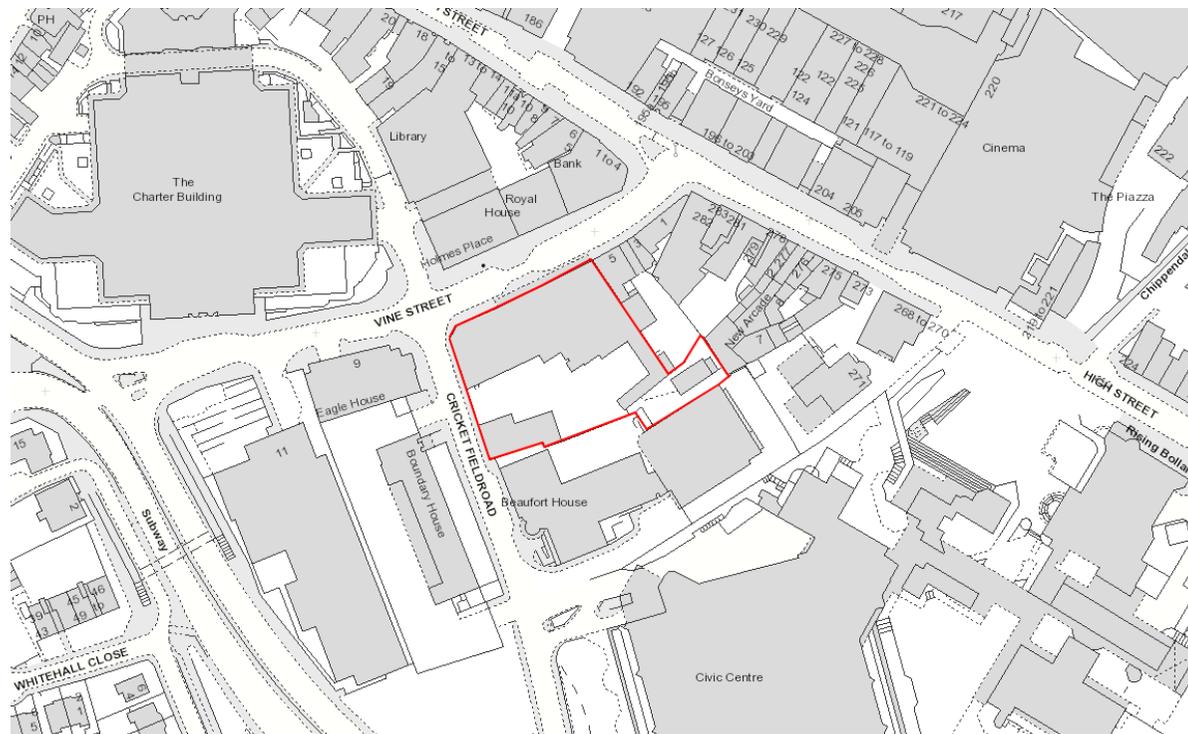
**LONDON BOROUGH OF HILLINGDON  
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**Former Randalls Building, Uxbridge**

The site of the Randalls Building is located within Uxbridge town centre. The Council granted planning consent for mixed use development in 2017 and expects that development will take place in accordance with the approved scheme.



**POLICY NUMBER TO BE CONFIRMED**

The Council will support the provision of mixed use development on the site up to a maximum of 58 units, in accordance with the existing planning permission (41309/APP/2016/3391).

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	<b>Site name</b>	<b>Randalls Building, Uxbridge</b>	
	<b>Ward</b>	South Uxbridge	
	<b>Location</b>	Vine Street	
	<b>Area (ha/sqm)</b>	0.3	
	<b>PTAL Rating</b>	5	
	<b>Proposed Development</b>	Mixed Use	
	<b>Current UDP Designation</b>	Uxbridge Town Centre; Conservation Area; Listed Building	
	<b>Proposed New Designation</b>	None	
	<b>Existing Use</b>	Former department store	
	<b>Relevant Planning History</b>	Application Ref: 41309/APP/2016/3391 Change of use of the site to mixed -use development.	
	<b>Proposed Number of Units</b>	58	
	<b>Existing Units</b>	0	
	<b>Net Completions</b>	58	
	<b>Infrastructure Considerations and Constraints</b>	In line with the conditions of the planning application.	
	<b>Flood Risk</b>	Flood Zone 1	
	<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition	
	<b>Indicative Phasing</b>	2016-2021	

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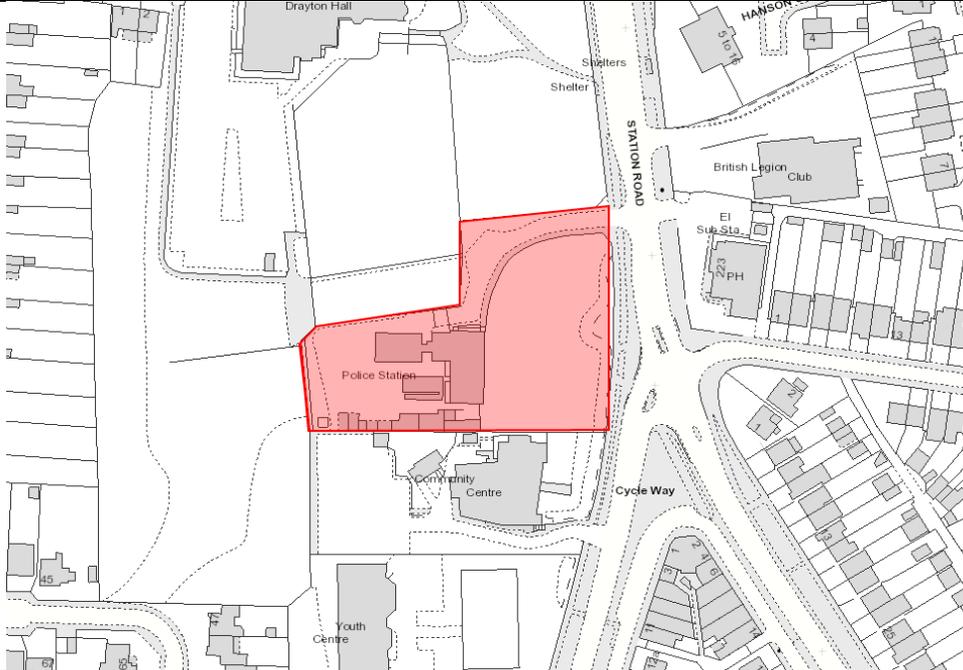
**18<sup>th</sup> May 2018**

STATEMENT OF PROPOSED MAIN MODIFICATIONS FOLLOWING REGULATION 19 CONSULTATION, OCTOBER 2015

	<b>Other information</b>	None	
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<p><b>Page 102</b> Addition of new site after Policy SA 34: the Blues Bar</p>	<p><b>Addition of West Drayton Police Station as a new site.</b></p>	<p>West Drayton Police Station site has planning consent for residential development.</p>
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<p><b>West Drayton Police Station</b></p> <p>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 for the development of 43 units and expects that development will take place in accordance with the approved scheme.</p>	
	
<p><b>POLICY NUMBER TO BE CONFIRMED</b></p>	
<p>The Council will support the provision of residential development on the site up to a maximum of 43 units, in accordance with the existing planning permission (12768/APP/2014/1870).</p>	
<p><b>Site name</b></p>	<p><b>West Drayton Police Station</b></p>
<p><b>Ward</b></p>	<p>West Drayton</p>

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<b>Location</b>	Station Road
<b>Area (ha/sqm)</b>	0.55
<b>PTAL Rating</b>	2
<b>Proposed Development</b>	Residential
<b>Current UDP Designation</b>	Conservation Area
<b>Proposed New Designation</b>	Conservation Area
<b>Existing Use</b>	Police Station
<b>Relevant Planning History</b>	Application Ref: 12768/APP/2014/1870 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
<b>Proposed Number of Units</b>	43
<b>Existing Units</b>	0
<b>Net Completions</b>	43
<b>Infrastructure Considerations and Constraints</b>	In line with the conditions of the planning application.
<b>Flood Risk</b>	Flood Zone 1
<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition

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	<b>Indicative Phasing</b>	2016-2021	
	<b>Other information</b>	None	

<b>Page 102</b> Addition of new site after West Drayton Police Station	<b>Addition of Former Royal British Legion Building as a new site.</b>	Former Royal British Legion Building has planning consent for residential development.
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### 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 for the development of 13 units and expects that development will take place in accordance with the approved scheme.



