

London Borough of Hillingdon
Unitary Development Plan
(adopted 1998)
Saved Policies
27th September 2007



HILLINGDON
LONDON



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INTRODUCTION TO SAVED POLICIES

The 2004 Planning and Compulsory Purchase Act introduced a new development plan regime including Local Development Frameworks. A three year phase-in period was allowed during which time old style local plan policies would remain in force unless they were replaced by new measures. Hillingdon has been at the forefront of the production of its Local Development Framework. However in 2006, following the Lichfield and Staffordshire planning inquiries and changing requirements, it became evident to Government that the target for the replacement of existing plans was not going to be met nationally. As a result in August 2006 the Secretary of State issued a direction to save policies. Each of Hillingdon's Unitary Development Plan policies was subjected to six tests identified in Planning Policy Statement 12: Local Development Frameworks (2004). Following Member approval in March 2007 a request to save the remaining policies was submitted to the Government Office for London for further scrutiny.

A direction was issued on 24 September 2007 by the Government Office for London confirming Hillingdon's request to 'Save' key local policies and to delete obsolete or rarely used policies. This was effective from the 27 September 2007.

How to use the Saved Policies

In this 'Saved Policies' version of Hillingdon's Unitary Development Plan much of the document remains the same as the 1998 adopted version. However deleted policies and supporting text have been struck through. Where appropriate text has been added in boxes indicating where specific issues are addressed by national guidance or through the London Plan (2004). Maps have been relabeled but the boundaries and content is the same as the 1998 original.

Following an early revision to Hillingdon's car parking standards and planning inquiry in 2002 and more recent changes originating from the London Plan, the original standards have been replaced. The Interim Parking Standards are located in Appendix 1.

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PART 1

INTRODUCTION AND GUIDING PRINCIPLES

1. Introduction
2. The Principal Themes of the Plan and Part 1 Policies

1. INTRODUCTION TO 1998 UNITARY DEVELOPMENT PLAN

Purpose and Status of the Plan

1.1 The planning system is designed to regulate the development and use of land in the public interest. For this reason, it is generally necessary to apply to the Council for planning permission before a new building is erected, or a different use is carried out in a building or on a piece of land. Development plans such as this Unitary Development Plan (UDP) set out the main considerations on which planning applications are decided and can guide a range of responsibilities of local government and other agencies. Although provisions of a development plan cannot be prescriptive, it is intended they should offer everyone concerned with development a reasonable measure of certainty as to what will and what will not be permitted. Legislation requires development control decisions to accord with the plan, once adopted, unless material considerations indicate otherwise.

1.2 Hillingdon's UDP was approved for adoption by the Council's Environment Committee on 30 June 1998 and formally adopted on the 30 September 1998. It will be used by the Local Planning Authority for the purposes of development control.

Legislative Background

1.3 The Local Government Act, 1985 requires each London Borough to prepare what is called a 'Unitary Development Plan' (UDP). On statutory adoption, UDPs supersede the existing development plan framework, namely the Greater London Development Plan, adopted local plans and the Initial Development Plan where not already superseded by adopted local plans.

1.4 The Secretary of State for the Environment issued a Commencement Order to formally begin work on a UDP for Hillingdon in March 1990. It came into effect on 13th April 1990.

Relationship with Existing Plans

1.5 Hillingdon has three existing statutory local plans:

- (i) Ickenham Local Plan (adopted 1985);
- (ii) Northwood Local Plan (adopted 1985); and
- (iii) Central Hillingdon Local Plan (adopted 1990)

A local plan for the area south of the M4 motorway - the Heathrow A4/M4 Local Plan - was approved by the Council in 1985, but was not progressed through all the

stages necessary to achieve statutory adoption. The areas covered by these plans are shown on Figure 1. All were prepared within a framework set by the Greater London Development Plan, prepared by the former Greater London Council and statutorily approved in 1976.

1.6 A further non-statutory plan - the Borough Planning Strategy - was adopted by the Council in March 1989. This did not supersede the local plans, but broadened their coverage where appropriate to those areas of the Borough without local plans and provided additional policy guidance on matters not previously included in them. The main purposes of the Borough Planning Strategy were:-

- (i) to provide Borough-wide policy guidance for the interim period until the UDP was prepared; and
- (ii) to provide a base on which to develop more detailed and long-term policies and proposals in the UDP.

Format of the Plan

1.7 Legislation requires that UDPs consist of two parts:

Part 1 : A written statement of the local authority's general policies for the development and other use of land in its area, including measures for improving the physical environment and the management of traffic;

Part 2 : More detailed policies and site specific proposals, together with a reasoned justification for the general policies of Part 1 and the policies and proposals of Part 2.

1.8 Part 1 comprises this Introduction and the following chapter which sets out the Guiding Principles and Objectives of the Plan, and the Local Planning Authority's general development and land use policies through which it seeks to achieve the objectives. Part 2 is divided into sections which reflect four of the Guiding Principles. Whilst these sections contain chapters on specific topics which contribute substantially to the overall theme, it should be recognised that the Guiding Principles have been taken into account where appropriate throughout the Plan.

1.9 Sections 1 - 4 of Part 2 contain the bulk of the Local Authority's planning policies. However, the Council believes that many decisions are best taken at a local level and to facilitate this has established three local Planning Sub-Committees. Section 5 of the Plan contains policies and proposals which are specific to the areas covered by these Sub-Committees. An Annex provides details of the Council's parking standards which are referred to in the policies.

1.10 The Proposals Map shows the areas of land affected by particular policies and proposals. This is split into three parts, two covering the majority of the Borough (divided into north and south), and the third covering, at a larger scale, the town centre of Uxbridge.

1.11 Policies and proposals are distinguished in the text by being numbered and printed in capitals. It is clear from Government guidance that policies should not be prescriptive and other material considerations may influence the decision on individual planning applications. Therefore, although policies and proposals have only been qualified by such words as "normally", "generally" or "only in exceptional circumstances" where the text of the Plan itself indicates that exceptions may be made, in practice such reservations must be read into any policy where appropriate. At various points in the text indications are given of the type of considerations which may influence the implementation of particular policies.

Supplementary Planning Guidance

1.12 As part of the planning process there is a continuing role for additional planning guidance which supplements the policies and proposals contained in the UDP. Such supplementary planning guidance may include development briefs for particular sites or details of development control guidelines. Supplementary Planning Guidance available at the present time is indicated in the Plan. Further guidance may be prepared in accordance with the policies and proposals within the Plan as circumstances require, and adopted after public consultation.

Resources

1.13 To a significant extent the Council's planning objectives will be achieved through the grant or refusal of planning permission for private sector proposals, but some subject areas raise a number of problems or opportunities which can only be addressed through the application of public resources, either alone or in conjunction with private funds. In general terms the Council is satisfied that resources, both public and private, will be available to meet the commitments of the Plan taking account of the factors outlined in paragraphs 2.75 - 2.77.

Monitoring and Review

1.14 The policies and proposals of the UDP will influence the planning of the Borough until April 2001 and beyond. However, local planning authorities are required to keep under review the matters which may be expected to affect the development of their area or the planning of that area. At the same time it is generally undesirable that policies in an approved development plan should be reviewed and amended in an ad hoc way. Therefore, following adoption of the UDP, the Council intends to publish Annual Statements which will monitor influences on the planning of the area and the effectiveness of the policies of the Plan in meeting the Local Planning Authority's objectives. The Annual Statements will include:

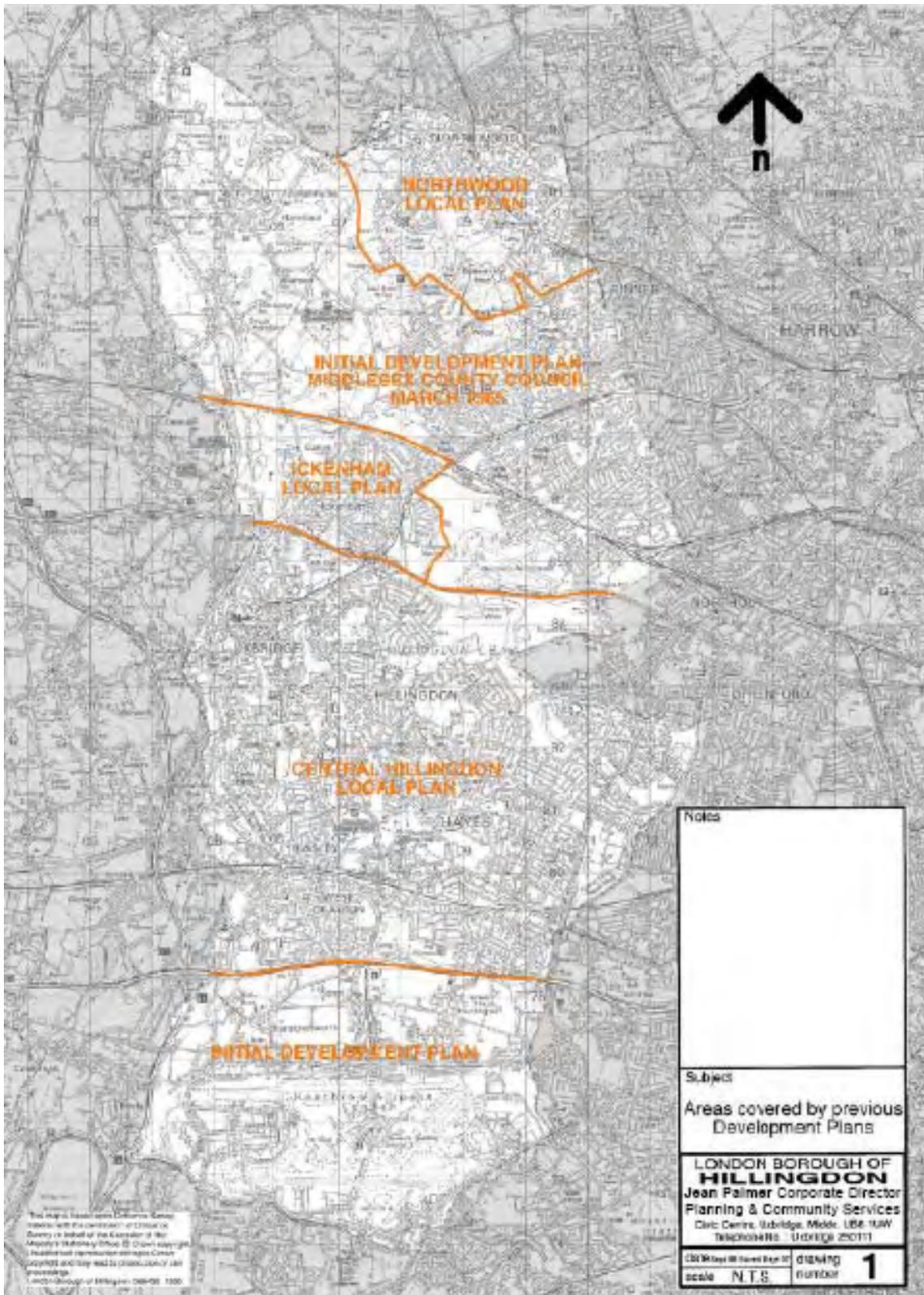
- (i) Lists of outstanding planning permissions for industrial, office and warehousing development;
- (ii) Industrial and Business Area survey analyses;
- (iii) Town centre office vacancy survey analyses.

If appropriate, any alterations will be made using statutory procedures which provide an opportunity for public debate.

Public Consultation

1.15 A public consultation version of the UDP was approved by the Council's Environment Committee on 27 June 1991 and by Environment Sub-Committees on 8 and 22 August 1991 and published in October 1991. A public consultation exercise was undertaken between 21 October and 9 December 1991. This comprised a leaflet delivery (with reply-paid questionnaire) to every address in the Borough and an exhibition in seven libraries. Around 350 copies of the Plan were sent to local and national organisations and further copies were available for purchase. Around 4,300 questionnaires were returned, approximately half of which included additional comments as well as a response to a statistical exercise of ranking the Plan's objectives. In addition, nearly 200 letters were received from consultees or representatives of commercial interests.

1.16 Following a Public Local Inquiry into the Deposit Draft Plan between 22 February and 22 July 1994, the Inspector's report on the Inquiry was published in December 1995. Many of the recommendations in this Inspector's report provided a basis on which modifications to the Deposit Draft were proposed. Formal objections were made to these proposed modifications during the statutory deposit period and a further Public Local Inquiry was held between 28 May and 14 July 1997. The Inspector's Report on the Inquiry was published in January 1998 and nearly all the recommendations formed the basis of further modifications which were placed on deposit on 26 March 1998. Following consideration of the representations received, the Council's Environment Committee at the meeting on 30 June 1998 resolved, subject to some minor non-material changes, to adopt the Hillingdon Unitary Development Plan.



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2. THE PRINCIPAL THEMES OF THE PLAN

A Context for the Plan

2.1 The five guiding principles which form the basis for the policies and proposals of this UDP are:

- to maintain and improve the environment;
- to meet community needs;
- to maintain a strong local economy;
- to provide access to opportunities for all residents; and
- to reduce travel demand.

Relationships Among Guiding Principles

2.2 In most respects the guiding principles of the Plan are complementary, and many of the policies can therefore contribute to meeting more than one objective. For example, policies to control major developments outside areas identified for such purposes in the Plan can help to ensure the continued viability of local facilities. This can reduce the need to travel long distances, with resultant benefits to the environment, and at the same time assist disadvantaged groups in the population, particularly those without access to a car, to enjoy a fuller range of accessible facilities.

2.3 There may, however, be situations of potential conflict among the principles. For example, development aimed at meeting a particular community need or maintaining a strong local economy could in some circumstances conflict with environmental objectives. This Plan seeks to minimise these conflicts by identifying appropriate areas for particular types of development and the criteria to be met by any proposed development.

2.4 In establishing these principles, and the more specific policies and proposals which are set out in this Plan, the Local Planning Authority has had regard to Strategic Planning Guidance issued by the Secretary of State for the Environment to assist in the preparation of the Plan, and to current national policies as expressed in White Papers, Circulars, Planning Policy Guidance Notes (PPGs) and other formal government statements. Where policies of the Plan have had regard to government policies, the specific documents are normally referred to in the justification. The Local Planning Authority has also taken account of the Council's objectives set out in its other strategic planning documents, in particular its 'Corporate Agenda' and Service Plans of other Committees. The major references used in formulating the guiding principles are set out in this section.

2.5 The Town and Country Planning Act 1990 requires development plans to take account of current national and regional policies and to include policies in respect of the natural beauty and amenity of the land, the improvement of the physical environment and the management of traffic. Regulations also require planning authorities to have regard to economic, social and environmental considerations in formulating Part 1 of a UDP.

2.6 PPG12 (Development Plans and Regional Planning Guidance) was issued in February 1992 and contains comprehensive guidance on procedures for the preparation of development plans and their format and content. In addition to noting the requirements set out in paragraph 2.5, above, it states that plans must make realistic provision for the development needs of an area, while policies of restraint are essential in Green Belt and other environmentally important areas (PPG12, para 5.1). PPG12 also draws attention to the essential role of development plans in contributing to the Government's policies for sustainable development and a range of environmental objectives including reducing emissions of greenhouse gases (PPG12, paras 6.8 and 6.12).

2.7 Over the last few years Central Government Policy Guidance has become focused on sustainable development (DOE "Sustainable Development : The UK Strategy" (1994) and both LPAC's 1994 Strategic Planning Advice (Para 1.10) and Strategic Planning Guidance for London Planning Authorities (RPG3 1996) identify sustainable development as a key objective for London.

2.8 Strategic Planning Guidance for London was issued in July 1989 and was subsequently published as Regional Planning Guidance Note (RPG3). Its objectives are to:

- foster economic growth;
- revitalise the older urban areas;
- facilitate the development of transport systems which are safe, efficient and have proper respect for the environment;
- sustain and improve the amenity of residential districts;
- allow for a wide range of housing provision; and
- give high priority to the environment, maintain the Green Belt and Metropolitan Open Land, preserve fine views, conservation areas, surrounding countryside and the natural heritage.

Specific reference to Strategic Planning Guidance for London in both this chapter and in the more detailed chapters which follow are given as 'SPG, para. no.'.

Regional Guidance

2.9 Strategic Planning Guidance notes that planning issues affecting London should not be viewed in isolation from those applying to the larger region in which it is set (SPG, para 11). The capital has a complex relationship with surrounding counties which bears upon matters such as housing provision, employment-generating development, and transport systems. Issues of this kind are addressed by the local planning authorities of London and the South East, acting jointly through the Standing Conference On London South East Regional Planning (SERPLAN), and in Regional Guidance issued by the Secretary of State (PPG9). The Regional Guidance is particularly relevant to Hillingdon, which adjoins the counties of Hertfordshire, Buckinghamshire, Berkshire and Surrey, as shown on the key diagram included in this Chapter (Fig 2). SERPLAN has recently revised regional planning guidance in a Regional Statement 'A New Strategy for the South East' (October 1996).

Strategic Advice

2.10 Where appropriate, the Council has also taken into account Strategic Advice prepared by the London Planning Advisory Committee (LPAC), one of whose functions is to advise the Secretary of State on matters to be included in Strategic Planning Guidance. Revised Advice, which was agreed by all London Boroughs, was published in February 1994 and contains a fourfold vision for London as follows:

- London as a city with a strong economy, extending its role as a Capital and world city;
- London as a city with a good quality of life with safe and healthy communities and a high quality of both green and built environment;
- London should be a city which strives to be environmentally sustainable;
- London should be a city which strives to ensure equitable access for its people to homes, work, leisure and recreation, infrastructure and transport facilities, health, education and training.

The principal features of metropolitan importance in Hillingdon and neighbouring boroughs are also shown on the Key Diagram (Fig 2). Specific references to Strategic Advice in the text are given as 'SA, para. no.'.

Corporate Agenda

2.11 The Plan has taken account of Committee Service Plans, particularly that of Community and Environment Committee which seeks to promote the conservation and sustainable use of natural resources and minimisation of environmental pollution, to prepare an Environmental Charter and to develop environmental strategies for energy, recycling, the monitoring and minimisation of pollution, transport and land use planning, environmental protection and enhancement, and health. A number of key tasks have been identified in the Council's Corporate Agenda. Of particular relevance to this Plan are to lead on a range of green issues including the development of an environmental strategy, to establish a strategy for land and property including the Council's economic regeneration objectives and affordable housing programme and to develop policies for access and opportunity.

The Guiding Principles

2.12 This section indicates more specifically how the policy statements referred to above have been taken into account in formulating the guiding principles of this UDP.

(i) Maintaining and Enhancing the Environment

2.13 Hillingdon is the second largest in area of London's 33 Boroughs and is situated on the western edge of the conurbation where town and country meet. Around half of the Borough is open land, and its use primarily for agriculture and open air recreation activities makes Hillingdon a particularly attractive place in which to live and work. The area also has one of the most important wildlife habitat networks in Greater London, containing important areas of unimproved grassland, broadleaved woodland and standing water. Because of its location, however, the area faces many conflicting demands for the use of its countryside, including transport infrastructure, sand and gravel extraction and pressure for urban development. It also contains legacies of past mineral extraction in the form of areas of poorly restored land, particularly in the south of the Borough, which require improvement.

2.14 The built-up area contains a heritage of older village centres and individual buildings which are worthy of conservation. Housing is the predominant land use, the majority of which dates from this century. Some of the residential areas have particular character which the Council wishes to retain. The Borough also has a number of town centres and employment areas. Most are flourishing, being relatively modern or having undergone recent redevelopment, and action is proposed in those older areas which experience particular problems.

2.15 In formulating development plan policies and proposals, local planning authorities must have regard to environmental considerations and are required to include land use policies and proposals for the improvement of the physical environment, and conservation of the natural beauty and amenity of the land. These include policies and proposals to protect and enhance an environment regarded as being of high quality, or to improve a poor environment, for example by reclaiming derelict land. They also include policies designed to control pollution and to limit and reduce nuisances such as noise, smells and dirt (PPG12, para 6.18).

2.16 Environmental issues figure prominently on both central and local government agendas, as exemplified by the publication of the government White Paper 'This Common Inheritance - Britain's Environmental Strategy' (Command 1200, 1990) to which this Plan must have regard. PPG12 notes that environmental concerns weigh increasingly in the balance of planning considerations and increased public awareness is coupled with strong evidence of the value people place on the environment - for example clean air and water, nature and landscape conservation and the built heritage (PPG12, paras 6.7 and 6.8).

2.17 The Government in its White Paper "This Common Inheritance" (Cm. 1200, 1990) and in "Sustainable Development: The UK Strategy" (Cm. 2426, 1994) provides the basis for integrating environmental protection and enhancement into policies and practices concerned with economic and social development. The White Paper recognises the importance of Design Guidance, Conservation Areas and archaeology, and the economic value of environmental quality. It provides for the development of environmental strategies by local authorities as an important element in achieving sustainable development (defined as that which meets the needs of the current generation without affecting the needs of future generations). This is a clear signal of change on the part of the Government which suggest that more weight can be accorded to environmental issues in 1990s. Account is also taken of PPG15, PPG16 and PPG9 which deal with 'Planning and the Historic Environment', 'Archaeology', and 'Nature Conservation' respectively.

Regional Guidance

2.18 In SERPLAN'S review of Regional Guidance ('A new Strategy for the South East' [SERPLAN October 1996]), the environment and the economy are regarded as being inextricably linked. It is therefore recognised that people demand an environment which is safer and cleaner, ecologically sound, aesthetically pleasing and pollution free. This can be achieved by maintaining and enhancing the environment through the reduction of pollution, congestion and dereliction as well as the conservation of attractive buildings, important habitats, and attractive landscapes. It also emphasises the importance of new development being designed so as to fit harmoniously into its local environment.

2.19 Town centres are our most important public areas and, almost by definition, they are likely to contain some of the oldest buildings and outworn infrastructure, some of which will require redevelopment or restoration. There should be a firm commitment to improving the environment in these areas most affected by decline and decay and to restoring high value uses to redundant central sites without destroying their often cherished character or causing over-development and increased congestion.

Metropolitan Context

2.20 Strategic Planning Advice (1994) recognises that environmental policies are primary policies, and all other policies have to take account of the environment and their effect on it. Advice also recognises that environmental improvements are a pre-requisite to the successful attraction of employment generating development in strategic centres, and that improvements are also urgently needed to external environments of high density estates, and to promote a better urban environment in and around the older industrial and commercial areas throughout London. LPAC advises the re-affirmation and strengthening of Metropolitan Open Land policies and resistance to the loss of small open public spaces as well as greater recreational use being made of Metropolitan Open Land and Green Belt land and Green Chains. The importance of all open spaces in an area as large and as densely developed as London, should not be underestimated.

2.21 Boroughs are advised that in relation to nature conservation proposals which secure the protection and management of sites of nature conservation and ecological interest should be identified and brought forward. Canals are accorded a high importance and boroughs are advised to establish a policy framework to increase their use as passenger and freight transport routes, to maximise their recreation and tourism potential, and to protect their landscape, ecological and conservation importance. London has many areas of archaeological importance reflecting two millennia of urban settlement. Boroughs are advised to preserve such areas and in cases where this is not possible it is important that investigations are carried out prior to damage or destruction and the findings published and preserved.

2.22 Strategic Planning Guidance 1989 contains the following objectives:

- to sustain and improve the amenity of residential districts; and
- to give high priority to the environment, maintain the Green Belt and Metropolitan Open Land, preserve fine views, conservation areas, surrounding countryside and natural heritage. (SPG para 10).

LPAC's Strategic Planning Advice for London of February 1994 (see para 2.10 above) envisages London as a city with a high urban quality based on the conservation and improvement of its green and built environment.

2.23 Strategic Planning Guidance 1989 also gives a clear signal to boroughs to reaffirm the accepted uses and status of Metropolitan Open Land and to define the detailed boundaries in their UDP. Boroughs are to ensure that nature conservation is given full consideration when policies which can affect SSSIs and other types of protected sites are drawn up. With regards to the built environment, Boroughs are to identify in their UDP and conserve in a sympathetic way, areas of distinctive architectural character and historic interest in order to protect their built heritage. Also of significance is the requirement to protect strategic views, and other local views, and the need to take account of and preserve ancient monuments and their settings.

2.24 The Council's recognition of the value of the Grand Union Canal as a recreational amenity for the Borough is also being pursued through the London Canals Committee (LCC). The latter is made up of authorities through which the canal runs, and organisations such as the Inland Waterways Association, British Waterways and the London Tourist Board. The Committee has produced a set of guidelines for canalside developments and the Council ensures that full account is taken of these when considering new canalside development proposals. Notwithstanding the role of canalside building in providing employment, the Council aims to ensure that new development is visually sensitive to the canalside environment. Development should be of a particularly high standard and take account of the special waterside qualities of its location. Small scale wildlife habitats along the banks of the canal or on adjoining sites may be of importance to nature and should be preserved in the interest of nature conservation.

2.25 Both English Nature's 'Planning for Wildlife in Metropolitan Areas' and the London Ecology Unit's Ecology Handbook for Hillingdon have provided a basis on which the Council has developed its nature conservation and ecology policies. Draft Revised Strategic Guidance (1995) requires "nature conservation objectives to be taken into account in all planning activities which affect rural land use and in urban areas where there is wildlife of local importance" (Para 6.16).

2.26 The Council's policies for maintaining and enhancing the environment aim to:

- recognise the importance of the countryside, to promote its enjoyment and attempt to manage it for the benefit of all;
- to identify, enhance and protect areas of nature conservation importance;
- to provide a framework within which the quality of the built environment can be improved whilst retaining the desirable legacies of the past; and

-promote forms of environmentally sustainable development and transport which are efficient in their use of energy and do not contribute to environmental pollution.

(ii) Meeting Community Needs

2.27 The Council is aware, however, that it is necessary to balance conservation objectives with the requirement for some new development to meet the needs of a population which totalled 231,600 in 1991, and is projected to grow to 241,500 by 2001. These needs encompass everything which residents require for a full and satisfying life, ranging from basic necessities such as a home, health facilities and places to shop, to places in which the increasing amount of leisure time can be enjoyably spent.

2.28 It is estimated that the number of young children (0-9 years), adults aged 20-49 and those aged 75 and over increased over the period 1981-1991, whilst the numbers of young people aged 10-19 and those aged 50 to 74 fell. Significant increases in secondary school numbers have been experienced over the past 5 years, i.e. from 1992-96. This trend is set to continue and increase more significantly to the turn of the century and beyond. Projections using actual numbers of children already in the primary sector in Hillingdon show that secondary school numbers are expected to rise dramatically by 18.8% by the year 2003. The numbers of young children in the borough have also increased dramatically over the past 9 years, i.e. from 1988-1996, with the number of children admitted to schools at 5 increasing by 26% during this period. This trend is set to continue to the turn of the century and beyond. This rise within the next 4 years is expected to exceed 11%. The large increase in the numbers aged over 75 years is expected to continue until after 1991 after which some small decrease is expected. Although there is by no means a uniform age structure throughout the Borough, in general terms it can be said that the north of the Borough has and will continue to have a higher proportion of elderly persons, while the highest proportion of children and young adults remains in the central part of the Borough.

2.29 Whilst population fell between 1981 and 1991, the number of households rose to a total of 90,999, the result of further declines in average household size. The number of single parent families increased from 2% to 3%, and the number of pensioners living alone increased from 12% to 14% of all households between 1981 and 1991, although the percentage of all-pensioner households fell slightly over the same period. Further increases for lone parent and one-person households and a small decrease for married couples are projected, and a further downward trend in household size is expected.

2.30 The size of the economically-active resident population increased between 1981 and 1991. The proportion of men who were economically active

fell from 80.9% to 77.9%, but the proportion of economically active women rose from 50.8% to 55% resulting in an increase in the total number. Projections of the economically active population show a reversal of the decline in numbers of men and further increases for women.

2.31 The expected increase in Hillingdon's total population is likely to create additional demand for housing, employment, education facilities, shopping, recreation and other services. As the increase is not uniform across all age groups, particular demands by specific groups can be identified. For example, elderly people are likely to have continuing demands for special services. It should not be overlooked that Hillingdon's neighbours are also increasing in population and this feature too may have an impact on the Borough in terms of demand for employment, shops, recreation and leisure facilities, road space and other transport facilities. Additional secondary school places are being provided for September 1996 in order to accommodate the increases in pupil numbers. There will be a further demand for secondary school places by the year 1999.

2.32 The UDP itself cannot provide the means of meeting all of these needs and demands; it has to confine itself to land use matters and cannot, for example, include matters such as financial support, consultation arrangements and methods of implementation among its policies and proposals. Even where matters are the proper responsibility of the Local Planning Authority, it has to have regard to resource constraints (see paras 2.75 - 2.77) and needs to balance demand for development with the need to maintain the local environment. Nevertheless, this Plan seeks to provide a framework for guiding and co-ordinating development in the interest of the community.

2.33 Central Government guidance on town centres and retail development is contained in PPG6 (Revised 1996). On planning for town centres and retailing it emphasises a plan-led approach to promoting development in town centres, both through policies and the identification of locations and sites for development; the sequential approach to selecting sites for development, for retail, employment, leisure and other key town centre uses; and supports local centres.

2.34 In promoting development in town centres, guidance advocates that the sequential approach is adopted. This means that the first preference should be for town centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of-centre sites, district and local centres and only then out-of-centre sites in locations that are accessible by a choice of means of transport. In selecting sites, developers and Local Planning Authorities should be able to demonstrate that all potential town centre options have been thoroughly assessed before less central sites are considered for development for key town centre uses.

2.35 Both PPG3 and PPG12 emphasise the role of the local planning authority and its development plan in ensuring the effective use of urban land by allocating sufficient land for housing development within the context of maintaining the character and amenities of existing residential areas. PPG3 in particular encourages policies appropriate to local needs and requirements including low cost and affordable housing.

2.36 Central Government policy contained in PPG17 'Sport and Recreation' (1991) is aimed at securing maximum use of vacant land in urban areas, to sustain the vitality of our towns, and cities, encourage urban regeneration, and reduce development pressures on the countryside, but not at the expense of the quality of the urban environment. The Government attaches great importance to the retention of adequate recreational open space in urban areas. Demand is concentrated there, and it is important that people, particularly children and elderly people, should have access to open space close to where they live. Once built on, open space is likely to be lost to the community forever.

Metropolitan Guidance

2.37 LPAC identifies a strategic network of town centres in its 1994 Advice, with Uxbridge classified as a 'Strategic Centre' and Ruislip, Hayes and Yiewsley/West Drayton as 'District Town Centres'. Advice endorses PPG6 (1993) in its recognition of the importance of sustaining the vitality and viability of town centres. It also encourages Boroughs in reviewing U.D.P.'s, to consider strategies for regeneration and consolidation of new town centres. Regeneration of Uxbridge Town Centre has commenced with the establishment of the 'Uxbridge Initiative' and the SRB programme of regeneration for the Hayes/West Drayton Corridor includes the centres of Hayes and Yiewsley/West Drayton.

2.38 Much of LPAC's advice outlines significant changes to the definition of and approach to identifying open space and any deficiencies. The Council will take account of this advice in its first review of the U.D.P.

2.39 Strategic Guidance for London (1989) states that existing town centres should continue to be the main focus for the provision of shopping facilities and that plans should promote the modernisation and refurbishment of town centres in ways that improve the environment and enhance the attractiveness of the centres. It also recognises that not many people have the use of cars for shopping and the needs of such shoppers should be met by shops which are easily accessible.

2.40 Strategic Planning Guidance (1989) included individual Borough housing allocations to be incorporated in Unitary Development Plans. This Guidance accepts the advice of the London Planning Advisory Committee (LPAC) which estimated London's capacity for extra dwellings between 1987 and 2001 at 260,000. In advising the Secretary of State on the appropriate housing figures to be included

in Strategic Planning Guidance, LPAC took the view that London's 'environmental capacity' for the provision of new or converted dwellings should be the principal influence on future policy. This was endorsed in Strategic Planning Guidance (1989) which stated that provision for housing development must respect the framework of Borough policies for conservation of the environment and for the protection of Green Belt and Metropolitan Open Land (SPG, para 53). Hillingdon's share of this figure was 8,000 dwellings (SPG, paras 50, 51, Table 1). The Council will take account of revised housing allocations set out in Revised Strategic Planning Guidance (May 1996) in its first review of the U.D.P.

2.41 Strategic Planning Guidance (1989) requires that the importance of sport and recreation facilities is taken into account in formulating UDPs and that reference is made to the regional recreation strategy "A Capital Prospect - London Playing Fields Strategy" (1990), prepared by the London Council for Sport and Recreation (SPG, Para.79).

2.42 The Local Planning Authority's policies for the provision of housing, shopping, recreation and other community facilities aim to meet the following objectives:

- to secure the retention and use of land within the developed area for housing, where it does not conflict with other objectives, and to prevent the loss of existing housing;
- to secure a mix of house types and sizes in new development and through conversions, and to encourage the provision of accommodation for those with special needs;

- to increase the supply of affordable housing for those in housing need;

- to maintain, enhance and promote town centres for a wide range of activities, particularly retailing, whilst sustaining retailing in local shops, parades and centres accessible within walking distance of all residential areas;

- to provide a safe, attractive, convenient and accessible shopping environment and ensure a balance of service and retail uses in shopping centres;

- to locate major new retail development in town centres and establish locational criteria for other retail development (including retail warehouses) which lead to an efficient and sustainable use of scarce resources;

- to promote a pattern of retail provision which is appropriate to all consumer needs and takes account of the needs of the retail industry;

-to ensure provision of a satisfactory level of accessible recreation facilities and so encourage participation by residents; and

-to ensure the availability of sites for further community facilities, easily accessible to all members of the community, and to seek to protect and safeguard existing facilities.

(iii) Maintaining a Strong Local Economy

2.43 The relative overall buoyancy of Hillingdon's economy throughout the 1980's and early 1990's masked a variety of problems associated with the recession in the national economy and global changes in employment, particularly structural changes in traditional manufacturing industries. The Council recognises the benefits of a sound local economy and continues to make provision for the changing demands of commerce and other employment generators.

2.44 PPG12 clearly states that planning authorities should take account of economic considerations such as revitalising and broadening the local economy, stimulating employment opportunities, urban regeneration and socio-economic factors, when preparing development plans (i.e. para 5.43). Furthermore planning authorities should adopt a flexible approach with a range of sites available to business (i.e. paras 5.44-5). The importance of environmental considerations is also highlighted and particularly where they are a significant issue in regenerating an area. PPG4 (revised) (1992) provides the detailed guidance for industrial and commercial development and small firms. Development plans must "contain clear land-use policies for different types of industrial and commercial development and positive policies to provide for the needs of small business". (i.e. para 5). Planning authorities should aim to ensure that there is sufficient land available which is readily capable of development and well served by infrastructure (i.e. para 6). Locational considerations relating to industry and commerce should include wider public interest objectives, particularly reducing the need to travel in order to control the emissions of greenhouse gases which lead to global warming. [See also Chapter 2, Section (v) and guidance in PPG13) (1994)]. Both "This common Inheritance - Britain's Environmental Strategy" [Cmnd 1200, 1990] and "Sustainable Development: The UK Strategy" [Cmnd 2426, 1993] focus on the need for conserving energy, particularly through travel, in locating new development.

2.45 Where appropriate, priorities between competing lands uses contributing to the local economy must be recognised. PPG6 (revised) (1996) emphasises the importance of retaining industrial land for industry and warehousing and provides guidance which focuses on the town centre as the main location for retailing. It states that retail development should not normally be allowed on land designated for other uses, especially industrial/employment sites, where retail development

might have the effect of limiting the range and quality of sites that would be available for such uses (para 3.10).

Regional Guidance

2.46 RPG9 - Revised Regional Planning Guidance for the South East (March 1994) endorses the earlier objectives in RPG9 (1989) including fostering economic growth and revitalising older urban areas. RPG9 recognises the need to maintain and develop both the South East's economy and London's role as a major world city and national capital. "Development and regeneration are essential to replace recent job losses and to achieve economic growth" (para 1.7). However RPG9 does advocate selective restraint on the region's economic growth as justified by the need to maintain and protect the good environment and to moderate increases in traffic congestion. A more selective approach to new development is considered appropriate for parts of Outer London given the rise in traffic congestion and the need to relate development to public transport needs (para 7.6).

Metropolitan Guidance

2.47 LPAC's 1994 Strategic Advice identifies a strong economy as part of its four-fold vision for London. Advice promotes a geographic framework within which Outer and West London are covered by principles of consolidation given the likelihood of congestion, development pressure and unbalanced local economies. The revival of manufacturing is considered to be particularly important to the growth and broadening of London's economic base and an important element in the urban regeneration process is resisting the loss of industrial land in West London.

2.48 Two of the key objectives in draft revised RPG3 (March 1995) are particularly significant to the Borough; firstly "to maintain and enhance the competitiveness of business, including encouraging manufacturing, services, tourism, culture and the arts" and secondly "to promote urban regeneration by encouraging the redevelopment of derelict and vacant land, especially in the parts of West and South London that are suffering from structural decline". (para 1.23). There is recognition that West London does have a major role in London's economy through the regeneration of older industrial areas and opportunities for re-using existing land. Guidance encourages development in those parts of West London where it will capitalise on its locational advantage and create manufacturing employment opportunities of a benefit to London as a whole and to the South East. Heathrow Airport's role in the West London economy has given the area an international attractiveness, yet brought with it road congestion and pressure on land resources. The Council recognises the importance of Heathrow to the local economy, but also the need to maintain diversity and stability within it, by ensuring a stronger local employment bias.

2.49 West London has significant 'wedges' or 'corridors' all of which have a high regeneration priority. Within Hillingdon, the Hayes/West Drayton Corridor has been identified as the most important area for regeneration in RPG3 (1996) (Para 2.51 and Map 2). The Corridor has recently been afforded SRB status and funding (see Chapter 15 of this Plan).

2.50 Guidance endorses the principles of sustainable development and an integrated approach to land use and transport outlined latterly in PPG13 (1994) by stating that development should minimise the harm to the environment and reduce the need to travel and dependence on private motor vehicles. With regard to London's economy, boroughs are required to take particular account of the following:-

- ensure jobs and houses are accessible to each other, thereby reducing need to travel and encouraging development in areas served by energy efficient modes of transport;
- links with educational and training provision (for example Training and Enterprise Councils - TECs);
- encourage manufacturing in London;
- creation and maintenance of a good working environment;
- encouragement of suitable opportunities for small businesses.

The Government aims to encourage economic development that is compatible with its environmental objectives, leading to a more effective use of land. Employment and other significant trip generating activities should be concentrated in urban and suburban centres mainly around energy efficient modes of transport, in accordance with PPG13. (paras 3.4 and 3.5). Guidance also identifies that the revival of London's economy can be encouraged through redevelopment and regeneration and also areas of opportunity, aimed primarily at supporting the local labour force, local suppliers and supporting enterprises, including small business (para 3.11).

2.51 The importance of an integrated approach to land use and transport, regeneration of parts of West London and the importance of manufacturing to the London economy are endorsed by the Londonwide initiative 'London Pride'. The organisation's Prospectus issued in 1994 specifically identified economic issues in London and established priorities for action. The approach taken by the London Pride initiative is based on the principles of balance, sustainable development and partnership and Hillingdon has endorsed three of the London Pride Prospectus' priorities for action - business growth to increase local income and jobs, raising skill levels and improving transport infrastructure as fundamental to strengthening the Borough's economy. London Pride also identified the A40/A4 corridor in West

London as a principal growth area for London, which if strategically developed will assist in regenerating the areas of deprivation in and around them and stimulate the growth of London's indigenous industries. In support of London Pride's manufacturing sector strategy the Borough is in a good position to attract major manufacturing operations to London, encourage research and development activity, support existing indigenous small and medium sized businesses, identifying, safeguarding and reclaiming well-located position through its educational and medical research establishments (Brunel University and Harefield Hospital).

2.52 Hillingdon has recognised the need to work in partnership to achieve its objectives in the field of sustainable economic growth. The Single Regeneration Budget bid for the Hayes/West Drayton Corridor was submitted by a partnership of local businesses, the local Training and Enterprise Council and the local authority and will be overseen by a Group representing these interests. This will ensure that the various programmes closely reflect the needs of the local economy. The Council's bid for resources from KONVER has been drawn up in consultation with local businesses, establishing the importance attached to working in partnership.

2.53 London Pride's aims to regenerate the manufacturing sector in a contemporary role are supported by the Council in its Economic Development Strategy (April 1995) and more recently in the West London Leadership's Economic Strategy (November/December 1995). The West London Strategic Framework recognises the importance of the area as a "world city gateway", with Heathrow playing a role of major national and international importance. Given the increasing globalisation of the economy, West London needs to recognise its unique locational advantage, which has obvious implications for local services and facilities. The area already contains a number of prestigious company headquarters, and will continue to be a sought after location. The Strategic Framework recognises the need to ensure that the "headquarters function" does not become an enclave, divorced from other West London activities, offering minimal opportunities or benefits for West London residents and businesses.

2.54 The Local Planning Authority's policies for employment-generating development indicate locations and set out locational criteria for employment related development in order to meet the following objectives:

- to maintain diversity and stability in the local economy;
- to encourage economic and urban regeneration in the Borough;
- to steer the majority of new employment-generating development to specific locations, particularly the Hayes/West Drayton Corridor, town centres, industrial and business areas;

-to discourage unsustainable growth likely to lead to the re-emergence of problems of worsening traffic congestion, skills shortages and mismatches, deterioration of the environment and general quality of life;

-to encourage development which provides employment likely to be met from the local labour force; and

-to ensure that the redevelopment and regeneration of older industrial areas and new employment-generating development secure environmental improvements.

2.55 The Plan also contains policies for the Borough's major employment and traffic generator, Heathrow Airport, and other aspects of the aviation industry which have an impact on Hillingdon. It also includes policies for hotel development and tourism which are an integral part of the local economy. A further chapter deals with minerals and waste disposal industries which, whilst not directly of major importance in employment terms, are related to the economy of London as a whole and have a significant impact on the local environment.

(iv) Providing access to Opportunities for All Residents

2.56 There are people who may experience particular problems as a result of which they are unable to participate fully in the life of the community. However, it is the Council's intention to increase access to facilities and opportunities for all Hillingdon's residents. In its statutory and informal consultation arrangements on planning matters, the Local Planning Authority will take specific steps to consult and involve ethnic minorities, people with disabilities, women and elderly people. It is necessary for local planning authorities to consider the relationship of planning policies and proposals to social needs and problems, including the likely impact on different groups such as ethnic minorities, religious groups, elderly and disabled people, single parent families, students and others who may be disadvantaged (PPG12, Para 5.48).

2.57 People of pensionable age form a significant and increasing proportion of Hillingdon's population, and both the number and proportion of those over 75 is particularly on the increase. Planning decisions can play an important role in helping to facilitate the independence of elderly people and their active participation in the social life of the Borough. Elderly people, due to their increased frailty and decreased mobility, are likely to be more disadvantaged than the general population and policies are needed to ameliorate this disadvantage. The specific planning needs of elderly people will vary, but their problems include inappropriate and inadequate public transport and dependency upon locally provided health care, community, recreation and shopping facilities. It is the intention of the Local Planning Authority to seek to ensure that elderly people are

catered for throughout the Borough through a proper assessment of their needs and improving their access to existing and proposed facilities.

2.58 The 1991 Census indicated that the number of people with limiting long-term illness was 22,923, about 10% of the total population. Their problems overlap with those of women and elderly people; nationally, 75% of people with disabilities are over pensionable age. However people with disabilities are not a homogeneous group, having widely different abilities, interests and aspirations. Whilst their basic needs tend to be the same as for everyone else, they experience problems of access to facilities and mobility within buildings. They often have to make special arrangements for everyday activities, frequently depending on others for transport, because their needs have not been taken into account. Furthermore, restricted employment opportunities and associated low pay can severely limit housing options for people with disabilities. The Council recognises that the potential of many people with disabilities could be increasingly realised if environmental constraints were removed, and a number of policies of this Plan seek to address specific problems and improve access to the Borough's facilities. Many planning decisions can have a major impact on people with disabilities, and the Local Planning Authority will take their needs into account in order to enable them to enjoy the same opportunities and ability to participate in everyday activities as are enjoyed by other residents.

2.59 In 1991, 28,067 people (12.3% of Hillingdon Borough residents in private households) were in households whose head was in a non-white ethnic group. Nearly two-thirds of them had ancestors from the Indian sub-continent. Their age-structure shows a higher proportion of children and a much lower proportion of pensioners compared with the age structure of all residents in private households. This structure derives from that of the immigrant population who arrived in the 1950s and 1960s. Information concerning the characteristics of ethnic minority groups and the problems they experience is limited. In London as a whole, however, it is recognised that those from ethnic minority communities are more likely to experience bad housing, higher unemployment and lower incomes than do other sections of the community, and sometimes have different needs in terms of shopping, religious, cultural and leisure facilities. Some of these needs are addressed by specific policies elsewhere in this Plan but the Council will seek to ensure equality of opportunity for ethnic minorities in all planning matters.

2.60 Women form 51% of Hillingdon's population and although not a minority group are often in a position of considerable disadvantage. Low pay, unequal access to employment, restricted housing options, restricted mobility, lack of security, inadequate child care facilities and poor design of the urban environment all combine to make the Borough a less agreeable environment for many women than it need be. Policies to improve access to buildings, produce a safer and more secure environment and maintain a range of accessible local facilities are included elsewhere in this Plan. The Local Planning Authority will, however, seek to ensure

that all its policies and proposals are specifically designed to meet women's considerations.

2.61 Some of the problems identified in the preceding paragraphs are recognised in Strategic Planning Guidance. It identifies the need for:

- new development in transport systems to reflect the needs of people who are frail, elderly or have disabilities;
- planning policies to make provision for special needs housing, such as housing for people with disabilities; and
- shops to be accessible to those without the use of a car. (SPG, paras 26, 56 and 72).

2.62 Specific policies have been formulated in this Plan to help overcome at least some of the problems experienced by women, elderly people, people with disabilities and ethnic minority groups. A person could of course be in more than one of these groups and it must be recognised that individuals within these groups have different needs and aspirations. It is also recognised that by providing services and an environment which increases opportunities for these particular groups, others in the community should also benefit.

2.63 The Local Planning Authority's policies address specific problems and are set out in subject chapters of this Plan. In general they aim to:

- improve and promote opportunities for ethnic minorities, particularly in areas where they are most concentrated;
- promote and improve opportunities for women;
- promote ways of meeting the needs of people with disabilities, particularly in relation to access to buildings, facilities and services;
- meet the social and economic needs of elderly people and ensure that they have appropriate and accessible facilities and services;
- address the objectives of the Council's Anti-Poverty Strategy.

(v) Reducing Travel Demand

2.64 The general pattern of land use in the Borough has been strongly influenced by the development of its transport network, the main elements of which are shown on Figure 2. Residential development in the 20th century was mainly along the major radial road and underground railway corridors, with industrial development alongside the Grand Union Canal and Western Region railway line.

The growth of employment at Heathrow and elsewhere in the Borough and surrounding areas has created demand for an increasing number of orbital north-south traffic movements, now served by the M25 and Hayes and Yiewsley by-passes.

2.65 The presence of these high capacity radial and orbital routes has helped stimulate pressure for large town centre and out-of-centre office and retail developments dependent for their viability on the large catchment areas these routes open up. The number and length of the trips this type of development generates increases the total vehicle miles compared with that arising from a pattern of smaller developments drawing upon smaller catchment areas. The effect is increased congestion and journey times, coupled with reduced standards of safety and environmental quality.

2.66 The Government is committed to reducing the United Kingdom's emissions of carbon dioxide (CO₂) to 1990 levels by the year 2000 and the Department of the Environment has issued guidance on the contribution of land use planning to reducing transport CO₂ emissions. (PPG13 'Transport' (1994). In signing Agenda 21 at the Rio "Earth Summit", which binds signatories to integrating land use and transport planning to encourage development patterns that reduce transport demand, the Government has reinforced its commitment to the guidance in PPG12 to encourage patterns of development that make shops, offices and other services accessible on foot or by cycle or public transport for the majority of customers, employees and visitors, and to discourage those which are accessible principally by private car. These issues have been taken into account in identifying areas for development and in formulating policies in this Plan.

2.67 Government guidance in PPG13 'Transport' (1994) has been fundamental in improving the integration between transport and land-use planning and a foundation for the Government's Sustainable Development Strategy. The key elements of the guidance in reducing the growth in length and number of motorised journeys, encouraging alternative means of travel which have less environmental impact and reducing the reliance on the private car have been incorporated both in Strategic Advice (1994) and draft revised Strategic Planning Guidance (1995). The Council's Transport Strategy and Policies in this Plan, particularly through the public transport initiatives and car parking objectives, have been based on PPG13 and revised RPG3 (1996).

2.68 LPAC's 1994 Strategic Advice proposed significant changes to the provision of car parking for new development as a way of bringing overall changes in the usage of the private car. This approach was endorsed by revised draft RPG3 and the Council through its policies are aiming for a gradual reduction of the demand for parking through the introduction of maximum standards. Given the geographical layout of the Borough and poor provision of orbital public transport these changes will be introduced incrementally.

2.69 Strategic Planning Guidance defines London's Strategic Road Network of motorways, trunk and designated roads (Map 2). This network is statutorily defined in the Designation of Roads in Greater London Order 1986 (SI 154). These are roads forming part of the national and London-wide road system which are intended to carry mainly long distance traffic.

2.70 This Guidance considers the main objectives for accessibility and movement in London to be: The need to:-

- tackle road congestion and improve air quality through better management and control of traffic; and

- stimulate greater use of public transport, walking and cycling through a more sustainable transport and land use pattern.

2.71 The Council in its regeneration strategy for the Hayes/West Drayton Corridor recognises the opportunities to achieve these objectives by identifying Hayes as suitable for significant improvements to public transport interchange facilities. With regard to the relationship between transport and development, RPG3 (1996) encourages boroughs to promote the use of public transport and assist in the furtherance of development proposals which facilitate new public transport links, stations or interchanges (Para 6.4). Guidance also notes that improved rail, bus and coach links to Heathrow could also include better connections to Stockley Park (RPG3 Para 2.55). The Council has made a commitment to develop a "transport hub" in Hayes, which will make a significant contribution to the sustainable regeneration of the Hayes/West Drayton Corridor.

2.72 RPG3 states that the Transport Strategy for London embraces

- major investment both in the existing public transport infrastructure and, where appropriate, new lines to meet increasing demands and to serve economic regeneration, and

- limited new road construction linked to improving orbital movements and to service areas earmarked for regeneration. The Council's strategy is to maximise the potential of train services using the Great Western and Thames lines to serve development in the Hayes/West Drayton regeneration corridor and enhance this with good interconnecting bus services linking development sites and providing connections to Heathrow Airport, Uxbridge and adjacent local centres. The availability and use of public transport is a very important ingredient in determining location policies designed to reduce the need to travel by car. Rail services with their fixed infrastructure can provide the greatest certainty for developers and can provide a focus for regeneration and comprehensive development. The Council's proposals to develop the Hayes Hub with rail and road improvements and a bus interchange is expected to operate as such a

catalyst for attracting inward investment in the corridor. Improvement of public transport in the Hayes/West Drayton regeneration corridor is considered vital to encourage inward investment and facilitates access in the most sustainable way.

2.73 The Local Planning Authority believes that the need to relate demand for transport to the scale and distribution of land uses is a key issue and a land use structure which minimises the need to travel long distances is desirable. Therefore policies which seek to retain and improve the accessibility of facilities for those who need to use them are included in the relevant subject chapters of this Plan. The objectives are:

- to site employment generating uses, shops and other services and activities in places where they are most easily and safely accessible for residents, workers and visitors;
- to seek more sustainable modes of movement;
- to improve operational and public transport access to the Council's regeneration sites;
- to restrain demand for road space by restricting new road building and controlling the scale and location of new development such that dependence on the private car is reduced and opportunities for cycling, walking and using public transport are increased; and
- to ameliorate the safety, environmental and congestion problems associated with heavy traffic flows.

Although in general the Local Planning Authority will discourage the development of large scale land uses, it recognises that some are necessary and it will seek to ensure that these are located only in places which are, or can be, well served by public transport.

2.74 By reducing travel demands the Council seeks to ameliorate the congestion, environmental and safety problems associated with heavy traffic flows, in accordance with the following priorities:

- safety for all;
- convenience and comfort of pedestrians;
- encouragement of walking, cycling and public transport;
- reduction of environmental impact of traffic; and

- reducing the demand for car parking.

Implementation of the Plan

2.75 As stated in paragraph 1.13, the Council's planning objectives will be achieved largely through the exercise of its powers of control over private sector development proposals, but also through initiatives funded wholly or partly from public sources. The latest government Expenditure Plans however indicate that central government is not expecting any significant growth in local authority expenditure and the policy thrust is for local authorities to constrain developments or relinquish their role as agents of development.

2.76 The constraint on expenditure has increased the importance of the other roles of a local authority - as landowner and as an 'enabler' and 'persuader'. The Council wishes to promote partnerships with the private sector to meet its objectives, and there is due reference to these in this Plan for example, in the areas of economic regeneration and provision of affordable housing. Certain policies refer to the achievement of planning advantages from private sector development in the form of facilities for the benefit of the local community which might otherwise have been publicly provided or not provided at all. These can be secured particularly through agreements under S.106 of the Town and Country Planning Act 1990. The Council intends to take a pro-active approach to such Agreements, taking account of:

- i) the physical, social and economic issues of concern in a land use planning context;
- ii) ensuring local people enjoy more of the intrinsic benefits of a development; and
- iii) ways in which the development itself can benefit by providing environmental improvements. The UDP sets out the Council's general intention of seeking planning obligations where appropriate, and also gives more specific examples of benefits to be sought in conjunction with particular types of development or site-specific proposals. It is intended to develop this approach by preparing Supplementary Planning Guidance for key sites. Before entering into any agreement, however, the Council will take account of current government guidance and the financial implications for the authority.

2.77 In seeking outside finance for projects the Council has also taken due account of the availability of money from other organisations, some financed

directly by central government such as the Countryside Agency, English Nature and the Sports Council. It has further proposed partnerships with the private sector in, for example, the provision of housing aimed at meeting local needs. Community organisations offer a flexible, adaptable local response to a situation and can work in harmony with statutory services provided there are effective channels for liaison and co-ordination. The Council has a number of powers to make grants to such bodies, and such expenditure may be a cost effective way of implementing policies. There are references in the Plan to the role of voluntary bodies, for example in the area of Nature Conservation.

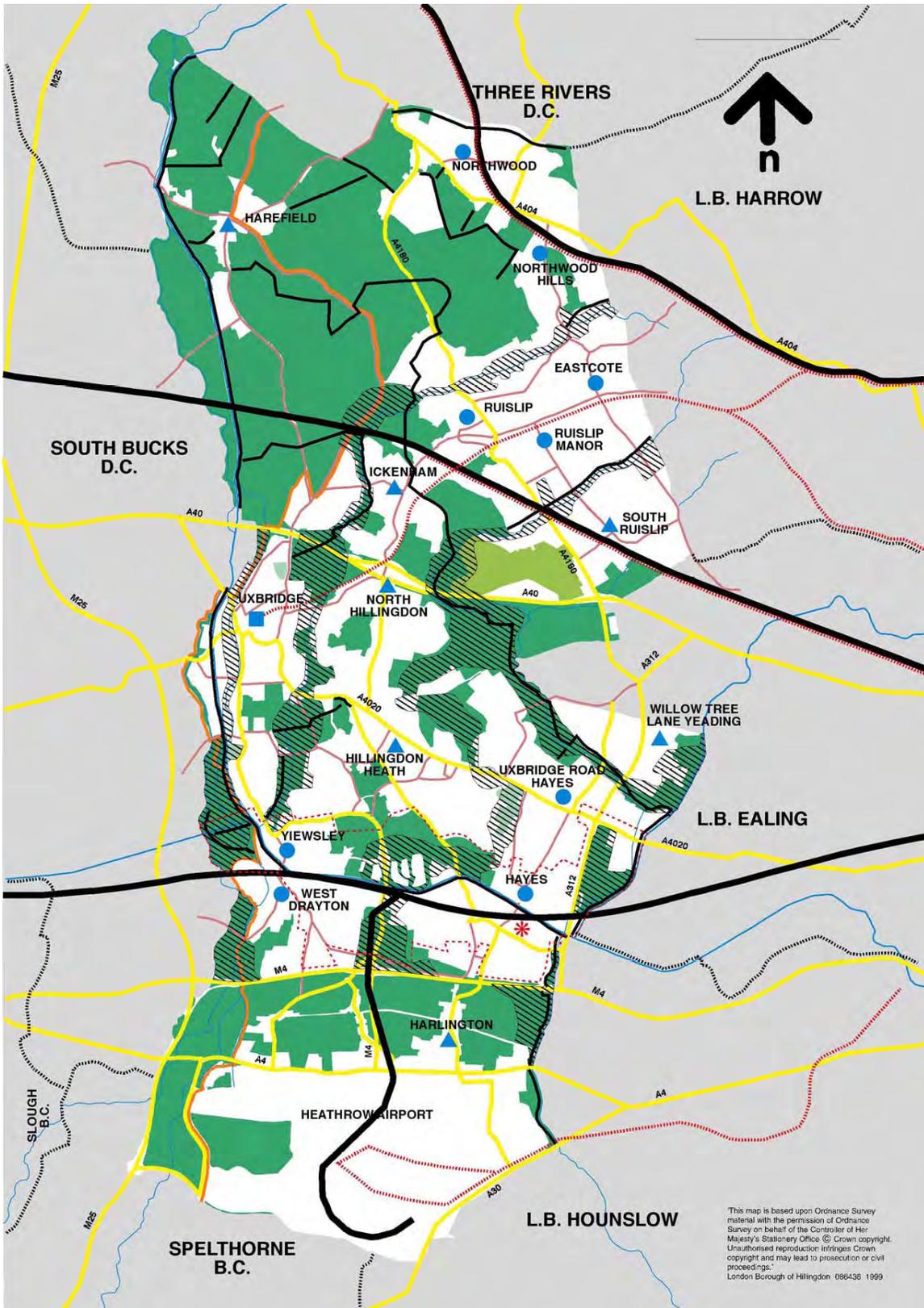
Fig 2

Key Diagram

	Borough Boundary
	Green Belt
	Metropolitan Open Land
	Green Chains
	Green Chain Footpath Links
	Area of Open Character (Northolt)
	Eastern Boundary of Colne Valley Park
	Waterways (including Grand Union Canal)
	Strategic Town Centre
	Town Centres
	Local Centres
	Hayes / West Drayton Corridor
	Railtrack
	London Transport
	Principal Roads (Strategic Routes & London Distributor Roads)
	Local Distributor Roads
	Hayes Hub

Date: September 1998

Scale: Not to Scale



London Borough of Hillingdon UDP Saved Policies September 2007 (Published Version)

Part One Policies

This section of the (UDP) sets out the Part 1 policies which indicate how the Plan has taken account of Strategic Planning Guidance for London issued by the Secretary of State for the Environment, and how the Local Planning Authority will implement its 'Guiding Principles' set out in Chapter 2. Together they form a framework for the more detailed policies set out in Part 2.

Pt 1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.

Pt 1.2 To maintain Metropolitan Open Land for formal and informal open air recreation facilities including nature conservation.

Pt 1.3 To seek greater public access to the countryside for informal leisure activities.

Pt 1.4 To safeguard a network of Green Chains from built development to provide a visual and physical break in the built-up area and opportunities for recreation and corridors for wildlife.

Pt 1.5 To carry out and promote countryside management projects to improve the environment and nature conservation value of countryside and open land, particularly in areas which are degraded or derelict and important corridors along roads and watercourses.

Pt 1.6 To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated Local Nature Reserves or other Nature Reserves, or sites proposed by English Nature or the Local Authority for such designations.

Pt 1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.

Pt 1.8 To preserve or enhance those features of Conservation Areas which contribute to their special architectural and visual qualities.

Pt 1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.

Pt 1.10 To seek to ensure that new development will not adversely affect the amenity and character of the Borough's residential areas.

Pt 1.11 To facilitate the development of telecommunications networks in a manner that minimises the environmental and amenity impact of structures and equipment.

Pt 1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.

Pt 1.13 To seek to ensure the provision of 8,000 additional dwellings in the Borough between 1 January 1987 and 31 December 2001.

Pt 1.14 To not normally grant planning permission for a change from residential use.

Pt 1.15 To enable the conversion of residential properties to create more units, provided the additional units are suitable to live in and the character of the area and amenities of adjoining occupiers are not harmed.

Pt 1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards

Pt 1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing.

Pt 1.18 To maintain, enhance and promote town centres as the principal centres for shopping, employment and community and cultural activities in the Borough.

Pt 1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of town or local centres.

Pt 1.20 To give priority to retail uses at ground floor level in the Borough's shopping areas.

Pt 1.21 To seek publicly accessible recreational open space in association with proposals for development where appropriate to help reduce deficiencies in recreation open space or to ensure that provision does not fall below accepted standards.

Pt 1.22 To seek the retention of existing recreation open space where there is an identified demand for such a facility or it makes a significant contribution to the visual amenity of the built up area.

Pt 1.23 To encourage industry and warehousing to locate within existing Industrial and Business areas, and offices and other business uses, shops and public buildings employing or attracting large numbers of people to locate within town centres or other areas identified for such purposes.

Pt 1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.

Pt 1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.

Pt 1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBAs) and other appropriate locations.

Pt 1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

Pt 1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.

Pt 1.29 To seek, in conjunction with other London boroughs, to contribute a proportion of the regional sand and gravel requirement and London-wide landbank, and to protect the amenities of those living, working and recreating in and travelling through that part of the Borough south of the M4 motorway from an over-concentration of aggregate working.

Pt 1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Pt 1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.

Pt 1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.

Pt 1.33 To promote the construction of new roads or the widening of existing roads only where they would: improve safety; promote pedestrian movement, cycling or public transport, or the improvement of the environment; reduce local congestion in a cost effective way; or are required to accommodate traffic likely to be generated by new development.

Pt 1.34 To maintain the road hierarchy set out in this Plan and accordingly seek to segregate different types of traffic by the function of the various tiers of the hierarchy through traffic management schemes, road signing and planning control over development and redevelopment schemes.

Pt 1.35 To accord priority to pedestrians in the design and implementation of road construction and traffic management schemes, and to seek to provide a network of

cycle routes through the Borough to promote safer cycling and better conditions for cyclists.

Pt 1.36 In consultation with public transport operators to improve facilities at bus and rail interchanges, and in consultation with LT and bus operators to promote traffic management measures which give priority to buses.

Pt 1.37 To facilitate the development and transport interchange facilities and rail and road improvements at Hayes Hub, which promote competitiveness, economic regeneration and environmental quality of the Hayes/West Drayton Corridor.

Pt 1.38 To seek a reduction in road accident casualties through highway improvements including traffic calming and the design of new highway schemes.

Pt 1.39 To seek, where appropriate, planning obligations to achieve benefits to the community related to the scale and type of development proposed.

PART 2

SECTION 1: MAINTAINING AND ENHANCING THE ENVIRONMENT

3. Open Land and Countryside
4. Ecology and Nature Conservation
5. Built Environment
6. Other Environmental Considerations

3. OPEN LAND AND COUNTRYSIDE

Introduction

3.1 The Borough has over 5000 hectares of countryside and other open land. Agriculture is still a major land use, and many areas have the appearance of visually attractive green countryside which also provides many opportunities for informal recreation. There are, however, increasing demands for airport related development, housing, shopping, employment, mineral working, transport and other proposals, all of which exert pressures on areas of countryside and open land. Areas of degraded or underused land, particularly in the south of the Borough, need to be restored to enhance the natural beauty of the countryside and the open land links within urban areas. The predominantly open Areas of Environmental Opportunity fronting major roads into the Capital and around Heathrow Airport give visitors their first impressions and the Local Planning Authority consequently attaches great importance to their retention, upgrading and, where appropriate, rehabilitation.

Green Belt

3.2 Almost all the open countryside and much of the remaining open land in the Borough has been designated as Green Belt, the boundaries of which are shown on the Proposals Map. Green Belt is not a land use in itself, but a planning tool designed to protect open land from urban development. Over the years there has been considerable government guidance on Green Belts, most recently in PPG2 (Revised) published in January 1995. This emphasises the continued support for Green Belt principles and the positive role of providing access to open countryside for the urban population is also identified. These principles are reiterated in Strategic Planning Guidance for London (RPG3, para 57-59), and form the basis for Green Belt Policies in this Plan. Additional guidance on infill at major developed sites (including redundant hospital sites) is set out in PPG2.

3.3 PPG2 and Strategic Planning Guidance also provide advice that Green Belt boundaries shown in approved development plans should be altered only exceptionally. In Hillingdon the Green Belt boundary was formerly defined in the Northwood, Ickenham and Central Hillingdon Local Plans and, outside the areas covered by these plans, by the Initial Development Plan (IDP). An exercise was undertaken to see if there were any exceptional circumstances to justify a change in these boundaries. Changes arising as a result of this exercise, principally in areas where the IDP was the statutory plan, are set out below.

TABLE 3.1 ADDITIONS TO GREEN BELT BOUNDARIES

Hayes/Heathrow Area

Land adjacent to Duke of Northumberland River, Harmondsworth.
Harmondsworth Church Cemetery.

Uxbridge/Harefield Area

Springwell Lake, Harefield.
Land at Hillingdon Circus.
Railway line bordering Ickenham and Harefield.

TABLE 3.2 DELETIONS FROM THE GREEN BELT

Hayes/Heathrow Area

Land at Heathrow Airport.
Land west of the Square, Longford.
Land at Baysfarm Court, Longford.
1-8 Bath Road.
Sheraton Hotel, Bath Road.
Land at Summerhouse Lane, Harmondsworth.
Land at Priory Way, Harmondsworth.
Penguin Books Limited, Bath Road.
Russell Close, Sipson.
Land at former two Bridges Farm, Heathrow.
Trident site, Stockley Park.
Sipson Road, Sipson.
Land fronting the Bath Road.
Land at Harlington School, Harlington.
Land at Tasker Close (off West End Lane), Harlington.
Land at Cranford Lane, Harlington.
Land at Bath Road, Cranford.

Ruislip/Northwood Area

Land at Ladygate Lane, Breakspear Road, Ruislip.
Glacier Sports Centre and land off Howletts Lane, Ruislip.
Land at Pond Green, Ruislip.
Land at Reservoir Road, Ruislip.
Land off Catlins Lane, Northwood.

Uxbridge/Harefield Area

Land at Belfry Avenue Rugby Club, Harefield.
Land at Mount Pleasant, Milne Way, Harefield.
Land at Dovedale Close, Harefield.

3.4 In making alterations to the existing Green Belt boundaries, the Local Planning Authority has had regard to the provisions of PPG2 and RPG3 that Green Belt boundaries defined within existing plans should be altered only exceptionally. Deletions have, therefore, only been made to exclude areas of Green Belt which have been developed to such an extent that the land no longer performs a Green Belt function, or have been committed for such development by way of an existing planning permission.

3.5 Some open areas which were originally omitted from the Green Belt have been included where the Local Planning Authority, having regard to the guidance in PPG2, considers that the land forms a logical extension to the existing Green Belt area and is capable of performing a Green Belt function.

3.6 Where a road notation on the proposals map crosses or bounds the Green Belt the road is within the Green Belt.

3.7 The main purposes of Green Belt policy set out in Strategic Planning Guidance for London are:

- to check the unrestricted sprawl of the built up areas;
- to safeguard the surrounding countryside from further encroachment;
- to prevent London from merging with neighbouring towns;
- to assist in urban regeneration;
- The Green Belt also plays a positive role in providing access to open countryside for London's population for recreation and other pursuits.

3.8 PPG2 states that there is a general presumption against inappropriate development within the Green Belt. Any planning applications for inappropriate development that the Council is minded to approve will be treated as a departure from the development plan and would be referred to the Secretary of State for the Environment under the Town and Country Planning (Development Plans and Consultations) Directions 1992. The Local Planning Authority recognises, however, that there are some major developed sites within the Green Belt where some infilling or redevelopment would be considered appropriate. Applications for the sites listed in Table 3.3 (below) will therefore be assessed against the criteria specified in paragraphs C3 to C8 of Annex C to PPG2 (1995) particularly in relation to the impact of the proposed development on the Green Belt, the height of the proposed buildings and the extent of the developed proportion of the site.

OL1 WITHIN THE GREEN BELT, AS DEFINED ON THE PROPOSALS MAP, THE FOLLOWING PREDOMINANTLY OPEN LAND USES WILL BE ACCEPTABLE:

- (i) AGRICULTURE, HORTICULTURE, FORESTRY AND NATURE CONSERVATION;**
- (ii) OPEN AIR RECREATIONAL FACILITIES;**
- (iii) CEMETERIES**

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR NEW BUILDINGS OR FOR CHANGES OF USE OF EXISTING LAND AND BUILDINGS, OTHER THAN FOR PURPOSES ESSENTIAL FOR AND ASSOCIATED WITH THE USES SPECIFIED AT (i), (ii) AND (iii) ABOVE. THE NUMBER AND SCALE OF BUILDINGS PERMITTED WILL BE KEPT TO A MINIMUM IN ORDER TO PROTECT THE VISUAL AMENITY OF THE GREEN BELT.

LIMITED INFILLING OR REDEVELOPMENT OF MAJOR EXISTING DEVELOPED SITES SHOWN IN THE PROPOSALS MAP AND SET OUT IN TABLE 3.3 BELOW AND IN ACCORDANCE WITH PROPOSALS ADOPTED IN THIS PLAN IS CONSIDERED APPROPRIATE PROVIDED IT COMPLIES WITH THE CRITERIA DETAILED IN PARAGRAPHS C3 TO C8 OF ANNEX C TO PPG2.

TABLE 3.3 MAJOR DEVELOPED SITES

Brunel University, Uxbridge.
St Vincents Hospital, Northwood.
Harefield Hospital.

OL2 WITHIN THE GREEN BELT, WHERE DEVELOPMENT PROPOSALS ARE ACCEPTABLE IN PRINCIPLE IN ACCORDANCE WITH THE ABOVE POLICY, THE LOCAL PLANNING AUTHORITY WILL WHERE APPROPRIATE SEEK COMPREHENSIVE LANDSCAPING IMPROVEMENTS TO ACHIEVE ENHANCED VISUAL AMENITY AND OTHER OPEN LAND OBJECTIVES.

~~3.9 In some areas of the Borough, there is extensive planting and landscaping on land adjoining the Green Belt, for example, trees in rear gardens of residential properties. The Local Planning Authority recognises that these can form an attractive transition between the built up area and open countryside and will seek to retain and enhance such landscaping when considering development proposals adjoining the Green Belt.~~

~~OL3 THE LOCAL PLANNING AUTHORITY WILL SEEK TO RETAIN AND IMPROVE EXISTING LANDSCAPE WHERE DEVELOPMENT PROPOSALS AFFECT LAND ADJOINING THE GREEN BELT.~~

London Plan Policy 3D.7 Realising the value of open space and its supporting text to be used (instead of deleted Policy OL3)

3.10 The Local Planning Authority wishes to ensure that there is no undue intensification or enlargement of buildings within or adjacent to the Green Belt that collectively may injure the visual amenities of the countryside. It will therefore pay careful attention to the design and landscaping of proposals in or conspicuous from the Green Belt.

OL4 THE LOCAL PLANNING AUTHORITY WILL ONLY PERMIT THE REPLACEMENT OR EXTENSION OF BUILDINGS WITHIN THE GREEN BELT IF:

- (i) THE DEVELOPMENT WOULD NOT RESULT IN ANY DISPROPORTIONATE CHANGE IN THE BULK AND CHARACTER OF THE ORIGINAL BUILDING;
- (ii) THE DEVELOPMENT WOULD NOT SIGNIFICANTLY INCREASE THE BUILT UP APPEARANCE OF THE SITE;
- (iii) HAVING REGARD TO THE CHARACTER OF THE SURROUNDING AREA THE DEVELOPMENT WOULD NOT INJURE THE VISUAL AMENITIES OF THE GREEN BELT BY REASON OF SITING, MATERIALS, DESIGN, TRAFFIC OR ACTIVITIES GENERATED.

OL5 THE LOCAL PLANNING AUTHORITY WILL NORMALLY ONLY PERMIT PROPOSALS FOR DEVELOPMENT ADJACENT TO OR CONSPICUOUS FROM THE GREEN BELT IF IT WOULD NOT INJURE THE VISUAL AMENITIES OF THE GREEN BELT BY REASON OF SITING, MATERIALS, DESIGN, TRAFFIC OR ACTIVITIES GENERATED.

~~3.11 A recent trend has been the establishment of garden centres within the Green Belt, many of which are based on long established nurseries. Where the goods retailed (or a significant proportion of them) originate on the site, such uses may be acceptable in the Green Belt provided that the criteria set out in the following policy are satisfied. Nowadays, however, the range of goods offered at many garden centres is very wide and includes such things as sheds, paving, building materials, and pets. A garden centre therefore often needs a large site with buildings, car parking and display areas. The Local Planning Authority regards such centres as retail development which is not normally acceptable in a Green Belt location.~~

~~OL6 APPLICATIONS FOR NURSERIES OR EXTENSIONS TO EXISTING NURSERIES WITHIN THE GREEN BELT WILL NORMALLY BE PERMITTED PROVIDED IT CAN BE DEMONSTRATED THAT:-~~

- ~~(i) A SIGNIFICANT PROPORTION OF GOODS IS PRODUCED ON SITE;~~
- ~~(ii) THERE WILL NOT BE AN UNACCEPTABLE IMPACT ON THE LOCAL ROAD NETWORK;~~
- ~~(iii) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;~~
- ~~(iv) SUFFICIENT LANDSCAPING IS PROVIDED;~~
- ~~(v) THE PROPOSAL COMPLIES WITH OTHER APPROPRIATE POLICIES IN THIS PLAN~~

~~PROPOSALS FOR GARDEN CENTRES OR EXTENSIONS TO EXISTING GARDEN CENTRES WILL NOT NORMALLY BE PERMITTED IN THE GREEN BELT. WHERE, EXCEPTIONALLY, PROPOSALS ARE CONSIDERED ACCEPTABLE, THE CRITERIA SPECIFIED IN (i) - (v) ABOVE WILL APPLY. THE LOCAL PLANNING AUTHORITY WILL ALSO NORMALLY IMPOSE A CONDITION ON ANY PLANNING PERMISSION FOR A NURSERY OR GARDEN CENTRE RESTRICTING THE TYPE OF GOODS SOLD.~~

PPG2: Green belt and London Plan Policy 3D.8 Green Belt and its supporting text to be used (instead of deleted Policy OL6)

~~3.12 In recent years, there has been a widespread growth in demand for the development of golfing facilities, including new courses and driving ranges. Future demands are likely to be high in Hillingdon, due to its location on the fringe of London. As almost all remaining open land in the Borough is designated as Green Belt, proposals for golf development will need careful consideration. They will inevitably involve changes in landscape character and wildlife habitats, and geological and physiographic features could be damaged or destroyed. However, in some areas golf development, may make a positive contribution to landscape enhancement, such as in areas of degraded landscape.~~

~~3.13 Government advice on development for golf is set out in PPG17. "Golf courses can open up countryside for recreation, but they can also have a significant impact. They should be located and designed to ensure harmony with the surrounding countryside and conserve the natural environment." (PPG 17, para 57). New schemes often involve the taking of agricultural land. While current government policy encourages land owners to consider alternative uses of land, PPG7 does ensure that land of the highest agricultural quality is~~

protected from irreversible development. Therefore in addition to the criteria in Policy OL7 below, the Local Planning Authority will need to assess the degree of reversibility in individual cases, based on the scale of investment and the amount of land re-shaping involved.

3.14 — The cumulative effect of proposals for golf development can have an unacceptable impact on the local environment in terms of loss of landscape character and diversity, and excessive increases in activity and traffic generation. The Local Planning Authority will monitor golf development proposals, and may refuse proposals where they combine to create an unacceptable impact on local environments.

3.15 — A further concern is the tendency for large scale built development to be proposed in association with golf development in locations where such built development would otherwise be unacceptable. Modest functional facilities are called for and permission will not normally be granted for development in excess of what is reasonably associated with the playing of golf, in accordance with the provisions of Policy OL1. Where a range of related facilities are proposed they will be subject to the overriding requirements of Policies OL1 and OL2, in addition to the criteria in Policy OL7. Golf driving ranges pose a special problem in that they are essentially urban in nature. Serious intrusion can arise through the appearance of structures, floodlighting, fencing, and covered tees, as well as the level of traffic and activity generated, and are unlikely to be acceptable where they change the character and appearance of countryside areas. Although they have a role, they are not considered to be an essential part of a golf course and may be free-standing, although even in urban fringe locations problems of landscaping, light pollution and loss of local amenity may still exist.

~~OL7 — PROPOSALS FOR GOLF DEVELOPMENT WITHIN THE GREEN BELT SHOULD BE LOCATED ON DEGRADED OR DERELICT LAND, LOWER GRADES OF AGRICULTURAL LAND, (GRADES 3B, 4 AND 5) OR LAND WHERE GOLF DEVELOPMENT WOULD RESULT IN IMPROVEMENTS TO AMENITY, LANDSCAPE, NATURE CONSERVATION AND PUBLIC ACCESS. THEY SHOULD SAFEGUARD AND ENHANCE AREAS OF IMPORTANCE FOR NATURE CONSERVATION, COUNTRYSIDE CONSERVATION AREAS AND THE PUBLIC RIGHTS OF WAY NETWORK AND WHERE APPROPRIATE CREATE NEW AREAS OF ECOLOGICAL INTEREST AND OPPORTUNITIES FOR PUBLIC ACCESS WITHIN THE SITE. THE CUMULATIVE EFFECT TAKING ACCOUNT OF EXISTING AND PERMITTED DEVELOPMENT SHOULD NOT HAVE AN UNACCEPTABLE IMPACT ON THE LOCAL ENVIRONMENT.~~

PPG2: Green belt and London Plan Policy 3D.8 Green Belt and its supporting text to be used (instead of deleted Policy OL7).

Metropolitan Open Land

3.16 — Strategic Planning Guidance for London (RPG3) identifies the need to protect further areas of open land within the urban area "which is significant to London as a whole". These areas may be important in providing attractive breaks in the built up area, providing open air facilities or containing features or landscape of historic, recreation, nature conservation or scientific value to the whole or part of London. The presumption against development in the Green Belt applies equally to MOL (RPG para 61). The 3 areas of Metropolitan Open Land in this Plan are Uxbridge Common, Cowley Recreation Ground and Grassy Meadow and Town Hall Park, Hayes (excluding the Chestnuts, Barra Hall). Whilst recognising the intention of Strategic Guidance to afford similar protection to Metropolitan Open Land as to the Green Belt, areas of Metropolitan Open Land within the Borough are small and not suitable for many uses deemed acceptable in the wider expanse of the Green Belt. They are primarily used for recreation purposes and the Council wants to ensure they remain so. The Council notes the guidance of RPG3 (paragraph 7.11) that where green chains and their associated open spaces are of more than individual Borough significance, they should be designated as MOL. It intends to investigate this matter fully in the forthcoming UDP review.

~~OL8 — WITHIN AREAS OF METROPOLITAN OPEN LAND AS DEFINED ON THE PROPOSALS MAP USES SHALL BE RESTRICTED TO FORMAL AND INFORMAL OPEN AIR RECREATIONAL ACTIVITIES AND NATURE CONSERVATION. NO BUILDINGS WILL BE PERMITTED UNLESS THEY ARE ESSENTIAL FOR THE PROPER FUNCTIONING OF SUCH LAND USES AND DO NOT DETRACT FROM THE OPEN NATURE OF THE LAND.~~

London Plan Policy 3D.9 Metropolitan Open Land and its supporting text to be used (instead of deleted Policy OL8)

Areas of Environmental Opportunity

3.17 The concept of linear parkway treatment of the main radial routes has long been a feature of planning policies for London, as has the need to improve the areas around Heathrow Airport, to enhance visitors' first impressions. Policies such as those relating to the Green Belt and Metropolitan Open Land cannot in themselves achieve enhancement and the former Greater London Development Plan originally identified four Areas of Opportunity:

the Colne Valley

the M4/Brent Wedge Corridor (the "A4/M4 Linear Park")

the area around Heathrow, and

the Western Avenue, A40

These areas were delineated in the Ickenham and Central Hillingdon Local Plans and the draft A4/M4 Local Plan.

3.18 This Plan sets out detailed aims for the Colne Valley Park Area of Environmental Opportunity (see para 3.21). The Proposals Map also identifies the other Areas of Environmental Opportunity for the A4/M4 Linear Parkway (including the open land around Heathrow) and the open areas in the vicinity of the A40 Western Avenue, originally delineated in the Ickenham and Central Hillingdon Local Plans and the draft A4/M4 Local Plan. The Local Planning Authority considers that the strong development pressures and the risk that land will be allowed to deteriorate in the hope of securing development could undermine these important strategic concepts by the effects of piecemeal decisions.

OL9 IN AREAS OF ENVIRONMENTAL OPPORTUNITY INCLUDING THE COLNE VALLEY PARK THE LOCAL PLANNING AUTHORITY WILL KEEP THE CONDITION AND USE OF AREAS OF OPEN LAND UNDER REVIEW AND, WHERE APPROPRIATE, MAKE OR CONSIDER WITH OTHER LAND OWNERS POSITIVE IMPROVEMENTS OR REHABILITATION PROPOSALS IN ACCORDANCE WITH THE POLICIES OF THIS PLAN.

3.19 Where appropriate, proposals formulated in accordance with Policy OL9 should take account of policies to enhance the Built Environment (Chapter 5), especially those concerning the canal, rivers and road and rail corridors (BE32, 34 and 35).

Colne Valley Park

~~3.20 — A major Area of Environmental Opportunity on the western side of the Borough is the Colne Valley Park. The Park was conceived in the 1960's and a revised strategy was produced in 1995 with the vision of "Making the Colne Valley Park a greener and more enjoyable place in which to live, work and play."~~

~~3.21 — The overall vision for the Colne Valley Park provides the framework for setting the key aims of the Strategy. These are as follows:~~

- ~~————— to maintain and enhance the landscape (including settlements) and waterscape of the Park in terms of their scenic and conservation value and their overall amenity.~~
- ~~————— to resist urbanisation of the Colne Valley Park and to safeguard existing areas of countryside from inappropriate development.~~

~~to conserve the nature conservation resources of the Park through the protection and management of its diverse plant and animal species, habitats and geological features.~~

~~to provide accessible facilities and opportunities for countryside recreation which do not compromise the above.~~

~~**OL10 THE LOCAL PLANNING AUTHORITY SUPPORTS THE BROAD AIMS AND OBJECTIVES OF THE COLNE VALLEY PARK AND WILL SEEK TO IMPLEMENT PROJECTS TO FURTHER THE ENVIRONMENTAL AND RECREATIONAL OBJECTIVES OF THE PARK.**~~

UDP Policy OL9 (Environmental Opportunity Areas) and Hillingdon Biodiversity Action Plan to be used (instead of deleted Policy OL10)

Green Chains

3.22 Elsewhere in the Borough, the Yeading Valley Park Corridor, the open land adjoining Ickenham and Ruislip, and even narrow strips of open land such as the River Pinn Corridor and the Grand Union Canal, all link together to form 'Green Chains' of open land which extend across the Borough boundaries, providing wildlife corridors and countryside leisure opportunities for the urban dweller. The valuable role of such Green Chains in the urban environment is recognised in Strategic Planning Guidance (SPG, para 63). Much of the land within Green Chains is already designated Green Belt or Metropolitan Open Land; areas not so designated but which nevertheless contribute to the Chains are also defined on the Proposals. Where appropriate, the Local Planning Authority will seek improved public access and landscape improvements to land included within the Green Chains and in consultation with adjacent Boroughs will seek to identify long distance footpaths which contribute to a network of metropolitan walks extending across London.

TABLE 3.4 GREEN CHAINS

- Eastcote - West Drayton, along line of the River Pinn.
- Eastcote - Hayes, along line of Yeading Brook.
- Ruislip Manor - West Drayton, through Hayes Park, Town Hall Park and Stockley Park.
- Ickenham - West Drayton along line of the River Frays.
- Ruislip Manor - Harlington through Yeading, Minet Estate and Cranford Park.
- Grand Union Canal.

OL11 IN RESPECT OF GREEN CHAINS, THE LOCAL PLANNING AUTHORITY WILL:-

- (i) ENCOURAGE THE PROVISION AND IMPROVEMENT OF SUITABLE RECREATIONAL FACILITIES;**
- (ii) MAINTAIN THEIR POSITIVE CONTRIBUTION IN PROVIDING A VISUAL AND PHYSICAL BREAK IN THE BUILT-UP AREA;**
- (iii) CONSERVE AND ENHANCE THE VISUAL AMENITY AND NATURE CONSERVATION VALUE OF THE LANDSCAPE;**
- (iv) SEEK TO IMPROVE PUBLIC ACCESS TO AND THROUGH THE AREA; AND**
- (v) PROMOTE AN OVERALL IDENTITY FOR GREEN CHAINS THROUGHOUT THE BOROUGH.**

Agricultural land

3.23 As already described in para. 3.1 above agriculture remains a significant activity in Hillingdon and contributes substantially to its visual character. Over the next decade it is possible that a substantial area of Britain's countryside will change from food production to some other use. The effect this will have on urban fringe agriculture in Hillingdon is still to be seen, although already "horsiculture" is becoming increasingly common. Many land owners and farmers are likely to consider some form of diversification away from agricultural production to new uses for which there is a demand, such as recreation, wildlife reserves, improved access, maybe even new woodlands. However, it is the Council's intention to protect the best and most versatile agricultural land (Grades 1, 2 and 3A) from irreversible development, and to protect the countryside for its own sake rather than primarily its productive value, in accordance with the provisions of PPG7 and Strategic Planning Guidance (SPG, para. 67).

OL12 THE LOCAL PLANNING AUTHORITY WILL NOT PERMIT DEVELOPMENT WHICH WILL LEAD TO THE IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND GRADE 1, 2 AND 3A, WHETHER CURRENTLY IN USE OR STILL CAPABLE OF BEING USED FOR AGRICULTURAL PURPOSES. PROPOSALS TO USE SUCH LAND FOR OTHER ACCEPTABLE GREEN BELT USES WILL BE ASSESSED HAVING REGARD TO:-

- (i) THE IMPACT OF THE PROPOSED CHANGE OF USE ON THE LANDSCAPE;**
- (ii) AGRICULTURAL LAND QUALITY;**
- (iii) THE SIZE AND STRUCTURE OF THE PROPOSED UNIT, ITS RELATIONSHIP AND IMPORTANCE TO THE PATTERN OF FARMING; AND**

(iv) WHETHER THE PROPOSED ALTERNATIVE USE ACCORDS WITH THE OTHER POLICIES OF THIS PLAN AND CONTRIBUTES TO ITS OBJECTIVES.

3.24 Within the Green Belt the overriding policy is restraint of development except where it is in accordance with Policy OL1. The Town and Country Planning (General Development) Order (1988), as amended (January 1992), grants planning permission for a wide range of development associated with agricultural uses of land, on units of 5 hectares or more, and with forestry uses of land. More limited permitted development rights have been introduced for agricultural holdings of less than 5 hectares (but more than 0.4 hectare). In certain cases, however, this planning permission cannot be exercised unless the farmer or other developer has applied to the Local Planning Authority for a determination as to whether its prior approval will be required for certain details. In line with Government guidance (PPG7), particular consideration will be given to the effect of the proposed agricultural development on the landscape in terms of visual amenity, and the desirability of preserving ancient monuments and their settings, known archaeological sites, listed buildings and their settings, and sites of recognised nature conservation value. In weighing these considerations, the Local Planning Authority will always have full regard to the operational needs of the agricultural and forestry industries and, to the need to avoid imposing any unnecessary or excessively costly requirements.

OL13 WHEN DEVELOPMENT ASSOCIATED WITH AGRICULTURE OR FORESTRY USES OF LAND IS PROPOSED WITHIN COUNTRYSIDE CONSERVATION AREAS, ARCHAEOLOGICAL PRIORITY AREAS OR SITES OF ECOLOGICAL IMPORTANCE, OR IF SUCH DEVELOPMENT WOULD HAVE AN IMPACT ON LISTED BUILDINGS, SCHEDULED ANCIENT MONUMENTS OR NATURE RESERVES, OR THEIR SETTINGS, THE LOCAL PLANNING AUTHORITY WILL REQUIRE APPROPRIATE DETAILS TO BE SUBMITTED FOR APPROVAL PRIOR TO DEVELOPMENT COMMENCING.

NOTE: PPG7 states that Local Planning Authorities may concern themselves with:

- the siting, design and external appearance of a proposed new agricultural or forestry building and its relationship to its surroundings;
- the siting and means of construction of roads;
- the siting of those excavations or waste deposits which individually or collectively exceed 0.5 hectares within the unit.

3.25 When agricultural and other rural buildings become redundant, proposals may be submitted for conversion or new uses. In determining whether a particular building is redundant for agricultural purposes the Local Planning Authority will be guided by the Ministry of Agriculture, Fisheries and Food, whose general advice is that modern, purpose built agricultural buildings can rarely be considered to be

redundant. In determining the appropriateness of any proposals the Local Planning Authority will have particular regard to the effect of any proposed use or building works on the building and its setting. Any conversion scheme must be compatible with the essential character of the building concerned and capable of being achieved with minimum impact on the landscape. Small-scale business uses are often more appropriate than residential uses which tend to have a greater effect on the character of the building, but proposed uses which would give rise to specific planning objections such as noise, smell, safety, intrusion into the surrounding countryside or excessive traffic generation will not be acceptable.

OL14 THE CHANGE OF USE OR CONVERSION OF REDUNDANT AGRICULTURAL AND OTHER RURAL BUILDINGS WILL BE ACCEPTABLE ONLY IF THE REDUNDANT BUILDING IS SUBSTANTIAL AND ATTRACTIVE AND, WITH NORMAL REPAIR AND MAINTENANCE CAN BE EXPECTED TO LAST FOR MANY YEARS. THE LOCAL PLANNING AUTHORITY WILL JUDGE THE APPROPRIATENESS OF A SCHEME OF CONVERSION AND/OR ALTERNATIVE USE HAVING REGARD TO:-

- (i) THE EFFECT OF ANY BUILDING CONVERSION WORK AND OTHER DEVELOPMENT NEEDED UPON THE CHARACTER, APPEARANCE OR SETTING OF THE BUILDING OR THE AREA IN WHICH IT IS LOCATED; AND**
- (ii) WHETHER THE NEW PROPOSED ACTIVITY WOULD DISTURB THE AMENITIES OF THE AREA.**
- (iii) WHERE THE BUILDING IS LOCATED WITHIN THE GREEN BELT THAT IT ACCORDS WITH THE OBJECTIVES OF POLICIES OL1-OL3.**

3.26 Buildings which have become derelict or are beyond beneficial use without works requiring planning permission do not fall within the scope of this policy which provides for re-use of existing buildings rather than the reconstruction of former buildings. Extensions to redundant buildings in the Green Belt in order to facilitate their re-use will not normally be permitted.

Countryside Conservation Areas

3.27 Within certain areas of the Borough, where traditional agricultural land uses have continued to the present day, there remains a traditional agricultural landscape made up of a diverse matrix of small fields, hedges, copses, woods and farm ponds. These landscapes, which have been identified by the London Ecology Unit as Countryside Conservation Areas (see Glossary for definition), have considerable visual and aesthetic appeal. However, as agricultural practices change, and as land is taken out of agriculture, the elements which make up the character and local distinctiveness of such landscapes often come under threat. The Council recognises the value of three such landscapes within the Borough, and intends to retain their salient features wherever possible. Unfortunately although

some aspects of agricultural development can be controlled, many activities which can change the character of such landscapes, such as hedgerow removal and tree felling, do not normally require planning permission. In such cases, when the Council becomes aware of potential activities which may detract from the landscape in the three Countryside Conservation Areas, it will attempt to protect the landscape through persuasion, discussion and advice. The Council will also attempt to set a good example of land management on its own land holdings within these areas:-

- North West Hillingdon Countryside Conservation Area
- North Yeading Countryside Conservation Area
- South Yeading Countryside Conservation Area

- NOTE: (i) Countryside Conservation Areas are non-statutory. They should not be confused with formally designated Conservation Areas under the Planning (Listed Buildings and Conservation Areas) Act 1990 (Conservation Areas are referred to in Chapter 5).
- (ii) The special controls which apply in statutory Conservation Areas do not apply in Countryside Conservation Areas.

3.28 The Town and Country Planning Act requires local authorities to include in their development plans, land use and development policies that are designed to secure the conservation of natural beauty and amenity of land. Other policies in this plan protect the natural resources of the Borough, areas of ecological and recreational value, and the best and most versatile agricultural land. However, other areas of countryside can be identified where there is a need to protect the countryside for the sake of its beauty and the diversity of its landscape.

OL15 THE LOCAL PLANNING AUTHORITY WILL SEEK TO PROTECT THE LANDSCAPE OF COUNTRYSIDE CONSERVATION AREAS FROM DEVELOPMENT AND/OR ACTIVITIES WHICH WOULD DETRACT FROM THE SPECIAL CHARACTER OF THESE LANDSCAPES.

Access to the Countryside

~~3.29 There is a great deal of informal use of open areas for leisure and recreation, and within Hillingdon's urban fringe there is potential for increasing public access to the countryside. The Council itself owns a great deal of open land, where, if the financial resources were available, there is the opportunity to provide a wide range of countryside leisure pursuits. A study of land uses and opportunities for recreation, leisure and sport has recently been undertaken for much of this area, and opportunities to increase public access to the countryside will be implemented as resources become available, where this does not conflict with other policies in this Plan.~~

~~OL16 THE COUNCIL WILL SEEK TO CONTINUE TO INCREASE PUBLIC ACCESS TO THE COUNTRYSIDE FOR INFORMAL LEISURE ACTIVITIES.~~

London Plan Policy 3D.13 (London's countryside and the urban fringe) and its supporting text to be used (instead of deleted Policy OL16)

Rights of Way

~~3.30 The national system of public rights of way (including bridleways) is probably the most important means of access to and enjoyment of the countryside. There is already an extensive system of public footpaths in the Borough, and there are also numerous bridleways although these do not exist as an integrated network in many places. The Council will protect and improve the existing rights of way network, and will seek to provide additional links. In some cases it may be most appropriate to agree informal permissive routes with the agreement of landowners in order to improve the network and this will be a high priority when improving public access to Council owned land. The provision of longer distance routes through the Borough for walkers, horse riders and cyclists, linking in with routes in adjoining counties and boroughs, will also continue to be investigated.~~

~~OL17 THE COUNCIL WILL SEEK TO ENSURE THE RETENTION AND EXTENSION OF THE EXISTING PUBLIC RIGHTS OF WAY NETWORK IN ACCORDANCE WITH THE RELEVANT LEGISLATION, AND WILL SEEK TO ENSURE THAT ALL ROUTES ARE APPROPRIATELY SURFACED, SIGNPOSTED, WAY MARKED AND KEPT FREE FROM OBSTRUCTION.~~

Countryside and Rights of Way Act 2004 and Hillingdon Design and Accessibility Statemet to be used (instead of deleted Policy OL17)

~~OL18 WHERE APPROPRIATE NEW DEVELOPMENT SHOULD INCORPORATE SAFE AND CONVENIENT NEW FOOTPATHS BOTH WITHIN THE SITE AND TO LINK WITH ADJOINING AREAS. DEVELOPMENT AFFECTING EXISTING PUBLIC RIGHTS OF WAY WILL NORMALLY BE EXPECTED TO INCORPORATE A CONVENIENT ALTERNATIVE ROUTE.~~

Countryside and Rights of Way Act 2004 and Hillingdon Design and Accessibility Statemet to be used (instead of deleted Policy OL18)

Access for People with Disabilities

3.31 One section of the community often denied access to the countryside is people with disabilities. Although the natural environment may itself present many obstacles which impede mobility, quite often problems result from a lack of positive planning for and with people with disabilities. For example, barriers across paths, or narrow gaps in fences, will not only deny access to motorcyclists, but also to wheelchair users or those with prams, as will the use of the wrong surfacing material. Access will not be possible in all cases, but as new countryside facilities are developed and public access to the countryside increased, and as existing facilities are maintained and updated, consideration should be given to ways in which they can be made accessible and enjoyed by as many people as possible.

OL19 THE COUNCIL WILL SEEK TO IMPROVE ACCESS TO AND USE OF THE COUNTRYSIDE BY ALL SECTIONS OF THE COMMUNITY, INCLUDING IMPROVING ACCESS FOR WHEELCHAIRS AND PEOPLE WITH OTHER FORMS OF DISABILITY.

Horse Keeping and Grazing

~~3.32 The keeping of horses and horse grazing is an increasingly popular use in urban fringe locations, sometimes resulting in a serious erosion of landscape quality and nature conservation interest due to over use of land. High standards of design, construction and maintenance of buildings, and care of land are therefore necessary to ensure that such activities do not have adverse effects on the countryside or indeed the horses. The use of land primarily for the grazing of horses is generally accepted as an agricultural activity and does not usually require planning permission, although associated buildings may do. However, where the intensity of grazing is such that the grazing area is inadequate and the horses require supplementary feeding in addition to that normally required during the winter months, then the primary use should more correctly be considered as horse keeping, rather than grazing. This is an activity requiring planning permission. In addition to landscape deterioration resulting from the breeding and/or keeping of horses, when such activities are undertaken in areas without adequate access to suitable riding and exercise areas, damage may occur to the public footpath system and traffic hazards created.~~

~~**OL20 APPLICATIONS FOR HORSEKEEPING ESTABLISHMENTS OR THE BREEDING AND KEEPING OF HORSES WILL NORMALLY BE PERMITTED PROVIDED IT CAN BE SHOWN THAT:**~~

- ~~(i) IT WILL NOT BE DETRIMENTAL TO THE APPEARANCE OR USE OF LAND;~~
- ~~(ii) IT WILL NOT REDUCE WILDLIFE DIVERSITY;~~

- ~~(iii) IT IS RELATED TO THE BRIDLEWAY NETWORK; AND~~
- ~~(iv) IT WOULD NOT RESULT IN AN INCREASED INCIDENCE OF HORSE RIDING ON ROADS OR PUBLIC FOOTPATHS SUCH THAT HIGHWAY AND PEDESTRIAN CONVENIENCE OR SAFETY IS PREJUDICED.~~

Each scheme to be judged on its merits (instead of deleted policy OL20).

~~3.33 In extreme cases the Local Planning Authority may seek to prevent overgrazing which is causing damage to pasture and the appearance of land by the imposition of an Article 4 Direction under the Town and Country Planning (General Permitted Development) Order 1995.~~

Damaged, Derelict or Degraded Land

3.34 At the present time, all damaged and derelict land within the Borough lies within the Green Belt. These areas detract from the visual amenity of the Borough and their presence may inhibit other proposals through the presence of migrating landfill gas and/or a contaminated groundwater regime. The Council will normally be supportive of proposals to restore or reclaim derelict or damaged land subject to other relevant policy considerations. It is the overall aim of the Council to enable the satisfactory restoration and reclamation of all derelict and damaged land within the Borough.

3.35 In exceptional circumstances, the Local Planning Authority has in the past allowed a limited amount of building in excess of that usually acceptable under Policy OL1. This has only been accepted in areas subject to Green Belt policy, in very special circumstances where it has been demonstrated that the land has not been satisfactorily restored, that a pollution hazard (e.g. leachate, landfill gas) could not be eliminated or contained through the introduction of measures normally accepted in the Green Belt, or through the application of any practicable measures on individual sites, including the enforcement of planning conditions relating to restoration and aftercare. In these cases, the Local Planning Authority required the development scheme to include large scale environmental and amenity gains commensurate with the extent of building envisaged. This has included large scale reclamation works involving highly contaminated sites, installing modern pollution containment control measures, planting and landscaping of despoiled or derelict Green Belt land, and the creation of additional areas of public open space or new opportunities for public access, or bringing into an appropriate Green Belt use land already within the Green Belt but where the authorised use was incompatible with Green Belt policy. The extent and volume of building was limited strictly to that necessary to finance a satisfactory standard of land restoration and landscaping.

3.36 The Local Planning Authority undertook a comprehensive survey (1993) of derelict and damaged land within the Borough, identifying all such land and outlining the problems and constraints perceived. (See Figure 3) The survey contains a more detailed analysis of this subject and provides guidance supplementary to the Unitary Development Plan. Areas included in the Borough boundary post April 1994, will be surveyed in the review of the Plan.

OL21 THE LOCAL PLANNING AUTHORITY WILL SUPPORT PROPOSALS TO RECLAIM/RESTORE DAMAGED, DERELICT AND OTHERWISE DEGRADED LAND SUBJECT TO SUCH PROPOSALS ACCORDING WITH THE POLICIES OF THIS PLAN AND OTHER ENVIRONMENTAL CONSIDERATIONS.

TABLE 3.5 DERELICT AND DAMAGED LAND

Derelict;

Minet Estate (east of Hayes By-Pass).
Land east of Stockley Road.
Church Hill, Harefield.
Land south of Packet Boat Lane, Cowley Peachey.
The Lizzards, Trout Lane.
West of Stockley Road, West Drayton.
Thorney Mill Road, West Drayton.
Costain's Site, Holloway Lane.
Wise Lane Farm, Harmondsworth.
North of Moor Lane, Harmondsworth.
South of Old Bath Road, Colnbrook.
Longford Moor, Upper Ditch, Colnbrook.
South of Moor Lane, Harmondsworth.
Home Farm, Moor Lane, Harmondsworth.

Damaged;

Land west of Springwell Lane, Harefield.
Park Lodge Farm, Harefield.
Harefield Halt/Disused Railway, Harvil Road, Harefield.
Harefield embankment off Harvil Road, Harefield.
Willow Piggeries, Accommodation Lane, Harmondsworth.
Stanwell Moor Road, Harmondsworth.
Land between the Frays River and the Grand Union Canal and north of the Slough Arm, Cowley Peachey.
New Year's Farm, New Years Green Lane, Harefield.

3.37 The definition of derelict land is "land so damaged by industrial or other development that it is incapable of beneficial use without treatment". This includes worked out minerals excavations which are not subject to enforceable planning conditions or other arrangements which provide for their restoration. Furthermore, when taking into account Government advice relating to the development of contaminated land, a number of additional sites can be regarded as derelict [see the London Borough of Hillingdon 'Derelict and Damaged Land Survey' (1993)] where the land has been put to some marginal use (e.g. horse grazing). This is because the land is thought to be generating landfill gas, or the soil is contaminated, or thought to be a source of groundwater pollution (or a combination of these factors). It is not thought that any land in the Borough has degenerated into a derelict condition for reasons other than quarrying or disposal of waste.

3.38 For the purposes of the plan, damaged land is defined as land that has been developed for quarrying or waste disposal uses and whose current condition is significantly worse than its original state, but is excluded from the definition of derelict. The definition of degraded is as for damaged land, but the reasons for its deterioration are not related to quarrying or the disposal of waste. Although it is thought there is degraded land in the Borough, it is far more difficult to identify. The Council will seek to identify and survey all degraded land as resources allow. In the interim, derelict and damaged land policies will also be applied to proposals involving land recognised as degraded, as far as this is appropriate.

3.39 In the majority of cases within the Borough, particularly where land is derelict, land management can only tackle the symptoms, i.e. the physical signs of dereliction, and not the underlying causes, such as landfill gas generation, contaminated soils and differential settlement. To tackle these, an active approach is required by those parties seeking improvements to the condition of the land that would normally require planning consent. Such major works usually involve a significant, if temporary, impact on local residents in the form of odours, heavy goods vehicle movements, dust, noise, etc. In such cases, the Local Planning Authority would normally seek to ensure that the reclamation scheme would successfully deal with the underlying causes of dereliction/damage in order to justify this temporary impact and that satisfactory aftercare arrangements were in place to ensure that any post-restoration problems are dealt with and the land does not revert back to a damaged/derelict state. An integral part of balancing the benefits/disbenefits of any scheme would include the submission of environmental surveys to allow a proper assessment of the existing on-site regime.

OL22 PROPOSALS RELATING TO DAMAGED, DERELICT AND OTHERWISE DEGRADED LAND SHOULD BE ACCOMPANIED BY AN ASSESSMENT OF ITS CURRENT CONDITION AND OF ANY ADVERSE EFFECTS ON ADJACENT LAND. SUCH AN ASSESSMENT SHOULD ALSO INDICATE, AS FAR AS IS PRACTICABLE, MEASURES THAT WOULD NEGATE OR CONTAIN THE CAUSES OF THE LAND'S UNSATISFACTORY CONDITION OF THE LAND.

OL23 WHERE APPROPRIATE, THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT SCHEMES TO RESTORE/RECLAIM DAMAGED, DERELICT AND OTHERWISE DEGRADED LAND INCLUDE PROVISION FOR A PERIOD OF AFTERCARE CONTINUING FOR FIVE YEARS AFTER THE COMPLETION OF RESTORATION WORKS. SCHEMES SHOULD PROVIDE FOR MAINTENANCE OF THE RESTORED LAND, POLLUTION CONTROL MEASURES, AND THE CORRECTION OF ANY EMERGING DEFICIENCIES, AND MAY INCLUDE FINANCIAL ARRANGEMENTS TO GUARANTEE SUCH WORK FOR AN APPROPRIATE PERIOD.

~~3.40 — A number of sites classified as derelict or damaged possess a degree of ecological value resulting from habitat regeneration which has occurred over time. In many cases, it will be possible to protect and enhance this value. However, there will be circumstances where action is required to tackle underlying problems which, if not solved, could in future lead to greater problems of, for example, methane generation or groundwater pollution. In such instances, remedial action may cause unavoidable damage to the ecological value of the site. Where works are required which have an impact on the ecological value of a site, any scheme of works should minimise the impact on nature conservation areas and aim to enhance remaining areas and create new habitats within any restoration/aftercare scheme.~~

~~**OL24 — IN CONSIDERING APPLICATIONS WHICH INCLUDE THE RESTORATION OF DERELICT, DAMAGED AND DEGRADED LAND, THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE ANY HARM TO SITES OF IMPORTANCE TO NATURE CONSERVATION IS MINIMISED AND THAT, AS PART OF THE RESTORATION/AFTERCARE SCHEME, REMAINING AREAS OF NATURE CONSERVATION VALUE ARE ENHANCED AND NEW HABITATS CREATED.**~~

London Plan Policy 4A.16 (Bringing contaminated land into beneficial use) and its supporting text to be used (instead of deleted Policy OL24)

~~3.41 — It is recognised that the majority of derelict and damaged sites within the Borough are within the Colne Valley Park or other Areas of Environmental Opportunity and that their physical condition detracts from the aim to provide countryside recreation opportunities west of London and the "Linear Parkway" concept that has long been a planning policy feature in London. (See Policy OL9). It is further recognised that the majority of the derelict land within the Borough is located within the southern part of the Borough.~~

~~3.42 — The Local Planning Authority has identified three areas which suffer a range of problems and where substantial capital investment is required in order to upgrade them. In order to achieve this, a more pro-active approach is appropriate.~~

This will increase the likelihood of attracting external sources of finance from Central Government or the private sector. A comprehensive approach is also required to ensure that restoration and enhancement proposals are successful and that this is coupled with continuing management. These areas are known as 'Comprehensive Rehabilitation Areas' and are identified on the Proposals Map. They are:-

- ~~— Land west of Harmondsworth Village (Sites 6, 7, 12, 13 & 17 in the 1993 Derelict and Damaged Land Survey)~~
- ~~— Land west of Longford Village (Sites 8, 9 and 19 in the 1993 Derelict and Damaged Land Survey)~~
- ~~— Land between the Hayes By Pass and the Grand Union Canal, adjoining Minet.~~

3.43 Within these areas the Council will seek to concentrate available resources, including those of the private and voluntary sectors, into ensuring that this land is effectively restored and can play an effective Green Belt/Colne Valley Park role. In addition, it is recognised that the area south of Packet Boat Lane, Cowley Peachey may be a fourth area that could benefit from a comprehensive approach to reclamation (this would include sites 1, 2 and 23 in the 1993 Derelict and Damaged Land Survey). It is the Council's intention to examine this area in more detail when resources are available.

~~OL25 ANY PROPOSALS WHICH ARE LOCATED WITHIN OR IMPINGE UPON A COMPREHENSIVE REHABILITATION AREA DEFINED ON THE PROPOSALS MAP SHOULD INCORPORATE THE FOLLOWING:-~~

- ~~(i) THE RECLAMATION OR RESTORATION OF THE LAND TO A STANDARD SUITABLE FOR PUBLIC ACCESS;~~
- ~~(ii) CESSATION OF USE OF LAND USES (OR USE OF BUILDINGS) WHICH IS INCONSISTENT WITH THE USE OF LAND IN GREEN BELT;~~
- ~~(iii) LANDSCAPE IMPROVEMENTS BY REMODELLING AND REPLANTING WHICH CAN SUBSEQUENTLY BE MAINTAINED IN ACCORDANCE WITH POLICY OL20B;~~
- ~~(iv) PROTECTION AND ENHANCEMENT OF ECOLOGICAL AREAS WHICH ARE SUBJECT TO POLICY EC1 THROUGH APPROPRIATE RESTORATION AND AFTERCARE;~~
- ~~(v) ESTABLISHMENT OF APPROPRIATE OPEN AIR RECREATIONAL FACILITIES; AND~~
- ~~(vi) IMPROVEMENTS TO FOOTPATH, BRIDLEWAY AND CYCLEWAY NETWORKS, PARTICULARLY IN THE COLNE VALLEY REGIONAL PARK.~~

Each scheme to be judged on its merits (instead of deleted policy OL25).

Trees and Woodland

3.44 Trees and woodlands are an important feature of the landscape of the Borough. In the north, there are extensive established woodlands, the majority of which are in Council ownership. Much of this can be classified as "ancient woodland" and has been designated by English Nature as a Site of Special Scientific Interest. It is managed by the Council in accordance with an agreed Management Plan. Elsewhere, many of the smaller privately owned woods are neglected, and receive little management, and the rate of new woodland planting is low. However, with new uses being sought for agricultural land, the Council will encourage tree planting as an alternative countryside use, especially in urban fringe locations. Such planting, while improving the quality of the environment of many areas, could also have a multi-functional role, providing recreation, access and wildlife opportunities, while being managed as woodlands. On a smaller scale, there are opportunities for the planting of small groups of trees in field corners, and in association with development proposals in the countryside.

3.45 The Council will encourage the planting of trees throughout the Borough and, in conjunction with private landowners, will make every effort to achieve planting of trees on unused land. The planting of native deciduous trees will be encouraged wherever possible. The Council intends to carry out a survey of council owned land to identify potential sites for tree planting. Policies for trees and landscaping in the built-up area of the Borough are set out in policies BE38 and BE39.

3.46 In assessing applications for Forestry Commission grants and felling licence proposals the Local Planning Authority will have regard to the following:

- (i) Proposals should be soundly based on site conditions, ecology and management needs;
- (ii) Where the existing landscape is broadleaved in character this should not be changed;
- (iii) Proposals should retain and protect the sites, areas and features of ecological importance.

OL26 THE LOCAL PLANNING AUTHORITY WILL PROTECT TREES AND WOODLANDS AND ENCOURAGE THE PRESERVATION, PROPER MANAGEMENT AND IN APPROPRIATE LOCATIONS THE EXTENSION OF WOODLANDS. PROPOSALS FOR DEVELOPMENT IN THE MORE RURAL AREAS OF THE BOROUGH SHOULD BE ACCOMPANIED BY PROPOSALS FOR LANDSCAPING AND TREE PLANTING WHEREVER PRACTICABLE, AND THE RETENTION OF EXISTING LANDSCAPING FEATURES WHERE APPROPRIATE.



London Borough of Hillingdon UDP Saved Policies September 2007 (Published Version)

4. ECOLOGY AND NATURE CONSERVATION

Introduction

4.1 The public interest in wildlife, their surroundings and the wider environment has increased considerably over recent years. It is now generally accepted that the planning process must take nature conservation and wildlife into account and actively plan for it through protecting and improving the existing environment, and creating new environments and wildlife habitats. This is endorsed in Strategic Planning Guidance (SPG, para. 66) and is reflected in several Acts and Circulars, most particularly the Wildlife and Countryside Act, 1981 (as amended), the Conservation (Natural Habitats &C.) Regulations 1994 and PPG9. The latter re-emphasises the government's commitment to nature conservation and states that "the conservation of nature is important. Attractive environments, where attention is given to nature conservation, are essential to social and economic well-being. With careful planning and control, conservation and development can be compatible. The Government looks to local authorities to keep themselves informed of the state of the natural environment locally, and to take account of nature conservation interests wherever relevant to local decisions." Furthermore, "The (European) Habitats Directive states that UDP shall include policies encouraging the management of features of the landscape which are of major importance for wild flora and fauna." This Plan therefore aims to protect habitats of ecological importance throughout the Borough, although where these occur on land used for agriculture, the usual changes in the way agricultural land is managed, as permitted under the General Development Order, will still be possible.

4.2 It is also generally accepted that wildlife and the natural areas which support it can perform a variety of functions in the urban area. Informal recreation, leisure, education, agriculture, forestry, and nature conservation are all activities for which such areas may be used. They provide much needed diversity in our visual surroundings and produce a landscape that can be enjoyed by everyone. Wildlife habitats cross the boundary of town and country and Hillingdon is in a favourable location with a great diversity of habitats. In fact, Hillingdon forms a vital link between inner London and the surrounding countryside of the Home Counties, with both natural and man-made corridors enabling flora and fauna to penetrate into the very heart of London.

Protection of Habitats

4.3 Hillingdon was identified as having one of the most important habitat networks in Greater London in the former Greater London Council's Wildlife Habitat Survey carried out in 1984/5. It has important areas of unimproved grassland (including ancient hay meadows and pastures) and broad-leaved woodland, much of which is ancient in origin. Hillingdon is also one of the richest Boroughs in terms of

aquatic habitats. The Borough has 20% of all the standing water in the Greater London area and has an equally important network of rivers and canals.

4.4 The London Ecology Unit (LEU) continues the work of the Wildlife Habitat Survey and identifies eleven Sites of Metropolitan Importance for Nature Conservation. (See Table 4.2). These sites are of a quality which exists in very few places in London and have an especially varied fauna and flora. Of the 37 sites of Borough Importance there are 12 Grade I (the best from a Borough perspective) and 25 Grade II (valuable on the same criteria as Grade I, but of a lower quality). Six Sites of Local Importance have been identified and, further work will be done to identify additional sites with potential for 'Local' designation. Many of these sites have been re-surveyed during the summer of 1993, as well as other areas of the Borough not previously identified as being important for nature conservation. The results of this re-survey have been published as Supplementary Planning Guidance, and amended site boundaries will be included as part of an early review of this plan.

4.5 Within the Borough there are also six sites designated under the Wildlife and Countryside Act 1981 (as amended) as Sites of Special Scientific Interest (SSSI's). These have been selected against national criteria as needing protection, being the best examples of our national heritage of wildlife habitats, geological features and landforms. All these sites with the exception of Harefield Pit, which has been designated as a SSSI for geological reasons, fall within Sites of Metropolitan Importance for nature conservation. The Uxbridge/ Harefield area is very important for nature conservation. The Grand Union Canal runs through the area and this, coupled with the complex river network provided by the Rivers Colne, Frays and Pinn, makes this area particularly important. The area contains many of the Borough's sites of nature conservation importance including five Sites of Special Scientific Interest (SSSI) in their entirety. The Ruislip/Northwood Area contains three extensive woodlands, Park Wood, Copse Wood and Mad Bess Wood, which together with Bayhurst Woods in the Uxbridge/Harefield area form part of a large complex of ancient woodland known as Ruislip Woods, which together make up the sixth Site of Special Scientific Interest within the borough.

4.6 Ruislip Woods has also been declared as a National Nature Reserve by English Nature. In addition the Council has designated four sites within the borough as Local Nature Reserves, under the National Parks and Access to the Countryside Act 1949, and several other sites as nature reserves. All are managed specifically for nature conservation. Consideration will be given to designating the existing nature reserves of The Grove, Uxbridge Moor, Stockers Lake, Frays Farm Meadows/Denham Lock Wood/Harefield Place area and

Ickenham Marsh as Local Nature Reserves under the National Parks and Access to the Countryside Act 1949, as amended by the Local Government Act 1972.

4.7 The Local Planning Authority will take account of the ecological and scientific importance of sites within the Borough of national importance (SSSI's), regional importance (Sites of Metropolitan Importance for nature conservation) and local importance (Sites of Borough Grades 1 and 2 or Local Importance for nature conservation) as well as designated Local Nature Reserves and other nature reserves. It aims to protect the most valuable and sensitive sites by averting harm to the ecological or scientific value of a site resulting from development and/or a change of land use on or in the near vicinity. The Local Planning Authority will have regard to the relative significance of international, national, local and informal designations in considering the weight to be attached to nature conservation interests. Where appropriate, developers may be asked to submit an ecological assessment in order to demonstrate that the proposed development will not have adverse ecological effects. Sites of Special Scientific Interest will be given the highest level of protection. The impact on sites of lesser importance should be kept to a minimum. All sites of importance for nature conservation are shown on the Proposals Map. Changes to site boundaries, or new sites identified and proposed for such designation by the Local Planning Authority and/or the London Ecology Committee, will be subject to review.

4.8 The London Ecology Unit also identified three Countryside Conservation Areas where traditional land use has continued until the present day (see paras 3.27, 3.28 and Policy OL15). Although not of consistently high nature conservation value throughout, such areas have considerable visual and aesthetic appeal resulting from their mix of small fields, hedges, copses, woods and ponds. The LEU also stresses the importance of particular corridors through the urban areas, such as the Grand Union Canal and Yeading Brook, which provide wildlife links from the open countryside to the more heavily urbanised areas (see para 3.22). The whole of the Grand Union Canal is included as a Site of Metropolitan Importance for Nature Conservation. The Council will continue to liaise with adjoining local authorities to ensure that ecological policies and the management of biological networks are consistent across boundaries.

EC1 THE LOCAL PLANNING AUTHORITY WILL NOT PERMIT DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF SITES OF SPECIAL SCIENTIFIC INTEREST, OR BE UNACCEPTABLY DETRIMENTAL TO SITES OF METROPOLITAN OR BOROUGH (GRADE I) IMPORTANCE FOR NATURE CONSERVATION, DESIGNATED LOCAL NATURE RESERVES AND OTHER NATURE RESERVES. IF DEVELOPMENT IS PROPOSED ON OR IN THE NEAR VICINITY OF SUCH SITES, APPLICANTS MUST SUBMIT AN ECOLOGICAL ASSESSMENT WHERE CONSIDERED APPROPRIATE BY THE LOCAL PLANNING AUTHORITY TO DEMONSTRATE THAT THE PROPOSED DEVELOPMENT WILL NOT HAVE UNACCEPTABLE ECOLOGICAL EFFECTS.

EC2 THE LOCAL PLANNING AUTHORITY WILL PROMOTE NATURE CONSERVATION AS A POSITIVE LAND USE AND WILL TAKE NATURE CONSERVATION INTERESTS INTO ACCOUNT IN CONSIDERING PROPOSALS FOR DEVELOPMENT OF LAND ESPECIALLY WITHIN SITES OF BOROUGH (GRADE II) AND LOCAL IMPORTANCE, AS DEFINED BY THE LONDON ECOLOGY UNIT. THE PROTECTION OF SPECIES AFFORDED BY THE WILDLIFE AND COUNTRYSIDE ACT 1981 (AMENDED 1985) WILL BE A MATERIAL CONSIDERATION. WHERE APPROPRIATE THE LOCAL PLANNING AUTHORITY MAY ASK APPLICANTS TO SUBMIT AN ECOLOGICAL ASSESSMENT BEFORE IT DETERMINES DEVELOPMENT PROPOSALS.

EC3 THE LOCAL PLANNING AUTHORITY WILL REQUIRE PROPOSALS FOR DEVELOPMENT IN THE VICINITY OF SITES OF NATURE CONSERVATION IMPORTANCE TO HAVE REGARD TO THE POTENTIAL EFFECTS ON SUCH SITES OF CHANGES IN THE WATER TABLE AND OF AIR, WATER, SOIL AND OTHER EFFECTS WHICH MAY ARISE FROM THE DEVELOPMENT.

TABLE 4.1 DESIGNATED SITES.

Sites of Special Scientific Interest. (SSSI's)

Ruislip Woods.
 Old Park Wood, Harefield.
 Mid Colne Valley, Harefield.
 Frays Farm Meadows, Ickenham
 Denham Lock Wood, Ickenham.
 Harefield Pit.

Local Nature Reserves (LNR's)

Yeading Woods.
 Yeading Brook Meadows.
 Ruislip.
 Denham Country Park.

National Nature Reserves.

Ruislip Woods.

Other Nature Reserves

Stocker's Lake, Harefield.
 Springwell Reed Beds, Harefield
 The Alder glade, Uxbridge.
 Tarleton's Lake, Ruislip.
 Dews Farm Sandpit, South
 Harefield.
 Park Road Ponds, Uxbridge.
 Uxbridge Moor, Uxbridge.
 The Grove, Hillingdon.
 Harefield Place, Harefield.
 Denham Lock Wood, Denham.
 Frays Island, West Drayton.
 Ickenham Marsh, Ickenham.
 Highgrove, Eastcote.

TABLE 4.2 SITES OF IMPORTANCE FOR NATURE CONSERVATION

Sites of Metropolitan Importance:

The Grand Union Canal.
Ruislip Woods and Poor's Field.
Old Park Wood, Harefield.
Yeading Brook Fields.
Carp Ponds and Broad Dock,
West Drayton.
Little Britain, Cowley.
Mid Colne Valley
(including Frays Farm).
Springwell and Stockers Lake,
Harefield.
Coppermill Down, Harefield
The Lower Colne, between
West Drayton and Longford.
Perry Oaks Sewage Farm,
Heathrow.
Land between Borough boundary
and Eastern boundary
of Heathrow Airport.

Sites of Borough Grade II Importance:

Dog Kennel Covert, Cranford.
Cranford Park, Cranford.
River Pinn and Manor Farm Pastures,
Yiewsley.
The Piggeries, West Drayton.
Chapel Lane Pastures, Yiewsley.
Stockley Road Rough, West Drayton.
The Gravel Pit, Northwood.
Hospital Meadow, Northwood Hills.
Borough Hill, Northwood Hills.
Potter Street Hill, Northwood Hills.
Old Pumping Station Field, Ruislip.
Clack Lane and Pinn near West Ruislip.
Highgrove, Eastcote.
Uxbridge Common Meadows, Uxbridge.
Common Plantation and Park Wood,

Sites of Borough Grade I Importance:

Hayes Pasture at Yeading Brook, Hayes.
Haydon Hall Meadows, Eastcote.
Shepherds Hill Woods and Fields,
Harefield/Northwood.
Haste Hill Rough and Northwood Golf
Course, Northwood.
Ickenham Marsh, Austins Lane Pastures
and Springwell and Freezeland Covert,
Ickenham.
East Colne Valley Chalk Pits.
Churchyard and Wood, Harefield.
Uxbridge Ponds, Uxbridge.
Dew's Dell, Harefield.
New Years' Green, Harefield.
River Colne, Canal and River Frays at
Uxbridge Moor.
Home Covert and Lowdham Field,
Hillingdon.
Banks of the Duke of Northumberland's
River.
Yeading Brook-Hayes Bridge Leisure
Gardens.
Former Two Bridges Farm Site,
East Bedfont.

Sites of Local Importance:

Hillingdon Court Park, Hillingdon.
River Pinn near Eastcote.
Yeading Brook between
Roxbourne Park and Ruislip Gardens.
Mary's Wood End, Hayes.
Uxbridge Road, Hayes.
Hayes Shrub, Hayes.
Spikes Bridge-King George's Field,
Yeading.

Ickenham.
Ickenham Pond, Ickenham.
The Diary Farm, Harefield.
The Grove, Hillingdon.
Ickenham Common, Ickenham.
White Heath Farm Woods, adjacent
fields and Harefield Grove, Harefield.
Harefield Hall and the Lodge, Ickenham.
Brackenbury Railway Cutting, Harefield.
Knightscode Farm Pond, Harefield.
Harefield Green Pond, Harefield.
Northwood Road, derelict house, Harefield.

Promotion of Nature Conservation

4.9 The Council is the largest single landowner in the Borough and owns and manages large areas of open space, parks, golf courses, playing fields, cemeteries, woodlands, as well as a significant amount of farmland and many miles of roadside verge and hedgerow. It has therefore a tremendous opportunity to further the cause of nature conservation by seeking to maximise the nature conservation potential of land in its ownership or under its control. The local planning authority will produce a nature conservation strategy in consultation with other local authority departments, statutory bodies and local groups, which will promote the protection, enhancement and management of sites of nature conservation value. Priority will be accorded to protecting habitats that cannot be recreated. Priorities for sites of local importance should take account of the biological components and their potential as a source of enjoyment in the context of the recreational, educational and social needs of the local community. Steps will be taken to further the co-existence of natural communities alongside other land uses. The council will adopt management policies and where appropriate produce management plans in consultation with nature conservation groups which maintain and enhance the nature conservation interest of open land within its ownership and it will encourage other landowners to adopt such practices.

4.10 The Council intends to prepare a Nature Conservation Strategy for the Borough, as recommended in LPAC's Strategic Advice (SA, para. 8.28) and English Nature's 'Planning for Wildlife in Urban Areas' (1987). This will not only monitor and review existing sites of ecological value, but will seek out opportunities to create new environments of ecological interest.

4.11 Attractive wildlife sites and others which are appropriate for environmental education are often subject to intense use and have implications for land use. The Council will promote environmental education by ensuring that all schools and local people have access to areas for appreciating and studying the natural environment.

Sites suitable for environmental education, such as local parks, school grounds etc., will be identified in the Nature Conservation Strategy.

Creation of New Habitats

4.12 Nature conservation can be integrated into landscaping around all kinds of development, using native species to attract a variety of wildlife. Features of potential value to wildlife include parks, gardens and amenity spaces within residential areas. Opportunities will therefore be sought to encourage new habitats in private developments, through voluntary or legal agreements, and conditions attached to planning permissions. Species appropriate to the local ecology should be used in any landscaping or planting schemes, except where special requirements of purpose or location dictate otherwise. When appropriate, the Local Planning Authority will also seek to secure funding for the future management of created or enhanced nature conservation areas. Changes in the way agricultural land is used in the future may also present new opportunities. Less emphasis on maximising production may mean less use of pesticides and artificial fertilisers, enlarged field margins and the opportunity for the management of more land for its wildlife interest. Sites adopted as Local Nature Reserves are set out below.

EC4 THE LOCAL PLANNING AUTHORITY WILL CONTINUE TO MONITOR EXISTING SITES OF NATURE CONSERVATION IMPORTANCE, IN PARTICULAR THOSE VULNERABLE TO DEVELOPMENT, AND WILL SEEK TO IDENTIFY NEW SITES SUITABLE FOR DESIGNATION AS LOCAL NATURE RESERVES FOLLOWING APPRAISALS OF LAND FOR NATURE CONSERVATION OPPORTUNITIES.

EC5 IN DETERMINING PLANNING APPLICATIONS THE LOCAL PLANNING AUTHORITY MAY REQUIRE CERTAIN ON-SITE ECOLOGICAL FEATURES TO BE RETAINED IN NEW DEVELOPMENTS AND SEEK TO ENHANCE THE NATURE CONSERVATION AND ECOLOGICAL INTEREST OF SITES OR CREATE NEW HABITATS THROUGH THE USE OF PLANNING CONDITIONS ATTACHED TO PLANNING PERMISSIONS OR THROUGH PLANNING AGREEMENTS NEGOTIATED WITH DEVELOPERS.

4.13 Disused land and wasteland can also offer wildlife and nature conservation opportunities if managed appropriately, particularly in urban areas where it can also have amenity value. It may be possible to use some sites for open space or nature conservation on a temporary basis until required for new development.

EC6 WHERE EXISTING DERELICT, DAMAGED AND TEMPORARILY VACANT LAND HAS ECOLOGICAL, EDUCATIONAL, RECREATION AND SOCIAL POTENTIAL FOR THE ENJOYMENT AND PROTECTION OF NATURE OR WHERE JUSTIFIED BY THE ECOLOGICAL INTEREST OF THE LAND OR THE NEEDS OF THE LOCAL AREA, THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THE LAND OR PART OF IT IS MAINTAINED TEMPORARILY OR PERMANENTLY AS WILDLIFE HABITAT.

5. BUILT ENVIRONMENT

Introduction

5.1 Although a large part of the Borough is open countryside, the majority has been developed. This chapter of the Plan is concerned with those aspects of planning which relate to the appearance of the built environment. LPAC's Strategic Advice and RPG3 (1996) place considerable emphasis on the quality of the physical environment and the need to ensure that London as a whole becomes a more attractive place in which to live. The ways in which planning controls can be used to promote good standards of building design are guided by advice issued by the Department of the Environment. The policies put forward in this chapter seek to follow this advice and provide a framework within which the Local Planning Authority can improve the quality of the environment without inhibiting imaginative or creative building design. Equally importantly they are designed to retain the desirable legacies of the past such as the historic centres and villages while promoting change and improvement for those areas requiring it.

Archaeological Sites

5.2 Archaeological remains constitute the principal surviving evidence of the Borough's distant past but are a finite and fragile resource very vulnerable to modern development and land use. Once removed, that part of the Borough's physical past is lost forever. The Council considers that Hillingdon's archaeology is a community asset and that its preservation is a legitimate objective against which the needs of development must be balanced and assessed. This is confirmed in government guidance (PPG16, para 15). The destruction of archaeological remains should be avoided wherever possible and should never take place without prior archaeological excavation and record.

5.3 Scheduled Ancient Monuments are protected under the Ancient Monuments and Archaeological Areas Act, 1979 and the consent of the Secretary of State is required for any works that may affect such features. Under the Town and Country Planning General Development Order 1988 local authorities are also required to notify English Heritage of any applications for planning permission which might affect a scheduled Ancient Monument. The five scheduled Ancient Monuments in the Borough are:-

- the Ruislip Motte and Bailey;
- Manor Farm Moat, off Long Lane, Ickenham;
- the moated site by River Pinn off Copthall Road West;
- Brackenbury Farm Moated Site, Breakspear Road South; and
- the Barn at Manor Farm, Harmondsworth.

5.4 The archaeological heritage of the Borough has been incorporated in a Sites and Monuments Record, and summarised on an Archaeological Constraints Map prepared by the Museum of London and maintained by the Historic Buildings and Monuments Commission. In addition to scheduled Ancient Monuments, the Constraints Map identifies a number of 'Archaeological Priority Areas', which are shown on Fig. 4 and also the Proposals Map. These are areas in which protection of the archaeological resource will be regarded by the Local Planning Authority as a primary consideration in determining planning applications, and applicants will be required to submit a preliminary archaeological site evaluation before proposals are considered.