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	<b>POLICY NUMBER TO BE CONFIRMED</b>		
	The Council will support the provision of residential development on the site up to a maximum of 13 units, in accordance with the existing planning permission (11332/APP/2016/1595).		
	<b>Site name</b>	<b>Former Royal British Legion Building</b>	
	<b>Ward</b>	West Drayton	
	<b>Location</b>	Station Road	
	<b>Area (ha/sqm)</b>	0.3	
	<b>PTAL Rating</b>	2	
	<b>Proposed Development</b>	Residential	
	<b>Current UDP Designation</b>	None	
	<b>Proposed New Designation</b>	None	
	<b>Existing Use</b>	Former Royal British Legion Building	
	<b>Relevant Planning History</b>	Application Ref: 11332/APP/2016/1595 Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. Approval on 19.06.17	
	<b>Proposed Number of Units</b>	13	
	<b>Existing Units</b>	0	
	<b>Net Completions</b>	13	

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	<b>Infrastructure Considerations and Constraints</b>	In line with the conditions of the planning application.	
	<b>Flood Risk</b>	Flood Zone 1	
	<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition	
	<b>Indicative Phasing</b>	2016-2021	
	<b>Other information</b>	None	

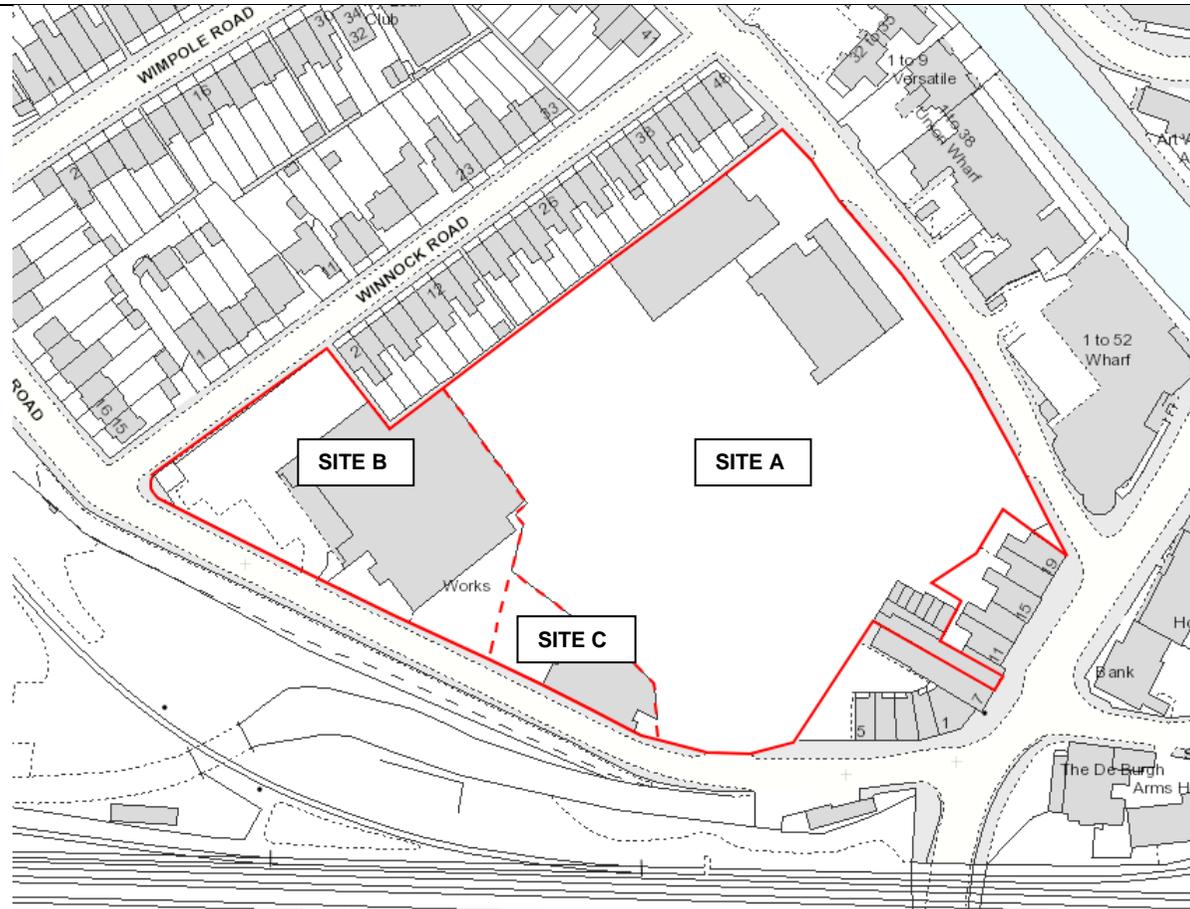
<b>Page 109 Policy SA 38:</b> Padcroft Works, Tavistock Road, Yiewsley	<b>Amend Site information Table to include the latest planning consents on the site.</b>	To reflect the latest planning permission for the site.
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**Padcroft Works, Tavistock Road, Yiewsley**

Tavistock Road occupies a prominent position ~~at the southernmost part of in~~ Yiewsley Town Centre, in close proximity to West Drayton Railway Station. In 2013 planning permission was granted ~~at the site~~ for a residential-led mixed use development on the site. ~~The Council expects the proposals to be undertaken in accordance with the approved scheme.~~



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<b>POLICY SA <del>28</del> 38: Padcroft Works and COMAG</b>				
<p><b>Site A: Padcroft Works</b></p> <p>The Council will ensure that <del>the development on the site is undertaken in accordance with the approved scheme (Ref: 45200/APP/2014/3638). is developed in accordance with takes account of the following development principles. to be consistent with the existing planning permission (ref: 45200/APP/2012/3082).</del></p> <ul style="list-style-type: none"> <li><del>• Up to 308 residential units;</del></li> <li><del>• Higher density may be acceptable subject to high quality design;</del></li> <li><del>• Commercial ground floor uses; and</del></li> <li><del>• Associated amenity space, car parking and landscaping.</del></li> </ul> <p><del>The Council will seek to secure the development of the site in accordance with the existing permission.</del></p> <p><b>Site B: COMAG I</b></p> <p>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.</p> <p><b>Site C: COMAG II</b></p> <p>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.</p> <p><b>Key principles for all three sites</b></p> <p>As a preference, Sites A, B and C should form a comprehensive development scheme across the whole site.</p>				
<b>Site name</b>	<b>Site A: Padcroft Works</b>	<b>Site B: COMAG I</b>	<b>Site C: COMAG II</b>	
<b>Ward</b>	Yiewsley			
<b>Location</b>	Tavistock Road	Winnock Road	Winnock Road	
<b>Area (ha/sqm)</b>	<del>0.87</del> 1.6 ha	0.3	0.06	

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	<b>PTAL Rating</b>	<del>2</del> , 3 and 4	3	3
	<b>Proposed Development</b>	Residential Mixed-use	Residential-led	Residential-led
	<b>Current UDP Designation</b>	Industrial Business Area		
	<b>Proposed New Designation</b>	None		
	<b>Existing Use</b>	Industrial		
	<b>Relevant Planning History</b>	<p><del>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, Padercroft 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 Residential-led mixed use development to deliver 308 units (ref 45200/APP/2014/3638). Approved subject to S106.</del></p>	None	None

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<b>Proposed Number of Units</b>	<del>208</del> 308 315	100	To be determined by design
<b>Existing Units</b>	None	None	None
<b>Net Completions</b>	<del>208</del> 308 315	100	To be determined by design
<b>Infrastructure Considerations and Constraints</b>	Drainage strategy is in place	To be negotiated as part of the planning application for development on the site.	To be negotiated as part of the planning application for development on the site.
<b>Flood Risk</b>	Flood Zone 1, Surface Water Flooding		
<b>Contamination</b>	Any potential contamination will be addressed through the discharge of an appropriate planning condition		
<b>Indicative Phasing</b>	2016-2021	2021-2026	2021-2026
<b>Other information</b>	<del>None</del> Crossrail and HS2 200 metre buffer zone. Site identified in the Hillingdon Housing Trajectory.	None	None

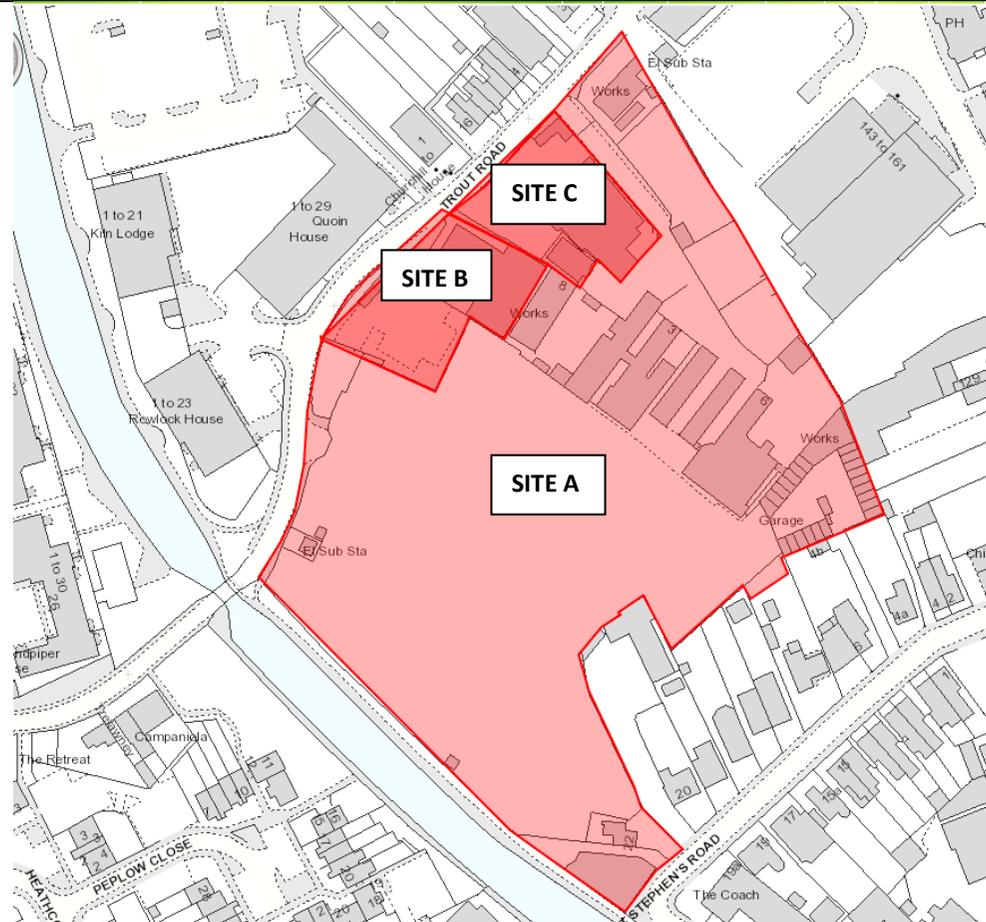
<b>Page Number Policy/ Paragraph</b>	<b>Proposed Modification</b>	<b>Justification</b>
<b>Page 111 Policy SA 39</b> Trout Road, Yiewsley	<b>Amendment to the proposed allocation to include Onslow Mills as Site C</b>	The Council supports the development of this part of the site for residential use.

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**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 site is considered suitable for residential-led mixed use development.~~ 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.



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	<b>Policy SA 39: Trout Road, Yiewsley</b>				
	<p><b>Site A</b></p> <p>The Council will seek to secure the development of the site in accordance with the existing permission (Ref: 38058/APP/2013/1756).  <del>the Council supports the will secure development of this site subject to the following key development principles:</del>  <del>30% of floorspace should relate to leisure and commercial uses to reflect the town centre location and the previous use of the site;</del>  <del>70% of floorspace should relate to residential uses;</del></p> <p><b>Site B</b></p> <p>The Council will seek to secure the development of the site in accordance with the existing permission (Ref: 3678/APP/2013/3637).</p> <p><b>Site C</b></p> <p>The principle of residential development is supported, subject to the agreement of design, layout and massing details with the Council.</p>				
	<b>Site Name</b>	<b>Trout Road, Yiewsley</b>			
		<b>Site A</b>	<b>Site B</b>	<b>Site C</b>	
	<b>Ward</b>	Yiewsley	Yiewsley	Yiewsley	
	<b>Location</b>	Rainbow and Kirby Industrial Estates, Trout Road	Caxton House, Trout Road	Onslow Mills	
	<b>Area (ha/sqm)</b>	2.7	0.18	0.13	
	<b>PTAL Ratings</b>	2	2	2	
	<b>Proposed Development</b>	Mixed Use	Residential	Residential	
	<b>Current UDP Designations</b>	Industrial Business Area; Yiewsley Town Centre; Archaeological Priority Zone			
	<b>Proposed New Designations</b>	None	None	None	

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	Existing Use	Industrial buildings	Industrial buildings	Industrial buildings
	<b>Relevant Planning History (Most Recent)</b>	<p><del>A planning application has been submitted for the following:</del></p> <p>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). <b>Approval on 16.06.2014.</b></p> <p><del>Application awaiting determination.</del></p>	<p><b>Erection of 44 residential apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings). Approval on 31.07.2014.</b></p>	<p>Application for residential development submitted</p>
	<b>Proposed Number of Units</b>	<del>99</del> 149	44	24
	<b>Existing Units</b>	0	0	0
	<b>Net Completions</b>	<del>99</del> 149 units	44 units	24
	<b>Infrastructure Considerations</b>	As per extant consent	As per extant consent	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible

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				stage. Further infrastructure considerations to be negotiated as part of the planning application.	
	<b>Flood Risk</b>	Flood Zone 1	Flood Zone 1, surface flooding, Drainage Statement in place.	Flood Zone 1	
	<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.			
	<b>Indicative Phasing</b>	2016 - 2021	2016 - 2021	2021-2026	
	<b>Other information</b>	Site is identified in Hillingdon's Housing Trajectory and for release in the Council's Employment Land Study. <del>Proposed Residential Units Calculation; PTAL Rating @ 60 uph</del>	Site is identified for release in the Council's Employment Land Study. Habitat Survey in place.		