BE1 ONLY IN EXCEPTIONAL CIRCUMSTANCES WILL THE LOCAL PLANNING AUTHORITY ALLOW DEVELOPMENT TO TAKE PLACE IF IT WOULD DISTURB REMAINS OF IMPORTANCE WITHIN THE ARCHAEOLOGICAL PRIORITY AREAS.

BE2 SCHEDULED ANCIENT MONUMENTS AND THEIR SETTING WILL BE PRESERVED.

5.5 The Constraints Map identifies further archaeological sites and findspots, and areas of geology and topography especially attractive for early settlement. These include areas of unexcavated gravels, policies for which are set out in Chapter 13. Where development may affect areas of archaeological significance or potential, both within Archaeological Priority Areas and elsewhere, the Local Planning Authority will expect applicants to have properly assessed and planned for the archaeological implications of their proposals. If the buried heritage does not require permanent preservation and is likely to be damaged or destroyed by proposed development the Local Planning Authority will seek to ensure that sites are properly investigated by a recognised archaeological organisation before development takes place.

BE3 THE LOCAL PLANNING AUTHORITY WILL ENSURE WHENEVER PRACTICABLE THAT SITES OF ARCHAEOLOGICAL INTEREST ARE INVESTIGATED AND RECORDED EITHER BEFORE ANY NEW BUILDINGS, REDEVELOPMENT, SITE WORKS, GOLF COURSE OR GRAVEL EXTRACTION ARE STARTED, OR DURING EXCAVATION AND CONSTRUCTION. DEVELOPMENT WHICH WOULD DESTROY IMPORTANT ARCHAEOLOGICAL REMAINS WILL NOT BE PERMITTED.

5.6 The Local Planning Authority consults the Museum of London and the Historic Buildings and Monuments Commission on proposals affecting other sites of archaeological interest, and in appropriate cases will attach conditions to planning permissions or seek to enter into legal agreements to ensure proper investigation of sites. It will promote co-operation between landowners, developers and archaeological organisations in accordance with PPG15, PPG16 and RPG3 (1996).

Conservation Areas

5.7 Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Strategic Guidance for London Planning Authorities requires that such areas should be identified in UDPs and conserved (RPG3 (1996) para. 8.8). The Borough has 26 Conservation Areas, which are identified on the Proposals Map, and are listed below:-

TABLE 5.1 LONDON BOROUGH OF HILLINGDON: CONSERVATION AREAS

Uxbridge/Harefield Area

Harefield Village
Old Uxbridge
Hillingdon Village
The Greenway
Cowley Church
Ickenham
Springwell Lock
Coppermill Lock
Black Jacks Lock
Denham Lock
Cowley Lock
Widewater Lock

Hayes/Heathrow Area

West Drayton Green
Harmondsworth Village
Longford Village
Hayes Village
East and West Walk, Botwell
Thorn E.M.I. Botwell
Nestles, Botwell
Bulls Bridge
Cranford Village

Ruislip/Northwood Area

Ruislip Village
Eastcote Village
Manor Way, Ruislip
Morford Way, Eastcote
Frithwood Avenue, Northwood

5.8 Conservation Area status provides additional controls on building alterations and demolition similar to listed building control (see para 5.12) and affords protection for trees similar to tree preservation legislation (see para 5.47). Conservation Area Advisory Panels are consulted about applications to carry out development that affects the character or appearance of Conservation Areas.

BE4 NEW DEVELOPMENT WITHIN OR ON THE FRINGES OF CONSERVATION AREAS WILL BE EXPECTED TO PRESERVE OR ENHANCE THOSE FEATURES WHICH CONTRIBUTE TO THEIR SPECIAL ARCHITECTURAL AND VISUAL QUALITIES; DEVELOPMENT SHOULD AVOID THE DEMOLITION OR LOSS OF SUCH FEATURES. THERE WILL BE A PRESUMPTION IN FAVOUR OF RETAINING BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF A CONSERVATION AREA. APPLICATIONS FOR PLANNING PERMISSION SHOULD CONTAIN FULL DETAILS, INCLUDING SITING AND DESIGN, OR REPLACEMENT BUILDINGS. APPLICATIONS FOR CONSENT FOR DEMOLITION WILL DEPEND UPON THE SUBMISSION AND APPROVAL OF SUCH DETAILS.

Areas of Special Local Character

5.9 The Local Planning Authority's policies for safeguarding the amenity of residential areas in general are set out below (policies BE19-BE24). There are, however, particular Areas of Special Local Character in the Borough, which contain certain elements of character and identity which the Local Planning Authority wishes to preserve. The Council has so far designated nine Areas as shown on the Proposals Map: the Garden City Estate, West Drayton; Hillingdon Court Park area; the Gate Hill Farm Estate, Northwood; the Copsewood Estate, Northwood; Eastcote Park Estate; Midcroft, Ruislip; Dene Road, Northwood; Moat Drive, Ruislip and Central Avenue, Hayes. The Areas are subject to Policies BE5 and BE6 to ensure new development is of a similar scale and reflects the materials, design features, architectural style and building heights predominant in the area.

BE5 WITHIN AREAS OF SPECIAL LOCAL CHARACTER NEW DEVELOPMENT SHOULD HARMONISE WITH THE MATERIALS, DESIGN FEATURES, ARCHITECTURAL STYLE AND BUILDING HEIGHTS PREDOMINANT IN THE AREA. EXTENSIONS TO DWELLINGS SHOULD RESPECT THE SYMMETRY OF THE ORIGINAL BUILDINGS.

5.10 In addition to Policy BE5 the following policy will be applied in the Gate Hill Farm and Copsewood Estates, Northwood.

BE6 WITHIN THE AREAS OF SPECIAL LOCAL CHARACTER AT GATE HILL FARM AND COPSEWOOD ESTATES FENCING SHOULD BE UNOBTRUSIVE AND IN MATERIALS APPROPRIATE TO THE CHARACTER AND APPEARANCE OF THE ESTATE, NEW HOUSES SHOULD:-

- (i) BE CONSTRUCTED ON BUILDING PLOTS OF A SIMILAR AVERAGE WIDTH AS SURROUNDING RESIDENTIAL DEVELOPMENT; AND**
- (ii) BE CONSTRUCTED ON A SIMILAR BUILDING LINE (FORMED BY THE FRONT MAIN WALLS OF EXISTING HOUSES) AND BE OF A SIMILAR SCALE, FORM AND PROPORTION AS ADJACENT HOUSES; AND**

- (iii) **REFLECT THE MATERIALS, DESIGN FEATURES AND ARCHITECTURAL STYLE PREDOMINANT IN THE AREA AND SUFFICIENT ARCHITECTURAL VARIETY MUST BE ACHIEVED WITHIN NEW DEVELOPMENT IN ORDER TO RETAIN THE AREAS' CHARACTERISTICS OF LARGE INDIVIDUALLY DESIGNED HOUSES.**

5.11 In the Copsewood Estate and surrounding area most trees are protected by Tree Preservation Orders. These cover trees in the large properties on the south side of Ducks Hill Road, a busy major traffic route. Many of the long rear gardens to these properties are being considered for backland development, but for reasons of local road safety these should not result in additional points of vehicular access to Ducks Hill Road.

BE7 SCHEMES OF DEVELOPMENT ON THE SOUTH-EAST SIDE OF DUCKS HILL ROAD WILL BE EXPECTED, WHEREVER PRACTICABLE, TO RETAIN AND REINFORCE EXISTING LANDSCAPING CLOSE TO AND ALONG THE BOUNDARY WITH THE COPSEWOOD ESTATE. NO ADDITIONAL VEHICULAR ACCESS POINTS WILL BE PERMITTED ALONG DUCKS HILL ROAD.

Listed Buildings

5.12 PPG15 para. 3.3 sets out a statement of national policy for Listed Building Consent: 'There should be a general presumption in favour of the preservation of listed buildings, except where a convincing case can be made out, against the criteria set out in this section for alteration or demolition.' Policies BE8, BE9 and BE10 relate to matters regarding listed buildings where a development control decision is required to be taken. PPG15 paras. 2.4 - 2.5 also advocates the adoption of supplementary planning guidance to cover conservation policies which have no bearing on issues of development control. As part of the implementation of the Plan, the Local Planning Authority will seek to prepare such supplementary planning guidance to cover instances of development which would not require planning permission but might need Listed Building Consent. Although many buildings in the Borough date from the twentieth century, a number have survived from earlier periods. Many of them have important historic associations or an appearance, either individually or as a group, which contribute in a significant way to the townscape or character of the local area. The Department of the Environment compiles a statutory list of such buildings, classified in grades to show their relative importance, of which there are 440 in the Borough. The fact that a building is on the statutory list does not mean that it will be preserved intact in all circumstances. 'Listed Building Consent' is required from the Local Planning Authority for any proposed alterations, and is subject to direction from the Historic Buildings and Monuments Commission ('English Heritage'). The Local Planning Authority also maintains a 'local list' which comprises other buildings which because of their architectural style or historic interest, make a valuable contribution to the

character of the area. Further information on listed buildings in the Borough is given in the publication 'Buildings of Special Architectural or Historic Interest', available from the Local Planning Authority. In determining applications for planning permission for work which affects a listed building, local planning authorities are required to take into account the desirability of preserving the setting of the building. PPG15 para. 2.17 states that the setting of a listed building may often include land some distance from it.

BE8 APPLICATIONS FOR PLANNING PERMISSION TO ALTER OR EXTEND STATUTORY LISTED BUILDINGS OR BUILDINGS ON THE LOCAL LIST WILL NORMALLY ONLY BE PERMITTED IF NO DAMAGE IS CAUSED TO HISTORIC STRUCTURES. ANY ADDITIONS SHOULD BE IN KEEPING WITH OTHER PARTS OF THE BUILDING AND ANY NEW EXTERNAL OR INTERNAL FEATURES SHOULD HARMONISE WITH THEIR SURROUNDINGS.

BE9 IN THE CASE OF LISTED BUILDINGS, POLICY BE8 WILL APPLY TO APPLICATIONS FOR LISTED BUILDING CONSENT AS WELL AS THOSE FOR PLANNING PERMISSION WHERE, IN ANY PARTICULAR CASE, THESE MATTERS ARE RELATED.

BE10 PLANNING PERMISSION OR LISTED BUILDING CONSENT WILL NOT NORMALLY BE GRANTED FOR PROPOSALS WHICH ARE CONSIDERED DETRIMENTAL TO THE SETTING OF A LISTED BUILDING.

5.13 The cost of repairing and maintaining historic buildings is very often high because of the special materials and construction methods usually required to maintain historic character. In addition the form and layout of the building may render it unsuitable for modern use. But only in a few instances are these factors so onerous that there is no alternative to demolition. In exceptional circumstances the Local Planning Authority will be prepared to consider requests for the relaxation of normal planning standards and controls where this would enable an historic building or group of buildings to be given a new lease of life. In all cases the Local Planning Authority must be satisfied that development will not harm the character or setting of the building and that the amenity of the neighbourhood will not unduly suffer.

BE11 THE DEMOLITION OF STATUTORY LISTED BUILDINGS OR WALLS WILL NOT BE PERMITTED UNLESS IT CAN BE ESTABLISHED THAT THE BUILDING CANNOT REASONABLY BE USED OR ADAPTED IN PART OR IN TOTAL FOR A BENEFICIAL USE AND THAT EVERY EFFORT HAS BEEN MADE TO RETAIN THE BUILDING AND ITS FEATURES OF HISTORIC OR ARCHITECTURAL INTEREST.

BE12 STATUTORY LISTED BUILDINGS AND OTHERS OF ARCHITECTURAL OR HISTORIC INTEREST SUCH AS THOSE ON THE LOCAL LIST SHOULD, PREFERABLY REMAIN IN THEIR HISTORIC USE. WHERE PLANNING PERMISSION IS REQUIRED, AN ALTERNATIVE USE WILL BE PERMITTED IF IT IS APPROPRIATE TO SECURE THE RENOVATION AND SUBSEQUENT PRESERVATION OF THE BUILDING, FEATURES OF ARCHITECTURAL OR HISTORIC INTEREST AND SETTING.

5.14 It is not intended that these policies will justify landowners deliberately allowing listed buildings to fall into disrepair in order to obtain planning permission for a use otherwise contrary to the provisions of the Plan. Nor will planning permission be given for proposals where the volume and extent of new building proposed is in excess of that necessary to secure the restoration and preservation of the listed building. In all cases applicants will be expected to provide estimates to show that the cost of works necessary to restore the building and secure its future cannot be financed without the grant of permission for an alternative use. The Local Planning Authority will also encourage the preservation of historic buildings by making grants towards their upkeep, subject to the availability of funds.

Design of New Development

5.15 Although it is not possible to define rules of design or specify policies which, if followed, will inevitably produce attractive buildings, there is a need to establish a context within which good design can flourish in order to reconcile the interests of developers with those of other people and bodies affected by development. This section of the Plan indicates the general design considerations which the Local Planning Authority will take into account when determining planning applications for new development or when preparing schemes for environmental improvement. It will seek to ensure that all new development complements or improves the character and appearance of the area in which it is proposed and will look for buildings composed of design elements which stimulate and sustain visual interest. It will promote building forms and townscape elements which combine to create and define well proportioned and attractive external spaces which are put to a positive public or private use. The Local Planning Authority's Supplementary Planning Guidance and Design Guides provide more detailed guidance for residential development. In addition the Local Planning Authority in assessing proposals will take into account the requirements of the Home Energy Conservation Act (1995) and the Council's resultant Home Energy Strategy. The Local Planning Authority has also published policies and planning briefs covering specific areas where major developments are proposed or where particular design issues have been identified. As part of the implementation of the Plan it will, where appropriate, prepare further guidance or put forward positive proposals to conserve, enhance or improve the environment following the policies within this section.

BE13 DEVELOPMENT WILL NOT BE PERMITTED IF THE LAYOUT AND APPEARANCE FAIL TO HARMONISE WITH THE EXISTING STREET SCENE OR OTHER FEATURES OF THE AREA WHICH THE LOCAL PLANNING AUTHORITY CONSIDERS IT DESIRABLE TO RETAIN OR ENHANCE.

BE14 PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF SITES IN ISOLATION IF THE DESIGN FAILS TO SAFEGUARD THE SATISFACTORY RE-DEVELOPMENT OF ADJOINING SITES WHICH HAVE DEVELOPMENT POTENTIAL.

BE15 PROPOSALS FOR ALTERATIONS AND EXTENSIONS TO EXISTING BUILDINGS WILL BE PERMITTED WHERE THEY HARMONISE WITH THE SCALE, FORM, ARCHITECTURAL COMPOSITION AND PROPORTIONS OF THE ORIGINAL BUILDING.

5.16 In applying these policies the Local Planning Authority will seek to ensure that where appropriate streetscape features such as lighting, seats, walls, railings, paving and kerbing which contribute to the townscape qualities of the area are retained or provided. It will also seek to retain urban spaces, open areas, views and landmarks and use opportunities as they arise to reveal such features to public view. Other policies in this Plan require the provision of amenity space and landscaping, and pedestrian, parking, servicing and other facilities. The Local Planning Authority will seek to ensure that such facilities are so laid out and designed that they form an attractive setting for new development. It will normally permit developments which meet adopted planning and highway standards or which are capable of satisfactory extension to adjoining land likely to be developed.

5.17 Many of the houses built in the mid-1930's in the Gledwood Estate north of the Uxbridge Road, Hayes are of a distinctive cubist style. However, problems of maintenance, including leaking roofs and damp walls have increased in recent years leading to representations by residents for consideration to be given to the construction of pitched roofs to the properties. The need to provide such roofs for maintenance reasons is accepted. A uniform design should be adopted for such proposals in order that an architecturally harmonious street scene is achieved which is also acceptable in practical terms. Supplementary planning guidance has been prepared for this area.

~~5.18 The Local Planning Authority believes that land within and surrounding Heathrow Airport has major potential for environmental improvement and for new buildings of imaginative or innovative design. Since the Bath Road is the major vantage point of the Airport in the area, and a gateway to Hillingdon and London, the Local Planning Authority has adopted supplementary planning guidance (April 1995) on the "A4 Heathrow Corridor Environmental Enhancement Scheme". This includes a design guide for new development along Bath Road, areas which could benefit from landscaping, e.g. screen planting around parking sites, and stresses that all proposed development should include comprehensive landscaping schemes as an integral part of the overall design. The~~

~~policy that follows is intended to promote buildings whose exterior designs are explicitly intended to sustain visual interest and to prevent the further construction of buildings of designs which contribute little or nothing to the identity and appearance of Bath Road. Irrespective of the design merits of a proposed building however, planning permission will not be granted if it is likely to interfere with the safe and efficient operation of Heathrow Airport.~~

~~**BE16 NEW DEVELOPMENT ON THE NORTHERN FRONTAGE TO THE A4 (BATH ROAD) FRONTAGE WILL NORMALLY BE PERMITTED IF:**~~

- ~~(i) WHEREVER PRACTICABLE A VARIETY OF HIGH QUALITY BUILDING MATERIALS ARE USED AS EXTERNAL FINISH;~~
- ~~(ii) BUILDINGS, ASSOCIATED ACCESS ROADS AND CAR PARKING ARE SET BACK FROM THE BATH ROAD FRONTAGE TO LEAVE SUFFICIENT DEPTH FOR COMPREHENSIVE LANDSCAPING AND GROUND CONTOURING; AND~~
- ~~(iii) EXTENSIVE AND INTENSIVE PLANTING IS USED AS A MEANS OF ENCLOSURE ON BOUNDARIES WITH THE GREEN BELT.~~

London Plan Policies 4B.1 (Design principles for a compact city), 4A.6 (Improving air quality) and Policy 4A.9 (Providing for renewable energy) and their supporting text to be used and 'Saved' UDP Policies BE13, 14 and 15 (instead of Policy BE16).

~~**BE17 THE DESIGN AND LAYOUT OF NEW DEVELOPMENT AT HEATHROW AIRPORT WILL BE ACCEPTABLE IF:**~~

- ~~(i) THE LAYOUT OF THE DEVELOPMENT AND ITS APPEARANCE BY VIRTUE OF SCALE, FORM, PROPORTIONS, TYPE AND COLOUR OF MATERIALS AND OTHER DESIGN FEATURES CONTRIBUTE TO AND IMPROVE THE APPEARANCE OF THE AIRPORT. THE EXTENT TO WHICH THE DEVELOPMENT WILL BE VISIBLE FROM AREAS TO WHICH THE GENERAL PUBLIC HAS ACCESS SUCH AS THE NORTHSIDE A4/BATH ROAD WILL BE TAKEN INTO ACCOUNT; AND~~
- ~~(ii) SUFFICIENT LAND HAS BEEN RESERVED FOR ADDITIONAL PLANTING AND LANDSCAPING.~~

London Plan Policies 4B.1 Design principles for a compact city, 4A.6 Improving air quality and Policy 4A.9 Providing for renewable energy and UDP Saved Policies BE13, 14 and 15 and their supporting text to be used (instead of Policy BE17).

~~5.19 More detailed design guidance and general advice on the interpretation of these policies is contained in the document 'A4 Heathrow Corridor Environmental Enhancement Scheme', available from the Local Planning Authority as supplementary planning guidance.~~

Security and Safety in Design

5.20 Buildings with windows overlooking footways and other public spaces and whose street frontage contains no hidden recesses, contribute to security and perceived security of pedestrians and other footway users. The security implications of building layout and design are of concern to all, but especially to women, ethnic minorities, children and elderly people, and the Local Planning Authority will take these into account in assessing development proposals in line with the provisions of Circular 5/94. At the same time, it will seek to ensure that schemes are designed to be safe; for example, windows and doors opening directly onto pedestrian routes should be designed in such a way that they are not likely to cause injury to passers by. The Local Planning Authority has prepared further advice on crime prevention through environmental design in its Supplementary Planning Guidance on Design Guides.

5.21 The design of public spaces affects the incidence of street crime. The shape given to footways and other spaces used by pedestrians can affect how much of such space can be observed and so informally supervised from surrounding buildings, and determines sightlines from other parts of the footway and carriageway. The Local Planning Authority will take these issues into account where appropriate in accordance with Policy BE18.

BE18 THE DESIGN OF DEVELOPMENTS WITH FOOTWAY FRONTAGES, OVERLOOKING BUS STOPS OR OTHER TRANSPORT INTERCHANGES, OR FACING OPEN SPACE, SHOULD TAKE ACCOUNT OF THE NEED TO ENSURE THAT WINDOWS OVERLOOK PEDESTRIAN SPACES AND AVOID THE CREATION OF HIDDEN RECESSES ADJACENT TO SUCH SPACES, SUCH THAT PEDESTRIAN SECURITY IS ENHANCED AND EFFECTIVE POLICING IS NOT PREJUDICED. THE DESIGN SHOULD ALSO ENSURE THAT PEDESTRIAN SAFETY IS NOT ENDANGERED.

Residential Amenity

5.22 Residential development is the major land use in the Borough and the careful design of new development is important to its overall character. Most new development is likely to be in the form of infilling or extensions where compatibility with existing development is a particularly important consideration.

Oversized and badly located additions may detract from the general street scene, and there must be adequate space between old and new buildings to avoid spoiling the amenity and privacy of adjoining houses. It is an objective of Strategic Planning Guidance to sustain and improve the amenity of residential districts (SPG, para.10) and the Local Planning Authority wishes to ensure that the cumulative effects of development do not damage the character and amenity of established residential areas. It will therefore regard the scale and character of new development in relation to existing development as a material consideration in determining planning applications. Policies on density of residential development are set out in Chapter 7, and further guidance on design of residential development is set out in the Local Planning Authority's supplementary planning guidance on Design Guides.

BE19 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT NEW DEVELOPMENT WITHIN RESIDENTIAL AREAS COMPLEMENTS OR IMPROVES THE AMENITY AND CHARACTER OF THE AREA.

5.23 Ensuring adequate sunlight and daylight reaches both habitable rooms (including kitchens) and external private amenity space is an important principle of housing design which affects the enjoyment of occupants' living conditions. The Local Planning Authority will pay full regard to the effects of a proposal, whether it be for a new building or extensions of an existing one, on the sunlight and daylight reaching neighbouring properties, and will have regard to the recommendations of "Site Layout Planning for Daylight and Sunlight" (Building Research Establishment, 1991). Some proposals of substantial width, height and depth, particularly when built close to a party boundary, may not cause loss of amenity by reason of daylight or sunlight but may be overdominant in relation to the adjoining property and/or its private amenity space. This can result in a depressing outlook detracting from residential amenity.

BE20 BUILDINGS SHOULD BE LAID OUT SO THAT ADEQUATE DAYLIGHT AND SUNLIGHT CAN PENETRATE INTO AND BETWEEN THEM AND THE AMENITIES OF EXISTING HOUSES ARE SAFEGUARDED.

BE21 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW BUILDINGS OR EXTENSIONS WHICH BY REASON OF THEIR SITING, BULK AND PROXIMITY, WOULD RESULT IN A SIGNIFICANT LOSS OF RESIDENTIAL AMENITY.

BE22 RESIDENTIAL EXTENSIONS AND BUILDINGS OF TWO OR MORE STOREYS IN HEIGHT SHOULD BE SET BACK A MINIMUM OF 1 METRE (1.5 METRE IN THE COPSEWOOD AND GATE HILL FARM ESTATES, NORTHWOOD AND THE DRIVE, ICKENHAM) FROM THE SIDE BOUNDARY OF THE PROPERTY FOR THE FULL HEIGHT OF THE BUILDING.

5.24 This policy applies to new dwellings as well as to extensions. Proposals to add a second storey to pre-existing single storey extensions will also be assessed

against this policy and will therefore normally be unacceptable if the single storey extension is within 1 metre of the boundary. This policy serves to protect the character and appearance of streets in the Borough preserving the visually open gaps between properties and preventing dwellings from coalescing visually to form a terraced appearance, uncharacteristic of the surrounding area.

5.25 In areas where properties are set in spacious plots with significant gaps, a greater distance will be necessary to maintain a visual separation harmonious with the character of the area e.g. Copsewood and Gatehill Estates in Northwood and The Drive in Ickenham.

5.26 It is not considered that single storey side extensions normally produce a terracing effect as they are considerably less dominant visually. Hence, a proposal to construct a single storey side extension up to a side boundary may be acceptable. However, a problem arises when it is proposed to construct a first floor extension over. The resulting development even when set in 1 metre often appears unbalanced or cramped, or unacceptably closes the visually open gap between properties. This is particularly noticeable if the dwellings form part of a closely developed road frontage.

5.27 The Council's Supplementary Planning Guidance on the design of house extensions elaborates on how the policies BE20, BE21 and BE22 will be applied.

5.28 New buildings, extensions and changes of use, both residential and non-residential, may result in increased levels of disturbance. Proposals involving increased noise, smell, traffic generation and intensification of an existing use can have a detrimental effect on existing residential amenity due to their proximity to nearby properties and the Local Planning Authority will apply Policy OE1 where appropriate.

5.29 Amenity space is important for the operation of basic household functions and recreation and all residential developments should therefore provide adequate external amenity space for residents, taking account of the guidelines set out in the Local Planning Authority's Supplementary Planning Guidance on design guides. It is important that extensions to existing residential properties should also take account of the guidelines so as to maintain the quality of the Borough's housing stock.

BE23 NEW RESIDENTIAL BUILDINGS OR EXTENSIONS SHOULD PROVIDE OR MAINTAIN EXTERNAL AMENITY SPACE WHICH IS SUFFICIENT TO PROTECT THE AMENITY OF THE OCCUPANTS OF THE PROPOSED AND SURROUNDING BUILDINGS, AND WHICH IS USABLE IN TERMS OF ITS SHAPE AND SITING.

5.30 The protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space, is an important feature of residential

amenity. In determining applications for new residential buildings or extensions, the Local Planning Authority will therefore take account of the guidance on privacy set out in the Local Planning Authority's Supplementary Planning Guidance on design guides. The Local Planning Authority may limit the scope of permitted development rights in new development, if privacy is a critical issue in the layout.

BE24 THE DESIGN OF NEW BUILDINGS SHOULD PROTECT THE PRIVACY OF THE OCCUPIERS AND THEIR NEIGHBOURS.

Industrial and Business Areas

5.31 Many of the Borough's designated Industrial and Business Areas have a poor environment due to the intensity of development on individual sites and insufficient or unsuitable space for vehicle parking and movement. (see Chapter 10 and Chapter 15 - particularly Hayes/West Drayton Corridor). If the Borough is to continue to attract new firms, inward investment will be necessary to secure improved conditions. Redevelopment offers the opportunity to secure environmental improvements including sitting out areas and planting and landscaping between buildings. The Local Planning Authority will pay particular attention to the treatment of boundaries, especially along canals, rivers, major roads and residential areas.

BE25 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE MODERNISATION AND IMPROVEMENT OF INDUSTRIAL AND BUSINESS AREAS THROUGH CAREFUL ATTENTION TO THE DESIGN AND LANDSCAPING OF BUILDINGS AND EXTERNAL SPACES. WHERE APPROPRIATE IT WILL SEEK IMPROVED VEHICULAR AND PEDESTRIAN ACCESS AND CIRCULATION ROUTES THROUGH THE AREA, AND ENVIRONMENTAL IMPROVEMENTS.

Town Centres

5.32 The Borough's town centres form distinctive environmental areas in terms of density of development, scale and variety of use. Detailed proposals for Uxbridge, Yiewsley and Hayes are described in Chapter 15 and are shown on the Proposals Map, but the following policies will be applied to development in all town centres. The Local Planning Authority will use these and other appropriate policies of the Plan to influence new development so that the following objectives are achieved:

- the design of buildings and external spaces should increase the visual and functional attractiveness of town centres in order to attract people and investment;
- new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves;

- where centres have prominent sites with development potential the opportunity to create distinctive new buildings that can act as landmarks or focal points of the centres should be taken, although buildings which exceed the height of their surroundings will only be permitted where it can be shown that they will make a positive and welcome contribution to the character of the centre;
- variety should be introduced into the street scene by the incorporation of townscape elements, including the use of recesses (the setting back of buildings to create small enclosures or public areas in front of them), raised beds, trees and shrubs and the opening up of views between buildings;
- in Hayes, Uxbridge and Yiewsley, pedestrians should be given greater priority over vehicles, by seeking in redevelopment of individual sites wider pavements, public open space, new rear service access and parking spaces, new footpath links to improve pedestrian movement, particularly to the canal, and public transport facilities.

BE26 WITHIN TOWN CENTRES THE DESIGN, LAYOUT AND LANDSCAPING OF NEW BUILDINGS WILL BE EXPECTED TO REFLECT THE ROLE, OVERALL SCALE AND CHARACTER OF THE TOWN CENTRES AS A FOCUS OF SHOPPING AND EMPLOYMENT ACTIVITY.

Advertisements and Shopfronts

5.33 The information conveyed by shopfronts, signs and advertisements is important to commercial interests. However, the design, materials and appearance of shopfronts and fascias are a major element in establishing the streetscape of shopping areas. Badly designed or obtrusive shopfronts can damage the appearance and character of individual buildings and erode the character of whole areas. Conservation Areas are particularly sensitive. A problem can sometimes be caused by the use of standard "house-style" designs by businesses and in these circumstances the Local Planning Authority will encourage a flexible approach to advertisement and shopfront provision.

BE27 EXPRESS CONSENT FOR ADVERTISEMENTS WILL ONLY BE GRANTED IF THEY ARE OF SUCH A SIZE AND SO DESIGNED AND LOCATED THAT THEY:

- (i) **COMPLEMENT THE SCALE, FORM AND ARCHITECTURAL COMPOSITION OF INDIVIDUAL BUILDINGS;**
- (ii) **DO NOT MATERIALLY HARM THE VISUAL AMENITY IN THE AREA; AND**
- (iii) **DO NOT UNDULY COMPROMISE PUBLIC SAFETY.**

BE28 NEW SHOPFRONTS WILL ONLY BE PERMITTED WHERE THEIR DESIGN AND MATERIALS HARMONISE WITH THE ARCHITECTURAL COMPOSITION OF INDIVIDUAL BUILDINGS OR IMPROVE THE CHARACTER OF THE AREA.

5.34 The Local Planning Authority considers that shop signs, including projecting signs, should not contribute to an undue proliferation of advertising material and should generally be located at or immediately below fascia level. High level signs will not be permitted unless they make a positive contribution to the appearance of the building on which they are to be displayed and the character of the area. Individual letters, hand printed fascias or traditional hanging signs will be preferred within Conservation Areas, and on Buildings of Architectural and Historic Interest. Design guidance is available as Supplementary Planning Guidance.

BE29 THE LOCAL PLANNING AUTHORITY WILL SEEK TO LIMIT THE NUMBER AND SIZE OF ADVERTISEMENT DISPLAYS ON BUSINESS PREMISES IN THE INTERESTS OF AMENITY AND PUBLIC SAFETY.

5.35 The Council has identified types of development other than commercial, industrial or business (currently given deemed consent under the Town and Country Planning (Control of Advertisements) (Amendments) Regulations 1994) which may be acceptable for advertising displays subject to various criteria being met. The Local Planning Authority will apply Policy BE30 for such proposals.

BE30 THE LOCAL PLANNING AUTHORITY WILL NORMALLY GRANT CONSENT FOR ADVERTISEMENT HOARDINGS ENCLOSING SITES FOR RESIDENTIAL, EDUCATION, COMMUNITY, YOUTH AND LEISURE DEVELOPMENT DURING THE CONSTRUCTION PERIOD (UP TO A MAXIMUM OF THREE YEARS) PROVIDED THAT:

- (i) THEY DO NOT DETRACT FROM THE RESIDENTIAL AND VISUAL AMENITIES OF THE SURROUNDING AREA;
- (ii) THEY DO NOT INTRODUCE AN INAPPROPRIATE COMMERCIAL PRESENCE;
AND
- (iii) THEY ARE IN ACCORDANCE WITH THE STANDARD CONDITIONS DETAILED IN THE TOWN AND COUNTRY PLANNING (CONTROL OF ADVERTISEMENTS) (AMENDMENT) REGULATIONS 1994.

Canals

5.36 The Grand Union Canal runs for about 20 kms through the Borough and is an important structural feature linking the built-up area with the open land and countryside. The Council recognises the value of the Canal as a 'Green Chain' (see

para 3.22) providing a recreational resource as well as an important wildlife corridor, and has carried out a study (The Canal Way - A Review, 1990) which identifies environmental improvements and recreational opportunities along its length.

BE31 THE COUNCIL WILL SEEK TO ACTIVELY PROMOTE AND ENCOURAGE THE PROVISION OF FACILITIES FOR THE RECREATIONAL USE OF THE CANAL, HAVING REGARD TO ITS IMPORTANCE AS A WILDLIFE CORRIDOR.

5.37 Since the historical decline in the use of the canal for commercial freight (see paras 14.38 - 14.41), most canalside development has been orientated away from the waterway, but it has considerable potential for enhancement as a townscape feature. If this potential is to be realised, the canal has to be carefully integrated with its adjacent land uses. This can be achieved through the design of individual buildings, the creation of more access points to the canalside to link it with the open land network, the screening of the least attractive canalside sites and the opening up of views both to and from the canal.

BE32 WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT ADJACENT TO OR HAVING A VISUAL EFFECT ON THE GRAND UNION CANAL, THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT EVERY OPPORTUNITY IS TAKEN TO:

- (i) SECURE AND WHERE POSSIBLE ENHANCE THE ROLE OF THE CANAL AND ITS IMMEDIATE SURROUNDS AS A WILDLIFE CORRIDOR;
- (ii) SECURE ENVIRONMENTAL IMPROVEMENTS APPROPRIATE TO WATERSIDE AREAS;
- (iii) ENSURE THAT BUILDINGS ARE OF A DESIGN WHICH COMPLEMENTS THE VISUAL QUALITIES OF THE CANAL IN TERMS OF SCALE, BULK, LAYOUT AND MATERIALS;
- (iv) CONSERVE BUILDINGS OR FEATURES ASSOCIATED WITH THE WORKING LIFE OF THE CANAL;
- (v) CREATE NEW PUBLIC ACCESS TO THE WATERSIDE AND TOWPATH LINKED TO THE FOOTPATH NETWORK IN THE SURROUNDING AREA;
- (vi) ENHANCE OR CREATE VIEWS THROUGH AND FROM THE DEVELOPMENT, FROM AND TOWARDS THE WATERCOURSE; AND
- (vii) RETAIN EXISTING LEISURE MOORINGS UNLESS ALTERNATIVE PROVISION IS MADE IN SUITABLE LOCATIONS.

Moorings

5.38 Increasing numbers of people now want to own or make their home on a boat and this has resulted in a sizeable increase in the number of boats wanting to moor in Hillingdon. An unmet demand for residential moorings has also led to an increase in the number of people unofficially living on their boats without basic facilities such as water supply, sewage disposal points etc. Residential moorings require planning permission and thus can be regulated by the Local Planning Authority, whilst other moorings are controlled through British Waterways' statutory powers.

BE33 PLANNING APPLICATIONS FOR THE ESTABLISHMENT OF RESIDENTIAL MOORINGS WILL BE ASSESSED IN RELATION TO THE FOLLOWING CRITERIA:-

- (i) RESIDENTIAL MOORINGS SHOULD BE LOCATED ON URBAN STRETCHES OF THE CANAL AND NOT ON RURAL OR OPEN STRETCHES WHERE THEY WOULD BE INCONGRUOUS AND OUT OF PLACE;
- (ii) THEY SHOULD BE LOCATED SO THAT THEY DO NOT INTERFERE WITH OTHER USES OF THE CANAL, OR USE OF THE BANK OR TOWPATH, AND SHOULD GENERALLY BE LOCATED OFF THE CANAL IN A MARINA OR BASIN, OR ON THE NON-TOWPATH SIDE;
- (iii) THE NUMBER AND DENSITY OF BOATS AT ANY POINT SHOULD NOT BE SO GREAT THAT THEY ACT AS A BARRIER SEPARATING PEOPLE ON THE BANK FROM THE CANAL, OR EXERT A DETRIMENTAL EFFECT ON THE CANAL SCENE;
- (iv) PROVISION FOR SERVICE VEHICLES AND CAR PARKING MUST BE MADE IN A FORM WHICH WILL NOT ADVERSELY AFFECT THE AMENITY OF THE CANAL; AND
- (v) ADEQUATE SERVICE FACILITIES MUST BE PROVIDED.

5.39 In implementing Policies BE32 and BE33, the Local Planning Authority will also have regard to the visual appearance of boats in the canal scene, to the guidelines for canalside development and residential moorings set out in the document 'The Canal Way: A Review', and the advice of the London Canals Committee.

River Corridors

5.40 The rivers running through the Borough have similar corridor features to those of the Canal which offer potential for environmental improvement. The Environment Agency has a statutory right of access for maintenance to an 8m wide strip of land on each side of the river. At least 6 metres should be kept free of

buildings and landscaped to create and maintain the rivers as important corridors of movement for both wildlife and recreation. Proposals for culverting watercourses will normally be resisted by the Environment Agency. Some river corridors are identified as 'Green Chains' (see para 3.22) and any proposals for development in these areas should have regard to policy OL11 of this Plan. However, any development involving land adjacent to a river will be expected, where possible, to create additional access points to the riverside for the use of the public that link up with the main footpath network. Planting alongside rivers should use appropriate indigenous species and cause as little disturbance as possible to existing wildlife.

BE34 WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT ADJACENT TO OR HAVING A VISUAL EFFECT ON RIVERS THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SEEK:

- (i) TO SECURE AND WHERE POSSIBLE ENHANCE THE ROLE OF THE RIVER AND ITS IMMEDIATE SURROUNDINGS AS A WILDLIFE CORRIDOR;
- (ii) ENVIRONMENTAL IMPROVEMENTS TO WATERSIDE AREAS;
- (iii) BUILDING DESIGNS WHICH COMPLEMENT THE VISUAL QUALITIES OF THE RIVERSIDE;
- (iv) PUBLIC ACCESS TO THE WATERSIDE LINKED TO THE FOOTPATH NETWORK IN THE SURROUNDING AREA;
- (v) A MINIMUM 6 METRES OF LAND RESERVED AND LANDSCAPED ALONGSIDE RIVERS, SUITABLE FOR PUBLIC ACCESS; AND
- (vi) TO ENHANCE OR CREATE VIEWS THROUGH AND FROM THE DEVELOPMENT, FROM AND TOWARDS THE WATERCOURSE.

Road and Rail Corridors

5.41 Views from the Borough's main roads and railways generally provide Londoners and visitors from elsewhere with their first impression of Hillingdon. Like the rivers and canals, they offer potential for high standards of design and landscape improvement which can enhance this impression. (See Paras. 5.18 and 5.19 and Policies BE16 and BE17). The London Borough of Hillingdon acts as the most important "gateway" into the U.K., London and the South East due to the location of Heathrow Airport. The road and rail connections to Heathrow provide millions of visitors from all over the world with their first impression of London and the U.K. It is thus considered to be of vital importance that this "first impression" is fitting for that of London's status as a World City.

5.42 London is competing with other European and World Cities for inward investment. A better quality environment along the Heathrow gateway corridor will also improve the ability of London to attract the organisations and investment which provide wealth creating opportunities. Some of the road corridors have been identified as 'Areas of Environmental Opportunity' (see para 3.17) and the Local Planning Authority will undertake further studies to see whether areas adjoining other transport routes should also be specifically identified for environmental improvements.

5.43 In April 1995, the Council approved the A4 Heathrow Corridor Environmental Enhancement scheme as supplementary planning guidance. The scheme is being implemented through a partnership comprising Groundwork Colne Valley, Heathrow Airport Ltd., the Department of Transport and the Council and aims to create a distinctive and positive image for the A4/Heathrow Corridor through a co-ordinated landscape enhancement scheme. This scheme is the first to reflect the importance of the A4 Corridor as an important gateway to Heathrow and London. Developments adjacent to these corridors should therefore be of high visual quality in terms of bulk, design, layout and landscape. Wherever the opportunity arises, attractive views and important landmarks should be opened up from these transport corridors. (See RPG3 (1996) Para. 7.14).

BE35 WHEN CONSIDERING PROPOSALS FOR MAJOR DEVELOPMENT ADJACENT TO AND VISIBLE FROM MAJOR ROAD AND RAIL CONNECTIONS TO HEATHROW AND CENTRAL LONDON, NAMELY THE M4 AND HEATHROW SPUR, THE A4, THE A40, THE PADDINGTON TO BRISTOL AND THE MARYLEBONE TO BIRMINGHAM RAILWAY LINES AND THE HEATHROW EXPRESS LINK, THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE:

- (i) THAT DEVELOPMENT IS OF A HIGH STANDARD OF DESIGN, LAYOUT AND LANDSCAPE;**
- (ii) THAT WHERE OPPORTUNITIES ARISE, ATTRACTIVE VIEWS AND IMPORTANT LOCAL LANDMARKS ARE OPENED UP FROM THESE TRANSPORT CORRIDORS.**

High Buildings and Structures

5.44 Some areas such as high points and ridges, areas of rural character, and areas of architectural or historic interest, are particularly sensitive to the impact of high buildings. New high buildings or structures should only be allowed if they would not be detrimental to the character of these areas. LPAC's Strategic Advice proposed that high buildings should not normally be approved in or adjacent to areas of Green Belt, areas of Metropolitan Open Land, sight lines to skyline ridges (e.g. around Northwood, Harefield and Ruislip), and areas constrained by airport safety zones. Areas considered sensitive to high buildings are illustrated on Figure

5. Strategic Planning Guidance (1996) requires also that local views should be protected as appropriate (RPG3, Para. 8.22) and the Council will be undertaking further work to identify particular views and appropriate policies for their protection

BE36 WITHIN THE AREAS IDENTIFIED IN FIGURE 5 AS BEING PARTICULARLY SENSITIVE, HIGH BUILDINGS AND STRUCTURES, WILL ONLY BE PERMITTED IF THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT THEY WILL NOT:

- (i) MAR THE SKYLINE;
- (ii) INTRUDE UNACCEPTABLY INTO IMPORTANT LOCAL VIEWS; OR
- (iii) INTERFERE WITH AVIATION AND NAVIGATION.

5.45 It is not the intention to refuse all high buildings in these areas as some tall structures can offer benefits in functional or townscape terms, for example by allowing a freedom of layout that would enable major public improvements and amenities to be provided, or by identifying and emphasising a point of civic or visual significance.

Telecommunications

5.46 The demand for satellite dishes, radio antennae and other telecommunications apparatus has been increasing and is expected to continue, due to greater commercial and domestic demand, new technology and central government's commitment to promote this field. The Local Planning Authority is aware of the special needs of the telecommunications industry and recognises that in some cases the development of the telecommunications networks may compromise planning objectives (PPG8 (revised), paragraphs 13-15). In order to minimise the effect on the environment, applicants should explore every alternative consistent with operational efficiency. Masts, antennae and other structures often need to be sited in particular locations to work effectively. These may be in visually sensitive areas such as open countryside, hilltops and some urban areas, where such developments may appear particularly obtrusive. Whilst the Local Planning Authority supports the development of telecommunications, it will seek to minimise the effect on the landscape and townscape of the Borough. Applicants must therefore demonstrate that equipment is necessary in the proposed location, and could not be sited in less visually sensitive locations or share existing facilities. In such circumstances, the local planning authority may grant temporary permissions in case technological development subsequently allows the use of less prominent structures. Additionally, PPG8 allows the granting of temporary permissions to allow time to assess interference problems.

BE37 TELECOMMUNICATIONS DEVELOPMENTS WILL BE ACCEPTABLE IN PRINCIPLE PROVIDED THAT ANY APPARATUS IS SITED AND DESIGNED SO AS TO MINIMISE ITS EFFECT ON THE APPEARANCE OF THE SURROUNDING AREAS. THE LOCAL PLANNING AUTHORITY WILL ONLY GRANT PERMISSION FOR LARGE OR PROMINENT STRUCTURES IF:

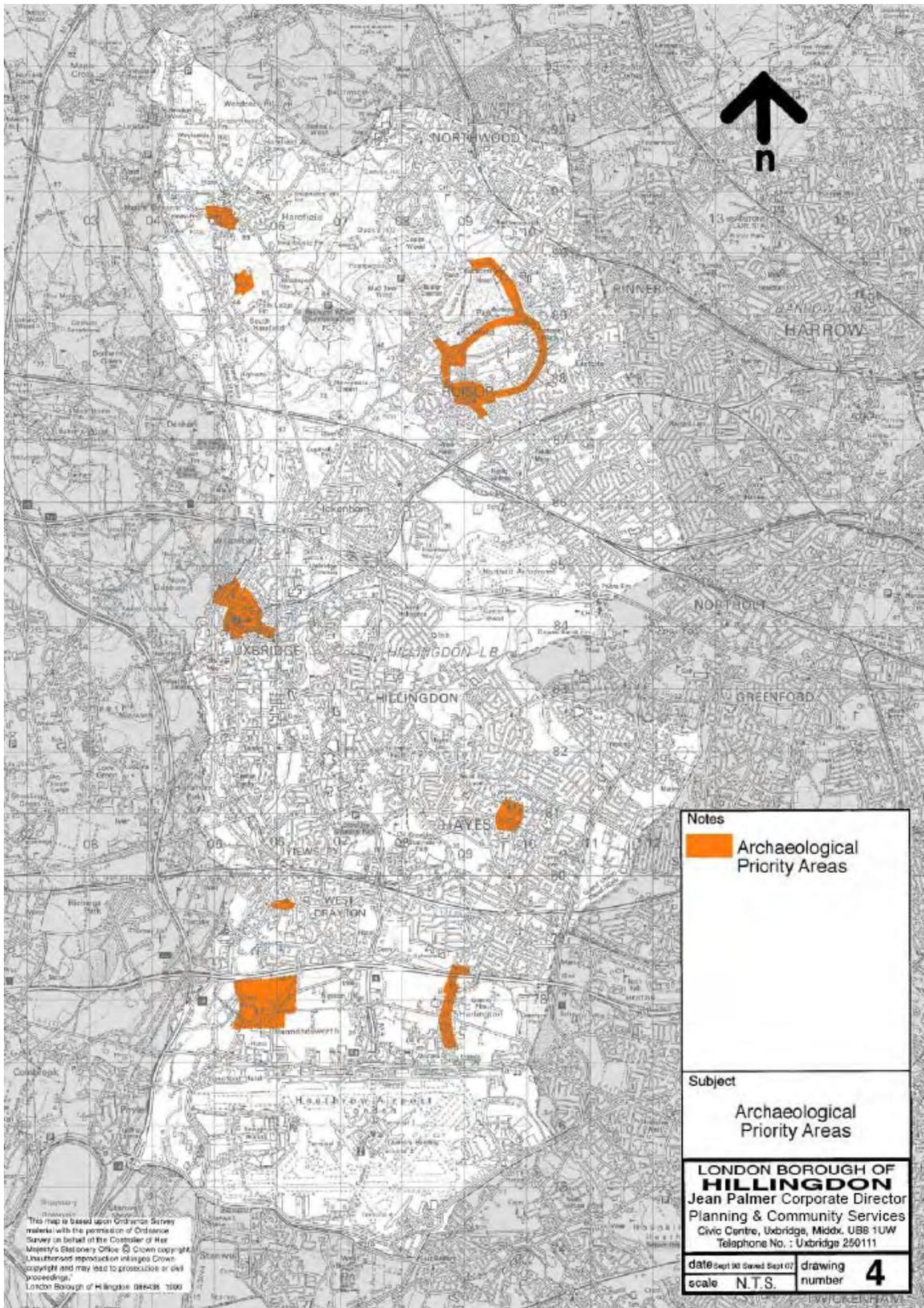
- (i) THERE IS A NEED FOR THE DEVELOPMENT IN THAT LOCATION;**
- (ii) NO SATISFACTORY ALTERNATIVE MEANS OF TELECOMMUNICATIONS IS AVAILABLE;**
- (iii) THERE IS NO REASONABLE POSSIBILITY OF SHARING EXISTING FACILITIES;**
- (iv) IN THE CASE OF RADIO MASTS THERE IS NO REASONABLE POSSIBILITY OF ERECTING ANTENNAE ON AN EXISTING BUILDING OR OTHER STRUCTURE; AND**
- (v) THE APPEARANCE OF THE TOWNSCAPE OR LANDSCAPE IS NOT SERIOUSLY HARMED.**

Trees and Landscaping

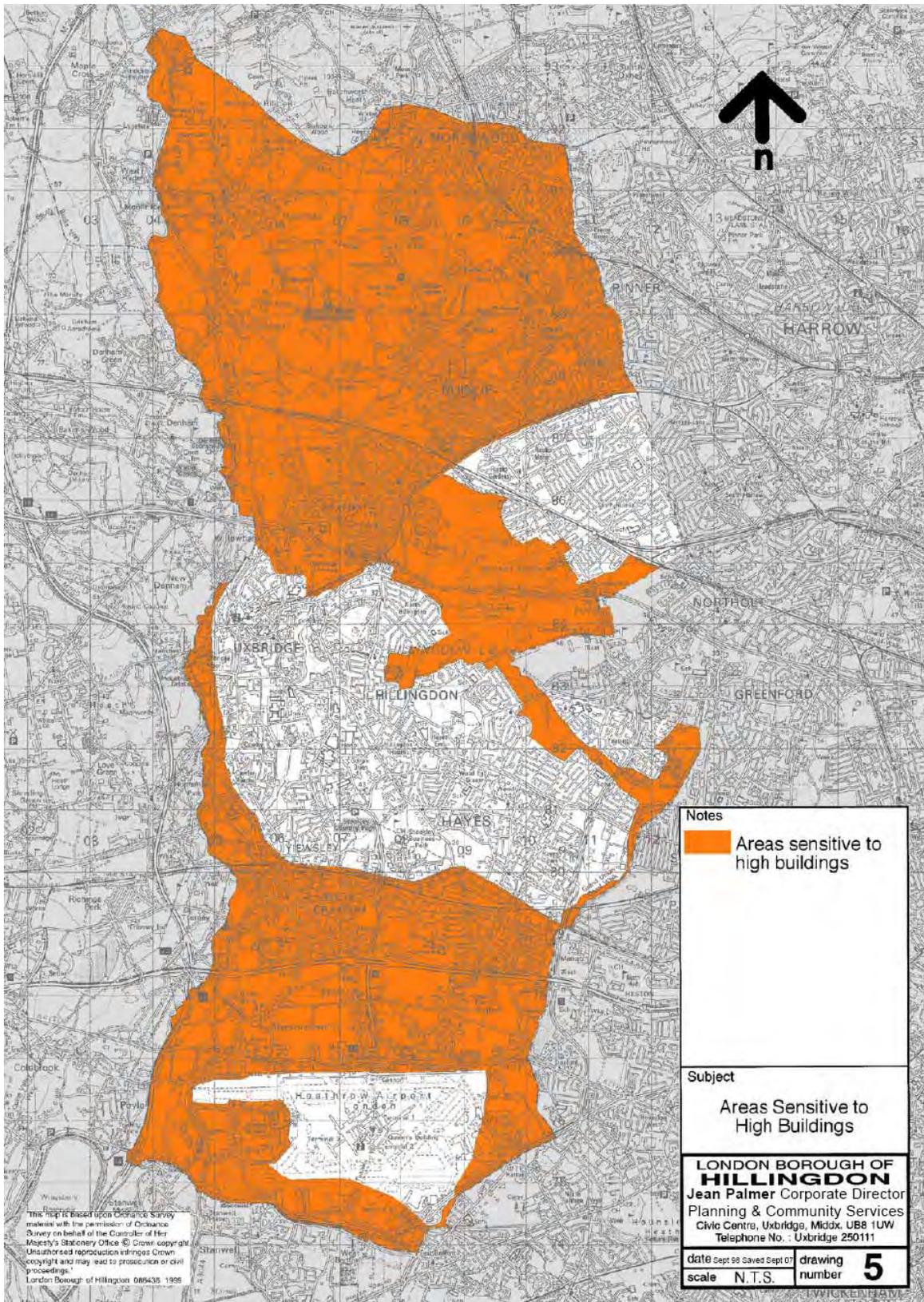
5.47 Trees and landscaping are a vital feature of the built environment and it is therefore important to ensure that natural features worthy of retention are kept and new planting and landscaping provided wherever possible. There are a number of provisions by which the retention of existing or the provision of new trees can be secured. Tree Preservation Orders can be made on an individual tree, or on groups or areas of trees, and conditions can be attached to planning permissions to ensure that trees are retained and protected during building operations and that planting and landscaping occurs in association with new development. Further guidance on landscaping is provided in the Local Planning Authority's Supplementary Planning Guidance.

BE38 DEVELOPMENT PROPOSALS WILL BE EXPECTED TO RETAIN AND UTILISE TOPOGRAPHICAL AND LANDSCAPE FEATURES OF MERIT AND PROVIDE NEW PLANTING AND LANDSCAPING WHEREVER IT IS APPROPRIATE. PLANNING APPLICANTS FOR PLANNING CONSENT WILL BE REQUIRED TO PROVIDE AN ACCURATE TREE SURVEY SHOWING THE LOCATION, HEIGHT, SPREAD AND SPECIES OF ALL TREES WHERE THEIR PROPOSALS WOULD AFFECT ANY EXISTING TREES.

BE39 THE LOCAL PLANNING AUTHORITY RECOGNISES THE IMPORTANCE OF TREE PRESERVATION ORDERS IN PROTECTING TREES AND WOODLANDS IN THE LANDSCAPE AND WILL MAKE ORDERS WHERE THE POSSIBLE LOSS OF TREES OR WOODLANDS WOULD HAVE A SIGNIFICANT IMPACT ON THEIR SURROUNDINGS.



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6. OTHER ENVIRONMENTAL CONSIDERATIONS

Introduction

6.1 Efforts to ameliorate the effects of noise and environmental pollution are fundamental to the health, safety and quality of life of the Borough's residents. Pollution can take many forms, including:

- airborne pollution emitted from industrial, transport and domestic sources;
- noise and vibration from transport sources construction and demolition work, industrial and commercial operations and public entertainment and recreation;
- contamination of land (for example with toxic materials including metals);
- unauthorised discharges into rivers, streams, canals, and other controlled water courses;
- electromagnetic radiation and light pollution.

6.2 The Council recognises the increasing public concern over these and other environmental issues and is working towards drawing up local strategies for sustainable development in partnership with communities and businesses. It undertakes certain initiatives which contribute to Local Agenda 21 and seeks to promote sustainability through energy conservation, integration of land use, transport planning and protection of natural habitats.

6.3 Responsibility for the control and prevention of pollution rests with a number of statutory bodies : the London Borough of Hillingdon (Environmental Protection Unit); Thames Water Utilities; Department of Transport; and the Environment Agency. All these agencies have powers to control different sources of pollution when it occurs. The planning and pollution control systems are separate but complementary in that both are designed to protect the environment from the potential harm caused by development and operations, but with different objectives. Substantial new powers to control pollution from a wide range of industrial processes with the greatest pollution potential come under Integrated Pollution Control (IPC), regulated by the Environment Agency. Operators of these processes must consider the impact on the environment as a whole of all releases, whether to air, land or water, or to any combination. Many industrial processes which are outside the scope of IPC are regulated by local councils and they have the power to control air emissions from these environmental nuisances from all other commercial and industrial operations. The regulatory control under the Environmental Protection Act is independent of the planning system and regulates processes where the principles of BATNEEC (Best Available Technology Not Entailing

Excessive Cost) are applied. General advice on pollution control can be obtained from the Council's Environmental Protection Unit.

6.4 The Local Planning Authority's role is firstly to ensure, as far as practicable, that development which may give rise to pollution, is not located close to other sensitive development. Secondly if it is impracticable, then there is proper control of the operations to avoid or minimise adverse effects on the use of land and on the environment. This can be achieved through the imposition of conditions upon the granting of planning permission. In applying Policy OE1 the local planning authority will have regard to the provisions of both PPG23 and PPG24.

OE1 PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR USES AND ASSOCIATED STRUCTURES WHICH ARE, OR ARE LIKELY TO BECOME, DETRIMENTAL TO THE CHARACTER OR AMENITIES OF SURROUNDING PROPERTIES OR THE AREA GENERALLY, BECAUSE OF:

- (i) THE SITING OR APPEARANCE;
- (ii) THE STORAGE OR DISPLAY OF VEHICLES, GOODS, EQUIPMENT OR OTHER MERCHANDISE;
- (iii) TRAFFIC GENERATION AND CONGESTION;
- (iv) NOISE AND VIBRATION OR THE EMISSION OF DUST, SMELL OR OTHER POLLUTANTS,

UNLESS SUFFICIENT MEASURES ARE TAKEN TO MITIGATE THE ENVIRONMENTAL IMPACT OF THE DEVELOPMENT AND ENSURE THAT IT REMAINS ACCEPTABLE.

Environmental Assessments

~~6.5 Under the Town and Country Planning (Assessment of Environmental Effects) Regulations SI No. 1199 (1988) an assessment must be made on the effects on the environment of certain public and private projects, specified in Schedule 1 of the Regulations, where such projects require planning permission. The term "environmental assessment" (EA) describes a technique and a process by which information about environmental effects of a project is collected and systematically analysed using the best practicable techniques and best available sources of information. EA is taken into account by the Local~~

~~Planning Authority in forming their judgement on whether the development should go ahead. EA should be presented in a form which provides a focus for public scrutiny of the project and enables the importance of the predicted effects, and the scope for modifying or mitigating them, to be properly evaluated by the Local Planning Authority before a decision is given. Advice is available in "Environmental Assessment: A Guide to the Procedures", (HMSO 1989.)~~

~~6.6—The Local Planning Authority wishes to see certain types of project, which are not included in Schedule 1, be properly assessed at an early stage in the planning process, and will therefore require developers to make an assessment of environmental impact in appropriate cases. Even where a formal assessment is not required, local planning authorities can request that applicants provide additional information on their proposals (under Section 62 of the Town and Country Planning Act 1990 and General Development Procedure Order 1995), to ensure that the full range of environmental impacts is identified. For example, proposals for development affecting Sites of Importance for Nature Conservation whilst not requiring a formal assessment of environmental impact may still be required to provide an "ecological assessment", (see Chapter 4: Policies EC1, EC2, and EC3); Chapter 13 of this Plan sets out guidance in respect of mineral workings and waste disposal. Advice relating to whether an assessment of environmental impact will be required can be obtained from the Local Planning Authority.~~

~~**OE2—THE LOCAL PLANNING AUTHORITY WILL REQUIRE, WHERE APPROPRIATE, THAT AN ASSESSMENT OF ENVIRONMENTAL IMPACT BE MADE FOR ANY PROPOSED DEVELOPMENT WHICH WOULD HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT, SUCH AN ASSESSMENT TO BE SUBMITTED TO THE LOCAL PLANNING AUTHORITY BEFORE CONSIDERATION IS GIVEN TO THE RELEVANT PLANNING APPLICATION.**~~

Relevant documents to be used (instead of Policy OE2):

- Town & Country Planning (Environmental Assessment and Permitted Development) Regulations 1995,
- Circular 02/99 Environmental Impact Assessments,
- Environmental Impact Assessment: A Guide to Procedures (2006),
- European Directive 2001/42/EC (the SEA Directive) "on the assessment of the effects of certain plans and programmes on the environment", and
- Assessment of Plans and Programmes Regulations 2004.

Noise (see also Chapters 11, 13 and 14)

6.7 Noise has the capacity to irritate, annoy, interrupt sleep, increase stress, disrupt concentration and even to damage one's health. The sources of noise in the Borough are widespread and they often have a major impact on the local environment. Where necessary, the Council will use its powers under relevant legislation to deal with noise from neighbours, industrial and trade processes and installations, construction sites, mineral workings and other associated activities such as ready mix concrete operations, waste disposal and processing and sporting, recreation and entertainment activities. To minimise the adverse impact of noise pollution, noise sources are categorised in terms of their noise levels, as set out in Planning Policy Guidance PPG 24: Planning and Noise, (September 1994). As far as possible, noise sensitive developments should be sited in areas where noise exposure from existing sources, as detailed in PPG 24, is not considered to be significant. Where this is not achievable, effective sound insulation schemes are required to mitigate the effect of noise. Under the Town and Country Planning (Applications) Regulations 1988, the LPA may require a developer to provide an acoustic assessment of the impact the proposed development may have on the locality. For noise sensitive development, an acoustic assessment of the existing ambient noise levels may be required. The Local Planning Authority will use its power to ensure that new developments which have the potential to cause noise nuisance are appropriately located and incorporate measures to reduce noise emissions in accordance with PPG24. The local planning authority is currently preparing supplementary planning guidance to assist in the implementation of Policies OE3, OE4 and OE5.

OE3 BUILDINGS OR USES WHICH HAVE THE POTENTIAL TO CAUSE NOISE ANNOYANCE WILL ONLY BE PERMITTED IF THE IMPACT IS MITIGATED WITHIN ACCEPTABLE LEVELS BY ENGINEERING, LAY-OUT OR ADMINISTRATIVE MEASURES.

~~6.8 Transport noise is a serious source of disturbance in the Borough. As far as possible, new roads and railways will be routed to avoid noise sensitive locations. Where this is not possible, the Local Planning Authority will seek to ensure, as far as practicable, that its effects are mitigated by better road or railway track design, use of quieter rolling stock on railways and use of noise screens, barriers and tunnels, in accordance with PPG24, in particular Annexes 1,3,5 and 6.~~

~~**OE4 IN THE CASE OF NEW OR IMPROVED ROADS OR RAILWAYS THE LOCAL PLANNING AUTHORITY WILL WISH TO BE SATISFIED THAT AS FAR AS PRACTICABLE MEASURES ARE TAKEN TO MITIGATE THE EFFECTS OF NOISE AND VIBRATION ON NEARBY BUILDINGS SO THAT INTERNAL SOUND LEVELS CONFORM TO ACCEPTABLE CRITERIA.**~~

London Plan Policy 4A.14 Reducing Noise and its supporting text to be used (instead of Policy OE4).

Other relevant Documents:

Planning Policy Guidance Note 24 Noise (2006) and Hillingdon's Supplementary Planning Document Noise (2006) to be used.

6.9 In implementing the above policies, the Local Planning Authority will take account of advice from the Council's Environmental Protection Unit and in certain cases may require applications for planning permission to be accompanied by an acoustic assessment of the likely noise impact of the proposed development on local amenities and if appropriate, it should also include the type of mitigation measures being proposed. ~~In respect of Policy OE4, factors such as times of operation and servicing arrangements for the proposed development will be regarded as material considerations and the Local Planning Authority will consider the need to impose conditions on planning permissions regulating these activities.~~

6.10 There are some areas of the Borough which already suffer from high noise levels as a result of existing activities: these are primarily around Heathrow Airport but also in the vicinity of Northolt Airport and major roads and railways. Noise contours are produced by the Civil Aviation Authority for the Department of Transport on an annual basis and are computed for the number of aircraft movements in the three month summer period. Information on the different heights, tracks and noise levels for the various aircraft are input into the computer model. The contours represent the average noise energy, expressed as LAeq, for the 16 hour period 07.00 to 23.00. The contours give an indication of the noise climate experienced in areas around the airport and are therefore particularly useful for land use planning. It should be noted, however, that the peak noise levels experienced at specific locations are not indicated by the contours, since the contours represent the 'average' situation.

6.11 The Local Planning Authority accepts the general principles established in PPG24 (September 1994). In particular, families for whom the use of a garden is an essential part of the enjoyment of their home should not be exposed to high levels of aircraft or traffic noise even in areas where noise levels are expected to improve.

6.12 PPG 24 identifies four categories of noise exposure, A to D, which indicate the severity of the noise climate under consideration. Category D is the 'worst-case' scenario, where there is a strong presumption of refusal of planning permission. In aircraft noise terms, category D equates to

development within the 72 LAeq contour band, which represents a particularly severe noise climate. It is considered unsuitable for family housing and schools, including creche facilities. Therefore, an application for development of this nature would normally be refused. Exceptional circumstances would need to be proven which included a detailed analysis of alternative sites. The Council would require measures to mitigate noise in categories B and C.

6.13 In other areas suffering from high noise levels, the Local Planning Authority accepts the guidance in PPG 24, that all new residential accommodation should be sound insulated to the standard specified in the guidance and also considers that where practicable, people at work should enjoy the same protection from noise as at home. Consequently, the Local Planning Authority will attach conditions to any planning permission granted in respect of development in noise affected areas to ensure that new buildings shall be so constructed as to provide adequate sound attenuation against the external noise to which it will be exposed. Advice on sound attenuation measures is available from the Council's Environmental Protection Unit.

OE5 PROPOSALS FOR THE SITING OF NOISE SENSITIVE DEVELOPMENTS SUCH AS FAMILY HOUSING, SCHOOLS OR CERTAIN FORMS OF COMMERCIAL ACTIVITY WHERE THE OCCUPIERS MAY SUFFER FROM NOISE OR VIBRATION WILL NOT BE PERMITTED IN AREAS WHICH ARE, OR ARE EXPECTED TO BECOME, SUBJECT TO UNACCEPTABLE LEVELS OF NOISE OR VIBRATION. WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, IT WILL STILL BE NECESSARY TO ESTABLISH THAT THE PROPOSED BUILDING OR USE CAN BE SITED, DESIGNED, INSULATED OR OTHERWISE PROTECTED FROM EXTERNAL NOISE OR VIBRATION SOURCES TO APPROPRIATE NATIONAL AND LOCAL STANDARDS. ACCOUNT WILL BE TAKEN OF ANY CHANGES LIKELY TO OCCUR IN NOISE LEVELS WITHIN A 10-15 YEAR PERIOD FOLLOWING THE DATE OF SUBMISSION OF ANY APPLICATION FOR PLANNING PERMISSION.