Addition of new site after Policy SA 39: Trout Road, Yiewsley	<b>Addition of Land to the rear of 2-24 Horton Road as a new site.</b>	Land to the rear of 2-24 Horton Road has planning consent for residential development.
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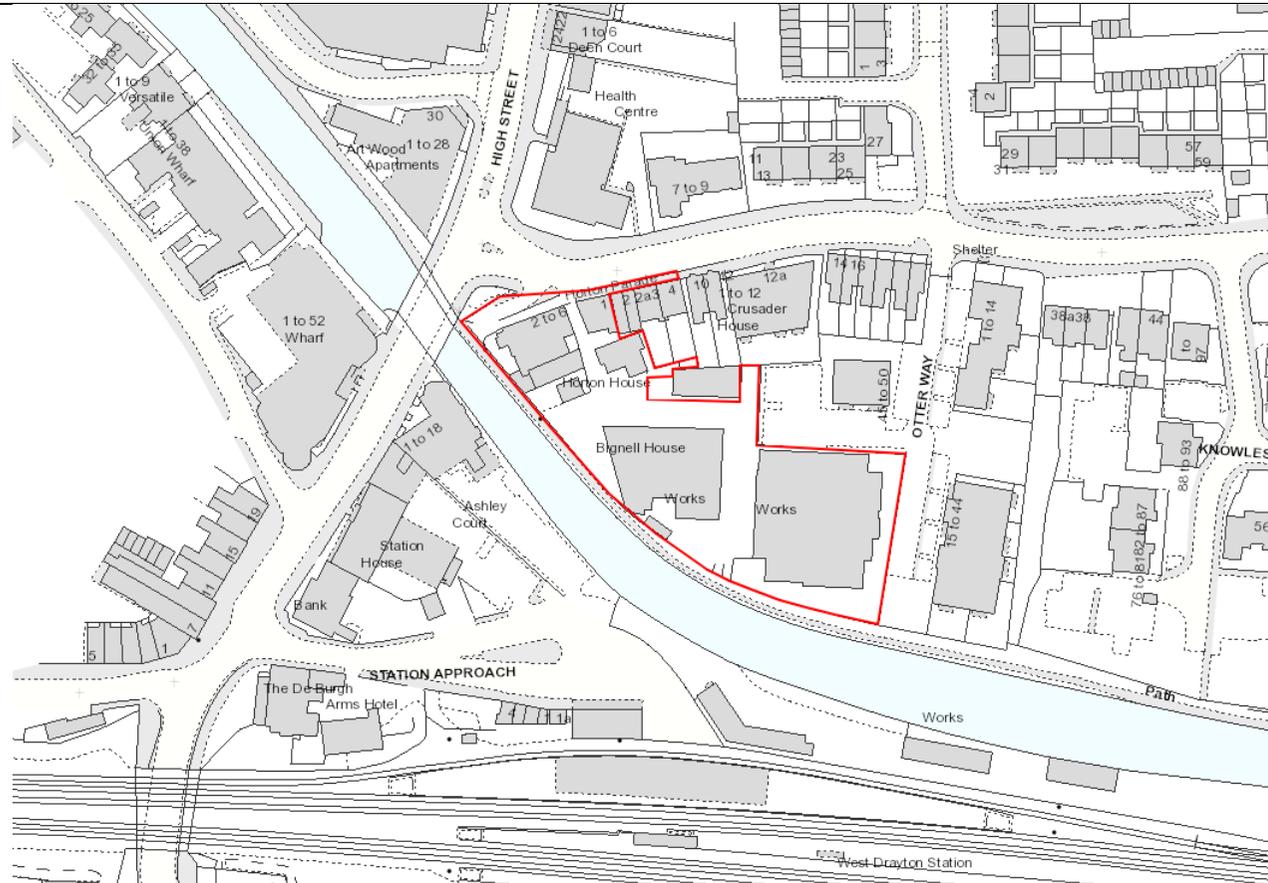
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**Land to the rear of 2-24 Horton Road**

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 for the development of 86 units and expects that development will take place in accordance with the approved scheme.



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	<b>POLICY NUMBER TO BE CONFIRMED</b>	
	The Council will support the provision of residential-led mixed use development on the site up to a maximum of 86 units, in accordance with the existing planning permission (71582/APP/2016/4582).	
	<b>Site name</b>	<b>Land to the rear of 2-24 Horton Road</b>
	<b>Ward</b>	Yiewsley
	<b>Location</b>	Horton Road
	<b>Area (ha/sqm)</b>	0.5
	<b>PTAL Rating</b>	3
	<b>Proposed Development</b>	Residential-led mixed use
	<b>Current UDP Designation</b>	Yiewsley Town Centre
	<b>Proposed New Designation</b>	None
	<b>Existing Use</b>	Industrial Units
	<b>Relevant Planning History</b>	Application Ref: 71582/APP/2016/4582 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
	<b>Proposed Number of Units</b>	86
	<b>Existing Units</b>	0

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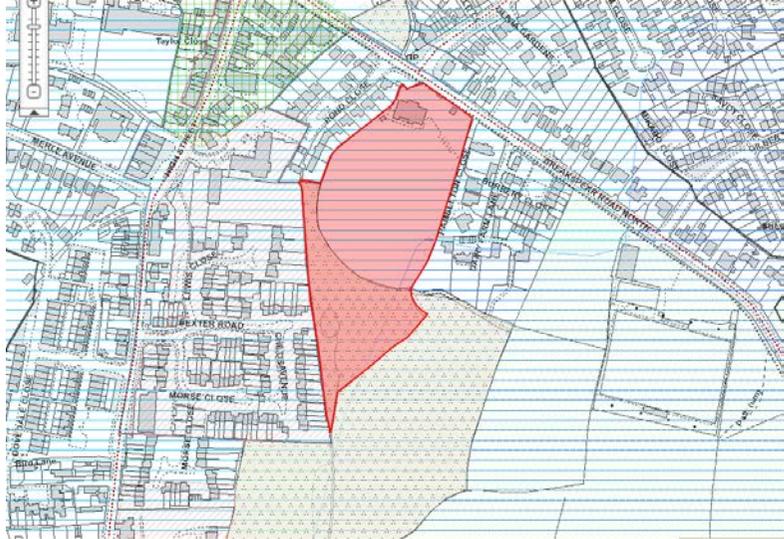
	<b>Net Completions</b>	86
	<b>Infrastructure Considerations and Constraints</b>	In line with the conditions of the planning application.
	<b>Flood Risk</b>	Flood Zone 1
	<b>Contamination</b>	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition
	<b>Indicative Phasing</b>	2016-2021
	<b>Other information</b>	None

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**Chapter 5: Green Belt, Metropolitan Open Land, Areas forming links in the Green Chain, Nature Conservation Sites**

Page Number Policy/ Paragraph	Proposed Modification	Justification
<p><b>Page 162 6) The Dairy Farm and Spinney, Harefield</b></p>	<p><b>Site is proposed to be renamed: The Cricket Ground and Spinney, Harefield.</b></p> <p><b>The site boundary should be amended to exclude new development to the east of Dairy Farm Lane. The proposed new site boundary is as follows:</b></p> 	<p>Proposed boundary has been formulated to exclude area of new development on Dairy Farm Lane.</p>
<p><b>Proposed new amendment to the Green Belt boundary.</b></p>	<p>As currently defined, the Green Belt cuts through the middle of the car park to the rear of Duval House. The 2013 Green Belt Assessment recommends that the boundary should be amended in accordance with the following plan. The red line shows the proposed new Green belt boundary.</p>	<p>To reflect the conclusions of the Council's 2013 Green Belt Assessment, ensuring that the Green Belt follows a clearly defined physical boundary.</p>

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<p><b>Duval House Car Park, Harmondsworth.</b></p>		
<p><b>Proposed new amendment to the Green Belt boundary</b> <b>Land to the rear of 63 Daleham Drive.</b></p>	<p>The Green Belt boundary currently overlaps the property western property boundary of 63 Daleham Drive. The proposed amendment would result in the Green Belt boundary following the clearly defined boundary of the property.</p>	<p>To reflect the conclusions of the Council's 2013 Green Belt Assessment, ensuring that the Green Belt follows a clearly defined physical boundary.</p>

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<p><b>Proposed amendment to the MOL boundary</b></p> <p><b>Falling Lane Recreation Ground, Yiewsley</b></p>		<p>Amendment to correct error in the Site Allocation and Designations document, so that it is consistent with the Policies Map.</p>

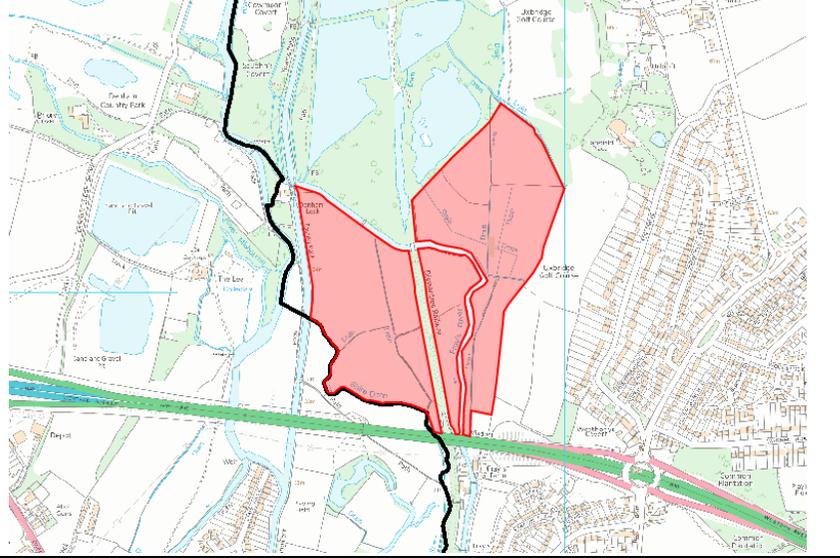
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<p><b>Proposed amendment to Frays Island and Mabey's Meadow nature reserve boundary</b></p>		<p>To accurately reflect the extent of the nature reserve.</p>
<p><b>Proposed inclusion of Huckerby's Meadow nature reserve boundary</b></p>		<p>To include the most recently designated nature reserves.</p>

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<p><b>Proposed inclusion of Frays Farm Meadows nature reserve boundary</b></p>		<p>To include the most recently designated nature reserves.</p>
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**Chapter 7: Community Infrastructure Sites**

<p><b>Page Number Policy/ Paragraph</b></p>	<p><b>Proposed Modification</b></p>	<p><b>Justification</b></p>
<p><b>Page 235 Chapter 7: Community Infrastructure Sites</b></p>	<p><b>Replace paragraphs 7.1 to 7.11 with the following text:</b></p>	<p>The following text has been prepared to reflect the current position in the borough regarding education and healthcare needs.</p>

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### School Place Provision

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.