Air Pollution

~~6.14 Poor air quality is a threat to health and the environment. Air pollution not only has an adverse effect on human, animal and plant life, but increasingly, particular pollutants are becoming a major concern because of their effect on climate changes and other global impacts. In human health terms, air pollution is probably one of the contributory causes of chronic bronchitis and emphysema and of lung cancer. The most significant pollutants in Hillingdon originate from vehicle emissions. The main vehicle pollutants known to have direct or indirect adverse health effects can be grouped into two areas, pollutant gases and airborne particulates. The pollutant gases include carbon monoxide, nitrogen oxides, sulphur dioxide and volatile organic compounds (VOCs). VOCs are a large group of compounds, some of which are carcinogenic, eg. benzene. VOCs also contribute to the formation of ozone by reacting with nitrogen oxides in the presence of sunlight.~~

~~The airborne particulates especially those less than 10 microns in diameter penetrate the lung fairly efficiently and are most hazardous to health. The Local Planning Authority will seek to protect and enhance the local environment against developments which may generate pollution from traffic or from other processes or operations. As from February 1996, the whole of London has been declared an Air Quality Management Area. Under the new Environment Act, additional powers are being given to enable local authorities to tackle poor local air quality. The Council is committed to identify areas in the Borough where existing air quality falls below acceptable standards and to take positive measures to improve air quality in these areas.~~

~~6.15 The Environment Agency is responsible for policing and protecting the quality of rivers, streams and water courses. It controls effluent discharges from processes and water and sewerage companies and all other types of discharges. The water and sewerage companies are responsible for regulating discharges of waste effluents from trade premises into the sewerage system through a system of trade effluent consents. The Local Planning Authority will in association with other appropriate drainage bodies support measures leading to the improvement of the water environment.~~

~~**OE6 THE LOCAL PLANNING AUTHORITY TAKING ACCOUNT OF ADVICE FROM THE ENVIRONMENT AGENCY AND OTHER APPROPRIATE BODIES WILL NOT NORMALLY GRANT PLANNING PERMISSION FOR PROPOSALS WHICH ARE LIKELY TO RESULT IN THE POLLUTION OF AIR, LAND OR WATER AREAS INCLUDING LAKES, RIVERS, CANALS AND GROUNDWATER.**~~

London Plan Policy 4A.6 Improving Air Quality and its supporting text to be used (instead of Policy OE6).

Other relevant documents:
Hillingdon's Air Quality Supplementary Planning Guidance (2002).

Surface Water Drainage and Flood Prevention

6.16 Strategic Planning Guidance notes that unless carefully sited and designed, new development can exacerbate problems of flooding in areas downstream through an increase in run-off from additional roofs and paved surfaces. Boroughs are advised therefore, in association with the Environment Agency, to take into account in their UDPs the surface drainage consequences of new development, including the need to protect the flood plain and urban washlands (SPG, para 68).

6.17 The Environment Agency has recently carried out extensive flood alleviation studies of the three principal watercourses in the Borough, the River Pinn, the River Colne catchment (including the River Frays, Duke of Northumberland River and the Grand Union Canal) and the River Crane catchment (including both arms of Yeading Brook). The aim of these studies is to remove the risk of regular flooding from existing development, and flood defence measures are being designed and implemented. However, in order that the risk of flooding is not increased elsewhere it is essential that the level of future development of the floodplain is strictly controlled, and that the capacity of the available flood plain is not reduced, or the flow of water impeded. The Local Planning Authority will have regard therefore to the drainage implications of new development and will liaise with the Environment Agency to ensure that proper provision is made. In particular the Local Planning Authority will have regard to the Environment Agency's advice on areas liable to flooding. These areas are shown on Figure 6.

OE7 IN THE AREAS LIABLE TO FLOODING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR THE INTENSIFICATION OF EXISTING DEVELOPMENT UNLESS A DEVELOPER IS PREPARED TO IMPLEMENT FLOOD PROTECTION MEASURES AS PART OF THE PROPOSED DEVELOPMENT TO A STANDARD SATISFACTORY TO THE COUNCIL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY AND WHERE APPROPRIATE, OTHER DRAINAGE BODIES.

OE8 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS WHICH WOULD RESULT IN AN INCREASED FLOOD RISK DUE TO ADDITIONAL SURFACE WATER RUN-OFF, UNLESS THE PROPOSED DEVELOPMENT INCLUDES APPROPRIATE ATTENUATION MEASURES TO A STANDARD SATISFACTORY TO THE COUNCIL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY AND, WHERE APPROPRIATE, OTHER DRAINAGE BODIES.

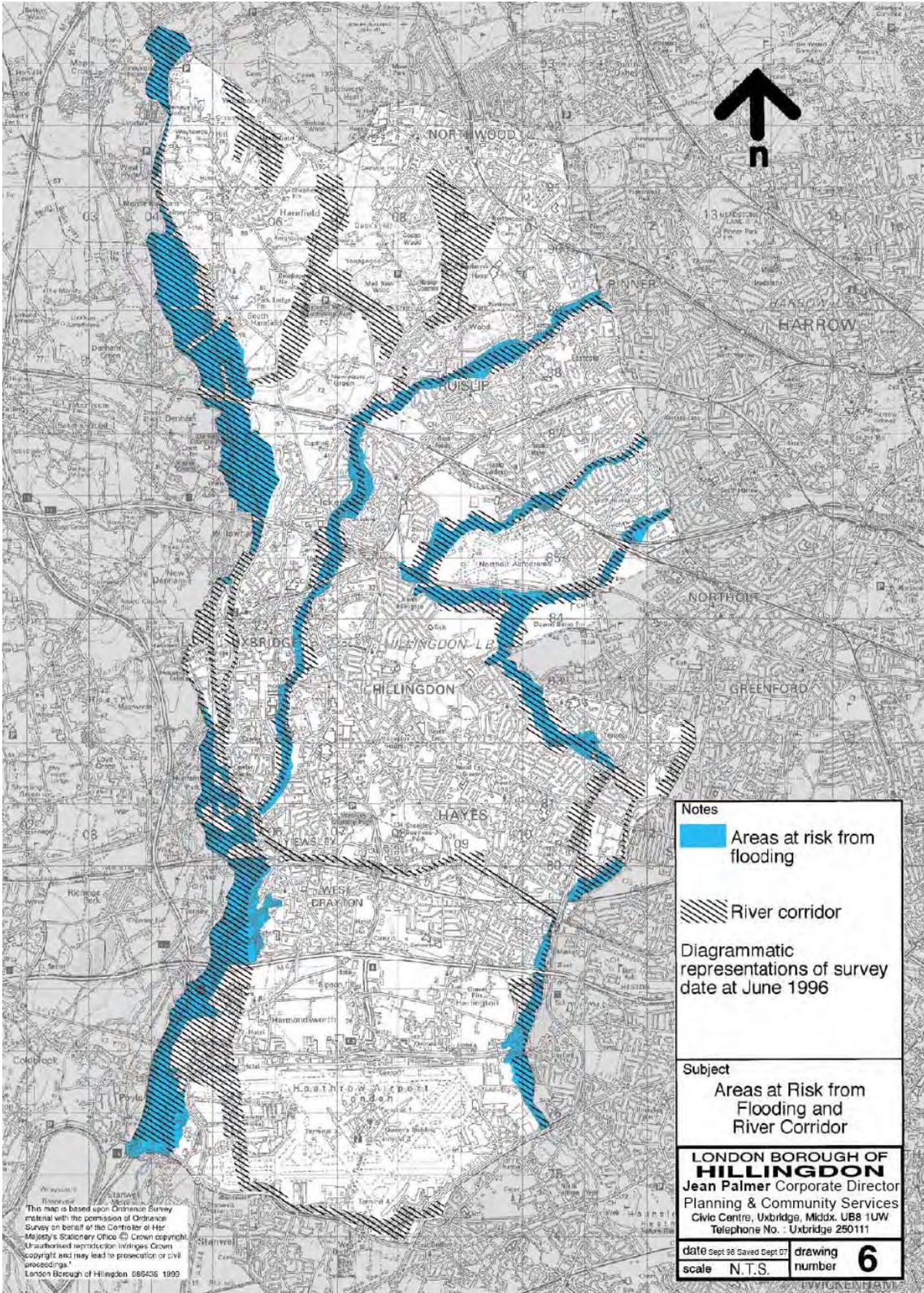
6.18 The Council acts as agents for Thames Water Utilities for the sewerage functions of the Borough. Under the agency arrangement the Council has recently completed the Harrow Branch Relief Foul Water Sewer to alleviate the foul flooding problem in the Ruislip area and other schemes are being investigated. The most significant is likely to be a storm relief sewer for the South Ruislip area. Surface water run-off generated by the development of a green field site or redevelopment of an existing built-up area can exacerbate an existing flooding problem or may overload the existing surface water sewerage system. The Council should therefore be consulted at an early stage about the drainage requirements for development proposals.

OE9 IN CATCHMENTS WHICH HAVE A POTENTIAL FOR SEWERAGE FLOODING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT WHICH MAY PRECIPITATE SUCH FLOODING OR FURTHER FLOODING, UNTIL SUFFICIENT IMPROVEMENT HAS BEEN IMPLEMENTED TO ALLEVIATE THE PROBLEM.

OE10 IN AREAS OF POTENTIAL FLOODING OR INADEQUATE CAPACITY OF THE FOUL AND SURFACE WATER SEWERAGE SYSTEM TO RECEIVE THE ADDITIONAL DISCHARGE FROM THE DEVELOPMENT, A PHASED DEVELOPMENT MAY BE REQUIRED TO MATCH THE PROVISION OF INFRASTRUCTURE SO THAT THE EXITING SYSTEM IS NOT OVERLOADED TO THE DETRIMENT OF THE COMMUNITY AS A WHOLE.

Hazardous Substances and Contaminated Land

6.19 The Local Planning Authority must take account of potential safety hazards arising through the use and storage of materials which may constitute such a potential safety hazard. Also of concern is the extent of unused land which is polluted from either industrial processes or the tipping of waste. Contamination may give rise to hazards which put at risk people working on the site, the occupiers and users of the buildings and land. Contaminants may also escape from the site to cause air and water pollution and pollution of nearby land. Under the Environment Act, a new regime for the identification and management of contaminated land is being implemented. Although land contamination is subject to controls by the Environment Agency and the Environmental Protection Unit of the Council, it can also be a material planning consideration. The responsibility for providing information on whether the land allocated for development is contaminated rests primarily with the developer. When determining a planning application for land which might be contaminated, the Local Planning Authority will need to consider whether the proposal takes proper account of the contamination. It may be necessary for the developer to carry out site investigations and in certain circumstances, to make detailed investigation or to put forward specific remedial measures before a planning application is determined. Contaminated land which remains untreated can prevent the introduction of uses which involve public access (for example open air recreation in the Green Belt) or restrict development potential in the developed area of the Borough. The Local Planning Authority will apply the precepts of PPG23, 'Planning and Pollution Control' 1994. The LPA must take account of potential safety hazards arising through the use and storage of materials which may constitute such a potential safety hazard.



London Borough of Hillingdon UDP Saved Policies September 2007 (Published Version)

OE11 PLANNING PERMISSION WILL NOT BE GRANTED FOR PROPOSALS WHICH:

- (i) INVOLVE THE USE, STORAGE, INSTALLATION OR PROCESSING OF EXPLOSIVE, INFLAMMABLE, CORROSIVE, TOXIC OR OTHER HARMFUL/HAZARDOUS SUBSTANCES WHICH ARE A POTENTIAL SAFETY RISK TO EXISTING OR PROPOSED DEVELOPMENT IN THE VICINITY; OR**
- (ii) INVOLVE AN INCREASE IN THE USE BY THE PUBLIC OF CONTAMINATED LAND WHICH IS TO REMAIN UNTREATED,**

UNLESS THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT APPROPRIATE AMELIORATIVE MEASURES PROPOSED CAN OVERCOME (i) AND (ii) ABOVE.

Energy Conservation

~~6.20 The consumption of energy has only recently been considered a critical factor in the development of urban areas. 96% of the UK's man-made carbon dioxide emissions come from the burning of fossil fuels for energy use. Carbon dioxide is a major contributor to greenhouse gases which increase the threat of global climate change. There is considerable scope for improvements to be made in energy conservation and efficiency with which energy is used. A building constructed now will consume substantial quantities of heat and power during its lifetime and this factor is taken into account when approval is sought under the Building Regulations. Where such factors are subject to planning control or influence the Local Planning Authority will ensure that the interests of energy conservation are taken fully into account. However, the introduction of renewable energy systems such as solar heating and other energy conservation measures may have implications for other policies of the Plan, in particular those relating to design, (see Chapter 5). It may therefore be necessary for a design solution to be sought which reconciles the objectives both of energy conservation and design controls. Solar collectors or panels may not be appropriate for example on buildings of architectural or historic interest or within Conservation Areas. In applying Policy OE12, the Local Planning Authority will have regard to PPG22 'Renewable Energy' (February 1993) and the Home Energy Conservation Act 1995.~~

~~**OE12 THE LOCAL PLANNING AUTHORITY WILL EXPECT THE DESIGN AND LAYOUT OF ALL RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DEVELOPMENTS TO TAKE INTO ACCOUNT THE REQUIREMENTS OF ENERGY CONSERVATION.**~~

London Plan Policy 4A.7 Energy efficiency and renewable energy, Policy 4A.8 Energy assessment Policy 4A.9 Providing for Renewable Energy and their supporting text to be used and London Renewables: Integrating renewable energy into new developments Toolkit for planners, developers and consultants (instead of Policy OE12).

Recycling

~~6.21—Recycling is important in reducing the amount of waste being disposed of in landfill sites each year. The responsibility for waste collection rests with Borough Councils, and for disposal with Waste Disposal Authorities. The Council first published its own recycling plan for domestic waste in 1992 and in September 1995 agreed to an enhanced paper bank scheme. This aims to achieve the recycling of 13-14% of total household waste and would represent significant progress towards the Government's target of 25% by the year 2000. The Council has for several years been developing a network of collection points, (commonly referred to as 'bring schemes') for recyclables such as glass, cans, paper and textiles. It will, where appropriate, encourage in development additional, small scale, convenient collection facilities for recyclables which can be collected and distributed to end markets cost effectively.~~

~~**OE13 THE COUNCIL WILL ENCOURAGE COST EFFECTIVE RECYCLING INITIATIVES THAT SEEK TO ESTABLISH APPROPRIATE FACILITIES FOR THE COLLECTION OF RECYCLABLES E.G. GLASS, CANS, PAPER AND TEXTILES ETC., WITHIN MAJOR DEVELOPMENTS AND OTHER APPROPRIATE SITES AND ENCOURAGE OTHER RECYCLING FACILITIES SUBJECT TO OTHER POLICIES IN THIS PLAN.**~~

London Plan 4A.1 Waste strategic policy and targets, Policy 4A.2 Spatial policies for waste management and Policy 4A.3 Criteria for the selection of sites for waste management and disposal as per London Plan Waste Alterations (Dec 2006) to be used (instead of Policy OE13).

PART 2

SECTION 2: MEETING COMMUNITY NEEDS

7. Housing
8. Shopping and Town Centres
9. Recreation, Leisure and Community Facilities

6. HOUSING

Introduction

7.1 The Borough has a relatively modern housing stock which compares favourably with other London Boroughs in terms of the provision of basic amenities. Only 5% of the stock was built before 1919, and nearly half between 1919 and 1939. Around 35% of the stock are semi-detached houses. The majority is owner-occupied, the proportion having increased from 61% to 73% between 1981 and 1991, whilst local authority rented housing fell from 27% to 16%. In 1995 it was estimated that 6.1% of all private sector housing in the Borough was 'unfit' with a further 10% in need of renovation, and 3% of private residential properties were estimated to be vacant.

7.2 The Council's Part 1 planning policies for housing seek to achieve a minimum level of new Council provision as set out in RPG3, to ensure enough new residential units are designed to mobility and wheelchair standards, and to ensure the highest acceptable number of new dwellings are provided as affordable housing. These policies are consistent with the Council's current Housing Strategy (1995/6).

Provision of New Housing

7.3 Population trends indicate that a continuing demand for new housing can be expected in the Borough, with a particular requirement for accommodation suitable for one or two person households and for those on low incomes (see paras. 7.9 and 7.25). The Council will seek to ensure that this demand is met as far as possible whilst respecting established conservation policies and the interests of existing communities.

7.4 Hillingdon's allocation of 8,000 additional dwellings between 1987 and 2001, as set out in Strategic Planning Guidance (see para. 2.22) is consistent with the Council's assessment of the capacity of the Borough to absorb new housing, taking due account of existing planning policies and the constraints on the supply of housing land imposed by, for example, the Green Belt. Policy Pt 1.13 sets out the Local Planning Authority's intention to seek to secure this level of provision. However, it is not intended that this policy will be implemented in a prescriptive or arbitrary manner and the Local Planning Authority will continue to consider all proposals for residential development on their merits in the context of other policies of this Plan. RPG3 (1996) sets out a revised housing allocation for Hillingdon of a minimum of 3,900 new dwellings to be provided between 1992 and 2006.

7.5 This UDP identifies a number of sites with potential for housing development, as set out in Table 7.1. Where appropriate specific proposals for these sites are set out in the 'Proposals' Chapter 15 of the Plan and planning briefs will be prepared as

supplementary planning guidance where necessary. Where redevelopment of sites within the Green Belt is proposed, the Local Planning Authority will normally expect the proposed development to occupy no larger a ground area than existing buildings on the site, nor exceed the height of, existing buildings, and have no greater impact on the character and openness of the Green Belt. The amenity value of the site should be retained or enhanced where practical.

H1 THE LOCAL PLANNING AUTHORITY WILL SAFEGUARD THE SITES IDENTIFIED IN TABLE 7.1 FOR RESIDENTIAL DEVELOPMENT.

TABLE 7.1 SITES FOR RESIDENTIAL DEVELOPMENT:

- BASF, Colham Mill Road, Yiewsley (Proposal PR5)
- RAF West Drayton (Proposal PR8)
- The Chestnuts, Barra Hall Park, Hayes (Proposal PR11)
- Coppermill Lock, Harefield (Proposal PR16)
- St Vincent's Hospital, Wiltshire Lane, Northwood (Proposal PR26)

7.6 It is intended that the supply of housing land in the Borough will be monitored by way of a housing land availability study which will be produced regularly by the Local Planning Authority. A study undertaken in 1996 (with a base date of 1 January 1996) noted that 5,800 units had been completed since 1st January, 1987 and identified outstanding planning permissions for around 1,700 additional dwellings.

Safeguarding Existing Housing

7.7 Building new dwellings will not be effective in meeting the growth in housing requirements if the current stock is diminished without replacement. Therefore, except in the specific circumstances set out in para 7.8 below, it is the intention of the Local Planning Authority to prevent the change from residential use of any building that can still be used with or without adaptation for residential purposes (SPG para 52).

H2 THE LOCAL PLANNING AUTHORITY WILL NOT NORMALLY GRANT PLANNING PERMISSION FOR A CHANGE FROM RESIDENTIAL USE (INCLUDING RESIDENTIAL USE ABOVE SHOPS AND IN OTHER MIXED DEVELOPMENTS) OF ANY BUILDING OR PART OF A BUILDING THAT IS SUITABLE WITH OR WITHOUT ADAPTATION FOR RESIDENTIAL USE.

H3 THE LOSS OF RESIDENTIAL ACCOMMODATION (WHICH COULD BE OCCUPIED WITH OR WITHOUT ADAPTATION) WILL ONLY BE PERMITTED IF IT IS REPLACED WITHIN THE BOUNDARY OF THE SITE. AN INCREASE IN THE RESIDENTIAL ACCOMMODATION WILL BE SOUGHT, SUBJECT TO OTHER POLICIES IN THE PLAN.

7.8 Particular recognition will be paid to the important contribution made to the housing stock by existing lower cost dwellings which are particularly vulnerable to changes of use. Depending on the circumstances of the case, exceptions may be permitted:

- where residential accommodation is located over retail or other commercial premises and either:

- (a) access to the dwelling unit is gained only through the retail or other commercial premises and it can be demonstrated to the satisfaction of the Local Planning Authority that the construction of an alternative access cannot be provided either physically or at reasonable cost; or
- (b) the dwelling is unfit for habitation within the meaning of the Housing Act, 1985 and is incapable of being brought up to an acceptable standard at a reasonable cost.
or:

- where an existing dwelling or small isolated group of dwellings is located so close to an established or authorised user which causes such nuisance or disturbance that a satisfactory residential environment cannot practically be achieved.

Housing Mix

7.9 The 1991 Census revealed a mismatch between dwelling size and household size with 60% of households living in dwellings containing five or more habitable rooms but only 24% of households having four or more people. 60% of households contained only one or two persons. Projections envisage that the general trend towards smaller households will continue. There is, in particular, a high proportion of elderly persons living alone.

7.10 It is desirable that the size distribution of the housing stock should more closely match the present and future distribution of households. The creation of an increased stock of smaller housing units would, for example, provide increased opportunities for small households seeking their first home and for elderly households to vacate their larger dwellings for more convenient accommodation in the local area. Given this need to consider the composition

of new residential development in terms of unit size, the Local Planning Authority will examine changes in the dwelling stock and its consequent ability to meet the needs of smaller households as part of its annual monitoring process (see para. 1.14). As there is a shortage of smaller dwellings in the Borough the Local Planning Authority will normally therefore apply Policy H4 which is intended to diversify the housing stock and widen choice for those living or wishing to live in the Borough.

7.11 The Council recognises the importance of residential accommodation in town centres as part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites residential development within them should comprise predominantly one or two bedroom dwellings.

H4 WHEREVER PRACTICABLE A MIX OF HOUSING UNITS OF DIFFERENT SIZES SHOULD BE PROVIDED IN SCHEMES OF RESIDENTIAL DEVELOPMENT INCLUDING IN PARTICULAR UNITS OF ONE OR TWO BEDROOMS. WITHIN TOWN CENTRES PREDOMINANTLY ONE AND TWO BEDROOM DEVELOPMENT WILL BE PREFERABLE.

7.12 Exceptions to Policy H4 may be made where the proposed scheme is designed to meet special needs or the site is unsuitable (for environmental or other reasons) for a particular type of housing. The Council will also have regard to the range and type of unit most urgently required to meet existing and anticipated housing need in different parts of the Borough. Particular consideration will be given to family housing and ethnic minority groups in assessing the need for larger dwellings either in new development or through extensions to existing dwellings.

H5 THE COUNCIL WILL ENCOURAGE DWELLINGS SUITABLE FOR LARGE FAMILIES, WHERE THE NEEDS OF THE AREA SUGGEST IT IS APPROPRIATE, BY:-

- i) ENCOURAGING THE IMPROVEMENT OR EXTENSION OF SINGLE FAMILY DWELLINGS FOR THIS PURPOSE WHERE THIS WOULD COMPLY WITH ENVIRONMENTAL STANDARDS, SET OUT IN THIS PLAN;**
- ii) PROVIDING FOR THIS TYPE OF DWELLING IN THE COUNCIL'S OWN PROGRAMME OF DEVELOPMENT AND ACQUISITION AND ENCOURAGING HOUSING ASSOCIATIONS TO DO THE SAME; AND**
- iii) NEGOTIATING THE PROVISION OF LARGER DWELLINGS BY THE PRIVATE SECTOR IN NEW DEVELOPMENT, BEARING IN MIND THE NEED TO ENSURE SUCH HOUSING MEETS LOCAL NEEDS.**

Residential Density

7.13 The Borough contains housing built at a variety of densities, from approximately 50 habitable rooms per hectare (h.r.p.h.) in parts of Northwood to over 250 h.r.p.h. in new town centre developments. As a guide to developers, new housing is generally expected to be in the range of 100-200 h.r.p.h. There may, however, be circumstances in which it is appropriate for the density of new housing to rise above or fall below this range because of site configuration and characteristics, dwelling mix, the character of the surrounding area and a range of environmental factors such as the desire to retain architectural or landscape features and the contribution to meeting local housing needs.

7.14 For schemes with a density of over 150 h.r.p.h. applicants will be expected to submit sufficient details to show that the layout and design of the proposed scheme achieves good environmental conditions within the development site and fits in with the surrounding area, taking account of the policies for safeguarding residential amenity set out in Chapter 5 of this Plan.

~~H6 THE APPROPRIATE DENSITY OF DEVELOPMENT DEPENDS ON A BALANCE BETWEEN THE FULL AND EFFECTIVE USE OF AVAILABLE HOUSING LAND AND THE FOLLOWING IMPORTANT CONSIDERATIONS; THE QUALITY OF THE HOUSING LAYOUT AND DESIGN, ITS COMPATIBILITY WITH THE DENSITY, FORM AND SPACING OF SURROUNDING DEVELOPMENT, THE PROPOSED DWELLING MIX, AND THE LOCATION, CONFIGURATION AND CHARACTERISTICS OF THE SITE. HOWEVER, APPLICANTS FOR RESIDENTIAL DEVELOPMENT AT A DENSITY ABOVE 150 HABITABLE ROOMS PER HECTARE WILL BE EXPECTED TO SUBMIT SUFFICIENT DETAILS TO DEMONSTRATE THAT THE LAYOUT AND DESIGN OF THE SCHEME ARE OF A QUALITY WHICH PRODUCES GOOD ENVIRONMENTAL CONDITIONS WITHIN THE DEVELOPMENT AND HARMONISE WITH THE SURROUNDINGS.~~

London Plan Policy 4B.3 Maximising the potential of sites and table 4.1 Density location and parking matrix (habitable rooms and dwellings per hectare) and supporting text to be applied to residential development. For small sites (schemes with fewer than 10 units) special attention should be given to the streetscape, massing and design of the built environment surrounding small sites. Where surrounding density is below the appropriate density range in the matrix, the small site should be developed at the lower end of the appropriate density range. Where the surrounding density is above the appropriate density range in the matrix, the small site can be developed to the higher end of the appropriate density range (instead of Policy H6).

Hillingdon's Local Interpretation of London Plan table 4.1

Location	Accessibility index	Predominant housing type	Detached and linked houses	Terraced houses and flats	Mostly flats
		Setting			
Hayes and Uxbridge town centres	6 to 4	Urban	200-450 hr/ha	200-450 hr/ha	450-700 hr/ha
			55-175 u/ha	55-175 u/ha	165-275 u/ha
			Ave. 3.1 hr/u	Ave. 3.7 hr/u	Ave. 3.0 hr/u
Areas within 10 minutes walk/800m from Uxbridge and Hayes town centres	6 to 4	Suburban	200-300 hr/ha	200-300 hr/ha	250-350 hr/ha
			50-110 u/ha	50-110 u/ha	80-120 u/ha
			Ave. 3.7 hr/ha	Ave. 3.7 hr/ha	Ave. 3.0 hr/u
Any town centre and those areas within 10 minutes walk/800m from those centres	3 to 2	Suburban	150-200 hr/ha	200-250 hr/ha	200-250 hr/ha
			30-65 u/ha	50-80 u/ha	50-80 u/ha
			Ave. 4.4 hr/u	Ave 3.8 hr/u	Ave. 3.8 hr/u
Currently remote sites	2 to 1	Suburban	150-200 hr/ha	150-200 hr/ha	150-200 hr/ha
			30-50 u/ha	30-50 u/ha	30-50 u/ha
			Ave. 4.6 hr/u	Ave. 4.6 hr/u	Ave. 4.6 hr/u

Conversions

7.15 In addition to housing provided through redevelopment or the development of new sites, the subdivision of existing residential property can constitute a source of smaller residential accommodation. However, while the Local Planning Authority recognises the contribution that small conversion units can make to the achievement of a better housing 'fit' and to the extended life of its housing stock, it considers that, in considering applications for conversions, it should have particular regard to the need to safeguard the amenity of the neighbourhood and to prevent traffic or parking congestion. Consequently, policy H7 serves to ensure that conversions achieve satisfactory environmental and amenity standards. Supplementary Planning Guidance on the provision of amenity space has been published by the Local Planning Authority.

H7 THE LOCAL PLANNING AUTHORITY WILL REGARD THE CONVERSION OF RESIDENTIAL PROPERTIES INTO MORE UNITS AS ACCEPTABLE IN PRINCIPLE PROVIDED THIS CAN BE ACHIEVED WITHOUT CAUSING DEMONSTRABLE HARM TO THE RESIDENTIAL AMENITIES OR CHARACTER OF THE AREA OR THE AMENITY OF ADJOINING OCCUPIERS AND THE FOLLOWING CRITERIA ARE MET:-

- (i) IT CAN BE DEMONSTRATED THAT ADEQUATE SOUND INSULATION IS PROVIDED;**
- (ii) CAR PARKING TO THE STANDARDS ADOPTED BY THE LOCAL PLANNING AUTHORITY CAN BE PROVIDED WITHIN THE CURTILAGE OF THE SITE AND CAN BE ACCOMMODATED WITHOUT SIGNIFICANT DETRIMENT TO THE STREET SCENE;**
- (iii) ALL UNITS ARE SELF CONTAINED WITH EXCLUSIVE USE OF SANITARY AND KITCHEN FACILITIES AND WITH INDIVIDUAL ENTRANCES, AND INTERNAL STAIRCASES ARE PROVIDED TO SERVE UNITS ABOVE GROUND FLOOR LEVEL; AND**
- (iv) ADEQUATE AMENITY SPACE IS PROVIDED FOR THE BENEFIT OF RESIDENTS OF THE PROPOSED DEVELOPMENT.**

7.16 In respect of policy H7, the Local Planning Authority will generally require a standard which conforms to that set out for new dwellings in the Building Regulations and only permit conversions which provide self-contained accommodation. It is recognised, however, that conversion to allow the shared use of facilities such as kitchens and bathrooms could provide a source of low cost accommodation for those such as young single people, students or community care patients for whom owner-occupation or local authority housing is rarely an option. Furthermore, the housing requirements of some elderly people may be met through this type of accommodation. In exceptional circumstances

therefore, where it can be demonstrated to the satisfaction of the Local Planning Authority that a particular need exists which cannot be adequately accommodated by other means and where the proposal meets with the requirements of the Housing Acts, a relaxation of Policy H7 may be considered appropriate.

7.17 Another source of residential accommodation which requires an element of conversion is the change of use from existing non-residential development. Mostly these involve vacant office or industrial buildings, though other uses may be appropriate, where there is little likelihood of an occupier being found. Not only can such conversions meet a range of permanent and temporary housing needs, but can also contribute to the regeneration of an area. The Local Planning Authority will therefore encourage such conversions provided they are consistent with other objectives of this plan.

H8 THE CHANGE OF USE FROM NON-RESIDENTIAL TO RESIDENTIAL WILL BE PERMITTED IF:

- i) A SATISFACTORY RESIDENTIAL ENVIRONMENT CAN BE ACHIEVED;**
- ii) THE EXISTING USE IS UNLIKELY TO MEET A DEMAND FOR SUCH ACCOMMODATION IN THE FORESEEABLE FUTURE; AND**
- iii) THE PROPOSAL IS CONSISTENT WITH OTHER OBJECTIVES OF THIS PLAN, HAVING PARTICULAR REGARD TO THE CONTRIBUTION OF THE EXISTING USE TO THOSE OBJECTIVES.**

In applying Policy H8, the Local Planning Authority will consider whether a temporary permission is appropriate in order to safeguard longer term needs.

Housing for Special Needs

~~7.18 From the Council's Housing Need Survey (1995) it was found that households in the Borough containing at least one special needs member are over twice as likely to be in need than households that do not contain a special needs person. The survey found about 18% of special needs households are in housing need. Provision of housing for households with special need should take account of the following objectives which are part of the Council's Housing Strategy:-~~

- ~~— to seek an appropriate design layout of estate eg dropped kerbs and ramps;~~
- ~~— to seek proportion of dwellings designed for wheelchair users;~~
- ~~— to meet Housing Corporation requirement for Housing Associations' development that all ground floor accommodation should be built to mobility standard for wheelchair visitors (accommodation for wheelchair occupants needs to be built to full wheelchair standards).~~

~~7.19 Given the relatively limited number of residential sites which are capable of meeting accessibility criteria, the Local Planning Authority considers that it is important to seek provision for Special Needs groups. Through negotiation therefore, it will try to ensure that an adequate number of dwellings meeting the criteria of Policy H9 are designed to wheelchair standards. Furthermore, it is desirable that more dwellings are built to basic mobility standards, which would incur only limited extra cost at the time of construction, so that they can be easily adapted to be lived in by people with disabilities. If an increasing proportion of the general housing stock is designed to a standard which makes this possible, it will allow people with disabilities more choice of housing and will make it increasingly unnecessary for people to move if they became less mobile.~~

~~**H9 NEW HOUSING ON APPROPRIATE SITES SHOULD INCLUDE UNITS FOR PEOPLE WITH DISABILITIES. THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT AN ADEQUATE NUMBER OF DWELLINGS ARE BUILT (OR DESIGNED TO BE CAPABLE OF EASY ADAPTATION) TO RECOGNISED STANDARDS FOR WHEELCHAIRS, ON SITES WHICH ARE WELL LOCATED IN RELATION TO LOCAL SHOPS, SERVICES AND TRANSPORT FACILITIES. THEY WILL ALSO SEEK TO ENSURE THAT NEW SINGLE STOREY DWELLINGS, GROUND FLOOR FLATS AND FLATS ACCESSIBLE BY LIFT ARE BUILT (OR DESIGNED TO BE SUITABLE FOR ADAPTATION) TO RECOGNISED STANDARDS FOR MOBILITY ON SUITABLE SITES.**~~

London Plan Policies 3A.4 (Housing Choice), 3A.10 (Special needs and specialist housing) and 4B.5 (Creating an inclusive environment) and their supporting text are to be used in conjunction with 'Accessible Hillingdon' component of the Hillingdon Design and Accessibility Statement (HDAS) in particular Part 5 'Residential Development'. This states 'All residential units in new housing developments should be built to Lifetime Homes standard. These standards should be applied to all new housing, including conversions and refurbishments, and including blocks of flats, for both social and private sector housing'. 10% of all units should be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users. This applies to conversions and changes of use in both the social and private sector (instead of Policy H9).

~~7.20 The normal standards to be sought under policy H9 are:~~

- ~~- a level or ramped approach and flush threshold at the main entrance;~~
- ~~— internal planning for wheelchair manoeuvre in all rooms, with~~
- ~~— 1200 mm passageways and 900 mm doorsets or sliding doors;~~

- ~~— bathrooms and toilets to be large enough to permit lateral transfer from wheelchair to WC/bath.~~

~~Further information is given in the Council's Supplementary Planning Guidance "Residential Access for All".~~

~~7.21 Mobility housing is ordinary housing built to a certain basic standard, and in implementing Policy H9 the Local Planning Authority will normally seek:~~

- ~~— a level or ramped approach and flush threshold at the main entrance;~~
- ~~- corridors and doorsets to the principal rooms (including a bedroom) wide enough for wheelchair use; and~~
- ~~— a bathroom, WC and at least one bedroom at entrance level.~~

~~Further information is given in the Council's Supplementary Planning Guidance "Residential Access for All".~~

~~7.22 To make adequate provision for Gypsies residing or resorting to the Borough, the Council provides a 35 pitch site at Cricketfield Road, West Drayton, which is shown on the Proposals Map. Although the statutory duty of Local Authorities to provide such accommodation under the Caravan Sites Act 1968 has been repealed, there are no proposals to close the existing site.~~

Residential Care/Sheltered Housing

7.23 There is an identified need for housing for elderly people in Hillingdon, for both Category I and Category II dwellings. The Council's own housing stock contains many elderly households currently under occupying family sized dwellings and wishing to move to accommodation better suited to their needs. Increased provision of Category I and II affordable housing would enable them to move to more appropriate homes, and have the benefit of releasing many existing family dwellings to meet the needs of homeless and overcrowded families.

7.24 The need for housing to meet the requirements of elderly people and other special needs groups is increasing as a result of population changes and the Government's care in the community programme. Under the Residential Homes Act 1984, and the National Health Service and Community Care Act, 1989, residential care homes are required to be inspected and registered by the Council's Social Services Department before they can be occupied. Failure to be accepted for registration may lead to problems for the Local Planning Authority in determining appropriate uses for a building which cannot be occupied for its original purpose. To avoid such problems, proposals for residential care homes (as

defined in the Residential Homes Act, 1984) will be required to be capable of complying with the standards set by the Council's Social Services Department.

H10 PROPOSALS FOR CHANGE OF USE OR REDEVELOPMENT TO PROVIDE HOSTELS OR OTHER ACCOMMODATION FOR PEOPLE IN NEED OF CARE (EG. NURSING HOMES, RESIDENTIAL CARE HOMES OR SHELTERED HOUSING SCHEMES) WILL NORMALLY BE EXPECTED TO:-

- (i) **BE CONVENIENTLY LOCATED FOR LOCAL SHOPS, SERVICES AND PUBLIC TRANSPORT FACILITIES;**
- (ii) **COMPLY WITH THE COUNCIL'S CAR PARKING STANDARDS AND HAVE REGARD TO THE COUNCIL'S AMENITY GUIDELINES AS SET OUT IN SUPPLEMENTARY PLANNING GUIDANCE; AND**
- (iii) **IN RESPECT OF SHELTERED HOUSING SCHEMES, HAVE REGARD TO THE RECOMMENDATIONS ON DESIGN SET OUT IN SUPPLEMENTARY PLANNING GUIDANCE.**

Access to Housing

~~7.25—The Council's Housing Needs Survey (1995) found that the statistics showing households known to the Council as being in housing need comprise less than half of all of those in housing need in the Borough. The survey has estimated that 5,390 households (9.8% of the Borough total) are living in unsuitable housing, are unable to afford suitable market priced housing and require affordable housing. The survey predicted that unmet housing need will continue to rise over the next 10 years. For the purpose of policy H11 "affordable housing" is defined as "that which is accessible to people whose incomes are insufficient to enable them to afford adequate housing locally in the open market. While it includes low cost market housing, of greater importance to the Borough is 'social', rented or shared ownership housing provided by housing associations or local authorities, and low cost homes for sale at a discount." In respect of rented affordable housing, reference will be made to the rent levels of housing associations which are signatories to the Hillingdon Housing compact in determining a scheme's affordability.~~

~~7.26—Providing housing to meet these needs is becoming increasingly difficult with the lack of new building, the rise in homelessness and a decline in the number of existing properties becoming available for letting. Furthermore, there is an increasing mismatch between the needs of applicants and the accommodation available, partly resulting from the effect of Council house sales on the composition of the remaining stock. The Council values the contribution to housing variety made by Housing Associations, housing co-operatives and voluntary organisations which allocate dwellings on the basis of housing need, particularly those which serve~~

special or local needs. It is also encouraging enabling partnership schemes on sites in its ownership supporting general and special needs housing for rent by housing associations and participating in shared ownership schemes. Table 7.1 identifies sites on which the Council is seeking housing, and intends to prepare development briefs for these and other sites, to identify the level of affordable housing provision sought. The Council as Local Housing Authority will seek to maintain investment in its own housing through a programme of improvements and new build housing within available resources supplemented by measures to increase mobility in the stock. It will also pursue other initiatives such as its Empty Property Strategy to identify and secure additional housing which can contribute to local housing needs.

7.27 Strategic Planning Guidance (1989) recognises the importance of providing housing for lower and middle income households in London and notes the contribution which conversions can make to such needs (SPG, para 56). Policies for safeguarding existing accommodation, providing for smaller units, and allowing higher density housing in town centres can also help. So can small developments and student accommodation. However, in its Strategic Advice, (1988) LPAC recognised that a policy limited to overall housing provision would not directly address housing needs without some mechanism to ensure that a significant proportion of the dwellings would be for those on low incomes. Strategic Guidance for London Planning Authorities (RPG3 May 1996) builds upon earlier Strategic Planning Guidance of 1989 stating that 'Boroughs should assess housing need...; set out strategic policies for meeting housing need, including the contribution that can be made to affordable housing needs; identify locations and sites suitable for affordable housing and indicate the proportion of affordable housing that will be sought on different sites in the Borough without being prescriptive'. PPG3 (Housing) recognises that a community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating planning policies. Where there is a demonstrable lack of affordable housing to meet local needs, planning authorities may reasonably seek to negotiate with developers for its inclusion in new housing schemes (PPG3, para 38). In the light of the evidence of need set out in paras 7.25 and 7.26, the Local Planning Authority will regard the provision of affordable housing as a material planning consideration. In addition to the initiatives identified in para 7.26 it will seek through negotiation with private sector developers to secure the provision of dwellings aimed at meeting the housing needs of low income households and will try to ensure that at least 25% of all new housing proposed by this sector is of this type. The Local Planning Authority will seek to negotiate, where otherwise appropriate, on proposed developments of 25 dwellings or more, or on residential sites of one or more hectare irrespective of the number of dwellings.

~~H11 WHERE RESIDENTIAL DEVELOPMENT OF 25 OR MORE DWELLINGS, OR OF SITES OF ONE OR MORE HECTARE IS PROPOSED, THE LOCAL PLANNING AUTHORITY WILL ENTER INTO NEGOTIATIONS AND WHERE APPROPRIATE LEGAL AGREEMENTS WITH DEVELOPERS TO OBTAIN THE HIGHEST ACCEPTABLE PROPORTION OF AFFORDABLE HOUSING.~~

Planning Policy Statement 3 Housing, London Plan Policy 3A.7 (Affordable housing targets) and its supporting text and Hillingdon Affordable Housing Supplementary Planning Document (2006) to be used (instead of Policy H11).

~~7.28 In accordance with the provisions of PPG3, the Local Planning Authority would wish to satisfy itself before granting planning permission that secure arrangements are made wherever necessary to ensure that the benefit of affordable housing will be enjoyed by successive as well as by initial occupiers of the property. It will, therefore normally seek to ensure that any affordable housing produced through the implementation of policy H11 be offered for ownership and management to housing associations which are signatories to the Hillingdon Housing Association Compact, and that substantial nomination rights to the Council be sought in any negotiations and where appropriate in any agreement between the developers and the association.~~

Backland and 'Tandem' Development

7.29 Houses with long back gardens are a familiar feature of many areas of the Borough. Sometimes the gardens are more than the householders now want and can be usefully developed for housing purposes provided proposals conform to the other policies of this Plan. There must, however, be proper means of access either from a road at the side or rear, or by forming an access through a gap between existing houses. The Local Planning Authority regards 'tandem' developments, consisting of one house immediately behind another and sharing the same access, as generally unacceptable because of the difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front.

H12 PROPOSALS FOR TANDEM DEVELOPMENT OF BACKLAND IN RESIDENTIAL AREAS WILL ONLY BE PERMITTED IF NO UNDUE DISTURBANCE OR LOSS OF PRIVACY IS LIKELY TO BE CAUSED TO ADJOINING OCCUPIERS.

Part-Use of Residential Property

7.30 Many part-time and occasional occupations are undertaken in private houses, some of them amounting to businesses, but they are so small in scale or have so little physical effect on the property that they cannot be said to involve a material

change of use requiring planning permission. However, if part of a house was used exclusively for business purposes and numbers of people called at the house in connection with the business, it would in most cases require planning permission. In determining proposals for uses of this kind, the Local Planning Authority will take into account the probable effects of the proposal upon amenity, including the amenity of other houses nearby, and the desirability of preventing the loss of useful residential accommodation (see policy H2). Where a temporary change of use would be acceptable, but not a permanent one, permission may be given for a limited period only; or the use may be limited to the applicant's occupancy of the premises by giving permission for the benefit of the applicant only. More specific guidance on the part use of dwellings for childcare facilities and medical/healthcare facilities is given in Chapter 9 and for guest houses and other tourist accommodation in Chapter 12.

8. SHOPPING AND TOWN CENTRES

Introduction

8.1 During the 1980s there was considerable retail development activity nationwide which resulted in major changes in the distribution of retail outlets. Most significant was the growth of large out of town centre food superstores, retail warehouses and freestanding out-of-town shopping centres, all with plentiful, free, surface level car parking. Many of these are linked to recreation and leisure activities and provide attractive alternatives to traditional high street shopping. PPG6 draws attention to how the lack of adequate shopping facilities in existing suburban and town centres, coupled with the increase in car ownership and a greater willingness of people to travel some distance to do their shopping, led to this change in the location and size of new retail outlets. Local planning authorities have therefore had to reconsider the future role of town centres and to examine ways of improving the quality of their shopping environment and making shopping in them a much more pleasurable experience. PPG6 emphasises the continuing role of small shops, not only for casual convenience needs and for more specialist goods and services, but increasingly as part of a pattern of development that minimises the need to travel and promotes transport choices that help keep down CO2 and polluting emissions. In addition, easily accessible shops are a necessity for people without the use of a car.

8.2 Recent trends in retailing are reflected in Hillingdon. The last decade or so has witnessed a decline in the number of shops, in particular those selling convenience goods, and an increased share of the market for multiples at the expense of smaller, independent traders. Rising car ownership, changing consumer purchasing patterns and retailers' changing requirements have led to the development of a number of large stores selling a wide range of convenience goods with plentiful adjacent car parking. These are both within and adjacent to existing centres and most are well located for pedestrians, public transport and private car access. However, as the net growth in expenditure on convenience goods is lower than the growth in new convenience floorspace, these changes may have underlain the closure of some smaller supermarkets and other food shops in the Borough as elsewhere. It is estimated that current commitments for convenience shopping in the Borough may more than adequately meet foreseeable demand and accordingly further closures of existing shops could occur in the face of competition from new shops.

8.3 Durable goods retail floorspace has declined or stagnated in a number of the Borough's town centres to the detriment of the function of these centres. Uxbridge, in comparison with other strategic and sub-regional shopping centres, has not experienced much new retail development in recent years, and there has been little in the way of comparison goods retail development in the Borough's other town centres. However, growth in expenditure on certain comparison goods has

been reflected in retail warehouse developments. Much of the projected increase in non-bulky comparison goods expenditure could be channelled into the Borough's town centres to reverse the decline in floorspace that has occurred in recent years.

8.4 In implementing its shopping and town centre policies, the Local Planning Authority will, therefore, have regard to the following considerations.

(i) The Plan seeks to bring together a variety of appropriate activities in town centres. Shopping should be the main ground floor use, but a mixture of uses will help spread the traffic generation peak associated with concentrations of office and other intensive employment generating uses. Accordingly new town centre offices should form part of mixed development schemes incorporating housing, indoor leisure and entertainment, local services and community facilities.

(ii) There is a need to improve the range of accommodation for larger stores selling durable goods, including those selling bulky goods, to reduce pressures from durable goods retailers to locate on freestanding retail parks. As a matter of principle, retail outlets which provide home delivery services for bulky goods are preferable to those which depend on customers using their own transport, as the former are accessible to more people and are likely to generate less road traffic. Where adequate town centre alternatives are available, the Local Planning Authority should not respond to pressures for out-of-centre development if they run counter to the strategic and local planning objectives of accessibility for all, reducing the need for car trips, supporting public transport and sustaining the strength and vitality of town centres.

(iii) There is an urgent need to reduce the domination of town centres by vehicles, in order to improve the environment, make them safer and attract appropriate new investment and trade. A high density and variety of land uses and activities, coupled with appropriate traffic management and pedestrian priority measures can help achieve this aim.

(iv) Sites to accommodate appropriate town centre activities need to be identified. In many cases comprehensive development will be necessary to ensure satisfactory service access, prevent the formation of small, difficult to develop sites, protect buildings of historic or architectural interest and enhance their settings, and maximise the environmental and public benefits that development can bring about. Accordingly some sites have been identified and specific proposals are set out in Chapter 15 of this Plan.

(v) To maximise a range of shopping within walking distance of people's

homes and workplaces, it is necessary to protect and promote accessibility to local shops. To achieve this aim requires a commitment by central and local government and developers to provide attractive and accessible facilities to encourage use of modes of transport (especially walking and cycling) that help keep down CO2 and polluting emissions.

(vi) The Local Planning Authority will seek to achieve benefits for the community in conjunction with development in town centres in accordance with policies Pt 1.39 and R7, R16, R17 and LE7 of this Plan.

Accessibility

8.5 In accordance with RPG3 (1996) the Plan seeks to maximise people's accessibility to shops without increasing their need to use private cars. PPG6 draws attention to the needs of people without access to a car for whom easily accessible shops are a necessity. Any proposed retail development should therefore be accessible on foot, by cycle or by public transport for all potential customers within its catchment area. Developments likely to draw custom from beyond walking distance (generally a 800m radius or a ten minute walk) should be readily accessible by public transport from the greater part of their projected catchment areas. If existing public transport is insufficient in terms of area covered or service frequency to provide the necessary accessibility the Local Planning Authority will seek agreements with developers and operators that service or infrastructure improvements will be made in accordance with Policy AM11 to meet criterion (iv) of policy S1.

Shopping Hierarchy

8.6 To help reduce traffic congestion, conserve energy and reduce the environmental effects of carbon-based fuel combustion, it is important to minimise the use of cars for shopping trips, using them only when the length of journey is justified by the size or value of the goods or services sought. It is therefore important that people can buy day to day necessities at shops within walking distance of their homes or workplaces, and that for more major items they do not have to travel further than their nearest town centre. In order to provide a distribution of shops which minimises the need to make long shopping trips and yet provides a range of shops, allowing customer choice and opportunities for new and existing retailers, the Local Planning Authority has defined a six level hierarchy of shopping areas as set out in Tables 8.1 and 8.2. It will use this hierarchy to maintain a distribution of locally accessible shops with small, mainly walking distance catchment areas, and discourage a pattern of a few large shops accessible to the majority of their customers only by longer car journeys from a large catchment area.

8.7 Town and local centres are well distributed throughout the Borough. Apart from Harefield, which is in a rural area, all are within three kilometres of each other, thus offering most residents a choice of centres within three kilometres of home, for convenience goods and most comparison goods. Only for higher order comparison goods may a longer journey be necessary. Corner shops and parades cater almost entirely for the everyday needs of shoppers within a relatively small catchment area.

TABLE 8.1: LONDON BOROUGH OF HILLINGDON SHOPPING HIERARCHY: DEFINITION OF CENTRES

Corner Shops

Isolated shops or pairs of shops (not necessarily at street corners) which primarily provide essential local shop services for people living or working within a walking distance of up to 800m.

Parades

Groups of shops which provide at least three essential local shop uses and other retail and service uses for people living or working within a walking distance of around 800m.

Local Centres

As well as providing local shops and services for people within walking distance, these centres provide a full range and choice of essential shop uses and other local services for people who do not live or work near a Town Centre. Accordingly, they are, in principle, appropriate locations for supermarkets to serve people who would otherwise make longer trips to their nearest town centre or to a large free-standing store outside the Borough.

Minor Town Centres

In addition to providing the same type of services as a Local Centre, these provide a range of shops selling comparison and higher order goods which, in the interest of competition and consumer choice, need to be sited together, to serve a population within, broadly, a 3 kilometre radius.

Major Town Centres

As for Minor Town Centres, with additional comparison and higher order goods shops to serve, in broad terms, three of the four main geographical divisions of the Borough, namely Ruislip & Northwood, Yiewsley & West Drayton and Hayes & Harlington.

Strategic Town

Uxbridge Town Centre fulfils the role of a Major Town Centre for the Uxbridge area and in addition seeks to provide the Borough and

surrounding area with high order comparison goods shops and other services which have to draw upon a larger catchment population for their viability.

**TABLE 8.2: LONDON BOROUGH OF HILLINGDON SHOPPING HIERARCHY:
SCHEDULE OF CENTRES**

PARADES

Ruislip/Northwood Area

Ruislip Gardens (West End Road/ New Pond Parade)
702-724 Field End Road, S Ruislip
439-490 Victoria Road, S Ruislip
1-24 Station Approach, S Ruislip
West Ruislip Station, Ickenham Road
Station Parade, Ickenham Rd, W Ruislip
Northwood High Street
Pinner Road, Northwood
Howletts Lane, Ruislip
Whitby Road, South Ruislip
Salisbury Road, Northwood
Eastcote Village

Uxbridge/Harefield Area

55-97 High Road, Ickenham
Ryefield Avenue, Hillingdon
Sutton Court Road, Hillingdon
Royal Lane/Hillingdon Village, Hillingdon Hill
Crescent Parade, Long Lane/Uxbridge Road, Hillingdon
South Harefield
Cowley Road (Trumper Way-Myddleton Road), Uxbridge
98-118 Cowley Road, Uxbridge
Brunel University, Uxbridge
Station Road/High Street, Cowley
Dellfield Parade/The Parade, High St, Cowley
High Road, Cowley Peachey
Moorfield Road, Cowley Peachey
Pield Heath Road, Colham Green
Violet Avenue, Colham Green
West Drayton Road, Colham Green
Falling Lane/Royal Lane, Yiewsley
58-66 Swan Road, West Drayton
81 Swan Road and The Green, W Drayton
107-147 Station Road, West Drayton

Hayes/Harlington/Heathrow Area

124-152 Uxbridge Road, Hayes
Mulberry Crescent, West Drayton
Harmondsworth Road/Sipson Road, West Drayton
Laurel Lane, West Drayton
Byron Way/Coleridge Way, West Drayton
Welbeck Avenue, Yeading
Yeading Lane
Romney Parade, Romney Road, Hayes
Kingshill Avenue, Hayes
Lansbury Drive, Hayes
Bourne Circle/Gloucester Parade, Bourne Avenue/Cranbourne Drive
Hayes End (625-849 [S] 1172-1380 [N] Uxbridge Road)
Northfield Parade, North Hyde Road/High Street, Harlington
Cranford Parade, 141-171 North Hyde Road/High Street, Harlington
Redmead Road, Harlington
1-29 Dawley Road, Hayes Town
St Dunstan's Close, Harlington
641-693 Uxbridge Road, Wood End, Hayes
Harmondsworth Village
Bath Road, Harmondsworth
41-47 Sipson Way, Sipson
305-315 Harlington Road, Goulds Green
Barra Hall Circus, Hayes
Dawley Parade, Dawley Road, Hayes

LOCAL CENTRES:

Harefield; Ickenham; North Hillingdon; Hillingdon Heath; South Ruislip; The Willows, Yeading; Harlington.

MINOR TOWN CENTRES:

Northwood Hills (Joel Street); Northwood (Green Lane); Eastcote; Ruislip Manor; Uxbridge Road, Hayes.

MAJOR TOWN CENTRES:

Ruislip; Hayes Town; Yiewsley/West Drayton.

STRATEGIC CENTRE:

Uxbridge.

~~8.8—A new local centre has been built at Willow Tree Lane, Yeading, to meet the needs of the new residential area's additional population. The Local Planning Authority will seek to control the scale and location of further new retail development in accordance with the guidance in RPG3, the objectives set out in paragraph 2.42, the material considerations set out in paragraph 8.4 and~~

to fulfil the functions of the different levels of the hierarchy. In assessing impact on traffic congestion (Chapter 14) and the environment (policies in Chapters 3 to 5), the Local Planning Authority will have regard to changes in trip lengths as well as to the volume of traffic likely to be generated by the development. Having regard to the scale of the proposal and the location of the site in the hierarchy, it may ask developers submitting proposals which are likely to affect the viability of existing centres or damage the pattern of local parades and corner shops which provide essential local services, (including those in neighbouring authorities) to assess the consequences in the light of PPG6 and PPG13.

~~S1 THE LOCAL PLANNING AUTHORITY WILL ONLY PERMIT NEW RETAIL DEVELOPMENT WHICH IS APPROPRIATE IN TYPE AND SCALE TO THE FUNCTION OF ITS LOCATION WITHIN THE SHOPPING HIERARCHY SET OUT IN TABLE 8.1 AND WHICH:-~~

- ~~(i) TAKING ACCOUNT OF THE CUMULATIVE IMPACT OF RECENT AND COMMITTED SHOPPING DEVELOPMENTS, IS NOT LIKELY TO HARM THE VIABILITY, VITALITY OR ATTRACTIVENESS OF ANY TOWN OR LOCAL CENTRE OR TO DAMAGE THE GENERAL PATTERN OF LOCAL SHOPS WHICH PROVIDE ESSENTIAL LOCAL SERVICES;~~
- ~~(ii) WOULD NOT SIGNIFICANTLY HARM THE AMENITY OF THE SURROUNDING AREA;~~
- ~~(iii) IS INTEGRATED INTO THE TOWNSCAPE IN TERMS OF SITING, DESIGN, LANDSCAPING AND ACCESS ARRANGEMENTS;~~
- ~~(iv) IS EITHER WITHIN WALKING DISTANCE FOR THE MAJORITY OF POTENTIAL CUSTOMERS OR IS (OR CAN BE MADE) ACCESSIBLE TO THEM BY PUBLIC TRANSPORT;~~
- ~~(v) HAS A LAYOUT AND DISPOSITION ON THE SITE DESIGNED TO ENCOURAGE CUSTOMERS ARRIVING ON FOOT, BY CYCLE, OR BY PUBLIC TRANSPORT;~~
- ~~(vi) PROVIDES SATISFACTORY PEDESTRIAN, WHEELCHAIR, CYCLE AND OTHER VEHICULAR ACCESS AND EGRESS;~~
- ~~(vii) PROVIDES CAR AND CYCLE PARKING TO THE LOCAL PLANNING AUTHORITY'S ADOPTED STANDARDS AS SET OUT THE APPENDIX; AND~~
- ~~(viii) HAS NO HARMFUL EFFECT ON ROAD SAFETY AND DOES NOT WORSEN TRAFFIC CONGESTION OR DISRUPT BUS OPERATIONS.~~

Planning Policy Statement 6 Planning for Town Centres (2006) and London Plan Policy 3D.1 (Supporting Town Centres) and its supporting text to be used (instead of Policy S1).

Retail Warehousing and Superstores

8.9 Although the Local Planning Authority expects retail development normally to be in town or local centres, the nature or volume of the goods sold from some retail warehouses and superstores can make them inappropriate in town centre shopping areas. They are often found on the fringes of town centres but also on sites with good road access which are not readily accessible on foot or by public transport, and do not therefore meet criterion (iv) of Policy S1. Many of the sites that satisfy retail warehouse operators' locational constraints tend to be in industrial areas. The future is likely to see continuing demand for retail warehouses in the Borough, whilst rationalisation may see redevelopment of existing retail warehouses or relocation of operators to sites which are better located. Given the strategic nature of most of the Borough's Industrial and Business Areas, the Council's economic regeneration initiatives, particularly in the Hayes/West Drayton Corridor and revised PPG6 (June 1996), the Local Planning Authority considers that in or on the fringe of town centres to be the preferred locations for retail warehouses and superstores. In view of the importance of protecting land for industry (see Chapter 10), the Local Planning Authority will need to be satisfied that, in accordance with the advice in PPG6, retail proposals on industrial land do not prejudice the supply of land for industrial uses and development.

8.10 Developers must have regard to the prominent environmental effect of superstores and retail warehouses on their surroundings. The Local Planning Authority will try to limit the scale of development at any one site, to enable a distribution of retail warehouses and convenience goods outlets throughout the Borough, and to reduce the need to make long shopping trips. As the Local Planning Authority does not wish to encourage general retail development on sites accessible primarily by private transport it will not permit such development in locations which cannot be made accessible to the majority of potential customers on foot, by cycle or by public transport.

8.11 Policy LE2 regulates future retail development in designated Industrial and Business Areas. To comply with Policies S1, LE2 and S2 and in accordance with PPG6 (1996), the Local Planning Authority may impose conditions regarding the main ranges of goods to be sold. Many existing retail warehouses in industrial areas already operate under conditions limiting the range of goods. These conditions should be upheld where they are still applicable in terms of Policies S1 and S2.

~~S2 APPLYING THE SEQUENTIAL TEST THE LOCAL PLANNING AUTHORITY WILL PERMIT RETAIL WAREHOUSE AND SUPERSTORE DEVELOPMENT ON SITES WITH GOOD PUBLIC TRANSPORT ACCESS IN OR ADJACENT TO TOWN OR LOCAL CENTRES WHERE THE PROPOSAL ACCORDS WITH POLICY S1.~~

~~IT WILL PERMIT RETAIL DEVELOPMENT ON SITES WHICH DO NOT MEET THE REQUIREMENTS OF POLICY S1 ONLY IF THE SITE IS (OR CAN BE MADE) ACCESSIBLE BY PUBLIC TRANSPORT TO THE MAJORITY OF POTENTIAL CUSTOMERS AND IF IT IS SATISFIED THAT THE NATURE AND VOLUME OF THE GOODS TO BE SOLD ARE SUCH THAT THEY CANNOT SATISFACTORILY BE SOLD WITHIN OR ADJACENT TO A TOWN OR LOCAL CENTRE. IT WILL TAKE ACCOUNT OF:~~

- ~~(i) THE FUNCTIONAL REQUIREMENTS FOR ON SITE SERVICING AND CAR PARKING; OR~~
- ~~(ii) ROAD CAPACITY CONSTRAINTS; OR~~
- ~~(iii) THE ENVIRONMENTAL IMPACT OF THE PROPOSAL ON THE SURROUNDING AREA.~~

~~ANY PLANNING CONSENTS WILL, WHERE APPROPRIATE, BE SUBJECT TO CONDITIONS RESTRICTING THE MAIN RANGES OF GOODS THAT MAY BE SOLD IN ORDER TO JUSTIFY THE LOCATION AND TO PROTECT THE VIABILITY, VITALITY AND ATTRACTIVENESS OF ANY TOWN OR LOCAL CENTRE OR TO MITIGATE DAMAGE TO THE GENERAL PATTERN OF LOCAL SHOPS WHICH PROVIDE ESSENTIAL LOCAL SERVICES.~~

~~RETAIL DEVELOPMENT IN DESIGNATED INDUSTRIAL AND BUSINESS AREAS IS RESTRICTED BY POLICY LE2.~~

Planning Policy Statement 6 Planning for Town Centres (2006) and London Plan Policy 3D.2 Town Centre Development and its supporting text to be used (instead of Policy S2).

Role of Town Centres

8.12 Town Centres have a special role to play in many aspects of life in Hillingdon. They are distinct in terms of their townscape and in the variety and concentration of activities they contain, and they will continue to act as the foci for shopping, employment, leisure and related activities. Concentration of facilities at these central locations has many advantages. Because town

centres are transport nodes, they are traditionally places where many activities can be carried out without the need to travel by car. Town centres are places where people meet for leisure and recreation, to exchange ideas and trade in goods and services. Their townscape and the design, density and disposition of their buildings and open spaces can help enhance their functions, particularly by encouraging people to walk along their streets and through their open spaces to stimulate passing trade for shops.

8.13 Their boundaries include the main concentrations of town centre activities and in some cases vacant or underused sites suitable for development. The boundaries are intended to concentrate town centre uses and to prevent them expanding into the surrounding areas of housing, open space or lower density industrial and business areas. To allow town centre uses to spread beyond their boundaries, or to allow any one land use to dominate a centre, would radically change their character, seriously disadvantage people without their own transport and be a waste of past investment in buildings and transport facilities. It could also contribute to the imbalance in the distribution of town centre activities between east and west and inner and outer London, leading to further congestion in this part of outer west London. For these reasons the Council wishes to safeguard the role and character of the town centres as mixed-use, high density service and employment centres for their surrounding areas. Change, in the form of acceptable redevelopment, will be welcomed and will be guided in such a way as to strengthen the roles of town centres and to enhance their vitality and attractiveness.

8.14 Support for existing town centres is consistent with Strategic Planning Guidance which states that they "should continue to be the main focus for the provision of shopping facilities. Planning policies can help to promote the modernisation and refurbishment of town centres in ways that improve the environment and enhance the attractiveness of the centre. For example, consideration should be given to the possibility of pedestrianisation, to the provision of additional car parking and traffic management measures and to the importance of public transport" (SPG, para 72). RPG3 seeks to maintain the vitality and viability of town and local centres and to resist out of centre developments that are dependent on the car.

8.15 From the 1950s, Hillingdon's town centres suffered increasingly severe problems for pedestrians and deteriorating shopping environments as a result of traffic congestion and on-street parking. The Council's response has been to implement pedestrianisation and pedestrian priority schemes where possible, taking into account servicing needs. Experience in this Borough and elsewhere has shown that such schemes benefit both traders and shoppers, make a valuable contribution to the commercial vitality of town centres and dramatically reduce pedestrian accidents.

8.16 Uxbridge has long been established as the Borough's most important shopping centre and consultants' studies have identified it as a centre with a very high unrealised potential. Proposals for a major new retail development included in Chapter 15 should increase the range of higher order goods and so provide for local demand which currently is satisfied outside the Borough. On completion of shop and office development schemes currently in the pipeline Uxbridge will have achieved the scale of development needed to fulfil its role as a Strategic Centre. Any further increases in retail and office floorspace would probably require an expanded catchment area to attract sufficient custom or suitably qualified staff and so conflict with other objectives of the Plan. It is desirable that any further changes are qualitative improvements to consolidate its role. The Council, in partnership with major retailers and landowners, has appointed a town centre manager for Uxbridge to develop and co-ordinate initiatives for improving all aspects of the town centre. There are opportunities for major developments in other town centres, particularly Hayes and Yiewsley/West Drayton which, being well served by existing and proposed rail and bus public transport would be more likely to serve and draw upon a more compact, urban catchment area than Uxbridge. Specific proposals are included in Chapter 15.

~~S3 — THE LOCAL PLANNING AUTHORITY WILL HELP INCREASE THE ATTRACTIVENESS OF THE BOROUGH'S TOWN CENTRES BY ENCOURAGING SUITABLE DEVELOPMENT OPPORTUNITIES AND PROVIDING, WHERE APPROPRIATE, WELL DESIGNED AND LANDSCAPED TRAFFIC FREE OR PEDESTRIAN PRIORITY AREAS.~~

Planning Policy Statement 6: Planning for Town Centres (2006) and London Plan Policies 3D.1 Supporting town centres, 3D.2 Town centre development and 3D.3 Maintaining and improving retail facilities and their supporting text to be used (instead of Policy S3).

Markets and Other Retail Use of Open Land

~~8.17 — Markets currently operate in Uxbridge and Yiewsley/West Drayton, adding to the diversity of their shopping facilities. However, while they can increase the trade of a shopping centre, a large market or a regular, commercially dominated car boot sale can divert customers from established shops to the detriment of the viability of existing centres. Problems from litter, lack of storage facilities, traffic congestion and disturbance to local residents may also result. Policy S4 recognises that in principle town centres are suitable for markets. The Town and Country Planning (General Development) Order 1995 allows the use of any land for a market or car boot sale on up to 14 days a calendar year without the need for planning permission. This exemption is usually adequate for charity and other local fund-raising events.~~

Where planning permission is required, the Local Planning Authority will have regard to Policy S5 in considering applications.

~~S4 — THE LOCAL PLANNING AUTHORITY WILL SEEK TO RETAIN RETAIL MARKETS IN THE TOWN CENTRES OF UXBRIDGE AND VIEWSLEY/ WEST DRAYTON.~~

Planning Policy Statement 6: Planning for Town Centres to be used (instead of Policy S4).

~~S5 — IN ASSESSING PROPOSALS FOR NEW OR EXPANDED MARKETS OR OTHER RETAIL USE OF OPEN LAND, THE LOCAL PLANNING AUTHORITY WILL TAKE ACCOUNT OF:~~

- ~~(i) — THE ACCESSIBILITY OF THE SITE PARTICULARLY FOR PEOPLE ON LOW INCOMES AND FOR PEOPLE WITH MOBILITY HANDICAPS OR DISADVANTAGES, INCLUDING PEOPLE WITH PHYSICAL DISABILITIES;~~
- ~~(ii) — THE SITE'S ACCESSIBILITY BY PUBLIC TRANSPORT;~~
- ~~(iii) — THE NUMBER OF STALLS;~~
- ~~(iv) — HOURS AND FREQUENCY OF OPERATION;~~
- ~~(v) — PROVISION FOR SERVICING, INCLUDING DELIVERIES, LITTER HANDLING AND STORAGE OF STALLS AND EQUIPMENT;~~
- ~~(vi) — PARKING FOR TRADERS AND CUSTOMERS;~~
- ~~(vii) — EFFECT ON NEIGHBOURING PROPERTIES;~~
- ~~(viii) — THE EFFECT WHICH THE MARKET AND ANY TRAFFIC GENERATED WILL HAVE ON THE SURROUNDING AREA, INCLUDING IMPACT ON BUS OPERATIONS; AND~~
- ~~(ix) — THE POTENTIAL IMPACT ON ESTABLISHED SHOPPING AREAS.~~

~~IT WILL, ACCORDINGLY, LOOK FAVOURABLY ON PROPOSALS WHICH ARE ACCESSIBLE AND DO NOT CAUSE HARM TO THE ENVIRONMENT OF THE SURROUNDING AREA OR TO THE VIABILITY OF EXISTING SHOPPING AREAS.~~

Planning Policy Statement 6: Planning for Town Centres (2006) and other relevant UDP policies to be used (instead of Policy S5).

Service Uses

8.18 The Local Planning Authority's aim is to retain the retail function of all shopping areas to meet the needs of the area each serves. Shops grouped conveniently together assist the process of search for and comparison of goods and hence attract shoppers. A variety of service uses may also be appropriate in shopping areas (see para 8.24) and provided they do not become predominant in any row of shops, can "contribute to the vitality of a shopping area", and contribute to its retail attractiveness. In some cases, however, service uses can detract from this vitality and attractiveness and the Local Planning Authority will therefore exercise strict control over the loss of shops to other uses. The trends referred to in paragraph 8.2 continue to result in the closure of small shops and pressures arise for alternative uses.

(a) Safeguarding Amenity

8.19 The siting of uses which could have an adverse impact on amenity such as amusement centres, betting offices and hot food take-aways, demands special attention, particularly in Conservation Areas or in close proximity to housing, churches, schools and hospitals, and local planning authorities can impose conditions on planning permissions to help overcome potential problems. Hot food take-aways also tend to attract a significant proportion of their trade from motorists and some operate a courier home delivery service. In order to prevent congestion, disturbance and obstruction caused by parking on street or on the pavement outside the premises, adequate arrangements will need to be made for off-street parking for customers' and couriers' vehicles. Chapter 14 contains the particular road safety and traffic policies that the Local Planning Authority will take into consideration. There may be particular locations where hot food take-aways could give rise to problems of highway management and safety. Hot food take-aways can also generate smells and fumes. In many cases these can be removed by appropriate ventilation and ducting measures, but if there is a residential use above or adjacent, such measures may be insufficient to prevent loss of amenity and refusal of planning permission may be justifiable. Hot food take-aways tend to raise public concern that litter problems will arise; where possible the Local Planning Authority will seek appropriate provision for litter bins in association with new hot food take-aways. Where the proposal relates to statutory or locally Listed Building or is within a Conservation Area, the LPA will require details of any proposed shopfront alterations to be submitted with the application for change of use to be satisfied that S6(i) and (ii) are being met.

S6 TO SAFEGUARD THE AMENITIES OF SHOPPING AREAS, THE LOCAL PLANNING AUTHORITY WILL GRANT PERMISSION FOR CHANGES OF USE OF CLASS A1 SHOPS IF:

- (i) THE PROPOSAL WILL NOT BE DETRIMENTAL TO VISUAL AMENITY WHERE THE PREMISES FORM PART OF A STATUTORY OR LOCALLY LISTED BUILDING OR ARE LOCATED WITHIN A CONSERVATION AREA;
- (ii) A FRONTAGE OF A DESIGN APPROPRIATE TO THE SURROUNDING AREA IS MAINTAINED OR PROVIDED (THE LOCAL PLANNING AUTHORITY MAY IMPOSE CONDITIONS TO ENSURE RETENTION OR INSTALLATION OF AN APPROPRIATE FRONTAGE); AND
- (iii) THE PROPOSED USE IS COMPATIBLE WITH NEIGHBOURING USES AND WILL NOT CAUSE UNACCEPTABLE LOSS OF AMENITY TO NEARBY RESIDENTIAL PROPERTIES BY REASON OF DISTURBANCE, NOISE, SMELL, FUMES, PARKING OR TRAFFIC RELATED PROBLEMS;
- (iv) HAS NO HARMFUL EFFECT ON ROAD SAFETY AND DOES NOT WORSEN TRAFFIC CONGESTION OR DISRUPT BUS OPERATIONS.

THE LOCAL AUTHORITY MAY IMPOSE CONDITIONS COVERING RESTRICTIONS ON USES, OPENING HOURS, SOUND PROOFING, DUCTING, CAR PARKING, OR OTHER MATTERS NECESSARY TO MAKE THE DEVELOPMENT ACCEPTABLE.

(b) Local Shops

8.20 PPG6 and PPG13 explain the need to encourage and promote the retail function of local shops. Local shops often provide flexible opening hours and services such as home delivery from which all can benefit, and they are particularly important to women with children without the use of a car during the day, elderly people and people with disabilities. Shortages of local shops for 'top-up' shopping trips even inconvenience mobile and car-owning households. The Local Planning Authority therefore intends to ensure that there are local centres or parades within walking distance of all residential parts of the Borough.

8.21 Despite the importance of local centres and parades for daily food shopping, there is, for the reasons outlined in paragraph 8.2, still a continuing decline in the number of local shops. There is considerable pressure for service uses in these areas and the continued loss of shops could seriously limit residents' accessibility to local shops. A walking distance to local shops of 800m, i.e. about a 10 minute walk, is generally considered acceptable. Any alternative shops available to residents within 800m will therefore be taken into

account by the Local Planning Authority in considering applications for a change from retail use. It will take particular account of the availability of the following shop uses which are important at the local level: chemist, Post Office counter, grocer, baker, butcher, greengrocer, newsagent. These are the essential shop uses referred to in policies S7, S8 and S10. The service which the proposed new use is intended to perform and its appropriateness to the locality will also be important considerations.

8.22 The shopping hierarchy in Table 8.1 sets out the functions of local shops, and ideally every residential area should be within walking distance of the full range of essential shops. However, as some areas may have insufficient population to support all these uses, the Local Planning Authority seeks to ensure that all residential areas are within half a mile of at least five essential shop uses, although not necessarily within the same parade or centre. Residential areas which are not within 800m of at least five essential shop uses are defined as being deficient in essential shop uses. Local shops are particularly susceptible to closure and pressure for changes of use. For some local shopping areas the closure of just one essential shop may be so significant as to precipitate the closure of other shops and the ultimate demise of the centre as a whole. The Local Planning Authority seeks to protect vulnerable parades and corner shops which have a particularly important role for the local community and to provide opportunities for the establishment of new essential shop uses in existing Class A1 premises (defined in accordance with the Town and Country Planning (Use Classes) Order 1987). Accordingly, in addition to the considerations raised in paragraph 8.18 and Policy S6 the Local Planning Authority will, in assessing proposals against the criteria in Policies S7 to S10, seek to ensure that parades and local centres retain as many essential shop uses as possible. Ideally there should be no less than three in the smaller parades, and a choice of essential shops in the larger parades and in local centres should be retained.

S7 THE LOCAL PLANNING AUTHORITY WILL ONLY GRANT PERMISSION TO CHANGE THE USE OF SHOPS IN PARADES FROM CLASS A1 IF:-

- (i) THE PARADE RETAINS SUFFICIENT ESSENTIAL SHOP USES TO PROVIDE A RANGE AND CHOICE OF SHOPS APPROPRIATE TO THE SIZE OF THE PARADE AND TO ITS FUNCTION IN THE BOROUGH SHOPPING HIERARCHY;**
- (ii) THE SURROUNDING RESIDENTIAL AREA IS NOT DEFICIENT IN ESSENTIAL SHOP USES; AND**
- (iii) THE PROPOSAL ACCORDS WITH POLICY S6.**

~~S8 THE LOCAL PLANNING AUTHORITY WILL ONLY GRANT PERMISSION TO CHANGE THE USE OF CORNER SHOPS FROM CLASS A1 IF THE SURROUNDING RESIDENTIAL AREA IS NOT DEFICIENT IN ESSENTIAL LOCAL SHOP USES AND THE PROPOSAL ACCORDS WITH POLICY S6.~~

Each case to be judged on its own merits.

(c) Local Centres

8.23 Some shopping areas meet local shopping needs over and above just daily food shopping. These are designated Local Centres in the Borough Shopping Hierarchy. Within each the Local Planning Authority has defined a core area (shown in Figures 7A to 7G). This contains the minimum number and range of shops to enable the centre to carry out its role of providing for the needs of people who do not live close to a town centre, thus reducing the need to travel to such a centre for goods and services that could be provided more locally. Local centres are generally much smaller than town centres and in order to ensure that they retain a strong retail core with more than just the bare minimum number of shops, the policies governing changes of use are more restrictive than those for town centres. Accordingly, the Local Planning Authority will resist proposals that would result in the loss of a Class A1 shop use in core areas and will examine very closely similar proposals for other parts of these centres. The considerations raised in paragraphs 8.19, 8.20, 8.21, 8.22 and Policy S6 will be taken into account in assessing proposals against policies S9 and S10.

S9 IN THE LOCAL CENTRES OF HAREFIELD, ICKENHAM, SOUTH RUISLIP, NORTH HILLINGDON, HILLINGDON HEATH, HARLINGTON AND WILLOW TREE LANE, YEADING, THE LOCAL PLANNING AUTHORITY WILL ONLY GRANT PERMISSION FOR CHANGES OF USE FROM CLASS A1 SHOPS OUTSIDE THE CORE AREAS DEFINED IN FIGURES 7A TO 7G.

S10 OUTSIDE CORE AREAS SUBJECT TO POLICY S9, THE LOCAL PLANNING AUTHORITY WILL GRANT PERMISSION TO CHANGE THE USE OF SHOPS IN LOCAL CENTRES FROM CLASS A1 IF:-

- (i) THE CENTRE AS A WHOLE INCLUDES ESSENTIAL LOCAL SHOP USES SUFFICIENT IN NUMBER, RANGE AND TYPE TO SERVE THE SURROUNDING RESIDENTIAL AREA;
- (ii) THE PROPOSED USE PROVIDES A LOCAL SERVICE; AND
- (iii) THE PROPOSAL ACCORDS WITH POLICY S6.

(d) Strategic, Major and Minor Town Centres

8.24 In order to emphasise the retail function of the Borough's town centres, the Local Planning Authority has divided them into:-

Primary Areas which are the focus of retail activity in the centres and are either already generally dominated by retail shops or are areas which the Local Planning Authority considers have prime retail potential.

Secondary Areas, peripheral to the primary areas in which shopping and service uses are more mixed, although Class A1 shops should still be the majority use.

Other Areas, outside the primary and secondary areas which are appropriate both for retail and for other town centres uses.

The primary and secondary areas are defined in Figures 7H-7Q and in the Uxbridge Town Centre inset to the Proposals Map.

8.25 Government guidance, research and local experience show that some service uses are particularly appropriate, even necessary, in shopping centres to serve the needs of shopkeepers as well as of shoppers. Banks, restaurants, food take-aways and building societies are the uses most frequently used by shoppers, whereas uses such as estate agents, betting shops and places of entertainment tend not to be visited on shopping trips. Accordingly the Local Planning Authority has identified the limited number of uses which complement or support the retail function as appropriate within primary areas, with a larger number which provide for more generalised needs and demands identified as appropriate for secondary areas.

8.26 The Local Planning Authority will consider the range and number of retail outlets in the centre and their suitability for modern retailing in assessing the adequacy of the remaining retail facilities. Primary areas appear to be vulnerable if Class A1 shops form less than 70% of the total frontage length and the Local Planning Authority will therefore seek to maintain at least 70% of the primary area frontage in Class A1 use and generally to avoid concentrations of service uses in both primary and secondary areas. The Local Planning Authority intends to prevent avoidable interruptions to the frontage by dispersing service uses within shopping areas and limiting the length of continuous frontage in non-retail use. It will therefore take particular care in the siting of non-retail uses in relation to existing and unavoidable frontage interruptions. As a guideline, it will normally seek to prevent a separation or an increase in the separation of Class A1 units of more than about 12m, that is broadly the width of two typical shop fronts. Class A1 shops should remain the predominant use in secondary areas and the Local Planning Authority will expect at least 50% of the frontage to be in Class A1 use. Where non-retail uses are permitted, the retention

of an appropriately designed shop front can help reduce the effect of a break in the shopping frontage.

S11 IN PRIMARY SHOPPING AREAS, THE LOCAL PLANNING AUTHORITY WILL GRANT PERMISSION FOR THE SERVICE USES SET OUT BELOW WHERE IT IS SATISFIED THAT:

- (a) THE REMAINING RETAIL FACILITIES ARE ADEQUATE TO ACCORD WITH THE CHARACTER AND FUNCTION OF THE SHOPPING CENTRE AND TO PROVIDE FOR THE NEEDS OF MODERN RETAILING INCLUDING CONSUMER INTERESTS; AND
- (b) THE PROPOSED USE WILL NOT RESULT IN A SEPARATION OF CLASS A1 USES OR A CONCENTRATION OF NON-RETAIL USES WHICH MIGHT HARM THE VIABILITY OR VITALITY OF THE CENTRE.

IT WILL REGARD THE FOLLOWING USES AS ACCEPTABLE AT GROUND FLOOR LEVEL WITHIN THE SHOPPING FRONTAGES OF PRIMARY SHOPPING AREAS, SUBJECT TO THE CONSIDERATIONS SET OUT IN POLICY S6:-

- (i) CLASS A1 SHOPS;
- (ii) BANKS AND BUILDING SOCIETIES (BUT NOT OTHER CLASS A2 USES);
- (iii) CLASS A3 FOOD AND DRINK USES.

THE LOCAL PLANNING AUTHORITY MAY IMPOSE CONDITIONS ON PERMISSIONS FOR CHANGES TO CLASS A3 USES AND TO BANKS AND BUILDING SOCIETIES, RESTRICTING FUTURE CHANGES OF USE TO THE USES LISTED AT (i), (ii) AND (iii) ABOVE.

S12 IN SECONDARY SHOPPING AREAS, THE LOCAL PLANNING AUTHORITY WILL GRANT PERMISSION FOR THE SERVICE USES SET OUT BELOW WHERE IT IS SATISFIED THAT

- (a) THE REMAINING RETAIL FACILITIES ARE ADEQUATE TO ACCORD WITH THE CHARACTER AND FUNCTION OF THE SHOPPING CENTRE AND TO PROVIDE FOR THE NEEDS OF MODERN RETAILING INCLUDING CONSUMER INTERESTS.
- (b) THE PROPOSED USE WILL NOT RESULT IN A SEPARATION OF CLASS A1 USES OR A CONCENTRATION OF NON-RETAIL USES WHICH MIGHT HARM THE VIABILITY OR VITALITY OF THE CENTRE.

IT WILL REGARD THE FOLLOWING USES AS ACCEPTABLE AT GROUND FLOOR LEVEL WITHIN THE SHOPPING FRONTAGES OF SECONDARY SHOPPING AREAS, SUBJECT TO THE CONSIDERATIONS SET OUT IN POLICY S6:-

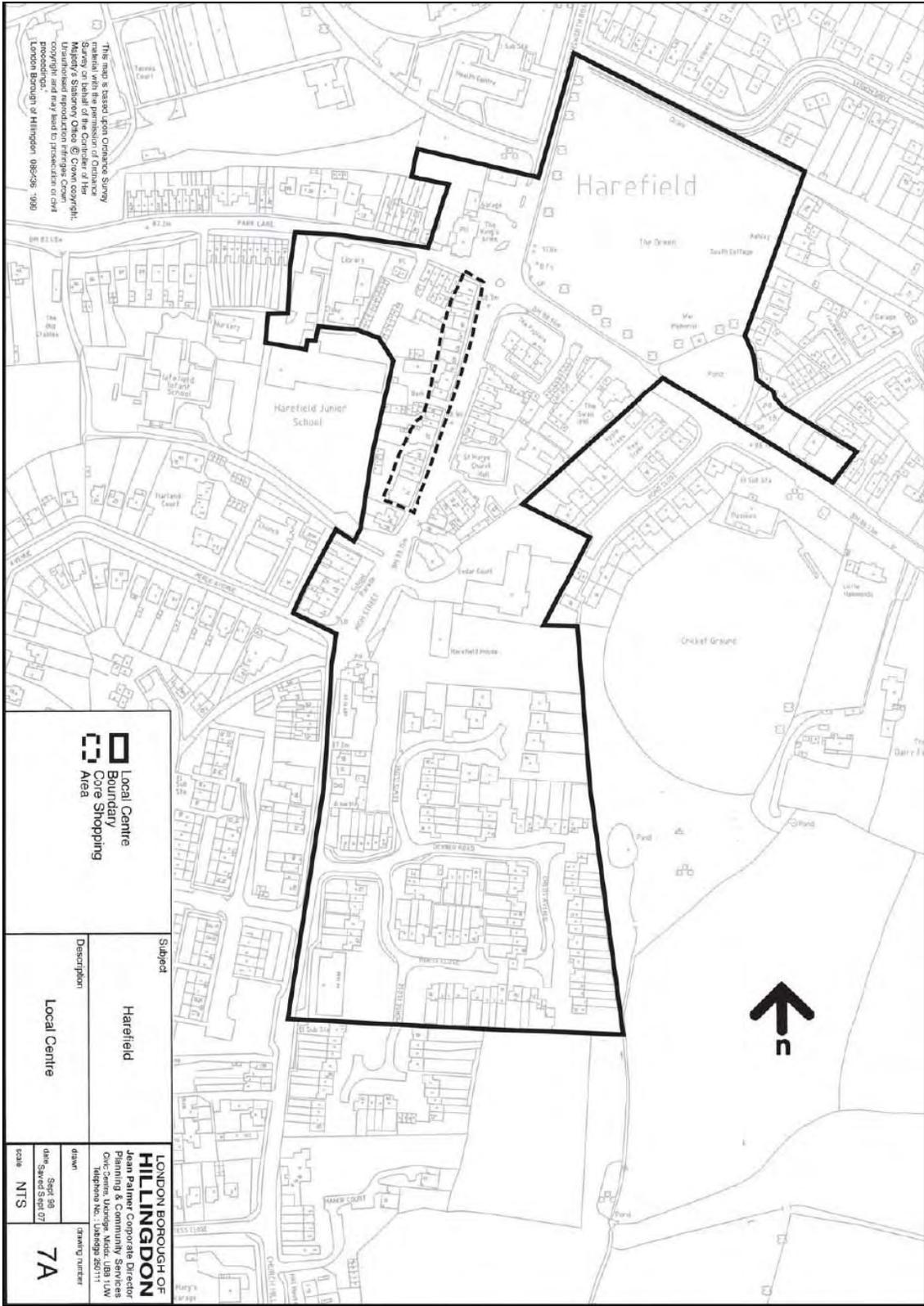
- (i) USES SET OUT IN POLICY S11;
- (ii) OTHER CLASS A2 FINANCIAL AND PROFESSIONAL SERVICES;
- (iii) LAUNDERETTES AND COIN-OPERATED DRY CLEANERS;
- (iv) COMMUNITY SERVICE OFFICES, INCLUDING DOCTORS SURGERIES;
AND
- (v) AMUSEMENT CENTRES.

THE LOCAL PLANNING AUTHORITY WILL NEED TO BE SATISFIED THAT:

- (a) THE PROPOSED USE PROVIDES A SUBSTANTIAL ELEMENT OF ITS SERVICES TO VISITING MEMBERS OF THE PUBLIC; AND
- (b) THE USE IS APPROPRIATE TO THE ROLE AND FUNCTION OF THE SHOPPING CENTRE AND IS LIKELY TO CONTRIBUTE TO ITS ATTRACTIVENESS FOR SHOPPERS.

~~S13 WITHIN THE DEFINED TOWN CENTRE BOUNDARIES THE LOCAL PLANNING AUTHORITY WILL, SUBJECT TO POLICY S6, REGARD USES IN CLASSES A1, A2 AND A3 AND OTHER TOWN CENTRE USES AS ACCEPTABLE AT GROUND FLOOR LEVEL OUTSIDE PRIMARY AND SECONDARY SHOPPING AREAS.~~

London Plan Policy 3D.3 Maintaining and improving retail facilities and its supporting text to be used (instead of Policy S13)



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 Local Centre Boundary Core Shopping Area

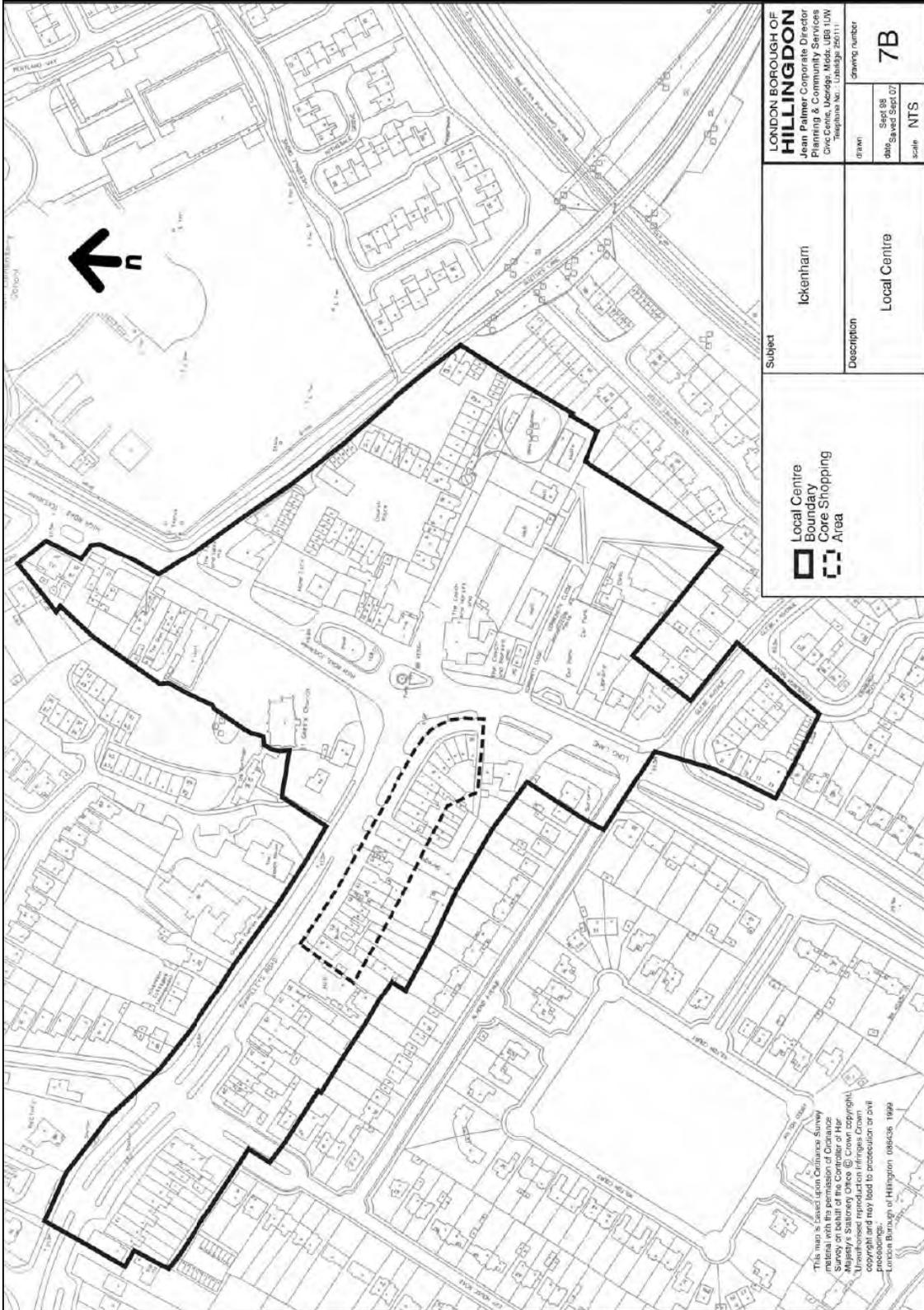
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Description	Local Centre

LONDON BOROUGH OF **HILLINGDON**
 Jean Palmer Corporate Director
 Planning & Community Services
 One Church Square, Uxbridge, Middlesex, UB8 3PH
 Telephone: 01895 830000
 Fax: 01895 830001
 Email: jean.palmer@hillingdon.gov.uk

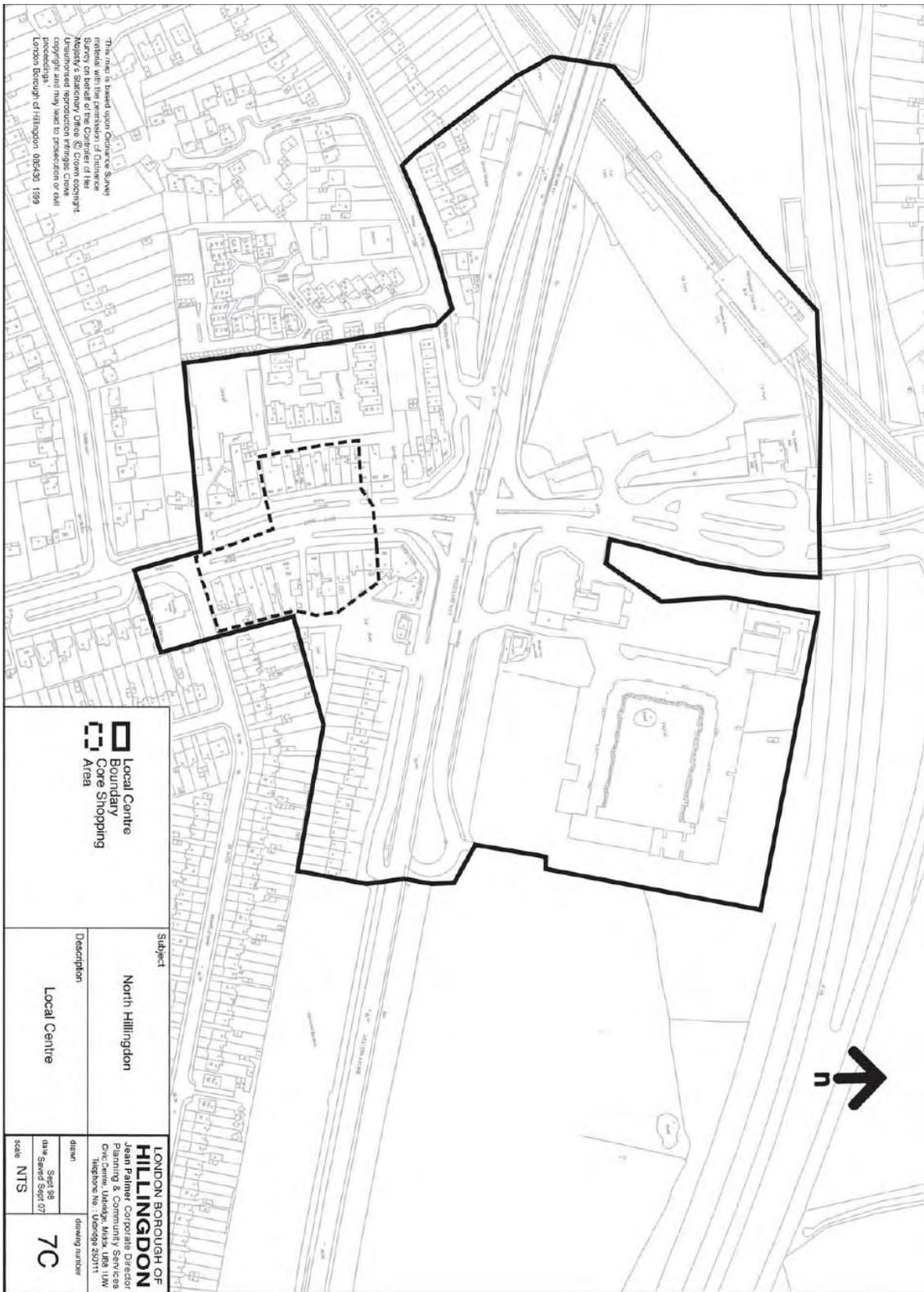
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drawing number: **7A**

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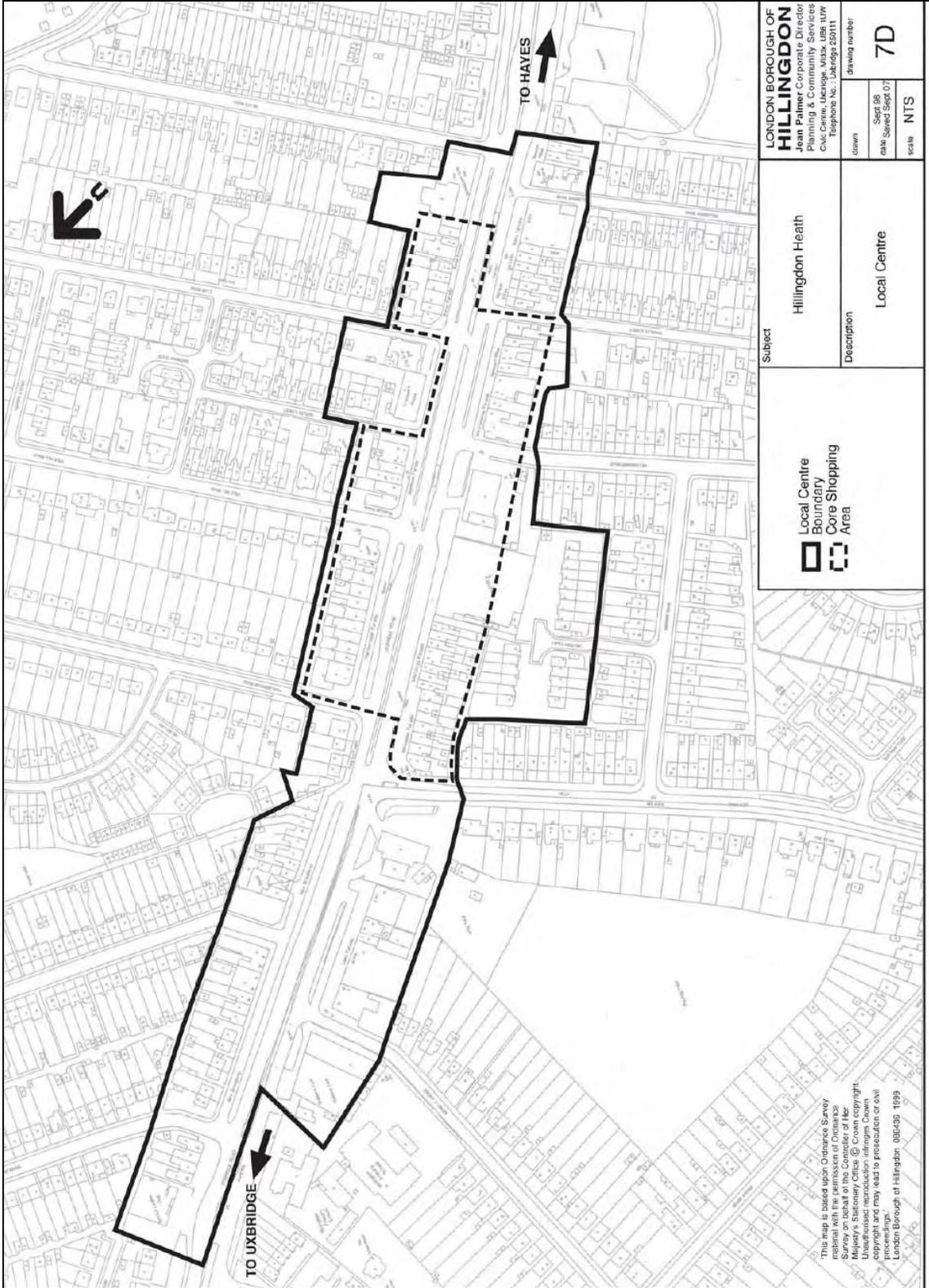
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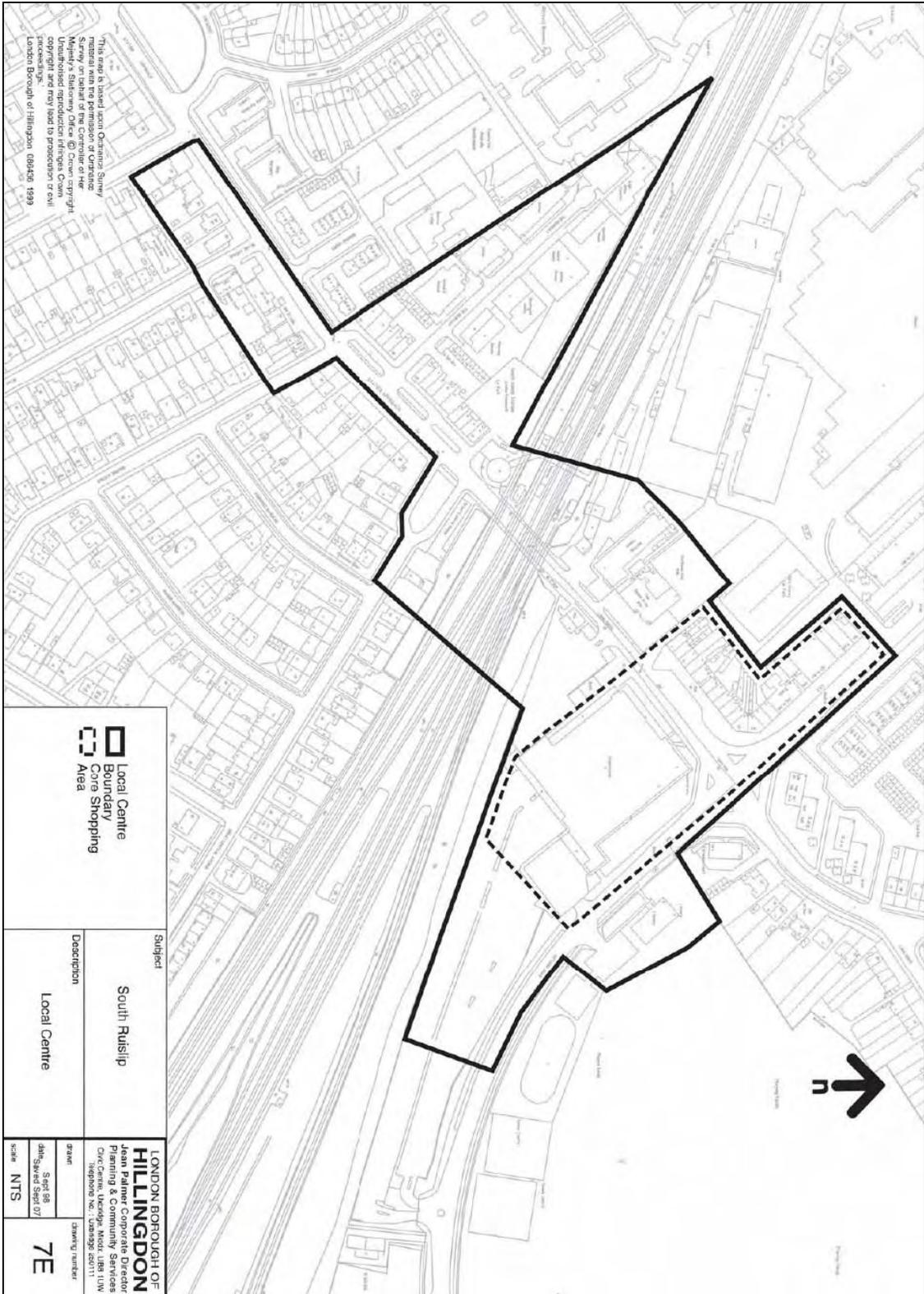
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	Subject	LONDON BOROUGH OF HILLINGDON Jean Palmer Corporate Director Planning & Community Services Civic Centre, Uxbridge, Middx, UB8 3UW Telephone No: 01895 830111	drawn Sept 06 saved Sept 07 scale NTS	drawing number 7C
	Description			
	North Hillingdon Local Centre			

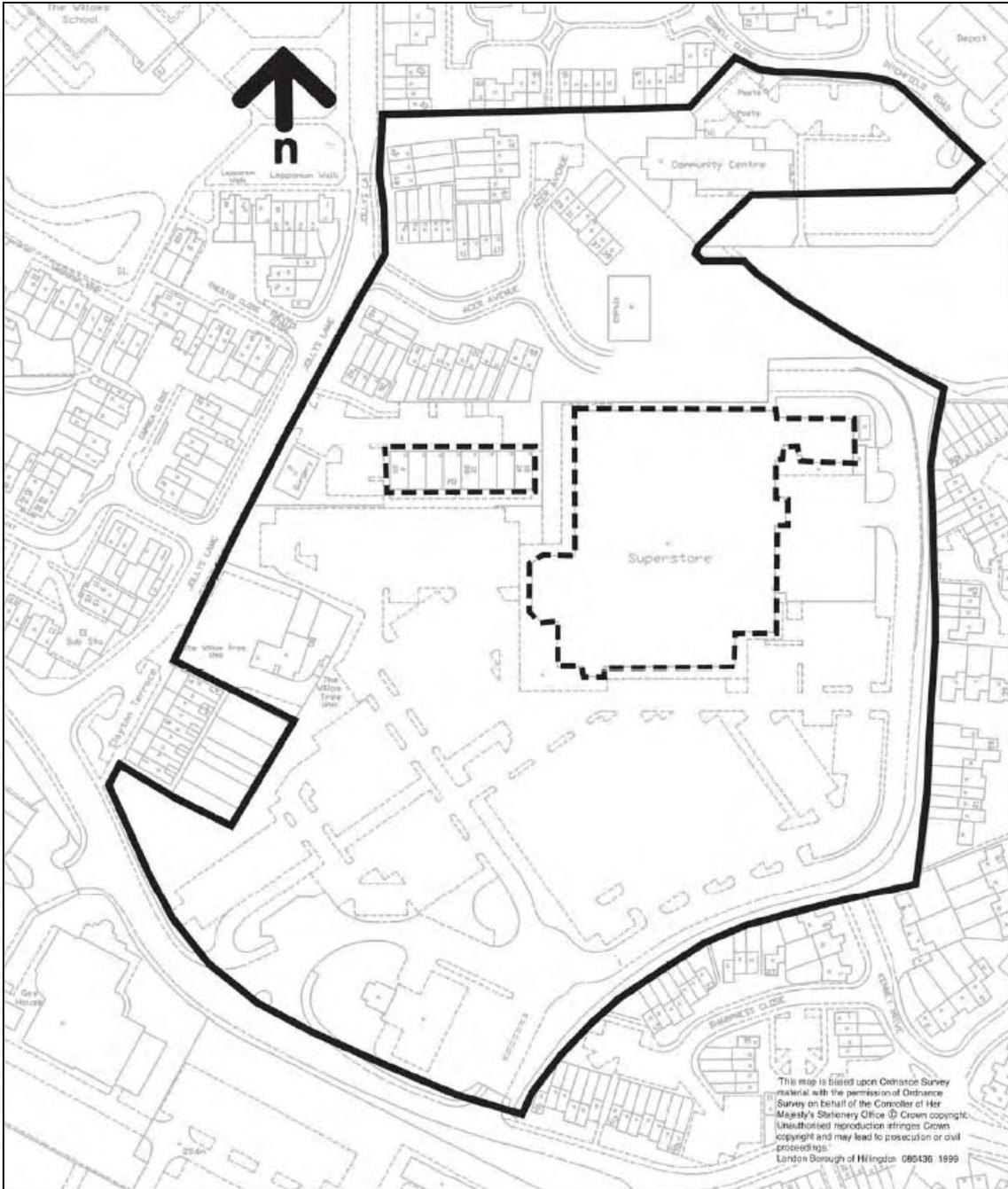
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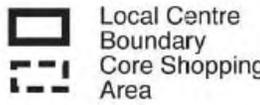


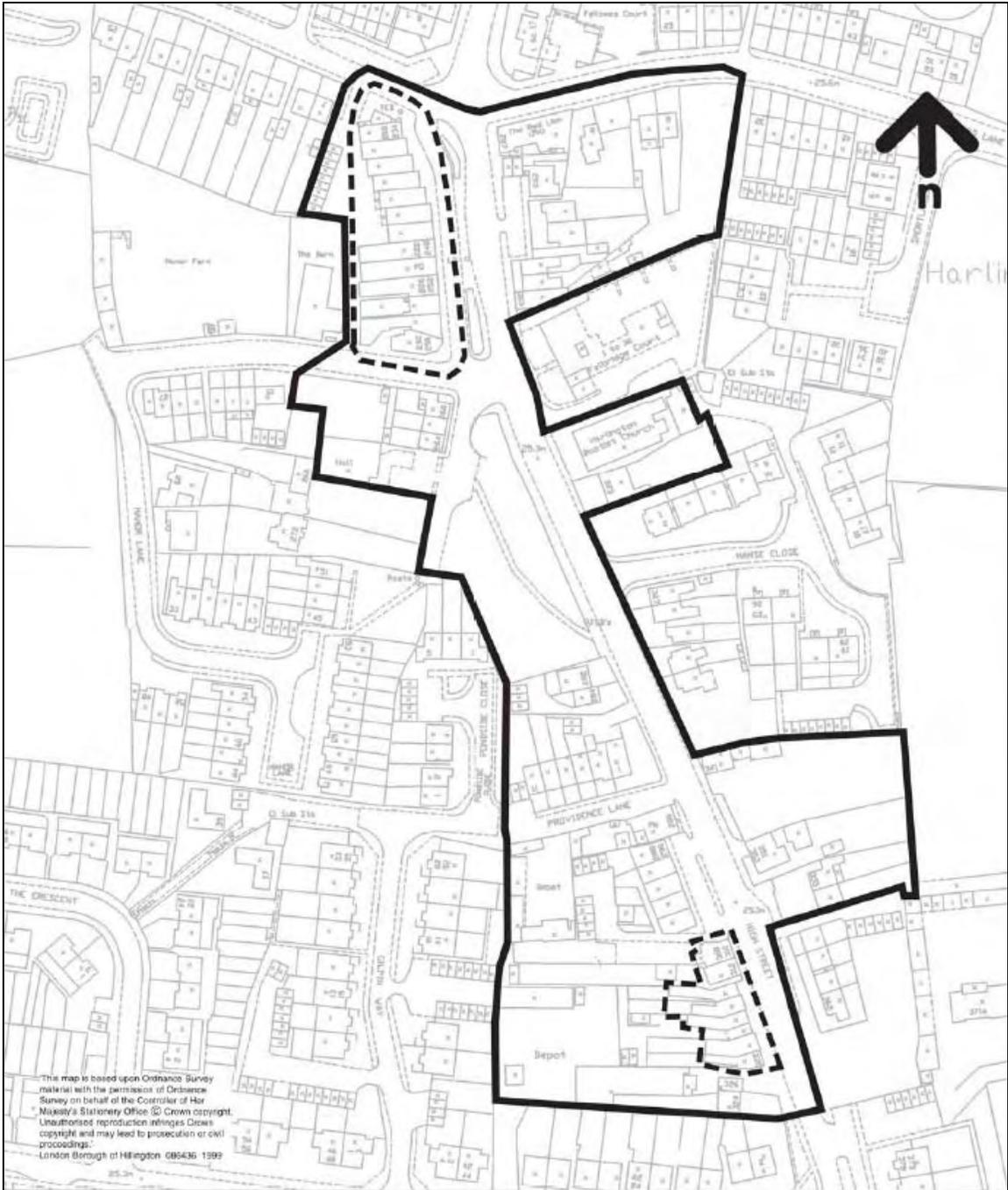
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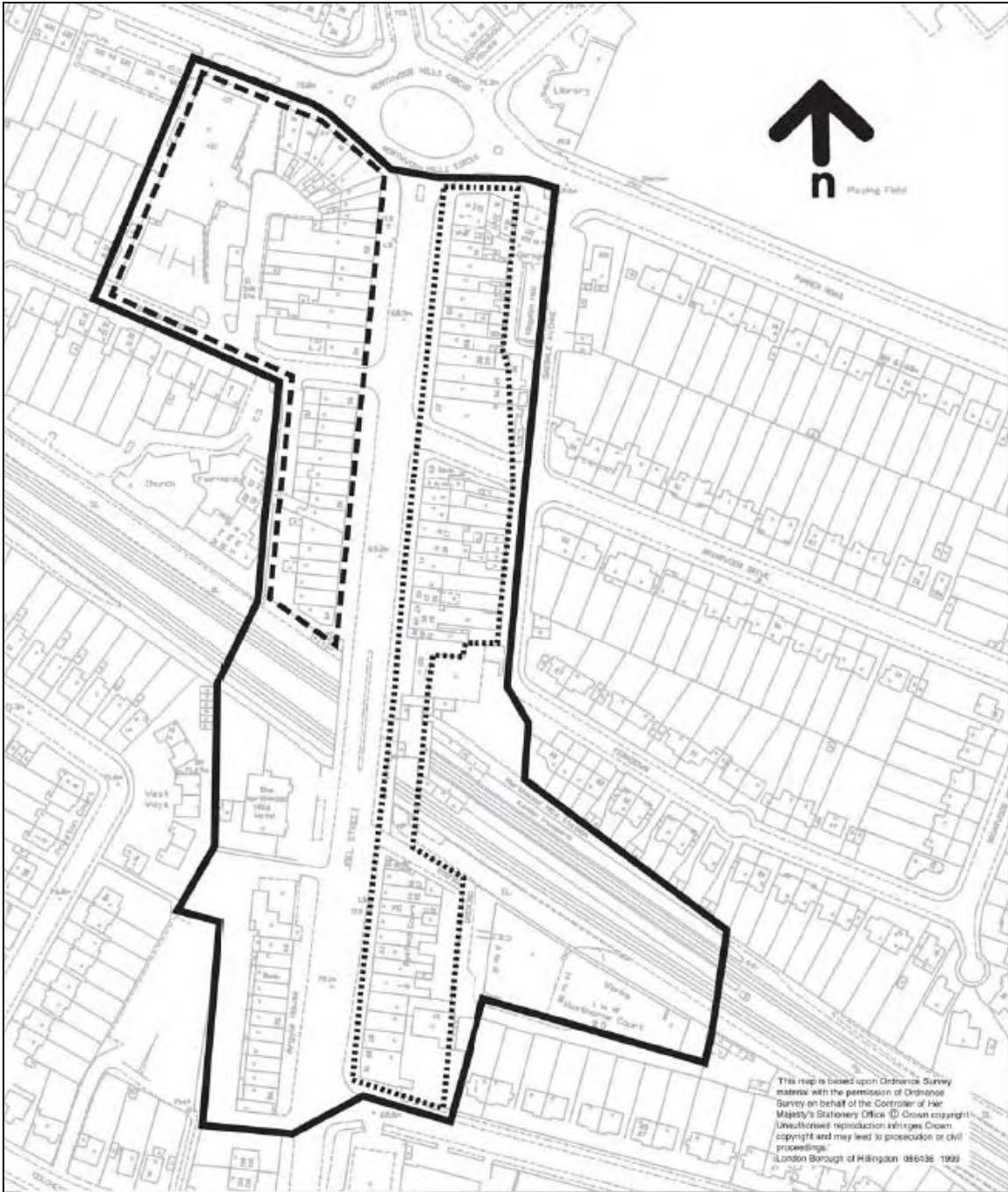
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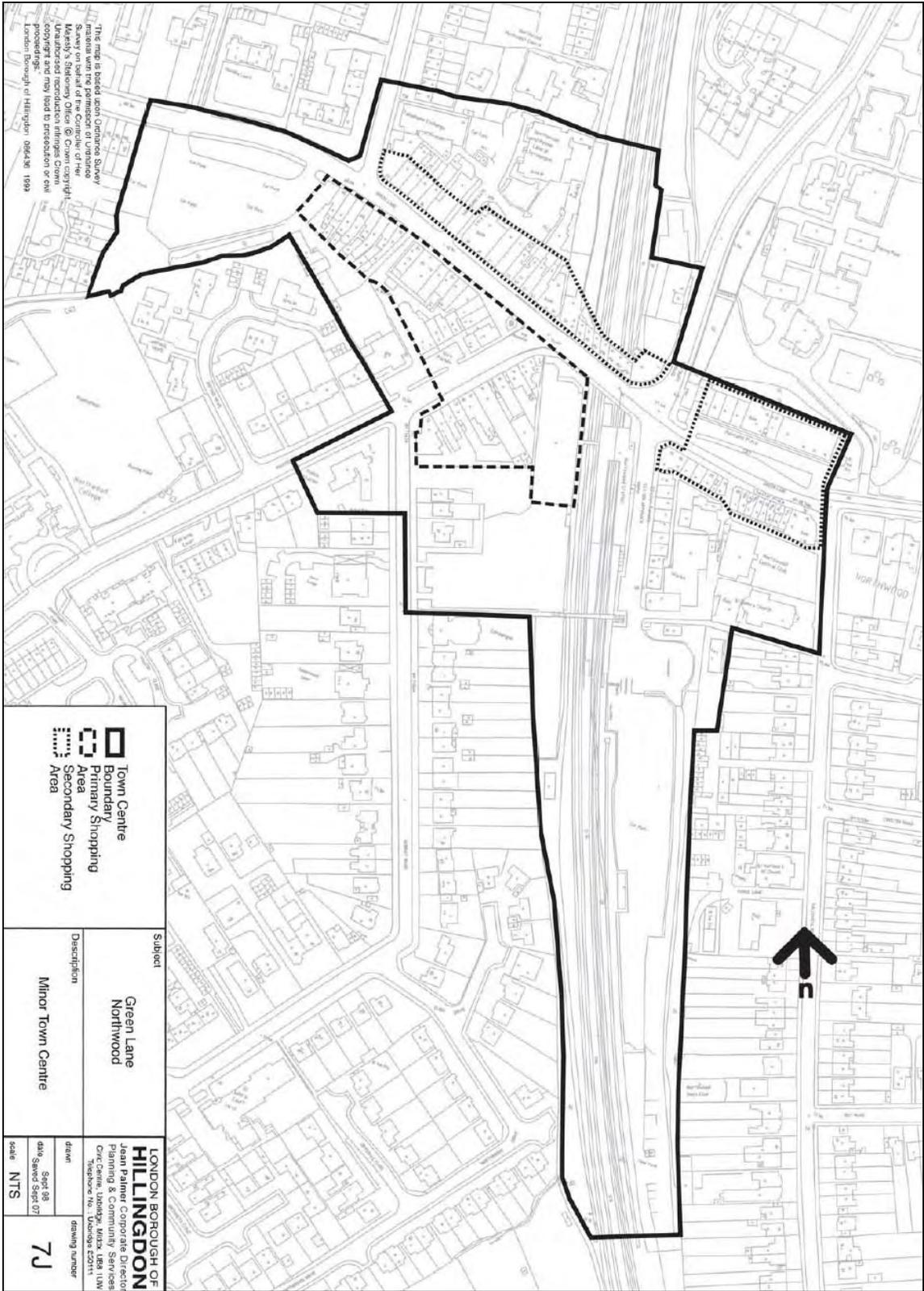
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	Description Local Centre	drawn date ^{Sept 08} Saved Sept 07 scale NTS	drawing number 7F



 <p>Local Centre Boundary Core Shopping Area</p>	Subject	LONDON BOROUGH OF HILLINGDON Jean Palmer Corporate Director Planning & Community Services Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No. : Uxbridge 250111						
	Description	Harlington Local Centre	<table border="1"> <tr> <td>drawn</td> <td>drawing number</td> </tr> <tr> <td>date ^{Sept 98} Saved Sept 07</td> <td>7G</td> </tr> <tr> <td>scale NTS</td> <td></td> </tr> </table>	drawn	drawing number	date ^{Sept 98} Saved Sept 07	7G	scale NTS
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scale NTS								



<p>Town Centre Boundary Primary Shopping Area Secondary Shopping Area</p>	Subject	LONDON BOROUGH OF HILLINGDON Jean Palmer Corporate Director Planning & Community Services Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No. : Uxbridge 250111						
	Description	Northwood Hills Minor Town Centre	<table border="1"> <tr> <td>drawn</td> <td>drawing number</td> </tr> <tr> <td>date Sept 98 Saved Sept 07</td> <td>7H</td> </tr> <tr> <td>scale NTS</td> <td></td> </tr> </table>	drawn	drawing number	date Sept 98 Saved Sept 07	7H	scale NTS
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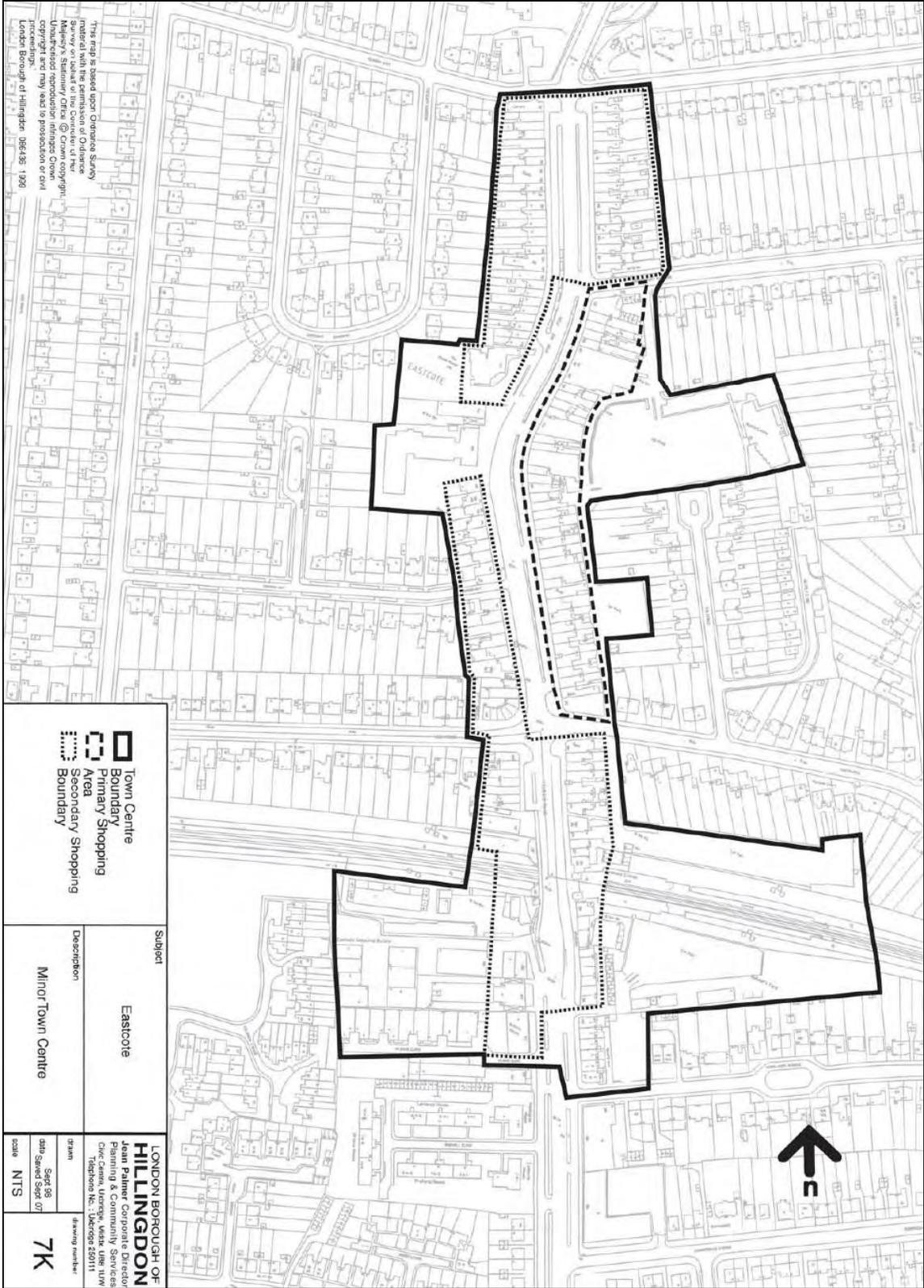
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London Borough of Hillingdon 086438 1999

 Town Centre Boundary Area Secondary Shopping Area	Subject
	Green Lane Northwood

Description	Minor Town Centre
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LONDON BOROUGH OF HILLINGDON Jean Palmer Corporate Director Planning & Community Services Civic Centre, Uxbridge, Middx, UB8 3LW Telephone No.: 01895 830111		date: Sept 06 date Saved: Sept 07 scale: NTS drawing number: 7J
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London Borough of Hillingdon 066438 1900

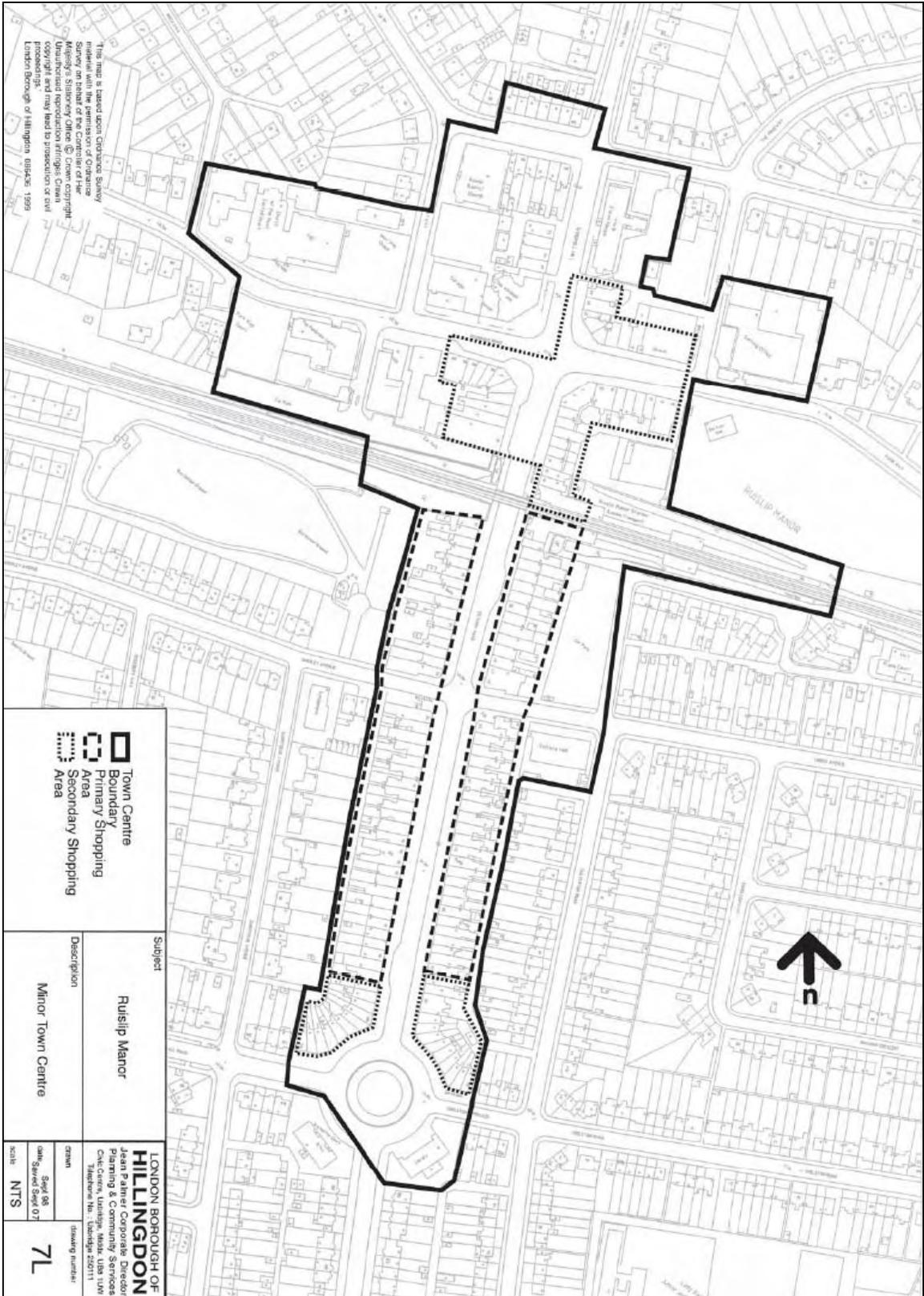
	Town Centre Boundary
	Primary Shopping Area
	Secondary Shopping Area
	Boundary

Subject	Eastcote
Description	Minor Town Centre

LONDON BOROUGH OF HILLINGDON
 Jean Palmer Corporate Director
 Planning & Community Services
 Civic Centre, Uxbridge, Middx, UB8 3UH
 Telephone No.: 046906120111

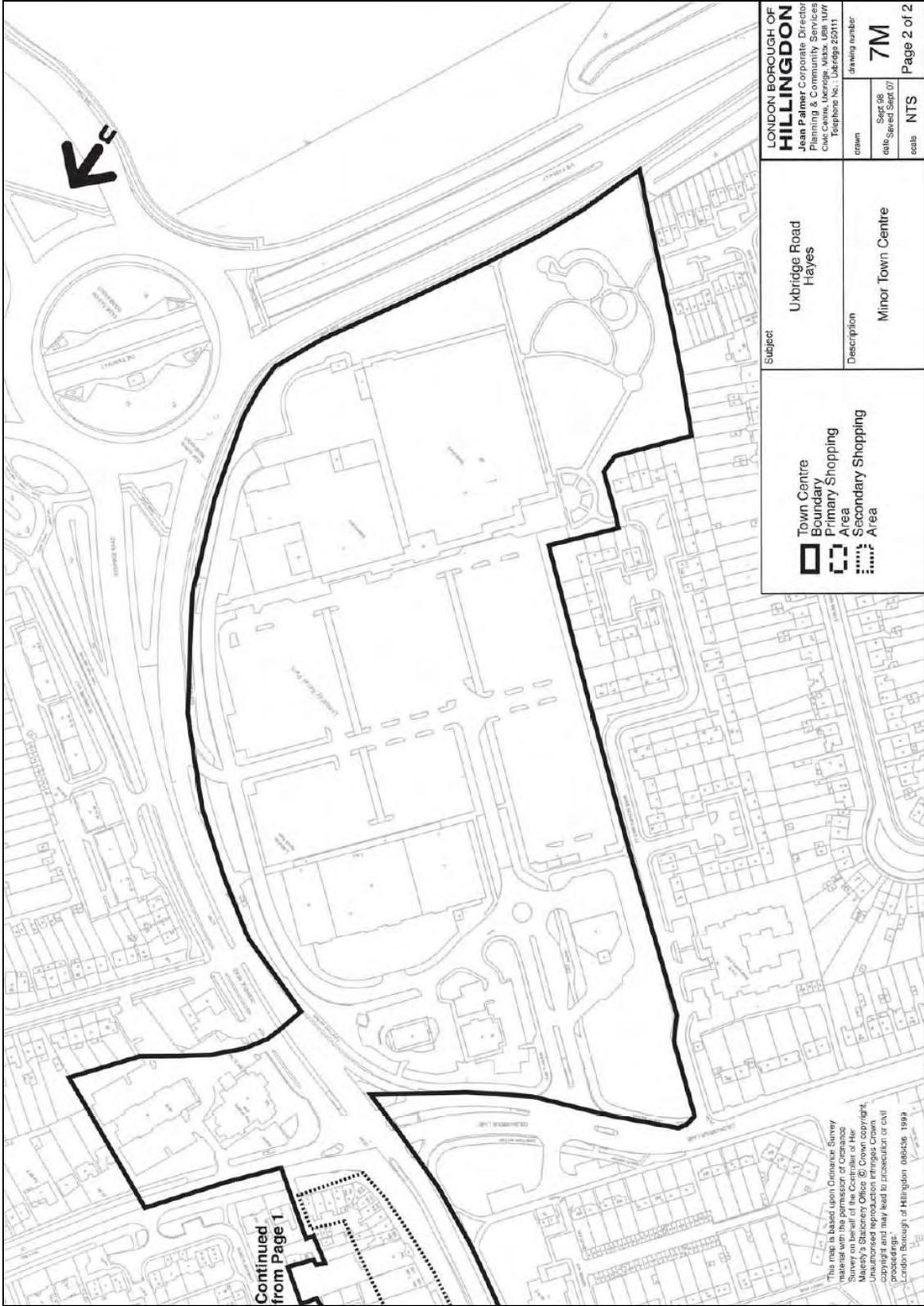
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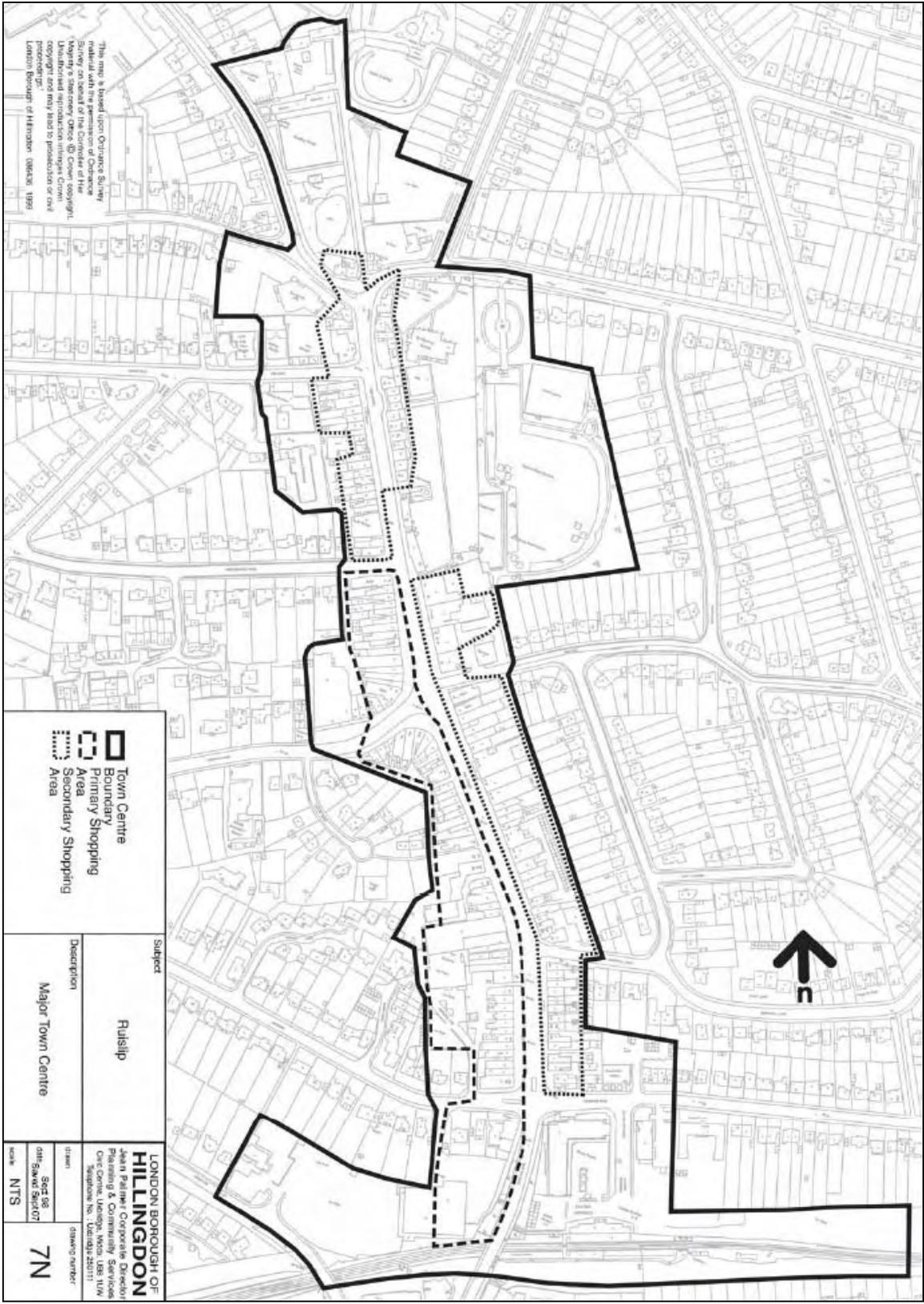
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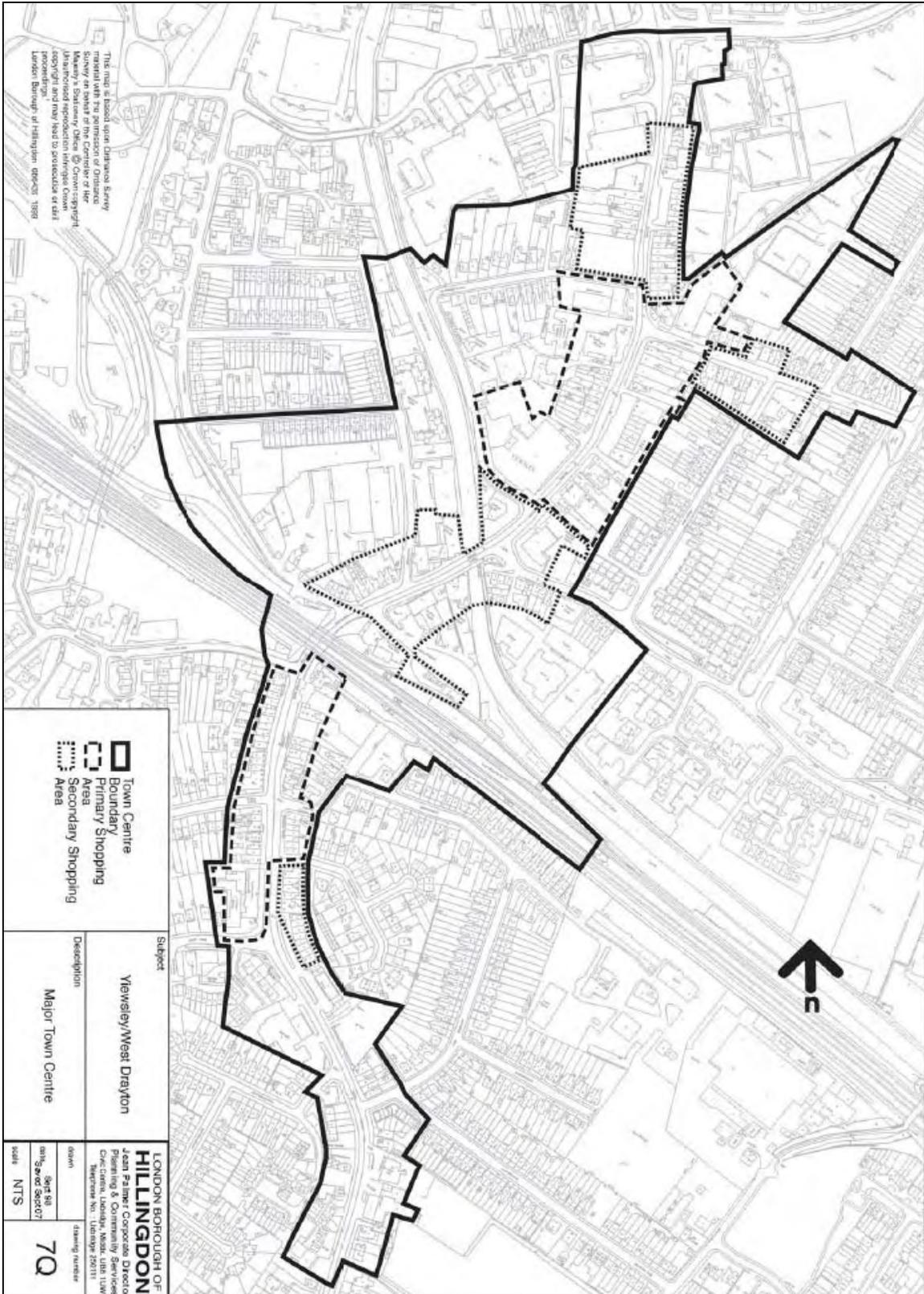
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9. RECREATION, LEISURE AND COMMUNITY FACILITIES

Introduction

9.1 Participation in most leisure activities, including sport, has been increasing since the early 1970s because of greater interest in health, more disposable income, more leisure time and for many people greater mobility. The regional recreation strategy emphasises participation and accessibility to recreational facilities. Within Hillingdon there is expected to be greater demand from most age groups because the Census Office (OPCS) project an increased population level for the Borough by year 2006. One implication of these is that participation in many recreational pursuits can be expected to increase, particularly those popular with young adults such as active sports. The demand for family pursuits which appeal to the older age groups is also expected to increase while the needs of the very young, people with disabilities and the elderly remain important. At the same time pressures for development of land used or capable of use for recreational purposes have also increased.