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

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.

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

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.

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 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.

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.

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**Health Care Provision**

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**

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

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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..

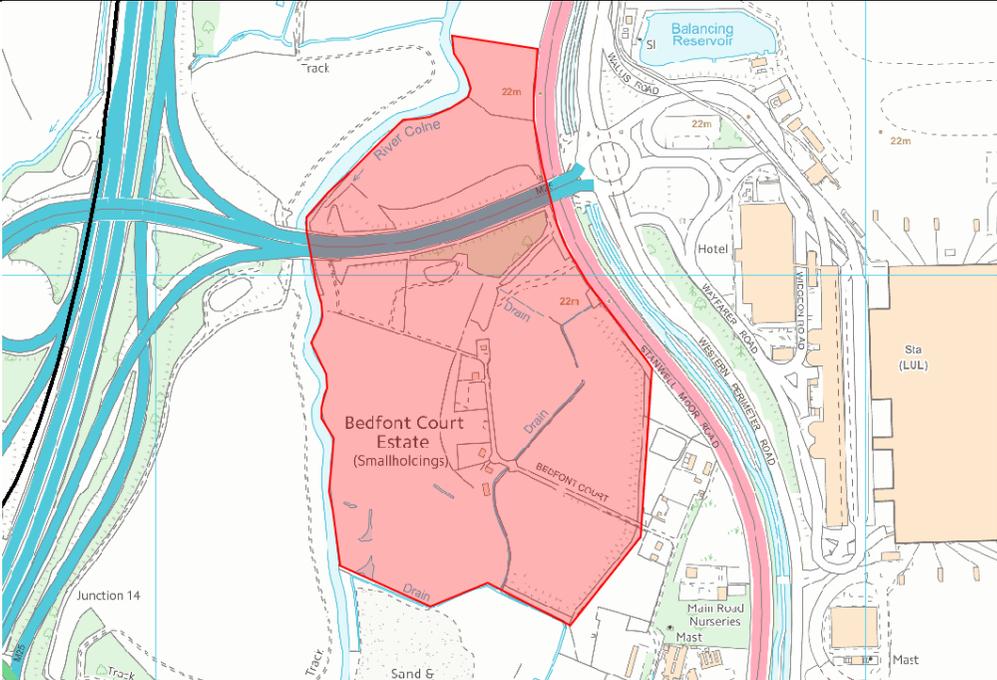
**Chapter 8: Minerals Safeguarding Areas**

Page Number Policy/ Paragraph	Proposed Modification	Justification
<p><b>Page 247</b> Paragraph 8.1</p>	<p><b>Proposed deletion of paragraphs 8.1-8.4 to be replaced with the following text:</b></p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Land to the west of Harmondsworth Quarry (Preferred Area)</li> <li>• Land north of Harmondsworth (Preferred Area), and</li> <li>• Land at Sipson Lane, east of the M4 spur (Specific Site)</li> </ul> <p>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.</p> <p><b>Paragraphs 8.5 - 8.6 will be retained, although paragraph number will be amended to be consistent with the proposed new text.</b></p>	<p>Proposed amendments have been made to reflect current London Plan Policies.</p>

<p><b>Page 247 Paragraph 8.4</b></p>	<p><b>Name of chapter will be changed to Minerals Development</b></p> <p>The 'Site Types' of sites Land to the west of Harmondsworth Quarry, Land north of Harmondsworth and Land at Sipson Lane, east of the M4 spur will be amended in the Site Information Table to reflect the proposed changes identified above.</p>	<p>To ensure compliance with National Planning Policy Guidance.</p>
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<p><b>Bedfont Court Estate</b></p>	
	 <p>The map shows the Bedfont Court Estate (Smallholdings) highlighted in red. It is situated along the River Colne. Key features include the Balancing Reservoir to the north, Junction 14 to the west, and the Heathrow Airport boundary to the east. Infrastructure shown includes roads like Watlington Road, Bedfont Court Road, and the A404. Other landmarks include a Hotel, Main Road Nurseries, and a Mast. The estate is bounded by a red line, and various drains and tracks are also indicated.</p>
<p><b>Site name</b></p>	<p><b>Bedfont Court Estate</b></p>
<p><b>Site Type</b></p>	<p>Area of Search</p>
<p><b>Location</b></p>	<p>Site is located immediately to the west of the Heathrow Airport Boundary</p>
<p><b>Existing Use</b></p>	<p>Open Land</p>
<p><b>Area (ha/sqm)</b></p>	<p>26 ha</p>

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	<b>PTAL Rating</b>	0	
	<b>Proposed Development</b>	Mineral Extraction	
	<b>Infrastructure Considerations</b>	As defined in the most recent planning proposals.	
	<b>Relevant Planning History</b>	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	
	<b>Designation</b>	Green Belt	
	<b>Policy Considerations</b>	London Plan Policy 5.20 Local Plan Part 1: Policies HE1, EM2 and EM9. Archaeological Considerations, including the Archaeological Priority Zone.	
	<b>Indicative Phasing</b>	2021-2026	
	<b>Designation</b>	Green Belt	

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**Proposed Main Modifications to the Revised Proposed Submission Development Management Policies document**

**Chapter 3: Town Centres, Pages 22 - 35**

Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Page 25 Policy DMTC 1	<p><b>Addition of the following criteria as part B of the policy. Other criteria will be relabelled accordingly.</b></p> <p>B) Residential use of ground floor premises in primary and secondary shopping areas and in designated parades will not be supported.</p>	<p>Proposed change made to maintain retail uses in primary shopping areas.</p>
Page 26 Paragraph 3.7	<p>3.7 Ensuring the viability of Hillingdon’s retail centres by managing their land uses is considered integral to the economic and social prosperity of Hillingdon. Vibrant town centres need to have a “critical mass” appropriate to their role in the network and an appropriate level of diversity of retail development to attract consumers of all ages and backgrounds on a regular basis at different times of the day and throughout the year. <del>The NPPF outlines that local planning authorities should define the extent of town centres and primary shopping areas based on a clear definition of primary and secondary frontages in designated centres and set policies which make it clear which uses will be permitted in such locations.</del> However, the Council will consider proposals which constitute a departure from the policies in this chapter, where they provide clear and long lasting benefits to the vitality and viability of town centres in the borough.</p>	<p>Proposed change made in response to comments from Nathaniel Litchfield on behalf of Intu Properties plc: ID 89, Rep number 1.</p> <p>Text has been deleted so as not to repeat national policy.</p> <p>Supporting text has been added to clarify the circumstances where a departure from the policy would be acceptable.</p>
Page 27 Policy DMTC 2	<p><b>Amendments to Part B of the policy:</b></p> <p>B) In secondary shopping areas, the Council will support the ground floor use of premises for retail; financial and professional activities; restaurants, cafes, pubs and bars; launderettes and other coin operated dry cleaners; community service offices, including doctor’s surgeries provided that:</p> <ul style="list-style-type: none"> <li>i) a minimum of 50% of the frontage is retained in retail use; and</li> <li>ii) <del>Use Class A5 hot food takeaways the uses specified in policy DMTC 4</del></li> </ul>	<p>Proposed change in response to comments from SSA Planning on behalf of KFC: ID 79, Rep number 1.</p> <p>Policy has been amended to ensure consistency with DMTC4. The change in emphasis to include additional uses over and above A5 is considered sufficient to constitute a major amendment.</p> <p>Amendment to Clause iii) clarify the application of the policy</p>