Provision of Open Space and Children's Play Space

9.2 Total open space provision in the Borough is greater than the widely accepted 'Six Acre' minimum standard recommended by the National Playing Fields Association and referred to in PPG 17. The London Planning Advisory Committee (LPAC) has developed a hierarchy of open spaces based on the degree of accessibility required for different types of activity and this is also referred to in PPG 17. Although new District Parks are planned at Stockley Park and Minet, Hayes (see Chapter 15), more open space is needed to meet the shortfall. Areas where there is greatest demand, such as South Uxbridge, Cowley and central Hayes, appear to offer little scope for the provision of significant and appropriate amount of open space. Meanwhile the Council, will explore possibilities such as the dual use of existing school and private playing fields, and will seek by agreement provision of new open space in large scale development proposals.

9.3 Accessibility and safety are the prime considerations when assessing the provision of children's play space. It is unreasonable to expect young children and those in charge of them to travel far from home or to have to cross a main road to use a playground. The National Playing Fields Association's advice is that children should not have to walk more than 400m to an equipped children's playground. Figure 9 shows residential areas in the Borough which are more than 400m from a playground. There are over 90 Playgrounds in the Borough and the Council recognises the need to maintain these areas adequately and ensure equipment is safe and up to date. The Local Planning Authority will seek to remedy this deficiency through provision associated with new developments.

9.4 Whilst there is generally good provision of informal amenity open space throughout the Borough, problems could arise in areas where there is pressure for small residential developments and flat conversions. The Local Planning Authority will therefore seek to ensure the provision of open space to the appropriate standards in new residential development; and will have regard to the Department of the Environment standard for the provision of playspace at the rate of 3 m² per child bedspace; as well as standards of open space provision recommended by PPG17 and the London Planning Advisory Committee's hierarchy set out in Table 9.1. This standard of open space provisions was reiterated in Strategic Planning Advice for London 1994 and in draft revised RPG3 (1995) (Table 4). The RPG3 adds further that "each Borough should decide the appropriate provision of local open space and make proposals in the UDP for such spaces. To achieve this aim Boroughs should draw up their own standards for open space provision" (Para 6.12).

TABLE 9.1: OPEN SPACE HIERARCHY

(Based on LPAC's hierarchy of open spaces).

<u>Open Space Category</u>	<u>Approx. size, characteristics function</u>	<u>Provision in Hillingdon</u>
Regional Parks	400ha (1,000 acres) Large areas and corridors of natural heathland, downland, commons, woodlands and parkland also including areas not publicly accessible but which contribute to the overall environmental amenity. Primarily providing for informal recreation with some non-intensive active recreation uses. Mainly weekend and other occasional visits by car or public transport by people living up to 8km away. Car parking at key locations.	Colne Valley Park.
Metropolitan Parks	60ha (150 Acres) Natural heathland, downland, commons, woodlands etc. or formal parks providing for both active and passive recreation. May contain playing fields, but at least 40 hectares for other pursuits. Mainly weekend and other occasional visits by car or public transport by people living up to 3.2km away.	* Ruislip Woods, 313ha in total: including Bayhurst Wood Country Park (40ha), Copsewood and Ruislip Common (70ha), Mad Bess Wood (75ha), Park Wood

		(97ha), Ruislip Lido (31ha). * Stockley Park (under construction) (91ha) * Hillingdon House farm (58ha) * Yeading Brook Open Space (85ha).
District Parks	20ha (50 acres) Landscape setting with a variety of natural features providing for a wide range of activities including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits. Mainly weekend and other occasional visits by foot, cycle and short car or bus trips for people living up to 1.2km away. Should provide some car parking.	* Breakspear Rd (29ha) * King's College Playing Fields, Ruislip (22ha) * Hillingdon Court Park (23ha) * Pole Hill Open Space (19ha) * Kingston Ave Playing Fields (20ha) * Cranford Park (45ha) * (Proposed) Minet Park (39ha)
Local Parks	2ha (5 acres) Providing for court games, children's play, sitting-out areas, nature conservation, landscaped environment, and playing fields if the parks are large enough, for people living within 400m to visit on foot.	There are over 100 smaller (under 15ha) open spaces in the Borough.
Small Local Parks and Open Spaces	Up to 2ha (5 acres) Gardens, sitting-out areas, children's playgrounds or other areas of a specialist nature, including nature conservation areas, for people living within 400m to visit on foot, especially old people and children. Particularly valuable in high residential density areas.	

Linear Open Spaces	Variable Size. Include canal towpaths, paths, disused railways and other routes which provide opportunities for informal recreation, including nature conservation. Often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space.	Green Chains (See para. 3.22)
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9.5 Sport and recreation facilities and open space can form an important component of housing, major office or retail developments and in highly built-up areas redevelopment schemes may provide opportunities for creating new public open spaces. It may be appropriate to seek agreements under Section 106 of the Town and Country Planning Act 1990 or other powers to secure the provision of public open space and sporting, recreational, social, educational or other community facilities as part of larger mixed developments. Such agreements might cover:

- the provision of on-site and off-site recreational facilities related to the development;
- in the case of small developments, a contribution to nearby sport and recreation or open space provision; and
- alternative provision when recreational land or open space is lost.

What is provided under the terms of the agreement should be directly related to the development, necessary in planning terms to the grant of planning permission (e.g. in terms of securing an acceptable balance of uses where mixed development is proposed), and fairly and reasonably related to the development in scale and kind.

R1 WHERE DEVELOPMENT IS PROPOSED IN OR NEAR AN AREA DEFICIENT IN RECREATIONAL OPEN SPACE, THE LOCAL PLANNING AUTHORITY MAY REQUIRE DEVELOPERS TO PROVIDE PUBLICLY ACCESSIBLE RECREATIONAL OPEN SPACE, INCLUDING CHILDREN'S PLAY SPACE, APPROPRIATE TO THE SCALE AND TYPE OF DEVELOPMENT TO SERVE AN AREA OF IDENTIFIED DEFICIENCY. IN OTHER PARTS OF THE BOROUGH, WHERE RESIDENTIAL DEVELOPMENT IS PROPOSED, IT WILL SEEK THE PROVISION OF ACCESSIBLE AMENITY, RECREATIONAL AND PLAY SPACE (APPROPRIATE TO THE SCALE OF DEVELOPMENT) TO ENSURE IT DOES NOT FALL BELOW ACCEPTED STANDARDS. DEVELOPMENT PROPOSALS SHOULD INCLUDE PROVISION FOR THE LANDSCAPING, EQUIPPING AND FUTURE MAINTENANCE OF THE ADDITIONAL OPEN SPACE.

Town Centres

9.6 Town Centres will continue to act as the foci for shopping employment, leisure and related activities in the community (see para. 8.12). Some have open recreation land or indoor sports and leisure facilities which benefit shoppers and workers and are readily accessible by public transport. At present these facilities are limited, but there is scope for additional provision, particularly in association with new commercial development schemes. Proposals for particular town centres are contained in Chapter 15 of this Plan.

R2 THE LOCAL PLANNING AUTHORITY WILL SEEK TO SAFEGUARD THE ROLE AND CHARACTER OF THE TOWN CENTRES IN THE BOROUGH AND TO ENHANCE THEIR VITALITY AND ATTRACTIVENESS AND WILL ENCOURAGE WHERE APPROPRIATE THE PROVISION OF, RECREATION, ENTERTAINMENT AND LEISURE FACILITIES WITHIN THEM.

Formal Recreation Facilities

9.7 The provision of formal outdoor recreation facilities for football, hockey, tennis and rugby is technically above national standards, but as many playing hours are lost each season on grass pitches through inclement weather the availability for many sports is reduced. For some sports artificial surface pitches may have an advantage as they can support more intensive use, and there is an upward trend in participation in sports such as indoor bowls, tennis and cricket. The Council's strategy of promoting a network of local sports centres together with one large facility serving the Borough as a whole has yet to be completed and, in particular, the Uxbridge area remains unserved. It is the intention to redress this situation when resources can be made available and complete the upper tier of the network by providing indoor sports facilities at Hillingdon House Farm, Uxbridge (see Chapter 15). The four existing indoor public swimming pools in the Borough are all well located to serve the rest of the community's needs.

R3 THE COUNCIL WILL PROMOTE A NETWORK OF ACCESSIBLE LOCAL SPORTS HALLS AND CENTRES THROUGHOUT THE BOROUGH. ACCORDINGLY IT WILL REGARD PROPOSALS IN THE DEVELOPED AREA FOR BUILDINGS FOR INDOOR SPORTS AND LEISURE AND ENTERTAINMENT FACILITIES AS ACCEPTABLE IN PRINCIPLE PROVIDED:-

- (i) THEY ARE OF A SCALE AND TYPE INTENDED TO CATER FOR LOCAL DEMANDS AND NEEDS OF PEOPLE LIVING WITHIN A 1.6 KM RADIUS OF THE SITE; OR**
- (ii) THEY ARE INTENDED TO SERVE A WIDER PUBLIC AND ARE LOCATED IN TOWN CENTRES OR OTHER AREAS WHERE THEY ARE ACCESSIBLE BY PUBLIC TRANSPORT FOR ALL POTENTIAL USERS; AND**

- (iii) **THEY ARE NOT DETRIMENTAL TO THE AMENITY OF THE SURROUNDING AREA.**

Safeguarding Existing Facilities

9.8 Pressures for recreational land, including allotments, to be released for development are expected to continue. Such development has already had a detrimental effect in some areas which experience a shortfall in provision or a low standard of existing facilities. PPG17 notes that "the Government recognises the particular concern felt by many communities that open spaces with recreational value should be protected from development and attaches great importance to the retention of recreational and amenity open space in urban areas. Demand is concentrated there, and it is important that people - particularly children and elderly people - should have access to open space close to where they live. Decisions on the alternative use of recreational land and open space should be based on a long term perspective and take into account the needs of future generations; as once built upon open space is likely to be lost to the community forever. The Local Planning Authority should seek to achieve a reasonable balance between the need to make adequate provision for development in urban areas and the need to protect open space from development" (PPG17, paras 1, 7, 25 and 27). Appropriate arrangements will be made for the monitoring of demand for sports pitches. Given the recognition in RPG3 that Boroughs are unlikely to be self sufficient in the provision of playing fields, this should take into account demand from outside Hillingdon.

R4 THE LOCAL PLANNING AUTHORITY WILL NOT NORMALLY GRANT PLANNING PERMISSION FOR PROPOSALS WHICH INVOLVE THE LOSS OF LAND USED (OR WHERE THE LAST AUTHORISED USE WAS) FOR RECREATIONAL OPEN SPACE, (INCLUDING PUBLICLY ACCESSIBLE OPEN SPACE AND PLAYING FIELDS, PRIVATE OR SCHOOL PLAYING FIELDS, PRIVATE OR PUBLIC ALLOTMENTS), PARTICULARLY IF THERE IS (OR WOULD BE) A LOCAL DEFICIENCY IN ACCESSIBLE OPEN SPACE.

In assessing proposals the Local Planning Authority also will have regard to:-

- (a) any local deficiency of accessible open space in terms of hierarchy in Table 9.1;
- (b) the suitability of the site for other types of open land uses in the light of advice from those departments providing leisure and recreational facilities, the London Council for Sport and Recreation, and other representative bodies;
- (c) the ecological, structural and other functions of the open space and the extent to which these are compatible with the proposed development; and

- (d) whether the users of the facility can be satisfactorily accommodated elsewhere in the vicinity.

R5 THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR PROPOSALS WHICH INVOLVE THE LOSS OF LAND OR BUILDINGS USED (OR WHERE THE LAST AUTHORISED USE WAS FOR) A SPORTS STADIUM, OUTDOOR OR INDOOR SPORTS AND LEISURE FACILITIES, PUBLIC OR COMMUNITY MEETING HALLS, OR RELIGIOUS, CULTURAL AND ENTERTAINMENTS ACTIVITIES, UNLESS ADEQUATE, ACCESSIBLE, ALTERNATIVE FACILITIES ARE AVAILABLE.

In assessing such proposals the Local Planning Authority will also have regard to:-

- (a) The suitability or potential of the premises to serve the recreational and leisure needs of people living within walking distance, and also within 3.2km;
- (b) The availability, location and accessibility of other existing or proposed alternatives for people who use the premises;
- (c) The alternative uses suitable for any existing building which is architecturally worthy of retention.

Promoting Participation

9.9 All Council-run sports centres in the Borough are well used by the public and there are waiting lists for club use. It is recognised that the use of these facilities could be increased by providing further outdoor floodlit all-weather surfaces adjacent to sports halls and centres for sports such as five-a-side football and netball to allow more indoor hall time for other users. The Council continues to encourage the multiple or more intensive use of school and publicly owned buildings for public recreation and leisure, particularly where they have the potential to serve the needs of persons living within walking, cycling, or a short (under 3.2km) car/bus journey's distance.

9.10 Even with adequate provision for the Borough's population some people may not make use of recreational facilities. Non-participation, whether by choice or for other reasons such as problems with accessibility or fear of safety, represents an under-use of facilities as well as a lost opportunity for the public. The Council is particularly concerned to ensure participation of people with disabilities (for whom access to indoor facilities is the main problem), those with caring responsibilities which tie them to the home, ethnic groups requiring facilities suited to their culture, elderly people who require different facilities and unemployed people who may not be able to afford facilities.

9.11 In many cases people may be prevented from participating simply because they have no information on what facilities are available. The Council can help by publicising what is available and encouraging owners and providers of facilities to

do the same. Nevertheless, where despite these measures there remains an absence or shortage of facilities, or a threat to existing facilities, the Local Planning Authority will seek to encourage provision by, for example, entering into agreements with developers to provide suitable recreational, leisure or community facilities as part of their development proposals.

9.12 With increasing demands for outdoor sports facilities such as pay and play golf there have been demands for adequate levels of ancillary facilities. Although increasing provision of changing rooms, clubhouses and car parking may encourage participation, their location can cause conflict with other policies. Where private clubs have exclusive use of an open space, public access may become limited. The Council will therefore seek to limit further exclusive use of public facilities. It is important to ensure that the need to increase participation in activities and access to facilities for all members of the community is in balance with other needs of the community.

R6 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE THE PROVISION OF ANCILLARY RECREATIONAL FACILITIES SUCH AS CHANGING ROOMS, CAR PARKING AND FACILITIES TO IMPROVE PUBLIC TRANSPORT ACCESS, PROVIDED THESE ARE ACCESSIBLE TO ALL THE COMMUNITY AND CONSISTENT WITH OTHER POLICIES OF THIS PLAN.

Specialist Activities

9.13 Over the last few years specialist sports, including watersports, have resulted in increasing demands for facilities. The Borough is more than adequately endowed with open land and water resources for its own community and it may be that by developing further informal recreation facilities a wider than Borough need may be met. Some specialist sports, including motorcycling and shooting, and other activities such as off road training for young motorists, can cause annoyance if sited in inappropriate locations. They can however, be legitimate countryside activities where they do not contravene other policies in the Plan and the amenity of local residents is protected. The Council will seek to meet demands for specialist sport, recreation and leisure facilities (including noisy sports and training activities) by promoting in appropriate locations low cost facilities adaptable to changing requirements. The Local Planning Authority will seek to identify appropriate locations for such activities and, where appropriate, issue supplementary planning guidance to aid development control and negotiations with potential or proposed operators.

Arts, Cultural and Entertainment Facilities

9.14 Artistic, cultural and entertainment activities provide an outlet for the Borough's residents' and workers' precious leisure time and for their different cultural aspirations, and can add significantly to the vitality of the community, the

local economy and the Borough's town centres. Among Hillingdon's main entertainment facilities can be included the Beck Theatre (Hayes), Compass Theatre (Ickenham) and The Nave, (Uxbridge). The Cow Byre and Great Barns (Ruislip) mount exhibitions of work produced by local artists. However, the sites and buildings which Arts, Culture and Entertainment facilities occupy are frequently vulnerable to competition from other land uses and need the protection of the planning process. It is also recognised that provision for Arts, Culture and Entertainment is complex and must take into account a range of factors which may entail consultation and co-ordination with other agencies and authorities.

9.15 The benefits of Art, Culture and Entertainment activities to the community are enhanced if their provision is integrated with that for other land uses, for example by generating an "evening economy" in a town centre, by using public art to improve the attractiveness of estates or shopping centres, or by extending the uses of open space by encouraging use for performing arts. The Local Planning Authority will therefore seek the provision of public art and further Art, Culture and Entertainment facilities and particularly commends the Arts Council's 'Percent for Art' Scheme. It will co-ordinate this provision in consultation with relevant agencies and local groups.

R7 THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SEEK BY AGREEMENT PROVISION OF FACILITIES WHICH SUPPORT ART, CULTURE AND ENTERTAINMENT ACTIVITIES, PARTICULARLY TO MAINTAIN THE VITALITY OF EXISTING TOWN CENTRES IN ACCORDANCE WITH POLICIES S3 AND LE6.

R8 THE LOCAL PLANNING AUTHORITY WILL RESIST PROPOSALS WHICH COULD LEAD TO THE LOSS OF FACILITIES WHICH SUPPORT ART, CULTURE AND ENTERTAINMENT FACILITIES WITHOUT SUITABLE ALTERNATIVE REPLACEMENT.

Community Facilities

(i) Religious Buildings

9.16 The need for new religious buildings and sites cannot be accurately gauged, although the number of requests to the Local Authority remains consistently high. Some religious activities, particularly those related to ethnic minority communities, take place in people's homes partly because of a lack of adequate local facilities. The following policy outlines the criteria the Local Planning Authority will normally adopt when considering the suitability of sites and buildings for such activities, although it may in exceptional circumstances be prepared to vary car parking requirements in the light of the proposed use of the site or buildings.

R9 THE LOCAL PLANNING AUTHORITY WILL PERMIT PROPOSALS FOR BUILDINGS TO BE USED FOR RELIGIOUS AND CULTURAL PURPOSES IF:-

- (i) THEY PROVIDE ADEQUATE PARKING IN ACCORDANCE WITH THE LOCAL PLANNING AUTHORITY'S ADOPTED STANDARDS;**
- (ii) ANY PROPOSED NEW BUILDINGS OR EXTENSIONS HARMONISE WITH OR COMPLEMENT THE SCALE AND APPEARANCE OF EXISTING AND NEIGHBOURING PROPERTIES;**
- (iii) THEY ARE SITED WHERE THEY DO NOT PREJUDICE THE AMENITIES OF NEIGHBOURING OCCUPIERS BY REASON OF NOISE, TRAFFIC OR VISUAL AMENITY; AND**
- (iv) ACCESS ARRANGEMENTS ARE SATISFACTORY.**
- (v) THE PROPOSED USE DOES NOT CONFLICT WITH THE OTHER POLICIES OF THIS PLAN.**

(ii) Libraries and Museums

9.17 Existing library provision within Hillingdon is generally satisfactory and future plans look to rationalisation rather than expansion. The accepted standard of requiring a distance of less than one mile from home to library within urban areas is generally met, and the mobile library service adds flexibility to current provision. New capital funding is increasingly in the form of partnership with the private sector. A small part of the museum collection is housed at Uxbridge Library with limited availability for display and promotion. A permanent Borough Museum in Uxbridge is being considered as are further museums or heritage centres elsewhere in the Borough.

(iii) Meeting Halls

9.18 There are a large number of meeting halls spread throughout the Borough, including community centres run by Community Associations. Such centres and meeting places for use by individuals and community groups constitute a vital ingredient to everyday life of large sections of the population. Ethnic minority groups with origins in different and differing cultures in particular have continuously expressed a need for further meeting places and cultural centres in their areas which are conveniently located and easily accessible to all. The Council can assist in publicising what is available and encourage owners and providers of facilities to do the same. As Local Planning Authority it will seek to protect existing facilities and encourage the provision of new facilities in accordance with policies R10 and R11 below.

(iv) Education

9.19 The Local Education Authority controls a total of 70 schools, 3 secondary, 60 primary, 1 nursery and 6 special. A further 23 schools (12 secondary schools and 11 primary) previously under the control of the LEA are now grant maintained. Since 1 April 1994, the planning of school places for the whole of the secondary school sector has been the sole responsibility of the Funding Agency for Schools (FAS). For the primary sector, this responsibility is shared between the LEA and the FAS. In response to a general increase in the number of young children in the borough over the past 5 years the LEA has undertaken significant expansions in nursery and primary places across the borough. The Education Service Plan for 1996/97 includes plans for further expansions to primary schools for 1996 and beyond, in order to meet local need.

9.20 With further increases in pupil numbers predicted and the implication on school places of proposed new housing developments in the borough, it is expected that new sites for primary school places will be required in the near future, especially in Hayes and Yeading but also in Hillingdon. Without the further expansion of the primary sector it is predicted that there will shortly be a significant deficit in primary school capacity. The LEA, in consultation with the Funding Agency for Schools, is considering ways of meeting the predicted pressure on school places. Significant increases in secondary school numbers since 1991 and the further rises in numbers which are predicted has necessitated the expansion of secondary school places in 6 areas of the borough for 1996. The LEA, the schools and the Funding Agency for Schools have begun further discussions on ways to address the potential further significant shortfall of places which is likely to occur by September 1999.

9.21 It is predicted that existing sites will not be sufficient to enable the required expansion to proceed. It is proposed that the Funding Agency For Schools and the LEA will need to examine the probable need for a new secondary school in the Hayes area within the next 3/4 years as a result of rising primary pupil numbers and new housing, and a site for this will need to be identified. Predicted deficits in secondary school places in both the north and the central areas of the borough may also not be able to be contained within existing sites and therefore additional sites may also be required in these areas before the turn of the century. The LEA is currently involved in the reorganisation of its special schools. This is a major capital project which, in addition to significant building adaptations to two existing schools (Meadow and Chantry), involves the construction of a new Moorcroft School for secondary-age children with severe learning difficulties.

R10 THE LOCAL PLANNING AUTHORITY WILL REGARD PROPOSALS FOR NEW MEETING HALLS, BUILDINGS FOR EDUCATION, SOCIAL, COMMUNITY AND HEALTH SERVICES, INCLUDING LIBRARIES, NURSERY, PRIMARY AND SECONDARY SCHOOL BUILDINGS, AS ACCEPTABLE IN PRINCIPLE SUBJECT TO THE OTHER POLICIES OF THIS PLAN.

R11 THE LOCAL PLANNING AUTHORITY WILL ASSESS PROPOSALS WHICH INVOLVE THE LOSS OF LAND OR BUILDINGS USED OR WHOSE LAST AUTHORISED USE WAS FOR EDUCATION, SOCIAL, COMMUNITY AND HEALTH SERVICES BY TAKING INTO ACCOUNT WHETHER:-

- (i) THERE IS A REASONABLE POSSIBILITY THAT REFUSAL OF PERMISSION FOR AN ALTERNATIVE USE WOULD LEAD TO THE RETENTION AND CONTINUED USE OF THE EXISTING FACILITY;**
- (ii) ADEQUATE ACCESSIBLE ALTERNATIVE PROVISION IS AVAILABLE TO MEET THE FORESEEABLE NEEDS OF THE EXISTING AND POTENTIAL USERS OF THE FACILITY TO BE DISPLACED;**
- (iii) THE PROPOSED ALTERNATIVE USE ACCORDS WITH THE OTHER POLICIES OF THIS PLAN AND CONTRIBUTES TO ITS OBJECTIVES.**

(vi) Social Services

9.22 Central Government's 'Care in the Community' initiative, introduced as part of the NHS and Community Care Act 1990 and the Council's own annual Community Care Plan have implications for land use, planning, housing and social service functions. Future intentions and proposals for meeting the needs of current and potential users of the services are contained within the annual Community Care Plan. Broadly the emphasis will remain on supporting people in their own homes with a range of social and health care services and continue to move away from large scale institutional care. As both the 1991 Census projections (see Chapter 2) and the Council's recent Housing Needs Survey (see Chapter 7) indicate, there is likely to be a significant increase in the population over the age of 75 with an attendant increase in demand for places in residential and housing homes. Policy H10 in Chapter 7 'Housing' of the Plan is aimed at such facilities. In addition to the needs of the elderly population, 'Care in the Community' also requires facilities for people with physical and/or mental disabilities and other special needs groups.

(vii) Child Care Facilities

9.23 The Council recognises the value and importance of suitable day care facilities for pre-school children. Such provision may range from a child minder

looking after a few children to nurseries and playgroups providing either full or sessional day care for larger groups of children. To ensure that a minimum standard is maintained, registration with the Council's Social Services Department is required in most cases, in accordance with the provisions of the Children's Act 1989. Advice on the requirements for registration should be sought from Social Services. The LPA will seek to ensure the use of suitable premises and to prevent the establishment of facilities at inappropriate locations to the detriment of the amenities of the area. It will also have regard to the Government's Nursery Voucher Scheme introduced in 1996, which is likely to result in an increase in applications for planning permission for privately operated nurseries. It will also consult the Council's Social Services Department which is required to prepare a local assessment of need on which future provision could be established. The noise and traffic generating potential of such developments will be two of the main considerations in assessing any application. Applicants will need to take account of the Council's Social Services' 'Guidelines for Registration of Private Day Nurseries, Creches, Playgroups and Childminders' particularly in relation to floorspace, outdoor space and vehicular access requirements.

9.24 The provision of full or sessional (less than 4 hours per day) day care facilities for services such as nurseries, creches and playgroups which require registration under the Children's Act 1989 will normally require planning permission. Where such facilities are run from a private home the number of children allowed will be carefully controlled and 10 children will normally be regarded as a maximum. Where a childminder looks after pre-school and school age children in her/his own home, planning permission is unlikely to be required where the numbers of children cared for does not exceed the maximum permitted under the Children's Act 1989 for one childminder working on her/his own.

R12 THE LOCAL PLANNING AUTHORITY WILL PERMIT PROPOSALS FOR THE USE OF PREMISES TO PROVIDE EITHER FULL OR SESSIONAL DAY CARE FOR PRE-SCHOOL CHILDREN, OR CHILDMINDING SERVICES, PROVIDED:-

- (i) THE PROPOSAL DOES NOT RESULT IN THE LOSS OF ANY UNITS OF RESIDENTIAL ACCOMMODATION;**
- (ii) THE PROPOSAL DOES NOT LEAD TO CONDITIONS PREJUDICIAL TO THE SAFETY AND FREE FLOW OF TRAFFIC ON THE ADJOINING HIGHWAY;**
- (iii) PARKING PROVISION IS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS; AND**
- (iv) THE PROPOSAL, BY REASON OF NOISE AND GENERAL ACTIVITY, DOES NOT ADVERSELY AFFECT THE AMENITIES OF NEARBY RESIDENTIAL PROPERTIES.**

R13 THE USE OF RESIDENTIAL ACCOMMODATION FOR EDUCATIONAL AND CHILDCARE PREMISES WILL BE ACCEPTABLE WHERE THE FOLLOWING REQUIREMENTS ARE MET:

- (i) WITHIN RESIDENTIAL AREAS ONLY PART OF A DWELLING IS USED AND THE REMAINDER IS CAPABLE OF RESIDENTIAL USE IN ACCORDANCE WITH POLICIES H9, H10-H12 AS APPROPRIATE;**
- (ii) THE PROPOSAL WOULD NOT RESULT IN AN OVER CONCENTRATION OF SIMILAR FACILITIES IN ANY RESIDENTIAL AREA;**
- (iii) THE PROPOSAL WOULD NOT HAVE AN UNACCEPTABLE IMPACT ON THE AMENITY OF NEIGHBOURING PROPERTIES ARISING FROM THE SIZE AND RELATIONSHIP OF PROPERTIES AND GARDENS, OR ON CAR PARKING, CONGESTION AND TRAFFIC GENERATION, AND WOULD NOT DETRACT FROM THE CHARACTER OF THE AREA;**
- (iv) THE PREMISES ARE ACCESSIBLE BY PUBLIC TRANSPORT AND THE DROPPING OFF AND COLLECTION OF CHILDREN CAN BE CARRIED OUT ADEQUATELY AND SAFETY.**

9.25 The needs of children and their carers are often not catered for in the publicly accessible facilities such as shopping or leisure centres. The limited availability of creches, baby changing facilities and feeding places, and supervised play areas can all place restrictions on carers' access to jobs, training and other facilities. The Local Planning Authority will therefore encourage the provision of childcare facilities for all development schemes which are likely to be visited by children and their carers in accordance with policy R16.

R14 EMPLOYEE CHILDCARE FACILITIES WILL BE ENCOURAGED WHEREVER POSSIBLE IN LARGE DEVELOPMENTS. SHOPPING DEVELOPMENTS SHOULD INCLUDE CHILDCARE AND OTHER RELATED FACILITIES AS INDICATED IN POLICY LE6.

9.26 Social Services considers its future priorities in terms of collaborative commissioning of services in conjunction with housing services, the voluntary sector and health services. These priorities will be determined by the needs of the local communities. Any future service provision will need to be designed to registered homes standards in both adult and children's services and be on the basis of smaller domestic units or much smaller-scale day services and be to full disability access standards.

(viii) Health Services

9.27 Health Service providers in Hillingdon have embarked on a programme of land rationalisation to reduce the size of their estates and generate capital for future improvements. Specific proposals for Harefield and Hillingdon Hospitals are included in Chapter 15.

9.28 Over the next few years an increase in the workload of the primary care services is envisaged because of the growing use of day surgery, the increasing follow-up of patients with chronic conditions in general practice rather than as hospital out-patients, and the shift from hospital to home based care especially for people recovering from mental illness, people with learning difficulties, elderly people and people with disabilities. These increasing demands on primary health care services will require improvements to the existing primary care facilities and additional premises, particularly in the south of the Borough where facilities are poorer. The need for premises to be easily accessible to meet the needs of disadvantaged groups will be borne in mind.

9.29 The Council recognises the importance of appropriate premises of the right size and location for providing the increasing range of health care. Increasing reliance is being placed on General Practitioners (GP's) under the Government's 'Care in the Community' policy leading to a need for a wider range of facilities to be provided by GP's and in many cases, the need for larger premises. These changes have occurred at a time when the Hillingdon Health Agency in Hillingdon is rationalising its facilities in order to provide a more effective local health care service. This has further increased the need for, in some cases, larger premises. Medical/health care facilities such as GP's surgeries, dentists and other medical practices such as physiotherapists, homoeopaths, chiropractors, need to be located within or close to the residential area they serve, in order to provide convenient access.

9.30 On average, a General Practitioner (GP) provides medical coverage for 2,000 people. Surgeries are normally located in a residential area so that the GP is based as close as possible to his or her patients. But in established residential areas it is not always possible for GPs to have purpose built surgeries due to lack of suitable sites. Given the changed nature of contract between the Government and GPs, multi-function practices which provide a range of local health care facilities have begun to emerge. There is therefore a demand for the conversion of usually large houses and this is likely to continue. It is a policy of this Plan to retain residential accommodation (Policy H1). However, the Local Planning Authority recognises the importance of local medical/health care services and is therefore prepared to relax its policy for those facilities which require the conversion of residential properties, provided it is satisfied that the practice is to serve local needs and there are no satisfactory alternative premises in the area. The Local Planning Authority will consult with the Hillingdon Health Agency in assessing these needs. Wherever

practicable, however, an element of residential accommodation should be retained. It is recognised that medical/health care facilities could cause amenity and traffic problems, and in order to safeguard the amenity of residential areas, any proposals will be required to conform with the criteria set out in Policy R15.

R15 CHANGE OF USE FROM RESIDENTIAL ACCOMMODATION FOR MEDICAL/HEALTH CARE FACILITIES WILL ONLY BE ACCEPTABLE WHERE:-

- (i) THERE IS A PROVEN NEED FOR THE FACILITY IN THE LOCALITY AND NO SUITABLE ALTERNATIVE PREMISES ARE AVAILABLE;
- (ii) THE DEVELOPMENT IS IN SYMPATHY WITH THE CHARACTER AND STYLE OF THE EXISTING STREET SCENE, AND DOES NOT HARM THE AMENITY OF NEIGHBOURING OCCUPIERS;
- (iii) THE COUNCIL'S ADOPTED CAR PARKING STANDARDS CAN BE MET AND WHERE APPROPRIATE LEAVE A REASONABLE GARDEN AREA;
- (iv) ANY ON-STREET PARKING THAT MAY BE GENERATED CAN BE ACCOMMODATED WITHOUT DETRIMENT TO PEDESTRIAN SAFETY AND/OR THE FREE FLOW OF TRAFFIC; AND
- (v) A RESIDENTIAL UNIT IS MAINTAINED WITHIN THE BUILDING, UNLESS IT CAN BE DEMONSTRATED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY THAT IT IS IMPRACTICABLE.

WHERE SUCH PREMISES ARE NO LONGER NEEDED THE LOCAL PLANNING AUTHORITY IS UNLIKELY TO PERMIT USES OTHER THAN RESIDENTIAL.

Accessibility

9.31 Despite greatly increased car ownership, not every household has the use of a car; many depend on public transport or walking. The Plan seeks to maximise people's accessibility to facilities without increasing their need to use private cars. Any proposed development should therefore be accessible on foot, by cycle or by public transport for all potential users within its catchment area. Even with improved public transport accessibility, many forms of transport are unusable or at least difficult to use, for people with even minor disabilities. Such people are reliant on the provision of shops, services, community facilities and places of work near to and accessible from their homes. Some services tend to be used more by women than by men (because the responsibility for domestic and caring work usually falls to women) but are so poorly located and unsuited to their needs that they are inconvenient or even inaccessible to many women. The lack of an adequate range of services is compounded by a lack of facilities such as creches, baby changing and feeding rooms and good, safe play areas. New shops, offices and

other buildings can be made accessible and safe for almost everybody by making proper provision at the design stage for these types of facility and for ramped entrances, easily opened doors, door and aisle widths suitable for wheelchairs, pushchairs and prams, counter heights suited to the needs of shoppers in wheelchairs, lifts to all floors and accessible toilets. Paragraphs 14.30 and Policy AM13 refer to a range of mobility measures to improve accessibility. The Local Planning Authority will have regard to the provisions of Circular 1/97, endeavour to secure access and mobility measures in association with new development, particularly in town and local centres.

R16 THE LOCAL PLANNING AUTHORITY WILL ONLY PERMIT PROPOSALS FOR SHOPS, BUSINESS USES, SERVICES, COMMUNITY AND OTHER FACILITIES OPEN TO THE PUBLIC IF THEY INCLUDE ADEQUATE PROVISION FOR ACCESSIBILITY, IN PARTICULAR THOSE OF ELDERLY PEOPLE, PEOPLE WITH DISABILITIES, WOMEN AND CHILDREN. WHERE APPROPRIATE TO THE SCALE AND NATURE OF THE DEVELOPMENT PROPOSED, NEW DEVELOPMENT SHOULD INCLUDE:-

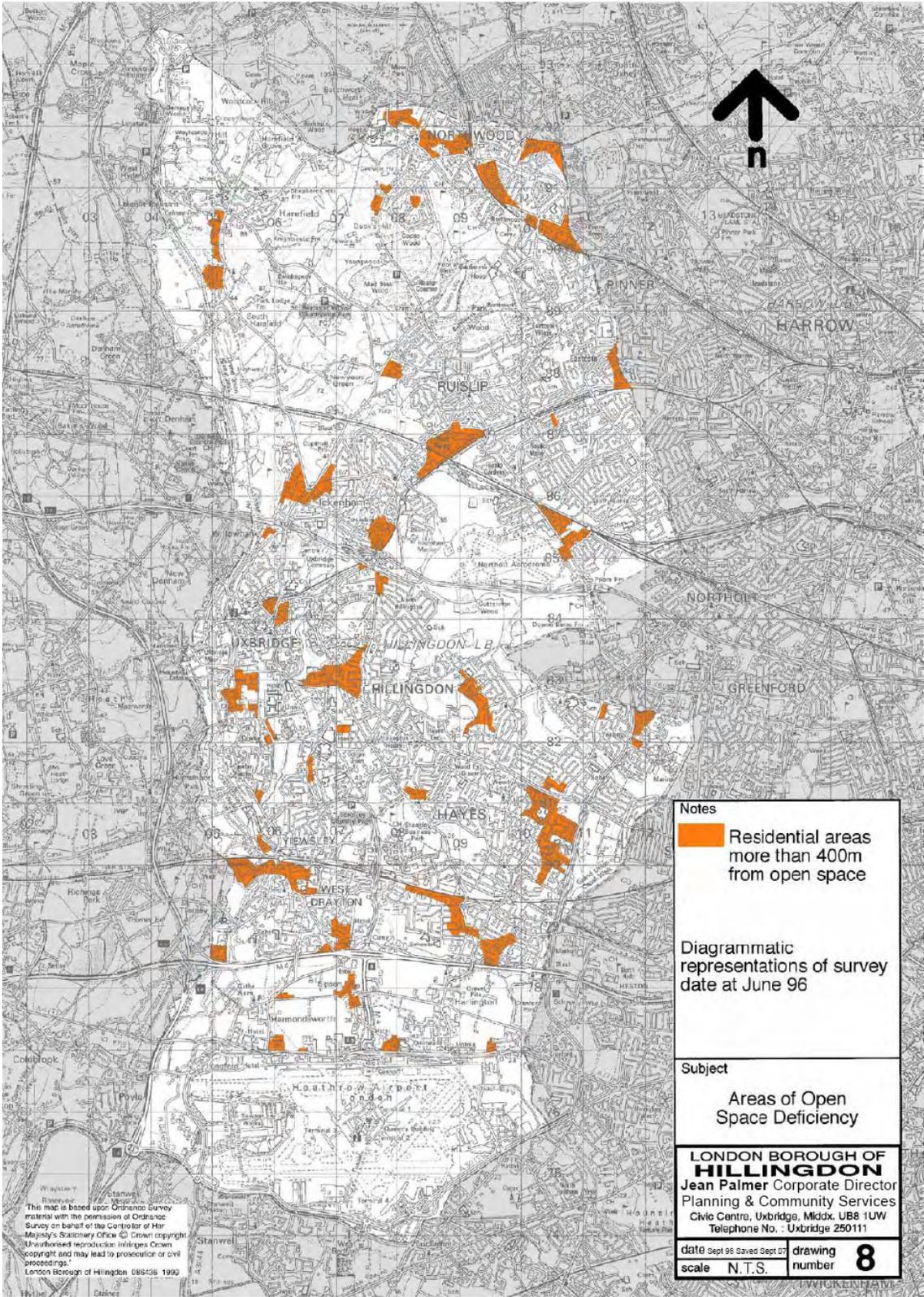
- (i) SAFE AND CONVENIENT ACCESS BY PUBLIC AND PRIVATE TRANSPORT AND ON FOOT;
- (ii) SAFE AND CONVENIENT MEANS OF PHYSICAL ACCESS TO ALL FLOORS;
- (iii) FACILITIES FOR CHILD AND BABY CARE ACCESSIBLE FOR MALE AND FEMALE CARERS; AND
- (iv) TOILETS ACCESSIBLE TO PEOPLE WITH DISABILITIES;

AND HAVE REGARD TO THE MEASURES SET OUT IN POLICIES AM13 (i) - (iv) AND R17.

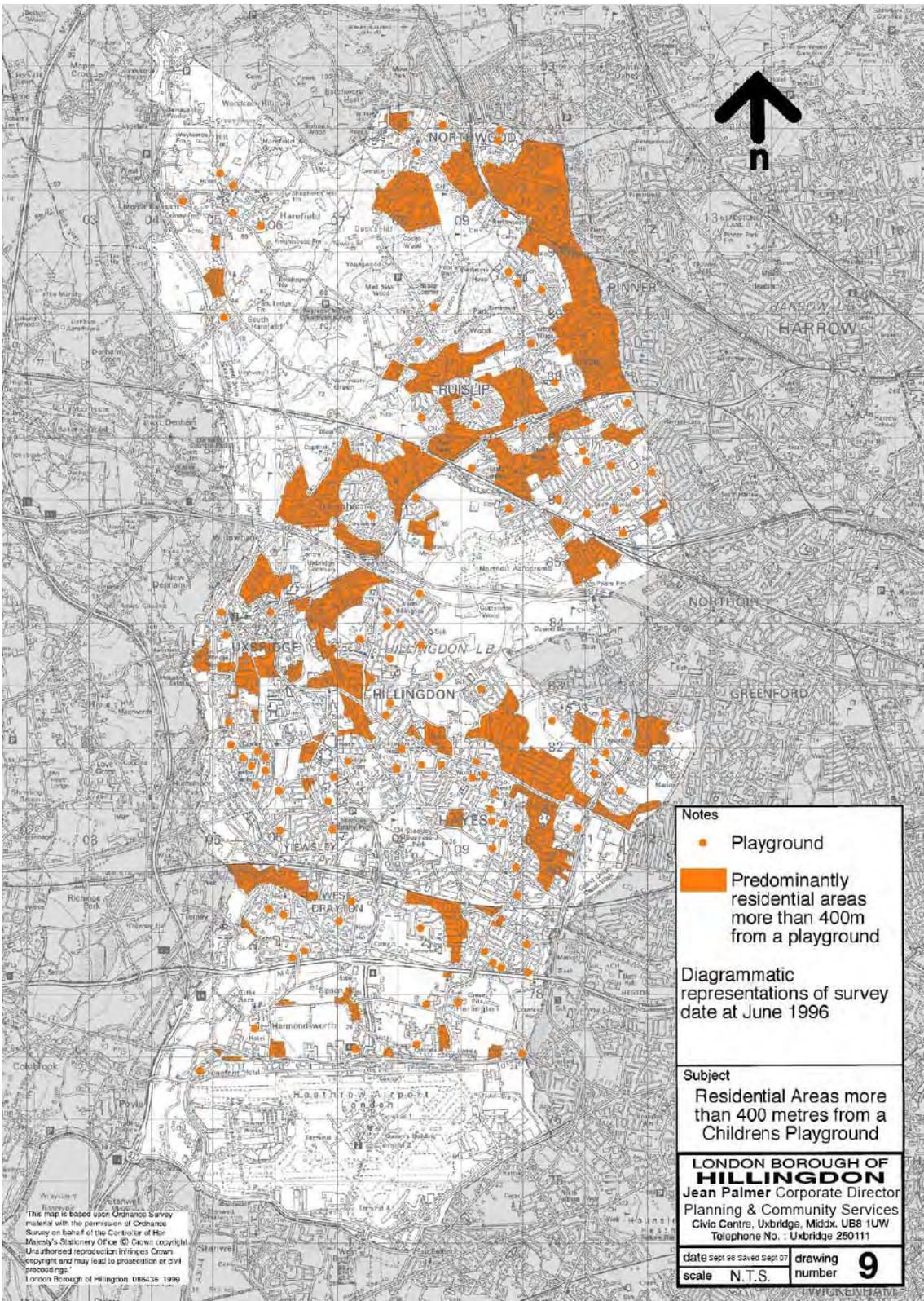
Planning Obligations

9.32 Chapter 2 of this Plan identified the constraints on public expenditure and stressed the importance of the Local Authority's role of promoting partnerships and enabling development to take place to meet the identified needs of the community. Specific reference was made to local planning authorities seeking to enter into planning obligations with developers. Circular 1/97 notes that "the provision of community facilities e.g. reasonable amounts of small areas of open space, social, educational, recreational or sporting facilities, may be acceptable, provided that such facilities are directly related to the development proposal, the need for them arises from its implementation, and they are related in scale and kind" (Circular 1/97, para. B10). In accordance with this guidance, the Local Planning Authority will seek in appropriate cases to supplement the provision of recreation and community facilities (see Chapter 10, Local Economy, Policy LE7).

R17 THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SEEK TO SUPPLEMENT THE PROVISION OF RECREATION OPEN SPACE, FACILITIES TO SUPPORT ARTS, CULTURAL AND ENTERTAINMENT ACTIVITIES, AND OTHER COMMUNITY, SOCIAL AND EDUCATION FACILITIES THROUGH PLANNING OBLIGATIONS IN CONJUNCTION WITH OTHER DEVELOPMENT PROPOSALS.



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PART 2

SECTION 3: MAINTAINING A STRONG LOCAL ECONOMY

10. The Local Economy
11. Airports and Aviation
12. Tourism
13. Minerals and Waste Disposal

10. THE LOCAL ECONOMY

Introduction

10.1 In recent years Hillingdon's economy overall has displayed characteristics of relative strength: since the mid-1980s the Census of Employment has indicated that the total number of jobs in the Borough has been rising steadily, a trend that has been reinforced by the latest figures from the 1993 Census which show over 145,000 employees based in Hillingdon. Furthermore the rate of registered unemployment has been below the average for both Outer London Boroughs and Greater London as a whole. However this apparent strength has masked a number of economic and social problems associated with structural changes and particularly the decline of traditional manufacturing industries. The main problems are:

- (i) Growing dependence on the service sector and particularly transport, storage and communications at the expense of manufacturing.
- (ii) Relatively high levels of unemployment in certain parts of the Borough particularly in the south around Hayes and West Drayton.
- (iii) Pockets of relative deprivation (based on indices of multiple deprivation) concentrated in wards in the Hayes area.
- (iv) Certain individual areas suffering from dilapidated infrastructure and premises and a poor quality environment.

Notwithstanding the recent decline of manufacturing employment in Hillingdon (in line with the trend across London) there are still significant concentrations of certain sectors of manufacturing employment, most notably the manufacture of food, drink and tobacco.

10.2 Central Government recognises the need for regeneration initiatives in West London (RPG3.1996, Para 2.51) as does WELD Economic Strategy and the London Pride Prospectus (see Chapter 2). WELD's aims to regenerate the manufacturing sector in a contemporary role are supported by the Council through its Economic Development Strategy (1996) which has the following aims:-

- (i) the need to ensure a high level of inward investment by companies across all sectors of employment;
- (ii) the need to educate and train local residents to continue to compete for local job opportunities;
- (iii) the need to focus regeneration activity in the south of the Borough and especially the Hayes/West Drayton Area;

- (iv) the need to maintain a supply of accessible premises for modern employment;
- (v) the need to work with businesses, the community and others in partnership to achieve these aims.

10.3 Consistent with the guidance in RPG3 (1996) a main objective of the LPA with regard to the location of new development is to identify locations that generate less travel overall and promote the use of public transport, (RPG3, para 6.4). This approach is also supported by the Council's Transport Strategy as contained in its Transport Policies and Programme (TPP) 1997/98.

Economic Regeneration

10.4 Promoting the economic prosperity of the Borough is one of Hillingdon Council's main priorities. Its Economic Development Plan, recognises the particular problems facing the south of the Borough, focusing on the Hayes/West Drayton Corridor. A regeneration audit in 1995 identified a sizeable area of land with strategic investment and employment opportunities, currently constrained by problems of accessibility and environmental decline; a strategic mass of business surviving extensive restructuring, but facing difficulties with recruitment, local accessibility and the environment; a local community showing signs of economic and social stress and a series of partnership opportunities, involving different sectors and agencies.

10.5 Hillingdon's regeneration strategy looks to build sustainability in the local economy, community and environment in the Corridor and reverse the current trends in employment and travel patterns. The Council wants to safeguard and enhance the pattern of living, working and consuming services within reasonable travel distances. Without this, there are not only serious environmental implications, but local resources and opportunities will be lost. In economic terms, the principal aim is to regain/sustain business activity in the Corridor. This requires the recycling of former (often defence) employment sites; redevelopment to provide quality premises to accommodate growing businesses; policies to ensure the availability of a balance of employment opportunities; a programme to enhance the attractiveness of the area, and encourage investment; new operational access; improving the business environment, and matching the skills of local people to the recruitment needs of existing and new firms. To attain sustainability within local communities, a programme of support is required to maximise local residents' economic opportunities, and to improve their quality of life.

10.6 The Council also recognises that it cannot deliver a regeneration package alone, but needs to work with a range of partners from the public, private and voluntary sectors. The Local Authority is uniquely placed to act as a catalyst for

regeneration because of its strategic functions and its accountability to the local population. The Council already had active partnerships with a number of major players in the private sector, including Thorn EMI, Nestles, the Stockley Park Consortium and BAA. There is joint recognition of the various problems and opportunities existing in the Corridor, and projects have been developed in partnership to address these. (See Chapter 15).

Airport-Related Employment and Development

10.7 Heathrow Airport has a major impact on the local economy of Hillingdon not least in terms of employment. The 52,000 people employed within the Airport boundary itself are only part of the "Heathrow employment effect". There is also Heathrow related employment outside the Airport and in jobs supported by the purchases of both these companies and their employees. There is also the employment provided by non-airport related companies attracted to this part of west London by the presence of Heathrow. Of the 551 companies which responded to the 1990 Hillingdon Business Survey over 25% gave "proximity to Heathrow" as one of their main reasons for locating in this general area (supported by results of EDAW survey in 1995). This reason was most frequently given by office and warehousing/distribution firms, many of which had no direct airport connection. The 1992 IBA survey also indicated an increase in warehousing/distribution activities (both large and small) which in part can be attributed to Heathrow. More recently the results of the EDAW CR Survey of the Hayes/West Drayton corridor found that nearly 70% of companies interviewed had no airport related business. One of the main aims of the Council's economic development and regeneration objectives is to re-dress this imbalance and encourage stronger linkages between airport related business and local companies.

10.8 In considering this employment effect, it should be remembered that by no means all of the jobs go to Hillingdon residents. The other main beneficiaries are Hounslow and Spelthorne but the effect ripples out well beyond the adjoining local authorities. Furthermore, the beneficial employment effect must be balanced against the potential danger of the local economy becoming over-dependent on Heathrow and the pressures for development in Hillingdon should it undergo major expansion (see paras 11.7 and 11.8). In employment terms Heathrow is an important stabilising influence in the local economy, but it does need to refocus on the local economy, by strengthening local linkages, especially through partnership.

**TABLE 10.1 LONDON BOROUGH OF HILLINGDON:
INDUSTRIAL AND BUSINESS AREAS (I.B.A's)**

- + denotes Strategic Employment Site: Industrial Business Park
- * denotes Strategic Employment Site: Preferred Industrial Location
- ** Site is part of the Hayes Strategic Employment Site

Uxbridge/Harefield

SUMMERHOUSE LANE, HAREFIELD: Summerhouse Works, Bell Works North

*UXBRIDGE INDUSTRIAL ESTATE: Cowley Mill Road, Arundel Road, Eskdale Road, Ashley Road, Salisbury Road, Longbridge Way, Wallingford Road, Gas Works, Cowley Business Park, Iver Lane

+NORTH UXBRIDGE INDUSTRIAL AREA: Denbridge Industrial Estate, Highbridge Industrial Estate, Riverside Way, Wyvern Way

PACKET BOAT LANE INDUSTRIAL AREA, COWLEY: Tomo Estate, Lyon Estate, Packet Boat Lane

TROUT ROAD INDUSTRIAL AREA YIEWSLEY: River Pinn Works, Chantry Close, Rainbow Industrial Estate, Onslow Mills Estate

STOCKLEY PARK, HEATHROW: Ironbridge Road, Furzeground Way, Bennetsfield Road, Roundwood Avenue, Rigby Lane (north of Grand Union Canal)

Ruislip/Northwood

*STONEFIELD WAY/VICTORIA ROAD, RUISLIP

BRAINTREE ROAD INDUSTRIAL AREA SOUTH RUISLIP: Express Dairy site, Braintree Road

Hayes/Harlinton/Heathrow

TAVISTOCK ROAD, WEST DRAYTON

**HORTON ROAD INDUSTRIAL AREA: Horton Bridge Road, Horton Close, Crown Way, Liddall Way, Stone Close, Horton Road, Berite Industrial Estate

WARWICK ROAD/KINGSTON LANE,
WEST DRAYTON

**STOCKLEY CLOSE, HEATHROW

**NESTLES AVENUE/BULL'S
BRIDGE HAYES: Viveash Close

**BLYTH ROAD/CLAYTON ROAD/
PRINTING HOUSE LANE/
DAWLEY ROAD EAST, HAYES

**RIGBY LANE/SWALLOWFIELD WAY/
BETAM ROAD/DAWLEY ROAD WEST,
HAYES

**MILLINGTON ROAD, HAYES

**SPRINGFIELD ROAD INDUSTRIAL AREA, HAYES: Bullsbrook Road, Beaconsfield Road,
Uxbridge Road

**PUMP LANE, HAYES: Bilton Way, Pasadena Close, Silverdale Road

BATH ROAD, HEATHROW: Heathrow Boulevard, Skyport Drive, Penguin Books

HAYES BRIDGE, UXBRIDGE ROAD HAYES: Delamere Road, Westmount Centre,
triangular site to south of Uxbridge Road

BULL'S BRIDGE: Land between Yeading Brook and Grand Union
Canal (Paddington Branch)

COVERT FARM, BEDFONT: Land bounded by Stanwell Road to the south and
the Great West Road to the east

Industrial, Warehousing and Business Development

10.9 LPAC's Supplementary Strategic Advice (November 1994) identified Strategic Employment Sites across London. The majority of the Strategic Employment Sites in Hillingdon are Preferred Industrial Locations (PIL) which are intended to provide the basis for ensuring the consolidation and growth of existing large scale areas of manufacturing activity. RPG3 (revised) states that PILs and Industrial Business Parks (which meet the needs of B1(b) and B1(c) activities) 'should be especially considered when planning or regenerating activities are contemplated and preference be given for retaining them for employment uses' (para 3.17). Over 75%

of all the land within designated IBAs in the Borough falls within this category (see Table 10.1) and as such defines Hillingdon's role and potential contribution to the future of the West London economy. Within the Strategic Employment sites there are currently three categories, of which all S.E. sites in the Borough fall into the Preferred Industrial Location (P.I.L.) category. These "should reflect the needs of most B2 and, where appropriate, B8 industries in terms of their access, layout, landscaping and cost requirements, as well as their relationship with other uses. Proximity to the strategic road network (paragraph 5.54) and capacity for the sites to meet LPAC's transport strategy will be particularly important. As well as defining new industrial areas, PIL's will provide the basis for ensuring the consolidation and growth of existing large scale areas of manufacturing activity." (Para. 3.30).

10.10 A 1995 survey of these 22 IBAs found that they had a combined area of over 400 hectares and a total floorspace of approximately 2 million m². The majority of the IBAs are located in the south of the Borough and particularly in the Hayes/West Drayton Corridor.

10.11 The Local Planning Authority has designated a series of Industrial and Business Areas (IBAs) as the proposed locations for new industrial and warehousing development. These locations are the most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need on amenity grounds to separate development from residential and other sensitive uses. The characteristics of the IBAs vary considerably from traditional industrial estates to modern office and high-tech business parks. In order to ensure continuing diversity and provide a choice of sites to suit the requirements of different occupiers, the Local Planning Authority considers that offices and other B1 Use Class activities are acceptable in principle in IBAs. Other employment generating uses may also be acceptable when there is no realistic prospect of an industrial or warehousing use or such a use would be undesirable, particularly on residential amenity grounds. The Local Planning Authority's general policy is, however, to encourage offices and other business uses employing or attracting large numbers of people to locate in town centres and other locations well served by public transport, where there is the greatest opportunity to utilise public transport (consistent with government guidance in PPG13), thereby contributing to the Local Planning Authority's wider objectives of reducing reliance on the private car in order to combat pollution and traffic congestion. Such an approach is also likely to ensure that industry and warehousing are not crowded out of IBAs and forced to inappropriate locations.

LE1 ALL PROPOSALS FOR INDUSTRY (B2), WAREHOUSING (B8) AND BUSINESS (B1) DEVELOPMENT WILL BE ASSESSED BY TAKING INTO ACCOUNT OTHER POLICIES OF THIS PLAN AND, WHERE APPROPRIATE, THE FOLLOWING CONSIDERATIONS:-

- (i) WHETHER THE PROPOSAL CONFLICTS WITH THE LOCAL PLANNING AUTHORITY'S OVERALL OBJECTIVE OF SECURING THE DEVELOPMENT OR REGENERATION OF AN AREA;**
- (ii) OUTSTANDING UNIMPLEMENTED PLANNING PERMISSIONS, DEVELOPMENT UNDER CONSTRUCTION AND VACANT FLOORSPACE ELSEWHERE IN THE PLAN AREA;**
- (iii) THE AVAILABILITY AND CAPACITY OF PUBLIC TRANSPORT FACILITIES TO SERVE PROPOSALS FOR EMPLOYMENT INTENSIVE USES;**
- (iv) THE ABILITY OF THE ROAD SYSTEM, AS EXISTING OR TAKING DUE ACCOUNT OF COMMITTED IMPROVEMENTS, TO ACCOMMODATE AT NORMAL PEAK HOURS THE ADDITIONAL TRAFFIC GENERATED;**
- (v) WHETHER ANY PROPOSAL FOR MAJOR DEVELOPMENT WILL CREATE UNACCEPTABLE DEMANDS FOR OTHER LAND TO BE DEVELOPED (FOR EXAMPLE, TO PROVIDE FOR NEW HOUSING OR COMMUNITY FACILITIES);**
- (vi) THE PROVISION FOR ACCESS BY PEOPLE WITH DISABILITIES AND OTHER ACCESSIBLE FACILITIES BOTH TO AND WITHIN BUILDINGS.**

In applying criterion (i) of LE1, particular regard will be had to proposals within the Hayes/West Drayton Corridor in the context of the Council's objective of securing regeneration and any associated supplementary planning guidance. The considerations listed in LE1 are those land use matters thought most likely to be of relevance to proposals for B1-B8 development particularly in the context of proposals for B1-B8 development in other than the preferred locations for such uses identified in this Plan and the implications of the likely scale of employment generation. However, this list is not intended to be exhaustive and not all of the considerations will necessarily be of relevance to all individual proposals.

10.12 Guidance in PPG6 identifies the importance of resisting retail development on land designated for other uses, especially industrial land (PPG6 para 3.23). The 1995 IBA survey found continuing demand from industrial and warehousing concerns to locate in the Borough. This evidence, coupled with pressures for development, is considered to be a reasonable indication of a demand for such land and premises which the LPA should seek to accommodate in the least sensitive parts of the Borough in terms of residential amenity. The survey also found that some of the older more run down industrial estates experienced relatively high vacancy rates

which are attributable in part to prevailing economic conditions. The survey did not find evidence that industry and warehousing are being crowded out of designated IBAs either by offices or retail uses. It is, nevertheless, important to ensure that a sufficient range and choice of sites is available to cater for all types of employment development over the plan period. Consequently, the LPA will generally seek to retain existing IBAs in B1-B8 use. Before the LPA will permit development for uses other than business, industry, warehousing and sui generis uses appropriate in an industrial area, it will need to be satisfied that there is no realistic prospect of land in IBAs being used for industry or warehousing.

LE2 INDUSTRIAL AND BUSINESS AREAS (IBAs) ARE DESIGNATED FOR BUSINESS, INDUSTRIAL AND WAREHOUSING PURPOSES (USE CLASSES B1-B8) AND FOR SUI GENERIS USES APPROPRIATE IN AN INDUSTRIAL AREA. THE LOCAL PLANNING AUTHORITY WILL NOT PERMIT DEVELOPMENT FOR OTHER USES IN INDUSTRIAL AND BUSINESS AREAS UNLESS IT IS SATISFIED THAT:-

- (i) THERE IS NO REALISTIC PROSPECT OF THE LAND BEING USED FOR INDUSTRIAL OR WAREHOUSING PURPOSES IN THE FUTURE; AND
- (ii) THE PROPOSED ALTERNATIVE USE DOES NOT CONFLICT WITH THE POLICIES AND OBJECTIVES OF THE PLAN.
- (iii) THE PROPOSAL BETTER MEETS THE PLAN'S OBJECTIVES PARTICULARLY IN RELATION TO AFFORDABLE HOUSING AND ECONOMIC REGENERATION.

In applying Policy LE2, the Local Planning Authority will where appropriate take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account. In applying criteria (i) and (ii) of LE2, consideration will be given to the regeneration objectives for the Hayes/West Drayton Corridor, as well as any planning briefs. Where exceptionally redevelopment of land in IBAs for uses other than in Use Classes B1-B8 or sui generis uses appropriate in an industrial area is considered desirable (for example on amenity grounds or to secure affordable housing) the Local Planning Authority will take into account the potential loss of employment generating uses.

10.13 Although the 1992 IBA survey did not find evidence that industry and warehousing are being crowded out of industrial areas, the LPA will regularly monitor the composition of its IBAs. As part of the urban regeneration objectives, the Council's aim is to regain the Hayes/West Drayton Corridor's position as a strategically important manufacturing centre, with strong local - as well as national

and international - markets. Re-surveys of the IBAs will form part of the regular monitoring of the supply of land and building for all categories of employment use to ensure that an adequate range and choice remains available throughout the plan period. However in line with strategic and local regeneration objectives, the availability of land and buildings for manufacturing will be considered as a priority.

10.14 The design and layout of new industrial, warehousing and business manufacturing use development can significantly affect the operation and success of the occupying firms. Greater emphasis on manufacturing, mixed use developments (RPG3 1996, para 3.6) and the regeneration objectives for many of the designated IBAs in the Borough will place a greater need on the flexibility of design of new development. New developments should therefore provide well designed premises with suitable access and layout arrangements, both in terms of built development and soft landscaped areas. Every opportunity should be taken to improve layout particularly on older industrial estates (see Policy BE25). Both the 1992 and 1994 surveys of the Borough's IBAs found examples existing of business use developments designed to provide a high degree of flexibility of use. Flexible designs of this kind are more likely to provide accommodation able to meet the changing needs of industry and commerce and are welcomed, particularly in the provision of accommodation for small businesses (see paras 10.15 and 10.16).

Those sites where a flexible design in the provision of accommodation for small businesses is considered particularly important are identified in supplementary planning guidance.

Accommodation for Small Businesses

10.15 Small businesses are acknowledged to be very important in maintaining a strong economy since they provide the seed bed for future larger businesses. Government guidance stresses the importance of helping small businesses to start up and to grow, and their importance to the health of the economy and the need for planning authorities to include within development plans positive policies to assist them (revised PPG4, para 5). A vital aspect of assisting small businesses both to start up and to grow is ensuring an adequate supply of suitable accommodation. A survey of the Borough's IBAs (1995) indicates that the provision of accommodation for small businesses (i.e. of less than 235m²) varies significantly across IBAs. Summerhouse Lane works in Harefield had the highest proportion of occupied "small" units of over 80% of all units. Trout Road, Yiewsley IBA also had a high proportion of small units whereas Uxbridge Industrial Estate had the highest number of occupied small units (141). In contrast certain IBAs (Millington Road, Hayes and Stockley Close and Stockley Park, West Drayton) had no small units at all. The survey found approximately 100 vacant small units with the majority accounted for by relatively few IBAs (Uxbridge and North Uxbridge, Pump Lane and Springfield Road in Hayes and Trout Road in Yiewsley).

10.16 The site audit undertaken as part of the Council's wider regeneration audit found that small businesses are a significant component of the economy in the Hayes/West Drayton Corridor. The Council recognises that accommodation for small businesses is a priority in regenerating the corridor and as part of its KONVER bid proposed a Sheltered Business Units project. Where appropriate, planning briefs for individual sites with potential to provide for small units will be prepared. The Local Planning Authority aims to maintain and wherever possible improve this provision and will closely monitor the supply of accommodation for small businesses in the context of any future changes in demand. Furthermore, with respect to the Council's economic regeneration objectives the local planning authority will encourage, where appropriate, proposals for offices or unrestricted business use developments to be designed in such a way as not to preclude an industrial use, especially where it may assist retention and/or promotion of small businesses.

LE3 NEW DEVELOPMENT IN DESIGNATED INDUSTRIAL AND BUSINESS AREAS SHOULD, WHERE APPROPRIATE AND PRACTICABLE, INCLUDE THE PROVISION OF SMALL UNITS, PARTICULARLY WHEN EXISTING SMALL UNITS ARE PROPOSED TO BE DEMOLISHED.

In applying Policy LE3 the Local Planning Authority will take into account any evidence indicating a need for small units which is not being met, and the size of the new development proposed. As Government guidance does not specify the size of accommodation for small businesses, the Local Planning Authority will encourage proposals providing a range of unit sizes and proposals designed flexibly so as to accommodate the range of uses spanned by the B1 Use Class. In this context attention will be drawn to the flexibility afforded by the General Development Order 1988 to change the use of small premises with a floorspace less than 235 sq m to and from the Business and Storage/Distribution Use Classes.

Policy LE3 to be used in conjunction with London Plan Policies 3B.9 Creative industries and 3B.12 Improving the skills and employment opportunities.

Industrial Uses Outside Designated Industrial and Business Areas

10.17 Industrial uses located outside designated IBAs can, in certain circumstances, operate satisfactorily in land use planning terms without, for example, causing disturbance and loss of residential amenity. This is particularly so of light industry which by definition has to be able to be carried out in any residential area without adversely affecting the amenity of the area, but can also include some general industry and car repair workshops. These uses can provide important local services and employment and, except where they do result in the loss of amenity through disturbance to neighbours, visual intrusion or an adverse impact on the character of

an area, the Local Planning Authority will resist the loss of such floorspace and land subject to the provisions of Policy LE4.

LE4 PROPOSALS WHICH INVOLVE THE LOSS OF EXISTING INDUSTRIAL FLOORSPACE OR LAND OUTSIDE DESIGNATED INDUSTRIAL AND BUSINESS AREAS WILL NORMALLY ONLY BE PERMITTED IF:-

- (i) THE EXISTING USE SERIOUSLY AFFECTS AMENITY, THROUGH DISTURBANCE TO NEIGHBOURS, VISUAL INTRUSION OR AN ADVERSE IMPACT IN THE CHARACTER OF AN AREA; OR
- (ii) THE SITE IS UNSUITABLE FOR INDUSTRIAL REDEVELOPMENT BECAUSE OF THE SIZE, SHAPE, LOCATION OR LACK OF VEHICULAR ACCESS; OR
- (iii) THERE IS NO REALISTIC PROSPECT OF THE LAND BEING USED FOR INDUSTRIAL AND WAREHOUSING PURPOSES IN THE FUTURE; OR
- (iv) THEY ARE IN ACCORDANCE WITH THE COUNCIL'S REGENERATION POLICIES FOR AN AREA.

10.18 In applying both Policies LE2 and LE4 the Local Planning Authority will take into consideration the extent to which the proposal in its entirety meets the objectives of this Plan and particularly the local economy objectives outlined in Chapter 2.

~~10.19 Government guidance on industrial and commercial development is that boroughs should encourage economic activity at all levels in their local economies and "encourage competitiveness through the provision of attractive and well serviced sites for different types of businesses". (RPG3 para 3.4). However this positive approach is qualified insofar as development should be compatible with environmental objectives. In particular "development should improve the environment and contribute to sustainability, especially in regard to transport matters". (RPG3 para 3.5).~~

~~LE5 WITHIN THE DEVELOPED AREA SMALL SCALE BUSINESS, LIGHT INDUSTRIAL AND SIMILAR ACTIVITIES WILL BE REGARDED IN PRINCIPLE AS ACCEPTABLE PROVIDED THAT THE PROPOSAL ACCORDS WITH OTHER POLICIES OF THIS PLAN.~~

London Plan Policy 3B.1 Developing London's economy and its supporting text to be used (instead of Policy LE5).

Economic regeneration

10.20 The Borough has extensive areas of Strategic Employment Sites, particularly south of the A40, many of which have sustained traditional manufacturing historically. The emphasis on regeneration, sustainable development and partnership is being realised by the Council through a range of sub-regional and local initiatives. The Council has considered economic needs and opportunities in the Borough and has decided that the first priority is to focus regeneration initiatives in the Hayes/West Drayton Corridor.

10.21 Hillingdon has been significantly affected by national reductions in defence expenditure. There have been nearly 4,500 job losses in defence-related industries between 1990 and 1995, over 800 job losses at military bases and large areas of surplus or under used Government owned land. However Hillingdon is recognised as having potential for regeneration and has been afforded KONVER status, thus enabling the Borough to bid for KONVER funding to assist growth and restructuring of the local economy. A number of specific projects such as the Corridor Business Initiative, Sheltered Business Units, the Hayes Heritage Trail are proposed and will complement the existing site specific proposals for the redevelopment of part of the Defence Research Agency site in West Drayton and RAF West Drayton (see Chapter 15, Policies PR6 and PR8 respectively). The contraction of defence-related industries in the Corridor are a major element of the urban regeneration issues in the Hayes/West Drayton area. Achieving the Council's objectives for the local economy whilst redressing the extensive problems prevalent in the Corridor requires involvement from a range of sources. The Council hopes to receive funding for a number of urban regeneration projects in addition to those proposed for funding through KONVER, and the successful Single Regeneration Budget Bid (See para 15.11). Details of site specific proposals for the Hayes/West Drayton Corridor are contained in Chapter 15 of the Plan.

Employment-Generating Development in Town Centres

10.22 The importance of town centres for retailing is covered in detail in Chapter 8 'Shopping and Town Centres'. The wider role of town centres and the importance in achieving sustainable development (including transport) regeneration objectives is being increasingly recognised both at a strategic level (RPG3 (1996) Para 5.1 and Table 5.1) and at a local level through the Council's economic regeneration strategy and SRB Programme (See Chapter 15). The four town centres at the top of the hierarchy in the Borough - Uxbridge, Hayes, Yiewsley/West Drayton and Ruislip are all concentrations of employment generating uses though it is recognised that Hayes and Yiewsley/West Drayton in particular currently employment generating opportunities need to be realised.

10.23 Uxbridge Town Centre Strategy: The 'Uxbridge Initiative' aims to address the issues and opportunities present in the town centre, to improve its long-term

vitality and viability. It is a partnership between the Local Authority and key local businesses. The Council recently commissioned a comprehensive survey of business activity in the Uxbridge area, to inform its future policies and strategies for encouraging sustainable economic growth locally. The 'Uxbridge Audit' (April 1996) found that Uxbridge businesses in general are doing well and that Uxbridge is perceived as being a good location. The survey endorsed earlier findings that there continues to be quite a strong demand for office development in Uxbridge. There is also additional scope for retailing as the town centre is not at present attaining its retail potential, though the eventual development of the proposed 'St Georges Centre' between the High Street and Chippendale Way (see Chapter 15, Policy PR12), should redress this situation.

LE6 MAJOR OFFICE AND OTHER BUSINESS PROPOSALS IN TOWN CENTRES SHOULD WHERE APPROPRIATE, INCLUDE A MIX OF TOWN CENTRE USES SUCH AS SHOPS, BUILDINGS FOR ARTS, CULTURAL, ENTERTAINMENT, COMMUNITY USE, INDOOR SPORTS AND LEISURE, FACILITIES FOR THE CARE OF CHILDREN, AND SMALL UNITS FOR FIRMS APPROPRIATE TO A TOWN CENTRE LOCATION. PLANNING BRIEFS MAY BE PREPARED FOR MAJOR SITES BY THE LOCAL PLANNING AUTHORITY.

Planning Obligations

10.24 Chapter 2 of this Plan signalled the intention of the Council to seek planning benefits where development imposes costs on the local community. Circular 1/97 identifies those circumstances in which it is reasonable for a local planning authority to seek certain types of benefit by way of planning obligations in order to facilitate and enhance development proposals. In general these are where the obligation sought is "necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects" (Circular 1/97, para. B2). As stated in Chapter 2, subject to complying with these tests of reasonableness, the Local Planning Authority will seek to enter into legal agreements with developers to ensure the provision of legitimate planning benefits in accordance with the tests laid out in Circular 1/97. This general intention applies to all forms of development including proposals for industrial, warehousing and business uses.

LE7 THE LOCAL PLANNING AUTHORITY WILL WHERE APPROPRIATE, SEEK TO ENSURE THAT DEVELOPMENT PROPOSALS FOR INDUSTRIAL, WAREHOUSING AND BUSINESS USES PROVIDE PLANNING BENEFITS RELATED TO THE SCALE AND TYPE OF THE DEVELOPMENT.

10.25 Such planning benefits could, for example, take the form of:

- environmental enhancement of and public access to canalside areas;

- accommodation for small businesses including small industrial (starter) units;
- improvements to site layout and access arrangements;
- improvements to public transport capacity, interchange and other facilities;
- buildings, open spaces, pedestrian access and other facilities for use by the community, including the provision of public art and facilities for arts, culture and entertainment activities;
- conservation of buildings or places of historical or architectural interest;
- residential accommodation (including provision of affordable housing);
- new vehicular and pedestrian infrastructure in the locality, and/or traffic calming measures in accordance with Policy AM7;
- trees, landscaping and nature conservation;
- training facilities;
- environmental improvements, including security;
- other benefits identified in supplementary planning guidance or planning briefs for individual sites.

11. AIRPORTS AND AVIATION

Introduction

11.1 Heathrow Airport, the world's busiest in terms of international passengers, during the year ending May 1996 handled over 54 million passengers a year and nearly 1.05 million tonnes of airfreight which is forecast to grow at 6% a year to 1.12 million tonnes by the year 2000. Heathrow is also one of the largest concentrations of employment in the UK, directly employing around 52,000 of whom over 8,000 are Hillingdon residents and is the largest single traffic generator. As the Borough's largest single land user, it has a dominant visual presence and aircraft using Heathrow cause severe noise problems in areas extending beyond the Borough. There is also considerable pressure on the surrounding area both for airport-related development, ranging from hotels on the perimeter to small airfreight offices in the villages, and, more significantly, development attracted to the area by the airport (see Chapter 10). The airport also acts as a critical constraint on certain types of development in areas subject to high levels of aircraft noise.

11.2 Heathrow Airport Ltd (HAL) enjoy development rights under the Town and Country Planning (General Permitted Development) Order 1995. This allows certain developments for operational purposes to take place at the airport without the need for planning permission. Cumulatively these developments can, by improving the efficiency of operations at the airport, increase its passenger and freight capacity and so add to the overall impact of the airport. The policies in this Plan can therefore have only limited effect on much of the development that takes place on the airport; they will, however, be applied to proposals for which planning permission is required and to guide the Local Planning Authority in its response to consultations from HAL on other proposals.

11.3 In addition to Heathrow, the Borough contains Northolt Airport, primarily used by the Ministry of Defence although a limited number of civil business flights (a maximum of 7,000 movements a year) is accepted by agreement. The Ministry of Defence consults the Local Planning Authority on proposals for development at the Airport but does not have to apply for planning permission. The policies of this Plan will help frame this Council's responses to such consultations. Notwithstanding the relatively infrequent movements, noise levels in the surrounding area can be high and control on development in affected areas may be appropriate. The Borough is also affected by the activities of Denham Airfield, in South Bucks District, and by helicopter operations.

Airports Policy

11.4 The last comprehensive government statement on airport policy was a White Paper published in 1985 although further guidance has subsequently been issued in the form of policy statements and announcements and Regional Planning Guidance (see Paras 11.5-11.6). The White Paper supports Heathrow's position as an international airport and invited the then British Airports Authority and Thames Water Authority to investigate the feasibility of relocating Perry Oaks Sewage Treatment Works which was considered highly desirable in order to release the site for airport purposes. This study has been undertaken and an alternative site proposed adjacent to the South Iver Sewage Treatment Works in Buckinghamshire. Other changes have also occurred since the White Paper. Terminal 4 at Heathrow was opened in April 1986, the first stage in developing Stansted as London's third major airport is now complete, and the Heathrow Express rail link to Central London is under construction. A Working Party on Runway Capacity in the South East has reported and the Government has issued its response to it (see Para 11.7) and BAA has submitted a planning application for a fifth terminal at Heathrow (see Para 11.9).

11.5 Regional Planning Guidance for the South East (RPG9) recognises the contribution of the region's airport facilities to the UK economy; the position of Heathrow and Gatwick as major international airports and the possible scope of regional airports for relieving some of the pressure on south east airports. It states the best use should be made of existing airport facilities but additional capacity should be provided where it is justified, taking account of 'economic and environmental considerations'. The guidance states that it is - for airport operators to consider the scale and timing of additional development but that decisions on location should be taken through the development plan system taking account of planning policy guidance, environmental disbenefits, land use and surface transport implications as well as the benefits to passengers and the air transport industry.

11.6 Strategic Guidance for London Planning Authorities (revised RPG3, 1996) also notes Heathrow's contribution to the competitiveness of the UK economy and its positive impact on the local economy. It confirms the continuing relevance of the approach set out in the 1985 White Paper, by which it is for owners and operators of airport facilities to plan for their development, and to bring forward applications to be considered within the planning system. It goes on to state: "In view of the benefits to the UK economy the Government does not wish unnecessarily to constrain airport growth in London, where it makes economic, environmental and social sense. Nor does it wish to intervene without clear justification in the private sector's judgements on where air services are provided." (RPG3, 1996, Para 6.42). The Government recognises that airport facilities have significant environmental impact, and calculates "it is therefore essential that best use is made of existing facilities and it is generally preferable for development to take place at existing sites." (RPG3, 1996, Para 6.43).

Runway Capacity

11.7 Following advice from the Civil Aviation Authority (CAA) on the adequacy of airport and airspace capacity in the South East, the Secretary of State for Transport set up the RUCATSE (Runway Capacity to Serve the South East) working group in 1991 to review the CAA's work. The aim of the working group was to identify those South East airports with potential to provide additional runway capacity, but not to recommend a site. The working group concluded that benefits to passengers could justify an additional runway at Heathrow or Gatwick by 2010 or, alternatively, at Stansted by 2015. The Heathrow option (development of a runway to the north of the airport between the A4 and M4) would afford the greatest benefits to the air transport industry and passengers, but it would also give rise to the greatest scale of disbenefits in terms of noise impact on people, land use and property demolition' (RUCATSE 1993).

11.8 In view of the environmental damage that would result, involving the destruction of the villages and countryside south of the M4, the Council has resolved to oppose an additional runway outside the existing airport perimeter to the north of the A4, Bath Road. In its response to the RUCATSE report the Council urged the Secretary of State for Transport to reject the option of a third main runway at Heathrow because of its unacceptable impact on the environment and thousands of residents. The Secretary of State for Transport responded to the RUCATSE report in February 1995. Although he stated that BAA should not consider the options studied in RUCATSE for a third runway at Heathrow he considered that there was a strong case for additional runway capacity in the South-East and that BAA should consider less damaging runway options for development. The Council remains concerned that this is not an unequivocal rejection of the principle of an additional runway and would oppose any proposals for such development which unacceptably increased the airport's runway capacity.

A1 THE LOCAL PLANNING AUTHORITY WILL OPPOSE ANY PROPOSALS FOR DEVELOPMENT WHICH EXTEND HEATHROW AIRPORT ON LAND TO THE NORTH OF BATH ROAD (A4(T)) OR OTHERWISE INCREASE THE AIRPORT RUNWAY CAPACITY, WHICH RESULT IN SIGNIFICANT HARM TO THE LOCAL ENVIRONMENT AND, SUBJECT TO THE LIMITATIONS OF CIRCULARS 11/95 AND 1/97, FAIL TO INCLUDE SUFFICIENT MEASURES TO MITIGATE OR REDRESS THE EFFECT OF THE AIRPORT ON THE LOCAL ENVIRONMENT.

Terminal Capacity

11.9 In February 1993, BAA plc submitted a planning application for a fifth terminal at Heathrow, on the site of the Perry Oaks Sewage Treatment Works. The Local Planning Authority recognises the employment benefits to West London provided by Heathrow Airport (see paras. 10.7 and 10.8), but also recognises that traffic congestion, pressures for airport-related development and a further deterioration of the environment including air and noise pollution can arise from major expansion of activities at the airport. It was therefore resolved to oppose the current application.

11.10 If it can be shown that to meet demand for air passenger travel an expansion of terminal capacity at Heathrow is necessary in the national interest, every effort should be made to reduce the environmental impact of the airport in terms of traffic generation, noise and air pollution and general loss of amenity. This would accord with the priorities of sustainable development, which are assuming ever-increasing importance in government planning guidance and are reflected in the objectives of this UDP.

11.11 Survey results supplied by BAA plc indicate that the majority of airport employees live in areas to the south and west of the airport, areas which are not well served by public transport to the airport, although they do have good railway connections to Central London which pass relatively close to the airport. By contrast the majority of passenger journeys have stated origins or destinations in Greater London which is the area with the best existing and currently proposed public transport links with Heathrow. A majority of passenger journeys are by public transport or taxi, but only a minority of employee journeys are, and most of these are by Greater London based employees. HAL is trying to encourage car sharing by employees in order to limit demand for car parking space.

TABLE 11.1 ORIGIN/DESTINATION OF HEATHROW SURFACE ACCESS PASSENGERS

Origin/Destination	% of Passengers	Modal split Private/Public inc. Taxi	% Passengers' Car Trips To/From Heathrow
Greater London	56	38:62	48.0
Rest of SE England	27	55:45	33.5
Rest of UK	17	48:52	18.5
UK Total	100	44:56	100.0

Source: CAA Survey (1987); BAA T5 Consultation Document ES1

11.12 Because Heathrow is the largest single traffic generator in the U.K., public transport is especially suitable as the principal surface carrier for both air

passengers and employees. The Plan's policies for controlling development at the airport therefore seek to minimise growth in car journeys to and from the airport and to maximise public transport use by passengers and employees. In particular increases in passenger terminal capacity ought to be matched by equivalent increases in the capacity of public transport links to the airport (see Policy AM2). Use of such capacity increases could significantly increase the overall proportion of passengers using public transport. The Heathrow Express is likely to encourage greater use of public transport to and from central London. Additional public transport capacity, particularly links to the Intercity and Southern Region railway networks, would, for the first time, offer the majority of passengers and employees a real choice in mode of transport to the airport; there is also potential to improve access to the airport for bus passengers. Access by private transport would then only be necessary mainly (but not of course so limited) for shift workers, who start or finish work outside normal hours of public transport operation, and local users with no convenient bus service, as those from further afield could travel from strategically placed railway stations providing rapid transit to Heathrow.

11.13 The availability of good public transport cannot of itself secure the desired shift from private to public transport. The availability of car parking is a strong incentive to continue using a car. In addition to parking spaces for passengers and employees provided at Heathrow Airport there are additional off-airport car parks providing for demand for parking at Heathrow. Research into "fly parking" in the Heathrow area has found that on-street parking by airport employees contributes, to a limited extent, to highway and environmental problems. The provision of car parking at the airport and the use of parking off the airport, both on and off street, are factors that will have to be taken into consideration in the assessment of proposals for additional terminal capacity at the airport, as these have a direct impact on road traffic generation.

A2 PLANNING APPLICATIONS FOR PROPOSALS WITHIN THE BOUNDARY OF HEATHROW AIRPORT WHICH ARE LIKELY TO (a) INCREASE DEMAND SIGNIFICANTLY FOR OFF-AIRPORT DEVELOPMENTS OR (b) HAVE SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACT SHOULD BE ACCOMPANIED BY A JUSTIFICATION OF THE NEED FOR THE DEVELOPMENT AND, WHERE APPROPRIATE, A FULL ENVIRONMENTAL ASSESSMENT. SUBJECT TO THE LIMITATIONS OF CIRCULARS 11/95 AND 1/97, THEY SHOULD INCLUDE SUFFICIENT MEASURES TO MITIGATE FOR OR REDRESS THE EFFECTS OF THE AIRPORT ON THE LOCAL ENVIRONMENT. WHERE APPROPRIATE, PROPOSALS SHOULD INCLUDE NEW PUBLIC TRANSPORT CAPACITY FOR PASSENGERS AND EMPLOYEES ABLE TO USE PUBLIC TRANSPORT AND SO MINIMISE ADDITIONAL ROAD TRAFFIC DEMAND. TO THIS END, THE LOCAL PLANNING AUTHORITY WILL SEEK ASSURANCES THAT THE NECESSARY CAPACITY IS AVAILABLE AT THE TIME THE DEVELOPMENT IS BROUGHT INTO USE. IN APPROPRIATE CASES THE LOCAL PLANNING AUTHORITY WILL SEEK A FINANCIAL CONTRIBUTION FROM THE DEVELOPER TO SECURE THE NECESSARY IMPROVEMENTS IN PUBLIC TRANSPORT.

11.14 In particular, it is considered that the predominantly open area of Northolt Airport fulfils important Green Belt functions in separating the residential areas of Ickenham and South Ruislip/Ruislip Gardens, and checking the unrestricted sprawl of large built-up areas. It is also important in maintaining the green appearance of the A40 corridor. Whilst there are no proposals to change the use of the area at the present, the Council wish to ensure that its open appearance is maintained. However, the Local Planning Authority accepts that development for reasons of national defence interest could arise in the future and would not oppose it in principle provided it could be demonstrated that all other options had been explored. However, the Council is concerned about the environmental impact, including air and noise pollution and traffic congestion, of any increase in civilian aviation and it is its policy to oppose any increase in the current limit of 7,000 atms a year.

A3 AT NORTHOLT AERODROME, WITHIN THE AREA OF OPEN CHARACTER IDENTIFIED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL NOT BE GRANTED EXCEPT FOR DEVELOPMENT ESSENTIAL FOR AIRCRAFT OPERATIONAL PURPOSES, OR FOR SAFETY, OR THE PURPOSES OF NATIONAL DEFENCE. SUBJECT TO THE OTHER POLICIES OF THE PLAN, OUTSIDE THE DEFINED AREA OF OPEN CHARACTER, PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR DEVELOPMENT AT RAF NORTHOLT ONLY IF IT IS DIRECTLY ASSOCIATED WITH MILITARY OR CIVILIAN AVIATION OR FOR THE PURPOSES OF NATIONAL DEFENCE.

11.15 The Local Planning Authority will expect such proposals for the expansion of Heathrow or Northolt to include measures to compensate for or redress the effects of any:-

- loss of green belt or open other land with agricultural, recreational or nature conservation potential;
- increased exposure of residents to aircraft, road and railway traffic noise and intrusion, air pollution and other environmental disadvantages;
- reduction in the benefits to residents of predicted improvements in the noise climate in the vicinity of the airport;
- increase in road traffic beyond that which can be handled by the primary and secondary road network serving, or in the vicinity of, the airport; or
- increased use of local roads by traffic generated or displaced from the primary and secondary road network by airport-related uses; or
- new road building associated with such proposals.

11.16 Particular measures that the Local Planning Authority will seek to compensate for the impact, whilst taking account of the advice contained in Circular 1/97, will include:

- major additional public transport capacity (rail and bus) to increase significantly the proportion of passenger and employee trips to and from the airport as a whole that can be made by public transport;
- limits on the amount of car parking on the airport to control demand for private car trips to the airport coupled with additional public transport capacity and traffic management and parking control schemes to ensure that passenger, employee and visitors' cars and commercial vehicles are parked within the airport boundary or in other legitimate off-street car or lorry parks;
- schemes to produce specific environmental benefits, for example the removal of through traffic from the villages to the north of Heathrow airport;
- wider compensation for homes affected by noise such as more generous noise insulation grants etc.;
- environmental and community benefits, such as provision or improvement of recreation and leisure facilities, Green Belt enhancement and schemes for nature conservation, particularly within the Colne Valley Park and other Areas of Environmental Opportunity.
- a commitment from HAL to maintain the practice of runway alternation at Heathrow Airport.

Airport-Related Development

11.17 Because Heathrow Airport is a major attracter of business and employment, there are pressures for commercial development at and around the airport. The Local Planning Authority would be concerned if activities not directly related to the operation of the airport precluded opportunities at the airport for activities which are directly related to its operation and resulted in pressures for development on Green Belt and other off-airport sites to cater for directly related needs. It will therefore seek to protect directly related uses by restricting development for non-essential activities and ensuring that ancillary facilities are limited to those needed for airport users only and do not become major attractions in their own right.

11.18 The Local Planning Authority supports the practice of Heathrow Airport Limited (HAL) to contain directly-related airport facilities and activities within the

airport boundary, as defined on the Proposals Map, thereby ensuring its efficient operation. It will continue to maintain close contacts with HAL to ensure that, in accordance with its own 'Property Challenge' (1995) suitable sites are available on the airport and that activities directly connected with its operation should as far as possible be provided for within its boundary. The unwillingness of eligible tenants to accept the terms of a tenancy offered by HAL for accommodation on the airport will not be acceptable as a justification for location outside the airport. Hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary. The Heathrow Airport boundary defined on the Proposals Map indicated the area in which Policy A4 applies, and does not necessarily coincide with land in the ownership of Heathrow Airport Ltd or land which benefits from operational status.

A4 NEW DEVELOPMENT DIRECTLY-RELATED TO HEATHROW AIRPORT SHOULD NORMALLY BE WITHIN ITS BOUNDARY AND WILL NOT NORMALLY BE PERMITTED OUTSIDE THE AIRPORT. DEVELOPMENT NOT DIRECTLY-RELATED TO THE OPERATION OF THE AIRPORT WILL NOT BE PERMITTED WITHIN ITS BOUNDARY. FOR THE PURPOSES OF THIS POLICY, DIRECTLY-RELATED DEVELOPMENT INCLUDES PASSENGER AND CARGO TERMINALS, MAINTENANCE FACILITIES, OIL STORAGE DEPOTS, ADMINISTRATIVE OFFICES, WAREHOUSING, STORAGE AND DISTRIBUTION FACILITIES, CAR PARKING AND CATERING FACILITIES.

11.19 The list of directly-related developments set out in Policy A4 is not exclusive, and other developments will be treated on their merits. In all cases, the Local Planning Authority will seek details of intended occupiers of developments on the airport and an explanation of their functional link to the operation of the airport.

11.20 It is appropriate for the airport to meet the needs of Heathrow's workforce for shopping, recreation and social facilities. However, in view of the aim of reducing travel demand and in order not to threaten existing retail provision off-airport, the scale of shopping and other facilities should be limited to that needed to meet the needs of passengers and employees only, in order not to attract to the airport people who would otherwise have no reason for being there.

A5 NEW DEVELOPMENT AT AIRPORTS SHOULD INCORPORATE, WHERE APPROPRIATE, RESTAURANT, SHOPPING, LEISURE, SPORTS, CRECHE FACILITIES AND OTHER SERVICES FOR PEOPLE WORKING AT THE AIRPORT. HOWEVER, THESE SHOULD NOT BE DESIGNED OR BE OF SUCH A SCALE AS TO ATTRACT PEOPLE FROM OUTSIDE THE AIRPORT.

Airport Safeguarding

11.21 Public safety zones are areas of land extending outwards from the end of airport runways at Heathrow. In accordance with The Town and Country Planning

(Aerodromes and Technical Sites) Direction 1992, it is the practice of the Local Planning Authority to consult the Civil Aviation Authority who will generally advise against any development which would result in a significant increase in the number of people living, working or congregating in the zones. More stringent criteria apply to development less than 300 metres from runway ends, including proposals to build a new road or to upgrade an existing road. In addition to the requirements related to public safety zones and to the height and type of buildings and structures, the Local Planning Authority is also required to consult the Civil Aviation Authority before granting permission which might by its nature endanger the safety of aircraft by attracting large numbers of birds. Such developments include refuse tips, reservoirs, sewage disposal works, nature reserves or a bird sanctuary as well as landscaping proposals linked to other developments. The future management of such areas will be taken into consideration. Although there are no Public Safety Zones defined at Northolt Airport, it is the practice of the Local Planning Authority to consult the Ministry of Defence in respect of development which might interfere with the safe and efficient operation of the airport.

A6 THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR DEVELOPMENT LIKELY EITHER TO RESULT IN A SIGNIFICANT INCREASE IN THE NUMBER OF PEOPLE RESIDING, WORKING OR CONGREGATING IN THE PUBLIC SAFETY ZONES AROUND HEATHROW OR TO INTERFERE WITH THE SAFE AND EFFICIENT OPERATION OF HEATHROW OR NORTHOLT AIRPORTS.

Aircraft Noise

11.22 Aircraft noise affects areas under the flight path at some distance from airports. The degree of disturbance is related to people's perception of noise, the volume and character of noise, the frequency of aircraft movements and the ambient background noise. The Department of the Environment PPG24 'Planning and Noise' gives guidance on the siting of developments in areas subjected to aircraft noise. It forms the basis for the policies controlling development in these areas which are detailed in Chapter 6. More detailed supplementary guidance has been published as 'Policy Note 7: Aircraft Noise' which is available from the Local Planning Authority. This guidance will eventually be incorporated into the forthcoming supplementary planning guidance on all aspects of 'Noise'.

Helicopter Operations

~~11.23 For air traffic control purposes helicopters normally use designated routes when flying over the Borough. These routes are not under the control of the Council, but the Council is concerned that more intensive use could lead to increased noise and disturbance suffered by residents. Helicopters flying to and from sites within or close to the Borough clearly have to deviate from these routes and can produce localised disturbance to residents. The Council is concerned at the absence of satisfactory environmental controls over helicopter activities and~~

~~will continue to press for regular monitoring of helicopter activity and for a system of controls to mitigate the loss of amenity and environmental disturbance they cause. Increasing road traffic congestion in the South East is likely to stimulate increased helicopter traffic. It is, therefore, important to devise a satisfactory system to control all regularly used landing sites in order to take account of the full environmental impact of growth in their use. The Council will continue to urge the CAA to publish at regular intervals the amount of use of helicopter routes in order that the scale of helicopter activity can be taken into proper consideration in assessing applications.~~

~~**A7 — THE LOCAL PLANNING AUTHORITY WILL OPPOSE DEVELOPMENTS LIKELY TO INCREASE HELICOPTER ACTIVITY IF IT WOULD RESULT IN UNACCEPTABLE LEVELS OF NOISE AND OTHER DISTURBANCE TO RESIDENTS.**~~

London Plan Policy 3C.7 Heliport development and its supporting text to be used (instead of Policy A7).

12. TOURISM

Introduction

12.1 Current Government guidance on tourism (PPG21, November 1992) recognises that tourism makes a major contribution to the national economy and its continuing growth generates a range of economic activity and new job opportunities. As it often depends on a high quality environment, it can act as a positive force for environmental protection and enhancement. The Government has adopted four guiding principles (PPG12 : Para 13.15) against which sustainable tourism can be assessed in accordance with the environmental strategy in 'This Common Inheritance'. The Government's tourism policy claims to secure a proper balance between:

- maximising the economic and employment benefits that tourism can bring;
- promoting geographical and seasonal spread of tourism;
- encouraging the development of non-traditional destinations as well as the more popular visitor locations;
- respecting the needs of the tourist industry and its customers;
- safeguarding the environment; and
- protecting the interests of the communities that cater for its needs, but feel its effects. (PPG12, Para 3.13).

12.2 Tourism is made up of a wide range of very different, but interdependent activities and operations, including accommodation, catering, transport and tourist attractions. There is also an overlap with related uses such as sport, entertainment, the arts and recreation and leisure activities. The tourism industry offers a wide range of jobs at all skill levels; there is a higher proportion of small businesses in tourism compared with the economy as a whole. The growth of tourism in the U.K. has been accompanied by changes in the types and distribution of tourism, including short breaks, day trips, business travel and special activity/interest holidays. There has also been an increase in the visits by overseas residents to the U.K., the majority of which will enter the U.K. at Heathrow Airport.

12.3 The indications are that the industry will continue to grow and to realise its potential. As such the industry needs to maintain a continuous programme of investment and reinvestment. Revised RPG3 (1996) recognised the economic role of tourism to London and the potential growth as a source of revenue. As London attracts 50% of the money spent in the U.K. by visitors from abroad, appropriate provision is required to meet new needs. Whilst the Council would not seek to encourage development in the Borough at the expense of its environment, it will aim to encourage the development of hotels near transport interchanges, especially accessible to major international transport facilities and main attractions (see

Chapter 15) and introduce measures to improve the environment of routes and airports into London (RPG3 : 1996 Para 3.23).

12.4 This Council recognises the role it has to play in the future growth of tourism, not only in the provision of facilities, but also through its economic regeneration initiatives which currently focus on the Hayes/West Drayton Corridor just to the north of Heathrow Airport. (See Chapters 10 and 15). The Council will continue to work closely with London Tourist Board (LTB) to take advantage of tourism opportunities where appropriate.

Hillingdon's Tourist Attractions

12.5 With the exception of Heathrow Airport, Hillingdon's attractions tend to be of a Borough or West London significance. Many of them provide a destination for day excursions, such as the Colne Valley Park which is accessible at many points to the public and provides a range of facilities for sport and recreation and good habitats for birds and other wildlife. (See Chapter 3). The Borough has numerous lakes and waterways including a 12 mile stretch of the Grand Union Canal providing extensive opportunities for water based recreation and there are also facilities for walking, cycling, riding and golf. Middlesex County Cricket Club plays fixtures at Uxbridge and there is an artificial ski-run at Hillingdon House Farm (Uxbridge). There is a variety of entertainment venues with the Beck Theatre (Hayes), Brunel University and the Nave (Uxbridge) among the most popular.

12.6 Hillingdon's parks, woodlands and water help to create a pleasant and congenial environment which the Council has enhanced and promoted primarily for the Borough's residents; although day visitors from adjoining areas and occasionally from elsewhere can and do make use of them. However the Council is aware that without appropriate checks and balances tourism promotion has potential disbenefits such as communities being disrupted by the growth in the number of tourists and tourism-related projects, traffic congestion, and the need to provide additional facilities which may potentially harm the amenities of an area.

~~T1 THE COUNCIL WILL CONTINUE TO SAFEGUARD EXISTING AND ENCOURAGE NEW TOURISM FACILITIES PROVIDED THEY CAN BE ACCOMMODATED WITHOUT DETRIMENT TO THE ENVIRONMENT OF THE BOROUGH.~~

London Plan Policy 3B.10 Tourism industry and its supporting text to be used (instead of Policy T1).

Demand for Tourist Accommodation

12.7 Many activities draw investors and visitors to London. Arts, culture and entertainment are activities for which London is well known and have potential for future growth. The metropolis has and still does host the important conferences and exhibitions. Consequently London attracts about 17 million visitors a year, of which ten million are from overseas (revised RPG3 1996). The London Tourism Impact Study (commissioned by the London Tourist Board and LPAC) estimates that from an average of 22.8 million visitors during 1985, the numbers may increase to 26.2 million tourists per annum in the year 2000. In 1985 there were over six million overnight staying business visitors originating from abroad as well as from within the U.K. It is estimated that in the normal course of development and under existing policies total hotel accommodation in London as a whole will grow by 5000 rooms by the year 2000 but it is expected that this will not be sufficient to meet the estimated growth in the number of visitors.

12.8 Hillingdon, because of Heathrow and other locational characteristics, has made a contribution to meeting the demands for serviced hotel accommodation and conference facilities for business visitors as well as for the other tourists. The Borough will, after implementation of all outstanding permissions, have around 7% of Greater London's available serviced bed spaces. The existing hotels on average achieve an occupancy rate of around 90%. The hotels providing employment to the Borough's residents make a significant contribution to Hillingdon's local economy. Hillingdon has good communications with Central London but its distance from central facilities perhaps does not encourage longer staying tourists to make the area's hotels their holiday base. Heathrow and with its airport oriented hotels apart, Hillingdon's strong and diverse local economy continues to generate a demand for hotel and conference facilities in the Borough. Therefore, the Local Planning Authority will continue to seek to meet demands for hotel accommodation arising from local businesses as well.

T2 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE THE PROVISION OF A RANGE OF ACCOMMODATION AND CONFERENCE FACILITIES ON SITES EASILY ACCESSIBLE FROM HEATHROW AIRPORT, UNDERGROUND AND RAILWAY STATIONS AND FROM THE MAIN ROAD NETWORK PROVIDED THE DEVELOPMENT DOES NOT CONFLICT WITH THE AIM TO MAINTAIN AND IMPROVE THE ENVIRONMENT.

12.9 Although the area on the north side of Bath Road has been identified as an area of mixed development appropriate for location of hotels, it is now largely developed. Further sites throughout the Borough which may meet the criteria of Policy T2 are limited and subject to the pressures of demands from many other competing uses. Most open land is largely designated as Green Belt and in accordance with policies elsewhere in this Plan will not be appropriate for hotel development. In order to safeguard the stock of hotel accommodation planning permission will not normally be granted for full or partial changes of use from

hotels to other uses not directly related to the operation of the hotel. The measure is designed to ensure adequate hotel provision to help the demand as well as to protect the Green Belt.

~~T3 — WITHIN EXISTING HOTEL BUILDINGS AND CURTILAGES, THE ONLY USES REGARDED AS ACCEPTABLE IN PRINCIPLE ARE USES DIRECTLY ASSOCIATED WITH OR ANCILLARY TO THE OPERATION OF AN HOTEL. PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED TO CHANGE THE USE OF EXISTING HOTEL ACCOMMODATION SOUTH OF THE BRITISH RAIL WESTERN REGION LINE OR ELSEWHERE IN THE BOROUGH IN LOCATIONS WHICH ARE EASILY ACCESSIBLE FROM THE UNDERGROUND OR RAILWAY STATIONS AND FROM THE MAIN ROAD NETWORK.~~

London Plan Policy 3B.10 Tourism industry and its supporting text to be used (instead of Policy T3).

Budget Accommodation

1210 A number of studies, and Strategic Planning Guidance point out the shortage of medium priced accommodation in London as a whole (RPG3, para 3.30). Surveys conducted by the Hillingdon Tourist Information Centre in the summers of 1991 - 1994 indicated that on average over 22% of enquirers needed assistance in their search for reasonably priced hotel accommodation. The survey also revealed that except for the summer of 1992 the number of enquiries has risen every year.

12.11 This demand can be accommodated by establishments such as guest houses, bed and breakfast, small hotels and by extension to appropriately located existing public houses. However, amenity may be affected adversely if such uses are allowed in residential areas, as they have the potential to generate extra traffic, exacerbate parking problems and cause late night disturbance. The Local Planning Authority will therefore encourage the development of budget accommodation in mixed development areas easily accessible to main transport routes or railway or Underground stations, provided they meet the criteria set out in Policy T4 below. Where provision involves the conversion of a residential property, the Local Planning Authority would wish to see retention of a residential unit in accordance with Policy H2.

T4 HOTELS, GUEST HOUSES AND OTHER TOURIST ACCOMMODATION WILL BE ACCEPTABLE IN PRINCIPLE PROVIDED:

- (i) THE DEVELOPMENT IS LOCATED WITHIN A MIXED USE AREA; AND**
- (ii) THE DEVELOPMENT IS LOCATED NEAR OR ON A PRIMARY OR SECONDARY ROAD OR BRITISH RAIL OR UNDERGROUND STATION; AND**
- (iii) THE DEVELOPMENT DOES NOT RESULT IN THE LOSS OF AMENITY TO NEIGHBOURS THROUGH NOISE AND OTHER DISTURBANCES; AND**
- (iv) PARKING TO STANDARDS ADOPTED BY THE LOCAL PLANNING AUTHORITY CAN BE MET WITHIN THE CURTILAGE OF THE SITE;**
- (v) ANY ON STREET PARKING THAT MAY BE GENERATED CAN BE ACCOMMODATED WITHOUT DETRIMENT TO THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY SAFETY.**

~~Touring Caravan & Camping~~

~~12.12 Consultations with organisations such as the London Tourist Board, adjacent local authorities and the main user groups have shown the West London area to be deficient in providing sites for touring camping and caravan facilities. One of the objectives of the Colne Valley Regional Park Strategy (1995) is to seek the provision for low impact tourism at appropriate locations within the Colne Valley Park and to meet the needs of overnight visitors (Colne Valley Regional Park Strategy, para 10.11, p.31). The Borough is well located to meet the need but there are constraints on the availability of suitable sites and specific criteria will therefore be used in assessing any applications for touring camping and caravan facilities. In assessing applications for touring caravan and camping facilities within the Green Belt, the Local Planning Authority will apply the Council's Green Belt policies.~~

~~**T5 PLANNING APPLICATIONS FOR TOURING CAMPING AND CARAVAN FACILITIES WILL BE ASSESSED IN RELATION TO THE FOLLOWING CRITERIA:**~~

- ~~**(i) THE SITE IS ACCESSIBLE TO MAJOR ROUTES AND PUBLIC TRANSPORT LINKS, IN PARTICULAR TO CENTRAL LONDON, AS WELL AS TO OFF SITE FACILITIES AND SERVICES INCLUDING SHOPPING AND RECREATION;**~~
- ~~**(ii) THE PROPOSAL IS NOT DETRIMENTAL TO THE ATTRACTIVENESS, OPEN CHARACTER, VISUAL AMENITY AND NATURE CONSERVATION VALUE OF THE AREA;**~~

~~(iii) THE SITE WILL ACCOMMODATE CAMPERS AND TOURING CARAVANS FOR SHORT STAYS ONLY, SUCH AS OVERNIGHT STOPS OR FOR HOLIDAYING; AND~~

~~(iv) THE PROPOSAL IS IN ACCORDANCE WITH OTHER POLICIES OF THE PLAN.~~

~~THE LOCAL PLANNING AUTHORITY WILL ALSO NORMALLY IMPOSE CONDITIONS ON ANY PLANNING PERMISSION FOR TOURING CAMPING AND CARAVANNING FACILITIES RESTRICTING THE MONTHS OF OPERATION, AND WHERE LOCATED IN THE GREEN BELT, THE SCALE OF THE ANCILLARY FACILITIES PROPOSED.~~

Each scheme to be assessed on its own merits (instead of Policy T5).

13. MINERALS AND WASTE DISPOSAL

Introduction

13.1 In Hillingdon the main pressure for mineral working is for sand and gravel and remaining deposits are identified by Figure 10. There are also occasional proposals for 'borrow pits' for common fills for engineering projects. In the past chalk and brickearth were worked extensively. Community expectations of better housing, hospitals, schools, roads, railways, airports and the like all increase demand, as does continuing maintenance and improvement of what already exists. A desire to reduce road traffic, and consequently congestion and pollution, favours mineral extraction being as close as is environmentally acceptable to the point at which the minerals are needed. At the same time, however, residents seek a better overall environment, leading to increasing public concern and frequently strong objections to most minerals and waste related planning applications. The Council has a statutory duty as Minerals and Local Planning Authority to reconcile these conflicting pressures in a way which enables the community's needs to be satisfied in the least damaging manner overall.

13.2 The London Waste Regulation Authority in its Waste Management Plan for Greater London 1995 - 2015 Today's Waste Tomorrows Resources - classifies the numerous different types of waste present in the general waste stream. The Local Planning Authority will adopt the classification of waste system used by the Waste Regulation Body in order to avoid a duplicity of definitions. (See Appendix B1 of the Waste Management Plan for Greater London). Wastes which are largely non-putrescible and non-soluble and stable are suitable for use in landfilling to restore exhausted mineral workings to a high standard. These categories of waste also offer scope for recycling and materials reclamation and this is already quite widely practised elsewhere in London. Other untreated wastes are generally unsuitable for high quality mineral working restoration within a short timescale and also present large scale handling and long term potential pollution problems at landfill sites. The problems could be diminished by energy recovery techniques which reduce the wastes in terms of volume rendering the ultimate residues much more of a stable material and therefore more suitable for landfilling. Provision of an adequate range of disposal options also tends to lower the incidence of fly tipping which can otherwise be so damaging to the amenity of the Borough.

13.3 Supply of minerals and disposal of wastes does not conform to local authority areas. In 1989 London produced less than 3% of the land-won sand and gravel produced in the South East Region but it consumed 11% of it. Whilst all London authorities create demand for minerals, only Hillingdon and Hounslow in West London contain extensive remaining deposits; in East London the main deposits are in Havering, Enfield and Redbridge although, as in the case in Hillingdon, many of these are prevented from being extracted by environmental constraints. Strategic Guidance advocates co-operation and a joint approach

stating 'it is important that London contributes as much as possible to its own needs' (SPG, para 64). It is not therefore practicable to base minerals policy solely on satisfying needs arising within Hillingdon, even if it were possible to forecast it with any certainty and to divorce demand in Hillingdon from the wider market forces. Similar considerations apply to planning for waste disposal where a recycling or energy recovery plant may need to draw supplies from a wider area than an individual Borough. Consequently the Borough is committed to close liaison with adjoining authorities, the London Planning Advisory Committee (LPAC), the London and South East Regional Planning Conference (SERPLAN), the South East Regional Aggregates Working Party (SERAWP), the London Waste Regulation Authority (LWRA) and other relevant groupings and bodies. Relevant reports by those bodies will be a material consideration when considering planning applications.

13.4 Boroughs close to the Thames make extensive use of marine dredged sand and gravel and also crushed rock arriving by sea. These supplies ease pressure on Hillingdon's deposits but will only do so as long as an adequate number of wharves remain available in the face of redevelopment pressures. The distance from wharves on the Thames and the traffic generation involved militate against Hillingdon basing its strategy on greater use of marine dredged aggregates while deposits remain within the Borough which could be worked. Policies MIN24 and MIN25 recognise the strategic importance of Hillingdon's Rail Aggregates Depots and Policy MIN18 the importance of waste transfer facilities; other transportation policies in Chapter 14 will also be applied when appropriate and together these consider the facilities and transportation options to meet community needs which cannot be satisfied by identification of resources within the Plan area itself.

Minerals

13.5 Hillingdon's remaining deposits are a finite resource; worked at a moderate rate they will contribute to local sand and gravel and inert waste disposal requirements for the longest practicable period. If released at a faster rate they would contribute to a wider need in the short-term but would be used up faster, accelerating the ultimately inevitable point when all aggregates have to be obtained from further away at the cost of extra long distance traffic and extra pollution. A lower production rate minimises environmental disruption at the time but spreads it over a longer period, possibly creating undesirable lengthy periods of uncertainty and planning 'blight'. A balance has to be sought as successive generations face increasingly difficult decisions as the less sensitive deposits become worked out but demand continues unabated.

13.6 Release of deposits in more sensitive locations can only be justified where day-to-day management standards are very high and the prospects of a rapid return of sites to a high quality condition suitable for an economically viable beneficial after use are assured. Some mineral working has made a positive contribution to a changed landscape and alternative uses. For example, much of the character and

quality of the Colne Valley Park arises from the creation of lakes, some of which have been designated as Sites of Special Scientific Interest. Future opportunities of this kind are limited because most remaining sand and gravel is in the south of the Borough, which has a lower water table and presents some problems in relation to potential 'birdstrike' hazard to aircraft using Heathrow and to helicopters overflying.

13.7 The flat topography and lack of natural screening features in the south of the Borough requires particular care in the organisation of workings which can be highly visible and severely intrusive. Although mineral working is a 'temporary' use of land its effects on individuals can be long-term, frequently extending over many years. Workings may not only be intrusive themselves but delay or uncertainty over future operations can extensively blight an area or property.

13.8 Larger sites give an operator greater commitment and provide the best chance of securing an orderly phasing of working and of locating plant, access and other facilities in the least sensitive locations. In addition they provide a measure of assurance about future production and remove the necessity for the local authority, residents and the industry to devote resources to periodic discussion of what are frequently the same issues. As a result they minimise blight by providing a higher degree of assurance about future working and they minimise sterilisation of reserves in margins within the area concerned. The Council would favour a comprehensive approach as opposed to fragmented or piecemeal proposals where this would provide a discernibly better scheme.

The Relationship with Strategic Minerals Policy

13.9 The Department of the Environment issues guidance on broad strategies which Minerals Planning Authorities are strongly advised to implement. Minerals Planning Guidance Note 1 (MPG1) states: 'In relation to aggregates full consideration should be given to the conclusions of the Regional Aggregates Working Parties and Guidelines issued by the Secretaries of State.' The current Guidelines are set out in MPG6 'Guidelines for Aggregates Provision in England' (published April 1994 and based on 1985-1992 data). The strategy of MPG6 is based on a general decrease in the proportion of supply of aggregates from primary land won sources up to 2006, with the balance of steadily rising demand throughout that period being met by greater use of marine dredged sand and gravel 'imports' of aggregates from other Regions and recycled materials. This renders the role of Hillingdon's rail aggregates depots (and marine wharves elsewhere) progressively more important as London's own land-won production declines.

13.10 MPG6 currently states 'a sufficient stock of permitted reserves (a landbank) should be maintained for all aggregate minerals. The aim should be to provide for the release of land to maintain a stock of permissions, for an appropriate local area, sufficient for at least seven years extraction unless

exceptional circumstances prevail.' Within the South East, that requirement has been formally apportioned by SERPLAN. The expectation for London calculated on the basis of the current edition of MPG6 is an average of 900,000 tonnes per annum, but achieving it depends on the progress with the restoration of existing sites and other environmental issues, and does not remove the discretion of the minerals planning authority to refuse applications which attract serious overriding objections. It is understood that the London figure is an expectation of what will be produced, not as a target production level; and that there is scope for a year on year fluctuation. MPG6 also requires minerals planning authorities to make every effort to safeguard deposits which are of economic importance against other types of development which would sterilise the deposits or be a serious hindrance to their extraction. (See Figure 10).

MIN1 WHEREVER SAND AND GRAVEL RESERVES ARE KNOWN TO EXIST THE MINERAL PLANNING AUTHORITY WILL, WHERE PRACTICABLE, SAFEGUARD THOSE RESOURCES FROM STERILISATION BY SURFACE DEVELOPMENT. THE IDENTIFICATION OF SUCH RESERVES WILL, IN ITSELF, CREATE NO PRESUMPTION THAT PROPOSALS FOR MINERAL EXTRACTION WILL BE ACCEPTABLE.

13.11 In cases where there is believed to be a deposit of sand and gravel lying beneath land upon which surface development is proposed, the applicant will need to evaluate the quality and extent of that deposit and demonstrate that provision has been made for its prior extraction. Circumstances where prior extraction of that deposit will not be required are:

- (i) where the mineral deposit is of no commercial interest and unlikely to be so in the future;
- (ii) where there is, having regard to all relevant planning considerations, an overriding case in favour of allowing the proposed surface development to proceed without prior extraction; or
- (iii) where the extraction of the mineral deposit would lead to such strong environmental or other objection that it is unlikely such extraction would ever be permitted.

Should a proposed development not provide for the prior extraction of a mineral deposit it will, in the first instance, be for the applicant to demonstrate that one or more of the above circumstances apply.

Minerals Extraction within Hillingdon

13.12 In Hillingdon four currently operative workings now have permitted reserves available after the end of 1994. Three of these workings lie south of the M4 motorway, (representing 8% of land in this area) as does the bulk of the remaining (unconsented) aggregate reserves within the Borough. This pattern of land use first began to establish itself in the early 1980's, when for the first time

three major (and a small number of smaller scale) production sites were established south of the M4. Traditional quarrying areas, such as the upper Colne Valley, Stockley Park and land west of Harmondsworth Village became exhausted. At each site aggregate production was established, and as the initial site became exhausted, consent was obtained to work an extension, while retaining the initial site as a remote processing centre. This had the affect of leaving the initial site largely unrestored, thereby increasing the amount of land affected by mineral working. Through the 1980's and into the 1990's, as one extension was worked out, another extension would be granted consent, whilst still retaining the initial site for processing, in an unrestored state. Hence in 1984, 122.6 hectares of land south of the M4 was subject to planning consent for sand and gravel extraction (where the full restoration was still to be completed); in 1989, 134.2 hectares, were subject to such consent and in 1994, 147 hectares.

13.13 All known sand and gravel reserves within the Borough's boundary lie within the Green Belt. Paragraph 3.11 of PPG2 (revised January 1995) states the extraction of minerals from land within the Green Belt "need not conflict with the purposes of including land in Green Belts, provided that high environmental standards are maintained and that the site is well restored."

13.14 The Minerals Planning Authority fully recognises that the London Boroughs as a whole must contribute to the Capital's own aggregate consumption by continuing to release land for minerals extraction, while importing a substantial amount of aggregate to cater fully for demand. The Minerals Planning Authority will seek in conjunction with other London Boroughs to contribute a proportion of the regional sand and gravel requirement and London-wide landbank provided that the amenity of those living, working and recreating in those parts of the Borough most affected by mineral working is not unacceptably debased.

MIN2 THE MINERALS PLANNING AUTHORITY WHEN CONSIDERING PROPOSALS TO WORK SAND AND GRAVEL WILL, SUBJECT TO APPLICANTS BEING ABLE TO ESTABLISH THEIR ACCORDANCE WITH THE POLICIES IN THIS PLAN AND OTHER ENVIRONMENTAL CONSIDERATIONS SEEK IN CONJUNCTION WITH OTHER LONDON BOROUGHs TO CONTRIBUTE A PROPORTION OF THE REGIONAL SAND AND GRAVEL REQUIREMENT AND LONDON-WIDE LANDBANK.

13.15 The current trend, identified in Paragraph 13.12 above, has stabilised since 1992 and is considered in broad terms to be an optimum compromise between the demands of industry (to consume aggregate) and the aspirations of local residents (to see a cessation of quarrying). Whilst it is quite possible that the demand for aggregate can justify in economic terms working all the remaining reserves simultaneously, this would lead to the loss of large tracts of the best and most versatile agricultural land, have a severe impact on the viability of the remaining farms and have a detrimental affect on the local environment, particularly through cumulative impact on the area south of the M4 motorway. In

addition, although it is recognised in paragraph 13.12 that mineral working need not be unacceptable in the Green Belt, it is considered that an increasing concentration of mineral workings in this sensitive part of the Green Belt would compromise its objectives on a long-term, albeit temporary basis. A "laissez faire" policy is also a poor method of husbanding a scarce and non-renewable resource.

13.16 Having regard to the difficulty of supplying east and south London from Hillingdon, existing permissions and remaining (unconsented) reserves throughout London, the role that river and rail served aggregate handling facilities play in supplying the capital, the increasing use of secondary aggregates and where there are strong local environmental objections, there is no strong case for Hillingdon increasing the amount of land south of the M4 motorway to mineral working over and above the total hectareage estimated in 1994, unless applicants can demonstrate that exceptional circumstances apply.

MIN3 THE MINERALS PLANNING AUTHORITY WILL NOT NORMALLY GRANT PERMISSIONS THAT WOULD RESULT IN MORE THAN 165 HECTARES OF LAND SOUTH OF THE M4 MOTORWAY BEING SUBJECT TO PLANNING CONSENT FOR SAND AND GRAVEL EXTRACTION AND/OR WASTE DISPOSAL AND WHERE THE FULL RESTORATION IS YET TO BE COMPLETED, EXCEPT IN EXCEPTIONAL CIRCUMSTANCES. SUCH CIRCUMSTANCES MAY INCLUDE:-

- (i) THE NEED TO SUPPLY AN ADJACENT OR NEARBY MAJOR PROJECT;
- (ii) WHERE THE PRODUCTION OF SAND AND GRAVEL IS AN INCIDENTAL BY-PRODUCT OF DEVELOPMENT FOR SOME OTHER PRIMARY PURPOSE;
- (iii) WHEN REFUSAL OF PERMISSION BASED SOLELY ON THIS POLICY WOULD STERILISE THE ORDERLY WORKING OF RESERVES THAT COULD BE PROCESSED THROUGH AN EXISTING ENVIRONMENTALLY ACCEPTABLE PROCESSING PLANT;
- (iv) SHORT-TERM WORKING WHEN THE OUTPUT FROM A NEWLY COMMISSIONED QUARRY MAY OVERLAP WITH THE PRODUCTION FROM ONE NEARING CLOSURE THROUGH EXHAUSTION OF ITS AVAILABLE RESERVES.
- (v) WHERE OTHER LONG TERM ENVIRONMENTAL OBJECTIVES OF THE COUNCIL COULD BE SECURED BY WORKING THE LAND FOR SAND AND GRAVEL.

13.17 In defining land which should or should not be included for the purposes of MIN3 regard has been had to guidance contained within MPG14. While this MPG deals principally with the Environment Act Review, a useful definition on what constitutes restored land is found at para. 23; namely, that it is land which has

been satisfactorily restored and where aftercare conditions have been complied with. Use of this definition in the implementation of MIN3 ensures that it is only land which is truly restored which can be ignored, i.e. land where there has been full compliance with all restoration and aftercare requirements.

13.18 In applying Policy MIN3 the Minerals Planning Authority will regard the following categories of land as being 'subject to planning permission but where full restoration is yet to be completed':

- (1) land with an extant although as yet unimplemented planning permission for mineral extraction and/or waste disposal;
- (2) land with planning permission for mineral extraction and/or waste disposal where the permission has been implemented;
- (3) land exhausted of mineral but where waste disposal is taking place or will take place under an extant planning permission;
- (4) land used for activities ancillary to mineral extraction and/or waste disposal operations e.g. processing plant, value added plant, silt ponds, haul roads and soil bunds; in other words, all other features which would not be there were it not for the mineral extraction and/or waste disposal operations;
- (5) land subject to a planning permission for mineral extraction and/or waste disposal which is to remain unexcavated but which is not currently being farmed; in other words land which were it not for the mineral extraction and/or waste disposal operations would otherwise be in agricultural use;
- (6) land where soils have been reinstated but which is not yet in aftercare or where the five year aftercare period has yet to be completed.

The following land will be excluded from MIN3: Land where soils have been reinstated and is either out of the five year aftercare period or where there was never an aftercare requirement. This may include parts of an active mineral extraction and/or waste disposal site where progressive restoration is taking place.

An annual monitoring report will be produced to show the extent of land falling within the ambit of Policy MIN3. The land so included will be defined on a plan accompanying that report.

The Relationship of Sand and Gravel Extraction to Agriculture

13.19 Agriculture remains the most extensive use of those areas containing unworked deposits of sand and gravel. It also remains the most extensive use of land restored since the early 1970's after mineral working. Although restoration for other afteruses, notably playing fields, has become more common the Local Planning Authority attaches great importance to supporting agriculture (see paras 3.23 - 3.26) and where mineral working would conflict with the ability to sustain

the competitive edge of agriculture the agricultural interest will be paramount. The primary means of assessing the success of mineral working restoration is a comparison of the existing agricultural land classification prior to working with that likely to be attained within the five years statutory aftercare period, having regard also to any further improvement which may occur subsequently.

13.20 Paragraph 2.6 of PPG7 identifies agricultural land of Grades 1, 2 and 3a quality as the best and most versatile agricultural land and states that Minerals Planning Authorities should give considerable weight to protecting such land. Modern restoration practices (detailed in MPG7) have resulted in improved restoration performance overall, although within Hillingdon consistently high standards have only been demonstrated on those sites restored with waste which is for all practical purposes completely inert and stable. Restoration using non-inert waste is more difficult and has implications in terms of landfill gas generation, leachate generation and differential settlement, all of which could potentially have direct or indirect effects on the quality of restoration which is likely to be achieved. In promoting developments which involve restoration of the best and most versatile agricultural land using non-inert wastes, applicants will need to demonstrate that the use of such wastes will not prejudice the return of the land to its pre-working quality. The Minerals Planning Authority will, as far as practicable, have regard to the proven restoration expertise of companies and individuals, and will take account of their past restoration record in Hillingdon and elsewhere.