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	<p>are limited to a maximum of 15% of the frontage; and</p> <p><del>iii) the frontage of the proposed use will not result in a separation of Class A1 uses of is no more than 12m interruption in frontage of between Class A1 shops; and</del></p> <p><del>iv iii) or the proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and vibrancy viability of the town centre; and.</del></p> <p><del>iv) compliance with other relevant policies of the Local Plan.</del></p>	<p>which seeks to prevent separation of A1 retail uses.</p>
<p>Page 27 Policy DMTC 2</p>	<p><b>Addition of Part C to the policy as follows:</b></p> <p>The Council will give consideration to the provision of community facilities within secondary frontages where it can be demonstrated that these will be open to members of the public and would support the vitality and viability of the centre.</p>	<p>To support the vitality and viability of town centres and provide flexibility, in accordance with national policy guidance.</p>
<p>Page 28 Policy DMTC 2</p>	<p><b>Addition of Part D to the policy:</b></p> <p>Outside of defined primary and secondary areas, proposals for a change of use from A1 retail will be permitted, provided the change does not result in the loss of an essential local service.</p>	<p>To support the vitality and viability of town centres and provide flexibility, in accordance with national policy guidance.</p>
<p>Page 31 Policy DMTC 3</p>	<p><b>It is proposed to delete Part A of the policy. Other parts of the policy will be relabelled accordingly.</b></p> <p><del>A) The Council will protect local centres and resist proposals that may impact on their vitality and viability by:</del></p> <p><del>i) ensuring the retention of at least one in three or 70% of Class A1 shops in the Core area;</del></p> <p><del>ii) allowing proposals for change of use of an A1 shop outside the Core, subject to the following provisions:</del></p> <p><del>-(a) the centre as a whole includes essential local shop uses sufficient in number, range and type choice to serve the surrounding residential area; and</del></p> <p><del>-(b) the proposed use does not provide a local service; and</del></p>	<p>Proposed change made in response to comments from SSA Planning on behalf of KFC: ID 79, Rep number 1.</p> <p>Policy has been amended to ensure consistency with DMTC4. The change in emphasis to include additional uses over and above A5 is considered sufficient to constitute a major amendment.</p>

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	<p><del>-(c) compliance with other relevant policies of the Local Plan including traffic and parking provisions.</del></p> <p><del>iii) ensuring A5 hot food takeaways are limited to a maximum of 15% of the frontage.</del></p> <p><del>ii) Ensuring proposals are consistent with the scale and function of the Local Centre.</del></p>	
<p>Page 31 Policy DMTC 3</p>	<p><b>Policy DMTC 3: Maintaining the Viability of Local Centres and Local Parades</b></p> <p><del>B) A) The Council will protect and enhance the function of local centres and local shopping parades by retaining uses that support their continued viability and attractiveness to the locality # they serves. In considering applications for changes of use of shops # the Council will ensure that:</del></p> <p>i) the local centre or shopping parade retains sufficient essential shop uses to provide a range and choice of shops appropriate to the size of the parade and its function in the Borough shopping hierarchy;</p> <p>ii) at least of 50% of the local centre or shopping parade is retained as Use Class A1 shops; and</p> <p><del>iii) A5 hot food takeaways are limited to a maximum of 15% of the frontage; and</del></p> <p>iiiiv) the surrounding residential area is not deficient in essential shop uses.</p>	<p>Proposed amendments reflect the deletion of Part A of the policy. Applying the 15% guideline for uses specified in DMTC 4 to all Local Parades may not be practicable.</p>
<p>Page 32 Paragraph 3.20</p>	<p>The Mayor of London's Town Centres SPG encourages boroughs to manage over concentrations of certain activities, such as betting shops, hot food takeaways and pay day loan outlets. <del>In considering unacceptable concentration of hot food take-aways, drinking establishments, betting shops, night clubs, casinos amusement centres and similar uses, #</del>The Council will apply the maximum threshold for these uses of 15% of primary and secondary frontages as set out in criteria A ii) and B ii) of Policy DMTC 2: Primary and Secondary Shopping Areas A (ii) and DMTC 3: Maintaining the Viability of Local Centres and Local Parades A (iii). A Supplementary Planning Document will be prepared to provide more detailed guidance on the issues raised by these uses, including the proximity of hot food takeaways to schools.</p>	<p>Proposed change made in response to comments from Planning Potential on behalf of Paddy Power: ID 113, Rep number 3.</p> <p>Clarification to reflect the content of the Mayor of London's Town Centres SPG.</p>

**Chapter 4: New Homes, Pages 36-46**

Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Accommodation Page 46 Paragraph 4.26	<p><b>Insert the following new policy as DMH 9 Gypsies and Travellers and Travelling Show-People.</b></p> <p>Provision to meet the needs of Gypsies, Travellers and Travelling Showpersons, including those for new sites and pitches will be supported where:</p> <ul style="list-style-type: none"> <li>i) Need is adequately evidenced through an up to date needs assessment, undertaken using an agreed, quality-assured methodology;</li> <li>ii) The site is not located in the Green Belt or Metropolitan Open Land, unless there are very special circumstances;</li> <li>iii) The site is otherwise suitable for residential development and the necessary infrastructure requirements will be made available as part of the development proposal;</li> <li>iv) The site will have safe access to the highway and will not result in any unacceptable impact on the capacity and environment of the highway network;</li> <li>v) The site is in a sustainable location and in reasonable proximity to relevant services and facilities, including transport, education, healthcare and other community infrastructure provision;</li> <li>vi) The ability to achieve neighbourliness can be demonstrated in relation to the living conditions of current or future residents of the site and its interaction with its neighbours and neighbourhood;</li> <li>vii) Proposals demonstrate high quality design, sensitive to local character; and</li> <li>viii) Arrangements are put in place and included in an appropriately detailed management plan, to ensure the proper management of the</li> </ul>	<p>The Council's latest Gypsy and Traveller and Travelling Showpersons Accommodation Assessment recommends the inclusion of a criteria based policy to assess proposals for new sites.</p>

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**Chapter 5: Historic and the Built Environment, Pages 48 -98**

Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Page 75 Addition of new policy: Advertisements and Shop Signage	<p><b>A new policy is proposed to be inserted after the Policy DMHB 13 to address the issue of advertisements.</b></p> <p><b>The policy brings together part C of DMHB 12: Streets and Public Realm, and part E and F of DMHB 13: Shopfronts. These clauses will be deleted from these policies.</b></p> <p><b>Paragraphs 5.48-5.49 associated with Policy DMHB 12 and 5.53 from DMHB 13 will be removed from their current position in the document and brought together to form a new policy and supporting text on Advertisements.</b></p> <p><b>The policy will be inserted into the document after Policy DMHB 13: Shopfronts. Other parts of the chapter will be relabelled accordingly.</b></p> <p><b>Advertisements</b></p> <p><i>Advertisement proposals, including fascia and projecting signs, poster panels and free standing advertisements, should not contribute to street clutter and should be appropriate to the age and character of the buildings and areas of which they form a part. The impact of advertisements on the fabric and setting of historic assets should be taken into consideration and their cumulative impact needs to be understood to ensure that they do not adversely impact on the setting of heritage assets, the quality of the public realm or the visual amenity of the area.</i></p> <p><i>Shop signage, including projecting signs and illumination, which is poorly designed and sited, can have an adverse impact on the character of the area. Planning applications for shop signage should refer to Policy DMHB 12: Streets and the Public Realm criterion C) in this chapter. More detailed</i></p>	<p>Proposed change made in response to comments from Chris Thomas Ltd on behalf of the British Sign and Graphic Association: ID 14, Rep Number 1.</p> <p>No additional text is proposed to be added. Policy brings advice on advertisements into one policy. No additional text is proposed to be added.</p>

	<p>design guidance on all aspects of shopfront design can be found in Appendix B.</p> <p><b>Policy DMHB X: Advertisements and Shop Signage</b></p> <p>A) In order to improve and maintain the quality of the public realm, advertisements, signs and hoardings will be required to demonstrate that:</p> <ul style="list-style-type: none"> <li>i) they complement the scale, form, materials and architectural composition of the individual buildings of which they form a part;</li> <li>ii) they complement the visual amenity and character of the site and surrounding area;</li> <li>iii) they enhance historic assets and their setting;</li> <li>iv) they do not have an adverse impact on public or highway safety;</li> <li>v) they do not lead to visual clutter;</li> <li>vi) they provide an appropriate type and level of illumination, suitable to the site and its surroundings; and</li> <li>vii) they enhance the visual amenity of vacant sites, building sites and the surrounding area during the construction period.</li> </ul> <p>B) Shop signage will generally be limited to the strip above the shop window and below the upper floor, plus where appropriate one projecting sign. Proposals for further advertising additional to the shop name will be resisted.</p> <p>C) Illumination to shopfronts must be sited and designed to avoid any visual intrusion from light pollution to adjoining or nearby residents. Flashing internal or external lighting and/or internally illuminated box lights will not be permitted.</p>	
<p>Page 81 Paragraph 5.67 Table 5.3: Residential Density Matrix</p>	<p><b>Densities contained in Table 5.3 have been amended to reflect Table 3.2 in the London Plan. In addition, paragraph 5.67 should be replaced with the following text:</b></p> <p>Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the</p>	<p>Proposed change made in response to the following comments:</p> <ul style="list-style-type: none"> <li>- CBRE: ID 109, Rep number 2</li> <li>- Barton Willmore on behalf of Segro: ID 132, Rep number 7</li> <li>- Lichfields on behalf of Perplexed LLP: ID 123, Rep number 2</li> </ul>

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	<p>borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. However, it is also recognised that areas such as Uxbridge town centre and Hayes Housing Zone are more suited to higher density development, which in some cases may exceed London Plan Standards. Table 5.3 below represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.</p> <p><del>5.67 Given Hillingdon's location as an outer London borough, it is appropriate that the application of the London Plan matrix will lean heavily towards the lower to mid range of the density scales.....</del></p>	<p>Proposed amendments have been made to reflect Table 3.2 in the London Plan: Sustainable Residential Quality (SRQ) density matrix (habitable rooms and dwellings per hectare).</p>
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Table 5.3: Residential Density Matrix

Location	PTAL	Setting	Dwelling Type		
			Detached and linked houses	Terraced houses and flats	Mostly Flats
			Ave. 3.5 hr/unit	Ave. 3.3 hr/unit	Ave. 3 hr/unit
Uxbridge Town Centre	4 - 6	Central	175 - 385 hr/ha	170 - <del>500</del> 792 hr/ha	495 - <del>800</del> 1,100 hr/ha
			50 - 110 u/ha	55 - <del>175</del> 240 u/ha	165 - 405 u/ha
West Drayton/ Hayes Town Centres	3 - 6	Urban	175 - 385 hr/ha	170 - <del>500</del> 660 hr/ha	450 - <del>570</del> 750 hr/ha
			50 - 110 u/ha	55 - <del>175</del> 200 u/ha	150 - <del>190</del> 250 u/ha
Other town centres	2 - 3	Suburban/urban	140 - 200 hr/ha	155 - <del>248</del> 396 hr/ha	200 - <del>250</del> 510 hr/ha
			35 - 65 u/ha	50 - <del>80</del> 120 u/ha	80 - <del>100</del> 170 u/ha
Residential areas with suburban character within 800m of a town centre*	2 - 3	Suburban/urban	105 - 175 hr/ha	108 - <del>170</del> 264 hr/ha	150 - <del>225</del> 330 hr/ha
			35 - 50 u/ha	35 - <del>55</del> 80 u/ha	50 - <del>75</del> 110 u/ha
Other non town centre areas	0 - 2	Suburban/semi rural	105 - 150 hr/ha	105 - <del>150</del> 231 hr/ha	105 - <del>150</del> 300 hr/ha
			35 - 50 u/ha	35 - <del>50</del> 70 u/ha	35 - <del>50</del> 100 u/ha

PTAL - Public Transport Accessibility Level      hr - habitable room      ha - hectare

\*Substantial pockets of residential uses within town centres are also likely to fall within this category

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Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Page 97 Policy DMHB 20	<p><b>Replace criterion ii) of the policy with the following:</b></p> <p>Moorings and associated development and servicing should be located so they do not impede other canal and waterside uses, paths or access to the waterway;</p>	Proposed change made following discussions with the Canal & River Trust: ID 64, Rep 3.
Page 97 Policy DMHB 20	<p><b>Replace criterion iii) of the policy with the following:</b></p> <p>The number and density of moorings in any one location should be appropriate to their location on the waterway and should not separate people from the waterway or interfere with navigation;</p>	Proposed change made following discussions with the Canal & River Trust: ID 64, Rep 3.
Page 97 Policy DMHB 20	<p><b>Replace criterion v) to read:</b></p> <p>Adequate servicing, including provisions for appropriate utility connections, must be provided; and</p>	Proposed change made following discussions with the Canal & River Trust: ID 64, Rep 3.
Page 97 Policy DMHB 20	<p><b>Replace criterion vi) of the policy to read:</b></p> <p>Development should take account of guidance contained in the relevant publications from the Canal and River Trust.</p>	Proposed change made following discussions with the Canal & River Trust: ID 64, Rep 3.

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**Chapter 6: Environmental Protection and Enhancement, Pages 100 - 136**

Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Page 103 Policy DMEI 2 Reducing Carbon Emissions	<p><b>Criteria C of the policy will be amended as follows:</b></p> <p>Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, <del>where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an offsite contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost</del></p> <p><b>Footnote 2 will be deleted</b></p>	<p>Proposed change made in response to comments from the Greater London Authority: ID 57, Rep numbers 2 and 3.</p> <p>Change suggested to ensure the emphasis is on developments that genuinely cannot meet carbon reduction targets onsite in accordance with London Plan Policy 5.2.</p>
Page 103 Policy DMEI 2	<p><b>The term 'allowable solution' will not be included in the policy and footnote 8 should therefore be removed.</b></p>	<p>Proposed change made in response to comments from Greater London Authority: ID 57, Rep number 3.</p>
Page 110 Paragraph 6.29	<p>6.29 The Borough's rivers and canals support a diverse range of wildlife, which unfortunately <del>have</del> <b>has</b> been put under pressure from historic development. The Council requires particular attention to be given to waterside development. All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to demonstrate that they are contributing to a net gain in biodiversity value, <del>through the provision of green infrastructure where appropriate.</del></p>	<p>Proposed change made in response to comments from Natural England as part of the Duty to Co-operate discussions.</p>
Page 110 Policy DMEI 7	<p><b>Policy DMEI 7 will be amended to include reference to geological value as follows:</b></p> <p>A) The design and layout of new development should retain and enhance any existing features of biodiversity <del>or geological</del> value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided</p>	<p>Proposed change made in response to comments from the Greater London Authority: ID 58, Rep number 8.</p> <p>Point of clarification: Policy is required to reflect the provisions of the London Plan policy 7.20.</p>

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	<p>on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.</p> <p>B) If development is proposed on or near <del>the vicinity of to</del> a site considered to have features of ecological <del>or geological</del> value, applicants must submit <del>an</del> appropriate <del>surveys and assessments independent habitat assessment</del> to demonstrate that the proposed development will not have unacceptable <del>ecological</del> effects. <del>The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological or geological value.</del></p> <p><b>Insert additional paragraph after paragraph 6.29.</b></p> <p>In addition to designated areas of important biodiversity, Hillingdon contains one Regionally Important Geological Site (RIGS) at The Gravel Pits, Northwood. This site is identified by the Policies Map and protected by policy DMEI 7. In accordance with The London Plan, the Council will develop a management plan for this site to promote public access, appreciation and interpretation of geodiversity.</p>	
Page 110 Policy DMEI 7	<p><b>Deletion of Part D of policy DMEI 7, to be replaced with:</b></p> <p><del>D) Proposals that would be detrimental to sites designated for nature conservation will be resisted.</del></p> <p>Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused.</p>	<p>Proposed change made in response to comments from Herts and Middlesex Wildlife Trust: ID 105, Rep number 1.</p> <p>To ensure constancy with paragraph 118 of the NPPF.</p>
Page 113 Policy DMEI 8	<p><b>Amendment of criteria F of policy as follows:</b></p> <p>F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to <del>the improvement of the Canal. improvements to biodiversity improvements to the c Canal.</del></p>	<p>Proposed change made in response to comments from the Canal &amp; River Trust: ID 64, Rep number 4.</p>
Page 116 Policy DMEI 9	<p><b>The following wording should replace criteria A:</b></p>	<p>Proposed change made in response to comments from</p>

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	Development proposals in flood zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.	the Environment Agency: ID 98, Rep number 3.
Page 116 Policy DMEI 9	<b>Insert new policy criteria after A:</b> Development proposals in these areas will be required to submit an appropriate level Floor Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.	Proposed change made in response to comments from the Environment Agency: ID 98, Rep number 3.
Page 120: Policy DMEI: 10 (J)	<b>Addition of the following wording to Part J of the policy:</b> J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint, the Local Planning Authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.	Proposed change made in response to comments from the Environment Agency, ID 98, Rep number 7.
Page 128 Policy MIN 1	<b>Amend title of policy to Preferred Areas of Mineral Extraction and Aggregates Railheads</b> <b>Part A of the policy will be amended as follows:</b> A) <del>The Council will protect</del> The following preferred areas and areas of search <del>as preferred minerals safeguarded areas</del> will be protected for the extraction of sand and gravel reserves: 1. Land west of Harmondsworth Quarry (Preferred Area) 2. Land north of Harmondsworth (Preferred Area) 3. Land at Sipson Lane east of the M4 Spur (Preferred Area) 4. Bedfont Court Estate (Area of Search)	Sites identified in MIN1 have been re-categorised according to the provisions of the NPPG. Bedfont Court Estate was put forward in the previous round of public consultation and has previously been subject to planning consent for mineral extraction. It is therefore appropriate to categorise the site as an area of search for mineral extraction.

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<p>Page 129 Minerals Development</p>	<p><b>Additional policy to be added after MIN 1: Mineral safeguarding to assess proposals for new mineral development:</b></p> <p>Mineral development will be permitted only where a need has been demonstrated and the applicant has provided information sufficient for the mineral planning authority to be satisfied that there would be no significant adverse impacts arising from the development. Proposals for development within preferred areas will be expected to address the key development requirements set out for each.</p> <p><b>Proposed new Policy MIN 2: Assessing proposals for new minerals development</b></p> <p>Proposals for minerals development will be permitted subject to it being demonstrated that the development would not have an unacceptable impact, including cumulative impact, with other developments upon:</p> <ul style="list-style-type: none"> <li>i) Local amenity (including demonstrating that the impacts of noise levels, air quality and dust emissions, light pollution and vibration are acceptable);</li> <li>ii) The health of local residents adjoining the site;</li> <li>iii) The quality and quantity of water within water courses, groundwater and surface water;</li> <li>iv) Drainage systems;</li> <li>v) The soil resource from the best and most versatile agricultural land;</li> <li>vi) Farming, horticulture and forestry;</li> <li>vii) Aircraft safety due to the risk of bird strike;</li> <li>viii) The safety and capacity of the road network;</li> <li>ix) Public Open Space, the definitive Public Rights of Way network and outdoor recreation facilities;</li> <li>x) The appearance, quality and character of the landscape, countryside and visual environment and any local features that contribute to its local</li> </ul>	<p>The new policy is required to assess proposals which come forward for new areas of mineral extraction. The proposed criteria are consistent with other policies in the plan.</p>
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	<p>distinctiveness;</p> <p>xi) Land stability;</p> <p>xii) The natural and geological environment (including biodiversity and ecological conditions for habitats and species); and</p> <p>xiii) The historic environment including heritage and archaeological assets.</p>	
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**Chapter 7: Community Infrastructure, Pages 138 - 154**

Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Page 140 Paragraph 7.9 -7.13	<p>7.9 The Local Authority has <del>the</del> a statutory duty to ensure the sufficiency of school places and childcare provision in its area. <del>In recent years there has been a dramatic rise in forecast numbers due to a significant and sustained rise in birth rates and changes to migration.</del> 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.</p> <p>7.10 <del>The anticipated increase in provision is now for over 30 forms of entry at primary level alone.</del> 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. Where a new educational facility is proposed, they should maximise use by local communities, including through their accessible location and design, consistent with the requirements of other relevant development management policies. Measures to ensure community uses will be pursued, including Community Use Agreements between the educational facility and local communities.</p> <p><b>7.11 RETAINED</b></p> <p>7.12 The Council has already invested significantly in additional school places in the primary sector. <del>Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme to date. However, the latest forecast for</del></p>	<p>The following text has been prepared to reflect the current position in the borough regarding education and healthcare needs, which has also been proposed within the Site Allocations and Designations document.</p>

	<p><del>school places indicates a residual need for up to three additional Forms of Entry (FE)11 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. and two programmes of school expansions are in progress. However, the potential for expansion of existing primary schools in most areas of the Borough has now been exhausted and new school sites are needed. Two new schools at the former RAF Uxbridge site and Lake Farm are proposed but more will be needed. Plans to increase the number of secondary school places and special school provision are also being developed and the scale of need, especially in the south of the Borough, means that new sites will be needed.</del> the Council's latest 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.</p> <p><b>7.13</b> 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. <del>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.</del> Further details on proposals to address secondary provision are contained in the Site Allocations and Designations document.</p>	
<p>Page 140 Paragraph 7.13</p>	<p><b>Insert the following new criteria-based policy to assess proposals for new schools and school expansions after paragraph 7.13:</b></p> <p><b>Policy DMCI 2: Development of New Education Floorspace</b></p> <p>Proposals for new schools and school expansions will be assessed against the following criteria:</p> <p>i. The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with</p>	<p>The new policy is required to assess proposals which will be brought forward to address the specific need for new forms of entry identified in the Strategic Infrastructure Plan. The proposed criteria are consistent with other policies in the plan.</p>

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	<p>surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).</p> <p>ii. The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.</p> <p>iii. The location and accessibility of the site in relation to:</p> <ul style="list-style-type: none"> <li>• the intended catchment area of the school;</li> <li>• public transport; and</li> <li>• the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.</li> </ul> <p>iv. The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.</p>	
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Red and Black text reflect what is shown in the Local Plan Part 2 Revised Proposed Submission (October 2015) documents.

Blue text represents proposed additions to the documents, ~~blue strikethrough~~ text indicates proposed deletions.

All changes to site allocations and designations are proposed to be carried forward into the Local Plan Part 2: Policies Map Atlas of Changes.

**Chapter 8: Transport and Aviation, Pages 156 - 174**

Page Number Policy/ Paragraph	Detail of Proposed Modification	Justification
Page 172 Policy DMAV 2	<p>A) Development proposals within the Heathrow Airport boundary will <b>only</b> be supported where:</p> <ul style="list-style-type: none"> <li>i) they relate directly to airport related use or development*;</li> <li>ii) there is no intensification of noise and aircraft movements or increase in car parking numbers beyond the currently permitted levels in the Secretary of State’s decision on planning application 47853/93/24631;</li> <li>iii) there is no <del>increase in traffic and congestion from the proposal detrimental impact to the safe and efficient operation of local and strategic transport networks;</del></li> <li>iv) <del>they comply with Policy DMEI 14: Air Quality there is consistency with Council’s Air Quality Management Plan objectives to ensure no further deterioration in local air quality;</del></li> <li>v) there are no other <b>significant</b> adverse environmental impacts; where relevant, an environmental impact and/or transport assessment will be required with appropriate identification of mitigation measures; and</li> <li>vi) they comply with all other relevant policies of the Local Plan.</li> </ul> <p><b>B) New hotel and conference facilities will be acceptable within the airport boundary where it can be demonstrated that:</b></p> <ul style="list-style-type: none"> <li>i) suitable land is available;</li> <li>ii) the proposals represent the most sustainable option to meet a demand that is generated by the airport; and</li> <li>iii) no other sequentially preferable sites are available</li> </ul> <p><del>BC)</del> Development proposals for airport related uses or development* on sites outside the Heathrow Airport boundary will only be supported where</p>	<p>The following text has been inserted to clarify the Council's policy on hotel uses at Heathrow airport.</p>

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	there is a justification for the need for the development to locate there and, where relevant, an environmental impact and/or transport assessment and identification of mitigation measures.	
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