13.21 Where restoration practises proposed are to be able to restore land to its original pre-working grade or sub-grade, objection to the release of the site on the basis of agricultural land quality is unlikely. Where the land quality is likely to fall by more than one grade or sub-grade, or cease to be the best and most versatile land (Grades 1, 2 and 3a), an objection is highly likely on agricultural land quality grounds. Where the land quality will probably fall by one grade, but remains within the category of best and most versatile agricultural land, (Grade 1, 2, 3a) an objection is also highly likely, although this will depend on a consideration of all other material factors.

MIN4 THE MINERALS PLANNING AUTHORITY WILL NORMALLY RESIST FURTHER RELEASES OF BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A) FOR MINERAL WORKING UNLESS SITE WORKING AND RESTORATION METHODS ARE ADOPTED WHICH WILL, AFTER A PERIOD OF 5 YEARS AFTER-CARE, ENABLE THE LAND TO BE RESTORED, AS FAR AS IT IS PRACTICABLE TO DO SO, TO A STANDARD SIMILAR TO ITS PRE-WORKING AGRICULTURAL LAND QUALITY.

13.22 Although careful handling and treatment of soils during stripping, storage and replacement is important to achieving a high standard of restoration, management of the land during the five year aftercare period has an equally important role to play in enabling it to be returned to its pre-working agricultural quality. Having regard to guidance from Ministry of Agriculture Fisheries and Food,

this Authority will seek to ensure that aftercare schemes make full and proper provision to allow agricultural land to be returned to its original quality within the statutory five year period. Should it be apparent at the application stage that a period of longer than five years is necessary to allow the land to be restored to the required standard, for example where a particularly novel restoration technique is proposed, the applicant will be required to enter into a planning agreement which makes provision for aftercare during that longer period.

MIN5 WHERE SUCCESSFUL AGRICULTURAL RESTORATION IN ACCORDANCE WITH THE REQUIREMENTS OF MIN4 IS ACCEPTED AS BEING LIKELY AND THERE IS NO OTHER OVERRIDING OBJECTION TO THE RELEASE OF AGRICULTURAL LAND, THE MINERALS PLANNING AUTHORITY WILL SEEK THE PHASED RELEASE OF LAND FOR MINERAL EXTRACTION/DISPOSAL OF WASTE.

13.23 Mineral working and landfill can have an adverse effect on adjoining agricultural units (for example by drain down of the water table, dust, litter blow) and the possibility of combining units where viability under the terms of Policy MIN5 or changing agricultural practices arises.

MIN6 THE MINERALS PLANNING AUTHORITY WILL HAVE REGARD TO THE IMPACT ON FARMING PRACTICES OF PROPOSALS FOR MINERALS EXTRACTION/DISPOSAL OF WASTE AND IMPORTANCE OF AGRICULTURAL LAND IN THE STRUCTURE OF NEIGHBOURING FARM UNITS WHEN CONSIDERING SITES FOR RELEASE.

13.24 The type of filling material and the engineering of pollution control measures can materially affect the quality of restoration and the speed with which sites can be returned to a beneficial after-use. (See also Para 13.39). The Minerals Planning Authority will therefore regulate those aspects wherever necessary under Town and Country Planning Act powers, although the main pollution control responsibility rests with the Environment Agency under the provisions of the Control of Pollution Act 1974 and Part 2 of the Environmental Protection Act 1990.

13.25 In the special circumstances of West London (where total remaining reserves are strictly limited, usually under high grade agricultural land and subject to the pressures of the urban fringe) the Minerals Planning Authority considers that the quality of restoration and aftercare that can realistically be anticipated and rapid return of land to beneficial use takes precedence over transport economics and the aggregates and waste disposal demands of the capital. The availability of suitable filling materials is considered to be a crucial factor and the Minerals Planning Authority will monitor the rate of satisfactory restoration of workings and the effects of recycling policies to seek to ensure that permissions granted for mineral working do not outstrip the rate of supply or lead to continued use of unsuitable materials. (See Paragraphs 13.35 and 13.36, Policies MIN16 and MIN17).

MIN7 FOLLOWING MINERAL EXTRACTION, RESTORATION BY LANDFILL OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND MUST UTILISE THE MOST SUITABLE TYPE OF FILL MATERIAL COMPATIBLE WITH ACHIEVING THE OBJECTIVES OF POLICY MIN4.

Restoration of Sand and Gravel Workings for Purposes other than Agriculture

13.26 Development pressures have already fragmented many agricultural holdings throughout the Borough but are strongest in the south. Changing national and international farming policies could further impede attempts to utilise smaller residual parcels of land for agricultural purposes, notwithstanding their other physical characteristics being suitable. Additionally, better understanding of restoration techniques, coupled with public and private financial pressures, is leading to more proposals to extract sand and gravel from under sports fields and other sites formerly regarded as unavailable. Such proposals will be determined on their individual merits, having regard to all relevant policies in this Plan and other material considerations. The normal presumption will be a return to the original use with the application containing appropriate technical restoration details; however that may not always be appropriate and alternative beneficial use(s) and specification(s) may be specified. The following policies set out a broad strategy appropriate to the differing characteristics of mineral working in the north and south of the Borough. Reference should also be made to policies set out in Chapter 3 when preparing schemes.

MIN8 SOUTH OF THE A4020 UXBRIDGE ROAD, THE MINERALS PLANNING AUTHORITY WILL SEEK MORE EXTENSIVE TREE PLANTING AND WILL ALSO GIVE CONSIDERATION TO THE CREATION OF AMENITY WATER AREAS IF THE OPPORTUNITY ARISES. IN BOTH CASES IT WILL HAVE REGARD TO THE NEED TO AVOID BIRD STRIKE HAZARD AT HEATHROW AIRPORT BY APPROPRIATE LANDSCAPE MANAGEMENT STRATEGIES. POLICY MIN10 WILL APPLY TO WATER AREAS.

MIN9 NORTH OF THE A4020 UXBRIDGE ROAD, THE MINERALS PLANNING AUTHORITY EXPECTS RESTORATION TO GENERALLY FOLLOW EXISTING TOPOGRAPHY WITH PLANTING OF ALREADY ESTABLISHED SPECIES AND, IN THE CASE OF WATER AREAS, THE CRITERIA SET OUT IN MIN10.

MIN10 IN THE COLNE VALLEY PARK AND OTHER AREAS WHERE A WATER BASED AFTERUSE IS INDICATED:-

- (i) APPLICANTS SHOULD SHOW HOW EXCAVATION IS TO BE ARRANGED TO PROVIDE FOR BENEFICIAL AFTER-USE(S) CONSISTENT WITH PROVIDING A BALANCED RANGE OF LEISURE ACTIVITIES AND/OR CREATION OF NEW HABITATS BEFORE ANY PLANNING PERMISSION IS GRANTED;
- (ii) THE RESTORATION SCHEME SHALL PROVIDE IN EACH CASE FOR GRADED BANKS, PROVISION OF A NATURAL (ie. IRREGULAR) LAKE PERIMETER, PROVISION AND/OR RETENTION OF ISLANDS AS A LANDSCAPE FEATURE AND SANCTUARY FOR WILDLIFE, AND GENERAL LANDSCAPING TO BE PROVIDED AT THE EARLIEST POSSIBLE DATE;
- (iii) WHERE THE AFTER-USE IS TO BE SAILING AND/OR FISHING, THE LAKE BOTTOM MUST BE SUITABLY CONTOURED, THE FEASIBILITY OF LINKING WITH EXISTING BODIES OF WATER SHOULD BE EXAMINED AND WHERE APPROPRIATE WILL BE ENCOURAGED BY THE MINERALS PLANNING AUTHORITY;
- (iv) WHERE THE AFTER-USE IS LIKELY TO ENTAIL ERECTION OF BUILDINGS, LAYING OUT OF PARKING AREAS, OR STORAGE OF EQUIPMENT, A SUITABLE AREA SHALL BE SET ASIDE WITH PROVISION OF SCREEN BANKS, SUITABLE MEANS OF ENCLOSURE AND ADEQUATE TREE SCREENING. THESE SHALL BE PROVIDED AS PART OF THE EXTRACTION PROPOSALS LANDSCAPING SCHEME AND BE CARRIED OUT AS SOON AS PRACTICABLE AFTER WORKING COMMENCES, HAVING REGARD TO THE LENGTHY TIMESCALE REQUIRED FOR PLANTING TO BECOME ESTABLISHED;
- (v) CONSIDERATION WILL BE GIVEN TO ANY CONTRIBUTION RESTORATION COULD MAKE TO RESOLUTION OF ANY FLOODING PROBLEMS AND/OR IMPROVED WATER RESOURCES PROVISION.

MIN11 BOROUGHWIDE, WHERE THE AFTER-USE IS LIKELY TO ENTAIL ERECTION OF BUILDINGS, LAYING OUT OF PARKING AREAS, OR STORAGE OF EQUIPMENT, A SUITABLE AREA SHALL BE SET ASIDE WITH, WHERE APPROPRIATE, PROVISION OF SCREEN BANKS, SUITABLE MEANS OF ENCLOSURE AND ADEQUATE TREE SCREENING. THESE SHALL BE PROVIDED AS PART OF THE EXTRACTION PROPOSALS LANDSCAPING SCHEME AND BE CARRIED OUT AS SOON AS PRACTICABLE AFTER WORKING COMMENCES.

Clay and Brickearth Extraction

13.27 Extraction of clay and brickearth for the production of building products ceased many years ago and is unlikely to resume. Proposals do arise however to use

such material for civil engineering works such as motorway embankments. The working of such 'borrow' pits can assist in providing a source of material close to the works site and may consequently reduce traffic generation. They are normally worked against a tight timescale unrelated to the normal method of operation of sand and gravel pits and this can present significant technical difficulties, particularly involving more double handling of top and sub-soils and working in weather conditions unsuited to the application of best restoration practice. The frequent lack of management continuity, with one contractor carrying out excavation and another carrying out landfill restoration, also presents problems in securing a high standard and identifying responsibility for five years successful aftercare in circumstances where the management chain has been disrupted.

13.28 Brickearth sub-soils are necessary for successful restoration and should be conserved where the underlying clays are worked. The primary objective is to balance the potential short-term traffic reduction benefits from the use of 'borrow' pits against the potential for long-term creation of damaged or derelict land when the operation inherently lacks the continuity normally applying to the restoration of sand and gravel workings.

MIN12 WHERE APPLICATIONS ARE RECEIVED TO EXTRACT CLAY OR BRICKEARTH FOR CIVIL ENGINEERING WORKS AND BORROW PITS, THE MINERAL PLANNING AUTHORITY WILL HAVE REGARD TO THE FOLLOWING CRITERIA:-

- (i) THE IMPORTANCE OF THE PROJECT, THE DEMONSTRATED NEED FOR THE MATERIALS AND LACK OF SUITABLE ALTERNATIVE RESOURCES OR DESIGN SOLUTIONS WITHIN THE NECESSARY TIMESCALE;
- (ii) THE ADEQUACY OF THE APPLICANTS' PROPOSALS FOR LIMITING THE OVERALL TIMESCALE OF THE OPERATION, TOGETHER WITH ENVIRONMENTALLY ACCEPTABLE PROPOSALS FOR EXTRACTION, LANDFILLING (WHERE NECESSARY), RESTORATION AND AFTERCARE OF THE SITE AND HOW THE APPLICANT WILL MANAGE THE SITE DURING EACH PHASE;
- (iii) THE RETENTION ON SITE OF ALL BRICKEARTH TOPSOILS AND SUBSOILS FOR USE IN RESTORATION.

Chalk Extraction

~~13.29 The only recent chalk extraction has been from a quarry at Harefield, on a small scale basis by a company which has now ceased operations. The chalk was extracted for agricultural purposes. There is considered to be little likelihood of new proposals and any application would be considered on its merits. Having regard to the location of existing former chalk quarries on the escarpment along~~

~~the eastern edge of the Colne Valley demonstrable harm would be virtually inevitable to this dominating landscape feature if further working occurred.~~

~~MIN13 THE MINERALS PLANNING AUTHORITY WILL NORMALLY OPPOSE APPLICATIONS SEEKING CHALK EXTRACTION FROM THE ESCARPMENT ON THE EASTERN EDGE OF THE COLNE VALLEY PARK. IT WILL ASSESS APPLICATIONS ELSEWHERE ON THEIR MERITS, HAVING PARTICULAR REGARD TO THE ALTERNATIVE SOURCES AVAILABLE.~~

Each scheme will be assessed on its own merits (instead of Policy MIN13).

Mineral Working and Archaeology

13.30 Past mineral workings have yielded finds which are not only valuable individually but which collectively enhance knowledge of the history of West London. General policies for archaeology are set out in Chapter 5; however mineral working presents some special considerations. Because they are much longer term than most building projects there can be more scope for flexibility in the timing of investigative works. The Minerals Planning Authority would prefer to see this primarily as a matter for close co-operation between minerals operators, archaeologists and landowners. Nevertheless it has a statutory duty to satisfy itself that adequate arrangements are in place before any mineral extraction works commence and to ensure that phasing of mineral extraction proposals and the conditions imposed on any permission (if necessary backed by legal agreement) provide an effective means of resolving the situation in the event of voluntary co-operation breaking down.

13.31 The Planning Authority considers that wherever possible a full archaeological field evaluation should be carried out to assess archaeological importance prior to preparation of mineral working applications. It nevertheless recognises that, unlike most building projects, mineral working is a large scale continuing process often undertaken while other uses are continuing elsewhere within the application area. Likewise other uses are not normally displaced until that phase of mineral extraction is imminent and this can present difficulties in securing the agreement of landowners and users to full preliminary investigation by trenching exploratory works before mineral extraction is commenced and other land uses have ceased.

13.32 Applicants are advised to seek expert archaeological advice at the outset and then to discuss with the Minerals Planning Authority the timing and phasing of investigation appropriate to the likely archaeological importance. Particular attention should be given to the advice in Policy Planning Guidance 'Archaeology and Planning' (PPG16) and to the current Confederation of British Industry's Code of

Practice on mineral working agreed with the County Archaeologists' and County Planning Officers' Societies. The Minerals Planning Authority may nevertheless require other arrangements in exceptional circumstances where these more general arrangements require modification to provide safeguards to meet specific concerns about their adequacy. In particular the Minerals Planning Authority may request that an applicant wishing to defer full preliminary field evaluation of the whole site until after a permission is given should indemnify the Minerals Planning Authority against any subsequent claim for loss in the event of important discoveries delaying mineral extraction and/or sterilising part of the permitted reserve or in the event of it being necessary to preserve finds in situ. The primary objective will be to ensure that no mineral extraction actually commences until archaeological investigation has been completed on that phase.

MIN14 WHERE MINERAL EXTRACTION IS PROPOSED IN A LOCATION WHERE THE MINERALS PLANNING AUTHORITY IS ADVISED THAT THERE IS A STRONG PROBABILITY OF SIGNIFICANT ARCHAEOLOGICAL DISCOVERIES REQUIRING TIME FOR EXAMINATION AND RECORDING, THE MINERALS PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION UNTIL SATISFIED THAT THE WORKING PROGRAMME HAS BEEN DESIGNED TO REASONABLY ACCOMMODATE THIS IN ACCORDANCE WITH PPG16 AND THAT ADEQUATE SAFEGUARDS ARE AVAILABLE TO ENSURE THAT THE CONFEDERATION OF BRITISH INDUSTRY'S CURRENT CODE OF CONDUCT IS FULLY SATISFIED.

Mineral Working and Ecological Interests

13.33 Where mineral working would cause demonstrable harm to existing areas of ecological significance the policies of Chapter 4 will normally prevail. Planning consent for mineral working will not usually be granted if there is uncertainty about the potential adverse effects and the applicant cannot ensure that demonstrable harm will not occur. Mineral working can provide imaginative opportunities for the creation of new or improved habitats, opportunities to remedy existing habitat deficiencies and to minimise conflicts between general public access to the countryside and ecological interest. These opportunities could be realised as part of the restoration scheme or some other planning gain. Applicants are recommended to consult with local interest groups and specialist bodies prior to formal submissions and to relate minerals proposals to the policies set out in Chapter 4.

Ready Mix Concrete Plants

13.34 Much sand and gravel production passes through ready mixed concrete plants. The most suitable locations for these facilities are at the gravel pit (for the duration of working) or at rail depots.

MIN15 SUBJECT TO THE APPLICANTS BEING ABLE TO ESTABLISH THAT THEIR PROPOSALS ARE IN ACCORDANCE WITH THE POLICIES OF THE PLAN AND OTHER ENVIRONMENTAL CONSIDERATIONS, READY-MIXED CONCRETE PLANTS WILL BE REGARDED AS ACCEPTABLE IN BROAD PRINCIPLE IN THE FOLLOWING CIRCUMSTANCES:-

- (i) AT SAND AND GRAVEL PITS TO PROCESS MATERIAL WON FROM THAT PIT WHERE THERE IS GOOD ACCESS TO THE PRIMARY ROADNETWORK AND PERMISSION HAS BEEN GRANTED FOR A SAND AND GRAVEL PROCESSING PLANT. ANY PERMISSION WILL BE GRANTED FOR THE LIFE OF THE EXTRACTION ACTIVITY; THEREAFTER THE PLANT MUST BE REMOVED IN ITS ENTIRETY AND LAND RESTORED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY;
- (ii) EVENTUAL CESSATION OF EXTRACTION NORTH OF THE A40 IN THE COLNE VALLEY PARK WILL RESULT IN THERE BEING NO SITES REMAINING SATISFYING CRITERIA (i), AND THE MINERALS PLANNING AUTHORITY WILL THEREFORE CONSIDER PROPOSALS HAVING REGARD TO THE LEVEL OF PROVISION WITHIN THE BOROUGH IN ADJOINING AUTHORITIES;
- (iii) TO MEET TEMPORARY NEEDS GENERATED BY MAJOR CONSTRUCTION PROJECTS. ANY PERMISSION WILL ONLY BE GRANTED FOR THE DURATION OF THE PROJECT; THEREAFTER THE PLANT MUST BE REMOVED IN ITS ENTIRETY AND THE LAND RESTORED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY;
- (iv) AT RAIL DEPOTS WHERE THE COARSE AGGREGATES ARE TRANSPORTED BY RAIL.

Waste Recycling and Disposal

13.35 The term 'waste' encompasses a very wide range of materials, but all waste represents a discarded capital cost to the producer and consumer, and imposes further disposal costs. Consequently wherever waste arises in quantity there are already potential financial incentives to recycle or recover energy. The private sector already recycles substantial tonnages which never enter the general waste stream, particularly construction and demolition wastes. Many recycling activities, however, whilst contributing positively to the concept of 'sustainable development' by reducing the call on new materials, are unpopular with the public primarily because of low operational standards adversely impacting on amenity. Many of these categories of land uses, such as concrete crushing, soil screening, car breakers etc, find it difficult to obtain permanent authorised sites, this being due in part to the poor operational standards of the industries, but also due to high land

costs in West London. It is a characteristic of all such operations that a large area of land is used and that profit per hectare is low, making it difficult for operators to compete with uses that command a much higher profit. These factors coupled with erratic markets for recycled or reclaimed materials and variable profit margins conspire to make it unattractive for operators to invest in better plant, buildings or operating practices, creating a vicious circle where public acceptance of expansion of activity or relocation becomes progressively more difficult. It is necessary to break this cycle decisively if there is to be more recycling.

13.36 The difficulties in identifying sites located close to both markets and sources of waste in an urban area in competition with more lucrative land uses justifies policies to retain existing facilities if there is a reasonable prospect of their continued use taking place in an environmentally acceptable manner, provided other policy considerations of the Plan are respected unless equally convenient alternative facilities can be made available in the locality. Consideration will also be given to proposals to undertake recycling and energy recovery at mineral/landfill sites on a temporary basis where it would not increase the duration of that activity or its adverse impact. The Local Planning Authority recognises that the south of the Borough in particular is experiencing increasing pressure from this type of land use. When resources permit a further and more detailed study of this aspect of land usage will be undertaken.

MIN16 THE LOCAL PLANNING AUTHORITY IN CONSIDERING DEVELOPMENT PROPOSALS WILL ENCOURAGE THE PROVISION AND IMPROVEMENT OF PREMISES AND FACILITIES FOR EFFICIENT AND ENVIRONMENTALLY ACCEPTABLE DISPOSAL, RECYCLING, ENERGY RECOVERY OR OTHER HANDLING AND TREATMENT OF WASTE MATERIALS, SUBJECT TO OTHER POLICIES IN THE PLAN.

MIN17 THE LOCAL PLANNING AUTHORITY WILL, SUBJECT TO APPLICANTS BEING ABLE TO ESTABLISH THAT THEIR PROPOSALS ARE IN ACCORDANCE WITH THE POLICIES IN THIS PLAN AND OTHER ENVIRONMENTAL CONSIDERATIONS, REGARD CONCRETE CRUSHING/SOIL SCREENING PLANTS ACCEPTABLE IN BROAD PRINCIPLE IN THE FOLLOWING CIRCUMSTANCES:-

- (i) AT PERMITTED MINERALS EXTRACTION SITES WHICH INCLUDE A LICENCED WASTE DISPOSAL FACILITY WHERE THERE IS GOOD ACCESS TO THE PRIMARY ROAD NETWORK. ANY PERMISSION WILL BE GRANTED FOR THE LIFE OF THE EXTRACTION AND LANDFILLING; THEREAFTER THE PLANT MUST BE REMOVED IN ITS ENTIRETY AND LAND RESTORED IN ACCORDANCE WITH AN APPROVED RESTORATION AND AFTERCARE SCHEME. APPLICANTS MUST ESTABLISH THAT THE PRESENCE OF SUCH A PLANT WILL NOT SIGNIFICANTLY EXTEND THE TIME IN WHICH IT TAKES TO RESTORE THE LANDFILL FACILITY TO WHICH IT IS ALLIED;**

- (ii) TO MEET TEMPORARY NEEDS GENERATED BY MAJOR CONSTRUCTION PROJECTS. ANY PERMISSION WILL ONLY BE GRANTED FOR THE DURATION OF THE PROJECT; THEREAFTER THE PLANT MUST BE REMOVED IN ITS ENTIRETY AND THE LAND RESTORED IN ACCORDANCE WITH AN APPROVED RESTORATION AND AFTERCARE SCHEME;
- (iii) AT RAIL DEPOTS WHERE THE COARSE AGGREGATES ARE TRANSPORTED BY RAIL;
- (iv) ON SITES WITHIN INDUSTRIAL AND BUSINESS AREAS ON THE PROPOSALS MAP WHICH HAVE GOOD ACCESS TO THE PRIMARY ROAD NETWORK;
- (v) AT WASTE TRANSFER/CIVIC AMENITY SITES WHERE THERE IS GOOD ACCESS TO THE PRIMARY ROAD NETWORK.

13.37 The Borough already possesses three civic amenity/waste recycling centres and a major road/rail waste transfer station catering for domestic refuse and trade wastes, and a number of smaller scale private sector waste transfer stations. These facilities provide a basis for development of recycling or other processes as changes develop in the waste stream and contribute to the minimising of HGV movements associated with the disposal of the Borough's waste through 'bulking up'. The loss of any of these sites to other development could be severely damaging and, especially in the case of the civic amenity sites, could easily result in a return to the flytipping so prevalent before they were established. The Local Planning Authority will seek to ensure that the sites are not put at risk by allowing development nearby which is likely to generate objections to those activities or to unduly inhibit the potential of the sites to adapt to changes in waste disposal techniques. Further details of the Council's policies regarding the recycling of the domestic waste stream, including civic amenity wastes, are included in the Council's Recycling Plan prepared during 1991 by the Council's Environmental Protection Service under Section 49 of the Environmental Protection Act 1990, and are considered to be material.

MIN18 THE LOCAL PLANNING AUTHORITY WILL NORMALLY OPPOSE THE USE OF EXISTING CIVIC AMENITY AND WASTE TRANSFER SITES FOR PURPOSES UNCONNECTED WITH WASTE HANDLING, TREATMENT, RECYCLING, ENERGY RECOVERY OR ALLIED ACTIVITIES, UNLESS:-

- (i) THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT AN ALTERNATIVE FACILITY IS AVAILABLE OFFERING THE SAME OR ENHANCED BENEFITS AND HAS A SECURE LONG-TERM FUTURE; OR
- (ii) IT CAN BE DEMONSTRATED CONCLUSIVELY THAT THE LONG TERM CHANGES IN THE NATURE AND PATTERN OF WASTE DISPOSAL HAVE

REMOVED THE LONG TERM NEED FOR THE CIVIC AMENITY AND/OR WASTE TRANSFER FACILITY.

13.38 Not all wastes will be recyclable or suitable for energy recovery. Disposal by landfill is in some cases the only practicable option. The primary objective of landfill in Hillingdon is to secure beneficial restoration of mineral workings or improvement of damaged or derelict land. (See Paragraphs 3.34 - 3.40, Policies OL21-OL24 and the Council's 'Derelict and Damaged Land Survey' September 1993). The use of waste material specifically for reclamation of mineral workings is covered by Policy MIN7. However policies are also necessary to deal with wastes not considered integrally with extraction proposals or where outlets are sought specifically to meet waste disposal requirements or as a result of reworking of old waste disposal sites. Such policies are also necessary to establish priorities, although the Minerals Planning Authority has no powers to direct waste to specific sites. The primary consideration will be the suitability of the waste material for achievement of prompt restoration to a beneficial use conforming with planning policies and with minimal risk of subsequent deterioration or pollution risk. The Environment Agency advises that where disposal of waste is accepted within the flood plain it should be restricted to inert waste only; elsewhere disposal of putrescible wastes will not be acceptable where it is likely to lead to pollution of ground water or surface water. Full regard will be had to the Environment Agency's 1992 Policy and Practice for the Protection of Groundwater prepared by the then National Rivers Authority. Any waste disposal requiring doming of sites within flood plains can reduce its capacity to store water and may impede the flow of flood water and is consequently unlikely to be acceptable. Use of other land for waste disposal will not normally be acceptable.

MIN19 THE MINERALS PLANNING AUTHORITY WILL SEEK TO ENSURE THAT THE PRESENT LIMITED SUPPLIES OF CATEGORY A WASTE CAN BEST BE USED FOR RESTORATION OF SAND AND GRAVEL PITS WHERE THEY OFFER THE GREATEST PROSPECTS OF ACHIEVING HIGH QUALITY RESTORATION AND A RAPID RETURN OF THE LAND TO BENEFICIAL AGRICULTURAL USE. WHERE THE TIMESCALE FOR THE SITE TO BECOME STABLE IS LIKELY TO EXCEED A FIVE YEAR AFTERCARE PERIOD THE MINERALS PLANNING AUTHORITY WILL SEEK AN APPROPRIATE LEGAL AGREEMENT WITH APPLICANTS SPECIFYING AN ALTERNATIVE PERIOD AND SUCH OTHER MEASURES AS MAY BE APPROPRIATE TO THE METHOD OF RESTORATION ENVISAGED.

13.39 The use of clean inert fill to improve derelict or damaged land or to secure other agricultural improvements can be beneficial if properly planned and executed and carried out in accordance with a scheme agreed by the Minerals Planning Authority. The onus will rest with individual applicants, however to demonstrate that any such proposals would result in the improvement of the land's agricultural land classification and that this improvement cannot be achieved by less disruptive means (such as land drainage, management techniques etc). The Council's Derelict

and Damaged Land Survey of 1993 and Policies in Chapter 3 of the plan detail the Local Planning Authority's stance on this matter.

Pollution Control Considerations

13.40 The Minerals Planning Authority will keep under review the statutory requirements for Environmental Assessments having regard to the continuing legislative changes to be expected, especially as a national strategy for sustainable development evolves. The current position is that the Minerals Planning Authority will continue to exercise environmental controls through the development control process, other policies in this Plan and procedures set out in Circular 15/88.

13.41 All currently active landfill sites are licenced by the Environment Agency and leachate and landfill gas controls are now routinely incorporated after discussion at the planning application stage with the Environment Agency and other bodies because of their possible impact on restoration options. The Local Planning Authority will keep the arrangements for all kinds of pollution control under review as the provisions of the Environmental Protection Act, 1990, come into force, replacing those of the Control of Pollution Act 1974.

MIN20 THE LOCAL PLANNING AUTHORITY WILL REQUIRE ANY NEW PROPOSALS INVOLVING LANDFILLING OR THE RE-WORKING OR DISTURBANCE OF OLD LANDFILL SITES TO DEMONSTRATE THE INCORPORATION OF A GAS CONTROL AND MONITORING SCHEME. THE LOCAL PLANNING AUTHORITY ALSO WILL REQUIRE APPLICANTS WISHING TO CHANGE THE USE OF LAND RESTORED BY LANDFILL TO DEMONSTRATE THAT THE PROPOSALS:

- (i) HAVE TAKEN ACCOUNT OF LANDFILL GAS;**
- (ii) WILL NOT RESULT IN ANCILLARY ACTIVITIES WHICH COULD AFFECT ANY VENTING OF LANDFILL GAS OR OTHER POLLUTION CONTROL MEASURES;**
- (iii) WILL PROVIDE SUITABLE PROTECTION OF ANY POLLUTION CONTROL MEASURES.**

13.42 Mineral working and landfill for restoration can affect the flood plain and in designing proposals the Local Planning Authority will expect such proposals to satisfy policies OE7 and OE8. In addition, the excavation of permeable sand and gravel and its replacement by impermeable 'plugs' of sealed landfill for restoration in accordance with the requirements of Waste Management Licences issued under the Environmental Protection Act 1990, has caused increasing concern about the potential effects on the water table adjacent to workings, with the potential to adversely affect cellars, buildings, structures and services. Accordingly the Council will consider the effect which proposals could have on the flood plain and water table. There is consequently a need for future schemes to provide clear evidence

that the substitution of permeable gravels with impermeable waste will not result in hydrogeological problems occurring once site restoration is completed. As an alternative the Minerals Planning Authority will consider schemes for water table level monitoring which incorporate feasible solutions to incipient problems that may arise if significant increases in the water table are found to occur subsequently around the site as work progresses and once the land has been restored.

MIN21 THE MINERALS PLANNING AUTHORITY CONSIDERS THE LONG TERM IMPACT OF LANDFILLING ON THE LOCAL HYDROGEOLOGICAL REGIME TO BE A MATERIAL CONSIDERATION. APPLICANTS SHOULD PROVIDE CLEAR EVIDENCE TO ENABLE THE IMPACT OF PROPOSALS ON THE LOCAL HYDROGEOLOGICAL REGIME TO BE DETERMINED. ANY PROPOSALS SHOULD PROVIDE FOR THE MONITORING OF THE WATER TABLE DURING EXTRACTION/LANDFILLING, AND ONCE RESTORATION IS COMPLETED, AND IN APPROPRIATE CASES INCLUDE MITIGATING MEASURES TO BE PUT INTO AFFECT IF ADVERSE EFFECTS ON THE LOCAL HYDROGEOLOGICAL REGIME DEVELOP. IT WILL NORMALLY BE NECESSARY TO ENTER INTO AN APPROPRIATE LEGAL AGREEMENT, HAVING REGARD TO THE CONTINUING NEED TO MAINTAIN MONITORING AND MITIGATION MEASURES FOR THE DURATION THAT THEY ARE CONSIDERED NECESSARY.

Buffer Zones Between Excavation and Landfill and Adjoining Sensitive Land Uses

~~13.43 Most future mineral working is likely to affect the higher grades of agricultural land, sports fields or other areas demanding very high restoration standards. Such workings require clean inert fill for restoration and experience has demonstrated that this offers the best chances of operations being conducted without serious long term adverse effects on adjacent land or premises. Policy MIN22 meets this case but distances given will need to be increased where it is insufficient to secure compliance with other policies or where the material being handled is more likely to create environmental problems. Prevailing wind direction will be an additional factor to take into account, requiring increased distances downwind. It assumes that the provision of graded, grassed and planted screen banks usually 3 to 4m high will be provided at all sensitive locations.~~

~~**MIN22 NO DEVELOPMENT INVOLVING THE DISPOSAL OF WASTE SHALL NORMALLY BE NEARER THAN A MINIMUM OF 60 METRES TO ANY BUILDING USED AS A DWELLING, SCHOOL, HOSPITAL OR FOR SIMILAR PURPOSES; NOR SHOULD IT BE WITHIN 15 METRES OF THE CURTILAGE OF SUCH A BUILDING WHERE REASONABLE ENJOYMENT OF THAT CURTILAGE WOULD BE PREJUDICED. SCREEN BANKS OR OTHER MEASURES FOR DUST CONTROL OR NOISE ATTENUATION MAY BE PROVIDED WITHIN THE BUFFER ZONE WHERE THE MINERALS PLANNING AUTHORITY IS SATISFIED THAT THIS COULD REASONABLY BE CARRIED OUT WITHOUT THEM CAUSING UNDUE DETRIMENT TO AMENITY THEMSELVES.**~~

Each scheme will be assessed against national guidance (instead of Policy MIN22).

Assessment of Noise at Mineral Working and Landfill Sites

13.44 Minerals can only be excavated where they are found and although noise emission is inevitable it can have a significant impact on the environment and the quality of life of communities. The Council is concerned to ensure that noise levels are kept to the minimum practicable level consistent with good environmental practice and the efficient and economic working sites. Applicants for planning consent for mineral extraction or waste disposal will be expected to submit a noise assessment having full regard to MPG 11 'The Control of Noise at Surface Mineral Workings' (April 1993), as well as existing British Standards and current best practice. It involves establishing the existing noise climate of the locality and the likely future noise climate with the proposed development. It also states that to predict the likely level of noise from a proposed development, British Standard 5228, Part 1 (1984) 'Noise Control on Construction and Open Sites' should form the basis for the noise prediction model and modifications may be necessary to take account of particular circumstances of mineral sites. The Minerals Planning Authority considers that containing the potential growth in noise nuisance affecting individuals is a priority. Having regard to the need to work minerals some noise has to be accepted where appropriate to the area, but such noise should not be accepted where it would be intrusive over a lengthy period and would interfere with the reasonable use of premises requiring doors and windows staying closed over excessive periods.

13.45 Policy MIN23 is intended to set control levels which reflect advice given in MPG 11 but these may need to be adjusted where specific problems are identified. Although based on maintaining reasonable freedom from intrusion when doors and windows are closed this is intended to reflect the transitory nature of most operations and the policy represents the comparatively short-term 'worst case'; further consideration would need to be given to appropriate levels where longer-term operations may otherwise unreasonably restrict the use of gardens, playing fields or other open areas. Operators will need to pay particular attention to the phasing and timing of operations. It is not the aim of the policy to establish 'normal' operating hours for sites; these will be established according to local circumstances.

MIN23 SCHEMES FOR MINERAL EXTRACTION, MINERAL PROCESSING, LANDFILL, WASTE HANDLING OR TREATMENT MUST DEMONSTRATE AT ALL ADJACENT NOISE SENSITIVE LOCATIONS THAT:

- (i) THE IMPACT OF NOISE IS MITIGATED TO THE SATISFACTION OF THE MINERALS PLANNING AUTHORITY HAVING REGARD TO THE NOISE LIMITS SPECIFIED IN MPG11 AND LOCAL CIRCUMSTANCES; AND**
- (ii) ANY PERMITTED OPERATIONS WILL BE SUBJECT TO AN INDEPENDENT NOISE MONITORING AND CONTROL SCHEME THROUGHOUT THEIR DURATION, AND THE RESULTS SUBMITTED TO THE LOCAL PLANNING AUTHORITY.**

WHERE APPROPRIATE THE MINERALS PLANNING AUTHORITY WILL SEEK AN AGREEMENT TO ACHIEVE THE AIMS OF THE POLICY.

13.46 Monitoring will normally be on a representative basis at the most sensitive locations. These may vary to take account of the phasing and progress of operations, using Type 1 (precision) grade equipment as defined in BS 5969.

Strategic Movement of Aggregates

13.47 Urban renewal and maintenance of what already exists also requires the consumption of aggregates. In the longer term locally won sand and gravel supplies will no longer be obtainable from within the Borough and it is consequently necessary to have regard to the increasing need to provide for 'imported' aggregates. Having regard to the very few sites available for bulk transfer facilities and the difficulties of identifying alternatives the policy will apply to the sites shown on Figure 10 and to any new proposals emerging which can also satisfy other relevant policies.

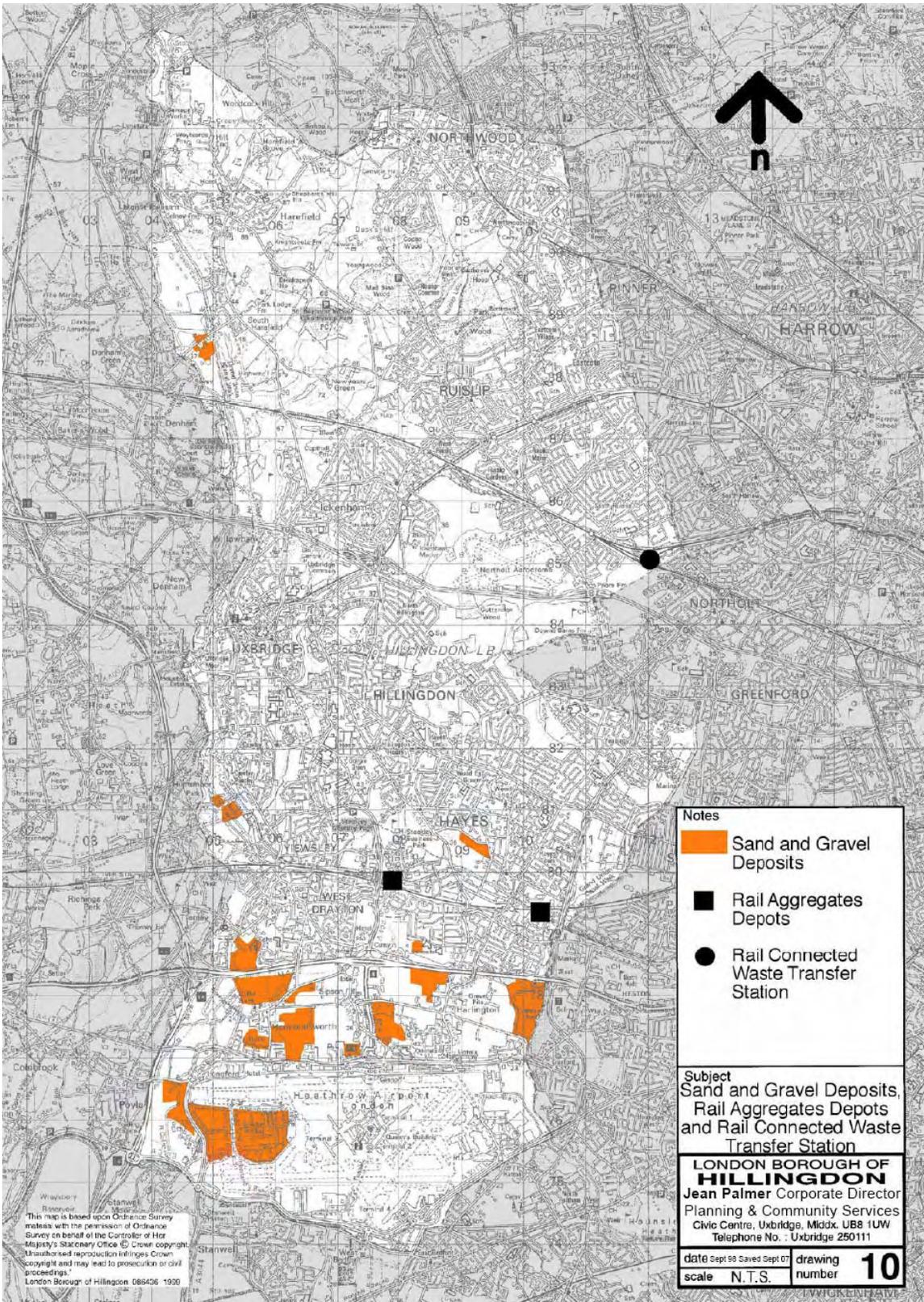
MIN24 THE LOCAL PLANNING AUTHORITY WILL SUPPORT IN PRINCIPLE ENHANCED THROUGHPUT AT EXISTING DEPOTS AND THE PROVISION OF NEW ONES AS CLOSE AS POSSIBLE TO THE LONG-TERM CENTRES OF DEMAND IN THE FOLLOWING CIRCUMSTANCES:-

- (i) WITH SATISFACTORY DIRECT ACCESS TO THE PRIMARY ROAD NETWORK;**
- (ii) WHERE THERE WILL BE NO LOSS OF ENVIRONMENTAL AMENITY, ESPECIALLY BY EXCESSIVE NOISE, DUST, FUMES OR TRAFFIC;**
- (iii) WHERE VISUAL IMPACT IS MINIMISED AND OVERALL DESIGN IS OF A HIGH STANDARD.**

MIN25 THE LOCAL PLANNING AUTHORITY WILL OPPOSE ANY PROPOSALS FOR THE REDEVELOPMENT OF CURRENTLY OPERATIONAL RAIL DEPOT FACILITIES FOR OTHER UNRELATED PURPOSES UNLESS SATISFIED THAT ADEQUATE ALTERNATIVE FACILITIES ARE BEING PROVIDED TO MEET THE LONG-TERM AGGREGATES NEEDS OF WEST LONDON.

MIN26 THE LOCAL PLANNING AUTHORITY WILL CONTINUE TO ENCOURAGE ENVIRONMENTAL UPGRADING, WHILST HAVING REGARD TO THE NEED TO ENSURE ECONOMIC COMPETITIVENESS OF THE DEPOT IN COMPARISON WITH OTHER METHODS OF AGGREGATES SUPPLY BECAUSE OF THE IMPORTANCE ATTACHED TO RAIL BORNE SUPPLIES AND OTHER POLICIES WITHIN THE PLAN.

MIN27 THE MINERALS PLANNING AUTHORITY SUPPORTS IN PRINCIPLE THE ESTABLISHMENT OF TEMPORARY RAIL-SERVED DEPOTS TO CATER FOR MAJOR CONSTRUCTION PROJECTS.



London Borough of Hillingdon UDP Saved Policies September 2007 (Published Version)

PART 2

SECTION 4: REDUCING TRAVEL DEMAND

14. Accessibility and Movement

14. ACCESSIBILITY AND MOVEMENT

Introduction

14.1 Hillingdon is located in an area characterised by a relatively buoyant economy, high car ownership and traffic congestion. It contains the largest generator of road traffic in Europe, Heathrow Airport, and one of the busiest road junctions in Europe, the M25/M4 intersection. The noise, fumes, visual intrusion and danger of traffic are, therefore, a feature of Hillingdon's environment, and people's perception of that environment. Against this background, the efficient management and reduction of traffic demand are essential prerequisites for the successful implementation of the Guiding Principles of this Plan.

14.2 There are three kinds of policy set out in this chapter. Firstly, there are policies for the reduction of the demand for travel. These control the location and scale of new development and impose restrictions on new road building. Specific policies for controlling particular land uses for transport purposes and the transport related environment are also contained elsewhere in this Plan. Secondly, there are policies which aim to stabilise new vehicle trip generation by limiting the availability of parking in new development and promoting greater use of buses, trains, cycling and walking. Thirdly, the immediate day-to-day problems of traffic are dealt with through policies which manage the demand for travel. These comprise the deployment of traffic management techniques.

Land Use and Accessibility

14.3 The trend in recent decades for small, local services to be replaced by a lesser number of larger scale outlets allows the providers of services to benefit from economies of scale and so to reduce their own direct costs of providing these services. Clients of these services and the community at large, however, experience costs associated with the generally longer trips needed to reach these services. The trend is exhibited throughout the whole range of commercial and community activities, typical examples being: the replacement of small, local grocers shops first by supermarkets and latterly by large, out of town or edge of town superstores; and the replacement of small local hospitals by large district hospitals.

14.4 The growth in car ownership and use has facilitated major retail, office and business development in areas not well or easily served by public transport. Using the motorway and trunk and principal road network, these developments are able to draw upon large catchment areas for their customers and employees. Strategic Guidance for London Planning Authorities (RPG3) and Planning Policy Guidance on Transport (PPG13) advocate policies to reverse this trend in order to improve efficiency in the use of natural resources, lessen the impact of traffic congestion, reduce exhaust emissions, noise, vibration and visual intrusion, and improve

accessibility to jobs and services for all, not just those using private cars. Policy Pt 1.31 accordingly encourages the provision of locally accessible services, and in assessing proposals against the criteria laid down in other policies of this Plan (for example S1, R3, R5, LE1 and T3), the Local Planning Authority will resist developments which threaten the viability or would prejudice the provision of accessible local services or would be likely to attract traffic from wide catchment areas from which it is not practicable to provide an adequate public transport service to the development site.

14.5 The Council recognises that people's choice of place of work cannot be restricted to the immediate vicinity of their homes. Indeed many people are prepared to travel long distances to work and it is neither possible nor desirable for the land use planning system to attempt to limit their choice of employment. The planning system can be used to limit development likely to:

- contribute to road congestion through the presence of vehicles on the road network for unnecessarily prolonged periods of time, either by reason of journey length or as a result of using already congested streets and junctions, or
- exacerbate overcrowding on public transport systems.

The planning system can, however, influence people's mode of travel by ensuring that, as far as possible, places of employment and other uses serving or drawing upon wide catchment areas are sited in places with good public transport accessibility and directed away from areas where they will draw on a catchment area likely to be accessible mainly by car.

14.6 Hillingdon's Transport Strategy as contained in the Council's Transport Policies and Programme (TPP) 1997/98 is also supportive of these development objectives by directing investment towards 'sustainable' modes of movement; the achievement of a better transport-related environment (the transport strategy is an indispensable component of Hillingdon's strategies for land-use, anti-poverty, safety, and health and fitness, and is a natural complement to the Council's aim of affordable housing); redressing the imbalance between access to vital destinations for the non-car user and the car user; and increasing the proportion of the population physically able to reach necessary destinations as spontaneously as possible without having to arrange for, having to have recourse to, or having to afford, use of a car. The Council's TPP for 1997/98 is investing in road safety schemes; good footways, cycleways and other cycling initiatives, and better orbital bus services; more accessible bus services and public transport interchanges; lorry and public transport access to the Council's regeneration sites; and upgrading of the A4020 (Uxbridge Road) for greater use by cycles, better junctions for buses, greater safety and a higher quality of environment.

14.7 Even where there is a lack of capacity of the road and public transport systems, there may be cases where other, wider interests are put forward to justify major development proposals. In such cases, in order to allow such developments to proceed the Local Planning Authority can insist for traffic, environmental and amenity reasons, that developers fund additional public transport capacity (and, where appropriate, on-street parking controls) rather than increased road space, to accommodate the additional trips likely to be generated by the development. These considerations would apply, for example, to major proposals for expansion of Heathrow Airport needed to serve London and the South East's population and business community (see Chapter 11) as well as to smaller scale proposals for shops, offices and other forms of traffic-generating development. In applying Policy AM1, the Local Planning Authority will have particular regard to developments which are major generators of travel demand, in accordance with PPG13 and RPG3.

AM1 THE LOCAL PLANNING AUTHORITY WILL ONLY PERMIT DEVELOPMENT FOR USES WHICH SERVE OR DRAW UPON MORE THAN A WALKING DISTANCE BASED CATCHMENT AREA IF:

- (i) IT IS OR CAN BE MADE ACCESSIBLE BY PUBLIC TRANSPORT FROM THE AREAS FROM WHICH IT IS LIKELY TO DRAW THE MAJORITY OF ITS EMPLOYEES, POTENTIAL CUSTOMERS AND VISITORS, AND**
- (ii) THE EXISTING OR PROPOSED PUBLIC TRANSPORT SYSTEM HAS SUFFICIENT CAPACITY TO ABSORB THE ADDITIONAL JOURNEYS GENERATED BY PEOPLE TRAVELLING TO THE COMPLETED DEVELOPMENT.**

14.8 The identification in this Plan of areas for development or redevelopment carries no guarantee that particular proposals submitted for planning permission will be acceptable on transport grounds, either to the Local Planning Authority or to the Department of Transport. A detailed view on the transport implications of individual applications can only be formed at the time when the application is submitted, in the light of the available capacity on the relevant road and public transport networks, of any proposals for expanding that capacity, and of the availability of controls to manage car parking demand.

AM2 ALL PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED AGAINST:

- (i) THEIR CONTRIBUTION TO TRAFFIC GENERATION AND THEIR IMPACT ON CONGESTION, PARTICULARLY ON THE PRINCIPAL ROAD NETWORK AS DEFINED IN PARAGRAPH 14.14 OF THE PLAN, AND**
- (ii) THE PRESENT AND POTENTIAL AVAILABILITY OF PUBLIC TRANSPORT, AND ITS CAPACITY TO MEET INCREASED DEMAND.**

Road Construction and Improvement

14.9 The results of the trend described in paragraph 14.3 include greater use of vehicular transport to reach (what should be) centralised local services, reduced accessibility for people experiencing travel handicaps, increased travel costs for users of these services, increased traffic volumes and congestion where long trips overlap on the road space they use as it produces more cross movement conflict leading to increased expenditure to fund extra road space and junction improvements to cater for the increased travel demand. National Road Traffic Forecasts predict that if present trends are allowed to develop, there would be at least an 85% increase in traffic levels between the years 1990 and 2025. The number of cars owned by London residents is forecast to rise by nearly a third (just under 800,000 cars) between 1991 and 2011 and while London's road traffic growth is expected to be relatively lower than the national figure, the potential damage that this growth would cause is a matter for concern because of heavy urbanisation, dense concentration of the road network and existing high levels of congestion. Central Government has recognised that it is not possible to resolve the problems of congestion and pollution through major road construction and it is now seeking to change the trends in traffic growth, through the encouragement of alternative modes. The Council's SRB programme, Economic Development Strategy and TPP (1997/98) are in accord with the Government's aim of supporting economic growth with public transport and other modes of transport with less environmental impact than the car (RPG3 (1996) para 6.20).

AM3 PROPOSALS FOR NEW ROADS OR WIDENING OF EXISTING ROADS WILL ONLY BE PERMITTED IF THE PRIMARY JUSTIFICATION IS:-

- (i) TO IMPROVE SAFETY; OR**
- (ii) TO PROMOTE PEDESTRIAN MOVEMENT, CYCLING OR PUBLIC TRANSPORT, OR OTHER IMPROVEMENT OF THE ENVIRONMENT; OR**
- (iii) TO REDUCE EXISTING LOCAL CONGESTION IN A COST EFFECTIVE WAY, CONSISTENT WITH COUNCIL OBJECTIVES FOR SAFETY, THE ENVIRONMENT, WALKING, CYCLING, PUBLIC TRANSPORT, ACCESSIBILITY AND MOBILITY; OR**

- (iv) TO PROMOTE THE ECONOMIC REGENERATION OF AN AREA BY IMPROVING ITS ACCESSIBILITY IN A COST EFFECTIVE WAY, CONSISTENT WITH COUNCIL OBJECTIVES FOR SAFETY, THE ENVIRONMENT, WALKING, CYCLING, PUBLIC TRANSPORT, ACCESSIBILITY AND MOBILITY; OR
- (v) TO ACCOMMODATE VEHICULAR TRIPS LIKELY TO BE GENERATED BY NEW DEVELOPMENT IN AREAS WHERE IMPROVEMENTS TO PUBLIC TRANSPORT CANNOT PROVIDE SUFFICIENT CAPACITY TO ACCOMMODATE THE INCREASED DEMAND AND WHERE THE WORK, ALONG WITH ANY COMPLEMENTARY TRAFFIC CALMING MEASURES AND PARKING CONTROLS IN NEARBY STREETS JUDGED TO BE NECESSARY BY THE LOCAL HIGHWAY AUTHORITY OR THE LOCAL PLANNING AUTHORITY, IS FUNDED BY THE DEVELOPMENT.

14.10 This Plan is required to safeguard land needed for new roads and for highway improvements outside the highway boundary. Safeguarded schemes have to have a reasonable chance of implementation within the next 10 years.

AM4 THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD PREJUDICE THE IMPLEMENTATION OF SAFEGUARDED ROAD PROPOSALS. THE FOLLOWING SCHEMES ARE SHOWN ON THE PROPOSALS MAP:-

- (i) HAYES BY-PASS, LINK TO FORMER GAS WORKS, SOUTHALL;
- (ii) NORTH HYDE ROAD/NORTH HYDE GARDENS JUNCTION;
- (iii) HAYES END ROAD, HAYES;
- (iv) COWLEY MILL ROAD, UXBRIDGE; AND
- (v) WEST DRAYTON ROAD/UXBRIDGE ROAD JUNCTION.

14.11 This UDP is legally bound to safeguard land required for committed Department of Transport Trunk Road and Motorway Schemes. These schemes are currently listed in the Department of Transport Press Notice No.357 dated 26 November 1996, entitled 'Government Commitment to £6bn Trunk Roads Programme' and include proposals for the M4 Junction 3 - 4B widening and the M25 Terminal 5 Spur (Heathrow). The scheme previously listed for M25 link roads between Junctions 12 and 15 has been abandoned and current proposals for widening the M25 will not involve land outside the highway boundary. Accordingly no safeguarding is required for M25 widening.

AM5 THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD AFFECT LAND SAFEGUARDED FOR THE FOLLOWING ROAD PROPOSALS:

- (A) OF THE DEPARTMENT OF TRANSPORT:-**
(i) M4 JUNCTION 3-4B WIDENING;
(ii) THE PROPOSED SPUR FROM THE M25 TO THE PROPOSED HEATHROW AIRPORT FIFTH TERMINAL.

AND

- (B) OF THE TRAFFIC DIRECTOR FOR LONDON:-**
(iii) PROVISION OF A CYCLE TRACK ON THE SOUTH SIDE OF THE A40 BETWEEN HERCIES ROAD JUNCTION, HILLINGDON AND PARK ROAD, UXBRIDGE.

14.12 For the sake of clarity, any new road scheme safeguarded under previous land use plans and not included in Policies AM4 and AM5 is formally acknowledged as being abandoned. Accordingly the route of the Harmondsworth By-Pass shown on the Initial Development Plan for Greater London is no longer safeguarded.

Road Hierarchy

14.13 Strategic Guidance for London Planning Authorities (RPG3, para. 6.24) identifies a simplified three-tier road hierarchy for London covering roads of national or regional importance, roads for movement between London Boroughs and local roads. Roads of national, regional or London-wide importance include all Trunk, motorway and other Principal Roads. In this Plan all are referred to as Principal roads.

14.14 The Hillingdon road hierarchy, based on the guidance in RPG3, is:

- strategic routes) Principal roads
- London distributor roads)
- local distributor roads
- local access roads

The Proposals Map identifies the strategic routes, and London and local distributor roads. All other roads are local access roads.

14.15 The Secretary of State's 'Traffic Management and Parking Guidance for London', issued in August 1992 deals with priority routes which aim to enable both general traffic and particularly public transport to move efficiently, smoothly and safely and to improve conditions for vulnerable road users such as cyclists, pedestrians and people with disabilities. The 'Red Route' Network was designated in June 1992 by the Secretary of State for Transport. He appointed The Traffic

Director for London to coordinate the introduction of priority (Red) route measures throughout London. Details of the restrictions to apply on particular stretches of the routes will be worked out in due course. Waiting and loading restrictions on the priority (Red) route networks (and some adjacent streets) will be enforced by the police subject to criminal law, whilst on other roads they can be enforced by the boroughs. The top tier of the hierarchy includes all the Department of Transport's Priority (Red) Routes. The strategic routes in Hillingdon's road hierarchy which include all the proposed Red routes are: A40(T), A4180 Ruislip Road (south of the A40), A312 Hayes By-Pass, M4, A4(T), A30(T) and M25. These roads are intended to carry longer distance traffic, but in practice carry many shorter trips. Policies will be applied to minimise the generation of local traffic using these roads.

14.16 The London distributor roads are used by all traffic including lorries, and link with national routes. Local distributor roads generally link to London distributor roads or form local routes where no reasonable alternative exists, and give access to traffic bound for local destinations. Local access roads should perform no traffic functions other than giving access to property. In considering highway or traffic schemes, the Local Highway Authority will:

- give greater weight to the function of principal roads as traffic routes than to other material considerations;
- while recognising the function of local distributor roads as traffic routes, give greater weight to more general social, economic and environmental needs; and
- give greater weight to environmental considerations than to the function of local access roads as traffic routes.

In all cases, safety considerations will be paramount.

14.17 The Council has already asked the Department of Transport to revise the road numbering classification of some of the roads in the Borough and will ask for further revisions to reflect the Borough's road hierarchy, and for the amendment of direction signs on trunk roads and motorways to encourage traffic not to use local roads. As far as is practicable, it ensures direction signs on its own roads encourage traffic to use roads at the most appropriate level of the hierarchy. Successful implementation and promotion of the Borough Road Hierarchy are complementary to, and supportive of, the Council's road safety objectives.

14.18 Traffic generated by new development must be able to be accommodated by the principal road network. Any local roads linking the development with principal roads must also be able to accommodate the traffic generated both in operational and environmental terms. In considering proposals for development, the Local

Planning Authority will have regard to the cumulative traffic generation of a number of small developments occurring over a period of time, in relation to available road capacity. The Local Planning Authority is also unwilling to lose environmental benefits where new road space has removed traffic from sensitive areas, by allowing developments to generate new traffic in those areas. It will, therefore, control the scale and location of development and promote traffic calming schemes in such areas.

14.19 Traffic calming in local roads involves the design and redesign of streets and other public spaces to emphasise safety and environmental objectives rather than providing for motor traffic. Traffic calming can influence route choice but that is not its primary aim which is to have the effect of slowing down traffic particularly in residential areas to benefit vulnerable road users, and non-traffic activities. Speed reduction, space reallocation and environmental enhancement are the three key elements of traffic calming techniques. The Council has also implemented its first 20 mile per hour zone as part of an area-wide traffic calming scheme on Whitethorn Estate in Yiewsley. Transport Supplementary Grant can be awarded for traffic calming schemes which are designed to improve safety, but is not available for schemes whose primary justification is the improvement of the environment. The Local Planning Authority, in controlling development in accordance with the guiding principles of this Plan will seek environmental improvement through traffic calming schemes associated with appropriate development proposals. Supplementary guidance on highway design and safety criteria in Traffic Calming Schemes is published by the Local Highway Authority.

AM6 THE COUNCIL WILL TAKE APPROPRIATE MEASURES TO DISCOURAGE THE USE OF LOCAL DISTRIBUTOR AND ACCESS ROADS BY THROUGH TRAFFIC HAVING NO NEED FOR LOCAL ACCESS.

AM7 THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

- (i) UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR**
- (ii) PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR**

- (iii) DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR
- (iv) INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED.

TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

Road Safety

14.20 Safety is an objective which all the Accessibility and Movement policies seek to achieve. The Council's Road Safety Plan (RSP) sets out Hillingdon's strategy for achieving future casualty reductions with the main aim to reduce accident casualties by one third against the average for the period 1981-1985 by the year 2000 in line with the national target. Casualty trends in the Borough are downward and reductions of 11% on base levels have already been achieved (Road Safety Plan 1998/99). Although reduction targets are being achieved in certain categories, there is still concern over the number of casualties on Trunk roads, where the highest accident rates occur (based on accident data 1994-1996). The A4020 Uxbridge Road is a particular cause for concern, although remedial measures have been implemented recently at some of the junctions. Table 5 in the RSP 1998/99 identifies high risk sites and proposes action at each of these sites. In Hillingdon, the reduction of child casualties and youth and pedal cyclists is better than the Greater and Outer London averages. In 1996 29% of casualties were 'vulnerable road users: pedestrians (13%), pedal cyclists (9%) and two-wheeled motor vehicle users (7%), with the vulnerable age groups being 5-14 years, 10-19 years and 25-29 years respectively. The Council's road safety education includes a Children's Traffic Club (in partnership with Hillingdon Health Agency, pedestrian and cycle skills training and support for the 'Safe Walks to School' initiative. The Council recognises the risks to safety from all forms of motorised traffic and in conjunction with the TPP and RSP., the Local Planning Authority's policies to reduce the need to use cars, by siting new offices, shops and community services in areas where they are accessible by public transport or on foot, should help reduce dependence on private cars and so help reduce both the risks and the rates of these causing or being involved in accidents.

Pedestrians and Wheelchair Users

14.21 Large sections of the population depend on walking or a wheelchair for essential trips to shops, schools, health facilities and other services. Walking

forms an essential part of all journeys, irrespective of the main mode of transport used. The least mobile groups in the population are often those most dependent on walking or their wheelchair. People with disabilities include those who have impaired vision, arthritic conditions and who need wheelchairs to move about. For all these types of disablement, high quality footway surfaces are a vital component of spontaneous movement freedom, and the needs of people with disabilities are reflected in the Council's transport strategy through its emphasis on footway maintenance.

14.22 RPG3 (para. 6.32) states that a better quality environment for pedestrians is essential to the daily life of every resident and visitor to London and draws attention to meeting the needs of those with mobility handicaps (RPG3, para. 6.55). The Council's strategy for land use and transportation seeks to reduce demand for vehicular journeys. Policies to make journeys on foot safer, more convenient, comfortable, and pleasant and providing personal security, are a necessary complement to this strategy. In residential areas traffic calming and other environmental and traffic measures will similarly be of benefit to pedestrians. Pedestrianisation and pedestrian priority schemes form an important part of the Council's strategy for improving town centres. The Council will give priority to the needs of pedestrians in the design and implementation of highway improvement and traffic management schemes. Safe and attractive road crossings will, therefore, where possible follow desired pedestrian routes, have minimum delays if signal controlled and be at ground level. Bridges and subways are generally perceived to be unappealing, always divert pedestrians from their desired routes and increase the difficulties for people with disabilities. At junctions the dimensions of kerb radii and the siting of traffic islands should be set to encourage low speeds for left turning vehicles and to minimise the distance between footway kerbs and hence pedestrians' exposure to risk.

AM8 THE COUNCIL WILL ACCORD PRIORITY TO THE NEEDS AND COMFORT OF PEDESTRIANS IN THE DESIGN AND IMPLEMENTATION OF ROAD CONSTRUCTION AND TRAFFIC MANAGEMENT SCHEMES EXCEPT WHERE SAFETY CONSIDERATIONS DICTATE OTHERWISE. IN PARTICULAR IT WILL SEEK TO MINIMISE THE DIVERSION OF PEDESTRIAN ROUTES FROM PEDESTRIAN DESIRE LINES AND THE DELAYS EXPERIENCED BY PEDESTRIANS AT SIGNAL CONTROLLED ROAD CROSSINGS.

Cyclists

14.23 RPG3 indicates that a large proportion of all trips in London could be made by cycle if convenient and safe conditions were to be created (para. 6.36). The 1991 Census showed that only about 2.5% of all journeys to work in the Borough were by bicycle. In parts of Yiewsley and West Drayton the figure was 5%. The Census also revealed that just under half of Hillingdon's employed residents live less than 5 kilometres from their work. European research indicates that journeys up to 5 kilometres are those which potential cyclists consider could most feasibly be

made by bicycle. It is possible, therefore, that there is a latent demand for cycling which is suppressed by the lack of safe and attractive routes. The provision of routes connecting public transport services coupled with facilities for parking cycles could help release this demand. The provision of well-designed cycle parking stands would help reduce the obstructions and hazards caused by chaining bicycles to railings, lamp posts and other items of street furniture. The Council aims, through training and the provision of proper and most direct routes and facilities for securely parking cycles, to make cycling a safer and more attractive mode of travel, particularly to work and school. Shared footways and cycleways have been a widespread practice in northern European countries for many years and, where appropriate, the Council will give consideration to the shared use of footways or pedestrianised areas between cyclists and pedestrians. Current British Waterways bye-laws prohibit cycling on the canal towpath without a permit. RPG3 states that the Government is committed to implementing the London Cycle Route Network (para 6.37), and additionally Hillingdon is putting into place the network shown in Fig 11 which includes routes forming part of the London-wide network. Figure 11 also shows Star Routes. These have been identified by the London Boroughs' Cycling Officers' Group as having priority for implementation within the 1,000 mile London-wide Strategic Network.

AM9 THE COUNCIL WILL:-

- (i) PROVIDE A NETWORK OF WELL SIGNPOSTED CYCLE ROUTES THROUGHOUT THE BOROUGH TO PROMOTE SAFER CYCLING AND BETTER CONDITIONS FOR CYCLISTS, USING PREDOMINANTLY EITHER QUIET ROADS OR PURPOSE BUILT CYCLEWAYS; PARTICULAR ATTENTION WILL BE PAID TO THE PROVISION OF SUITABLE ROUTES TO SCHOOLS, AND CONTRIBUTING ADDITIONS TO THE LONDON-WIDE STRATEGIC CYCLE ROUTE NETWORK;**
- (ii) TAKE ACCOUNT OF THE NEEDS OF CYCLISTS IN THE DESIGN OF HIGHWAY IMPROVEMENT SCHEMES;**
- (iii) PROMOTE SECURE, ATTRACTIVE AND ADEQUATE CYCLE PARKING FACILITIES IN THE BOROUGH'S TOWN CENTRES, PUBLIC TRANSPORT INTERCHANGES AND AT OTHER MAJOR ATTRACTIONS, AND WILL REQUIRE DEVELOPMENT PROPOSALS TO INCLUDE CLEARLY VISIBLE, WELL-DESIGNED, COVERED, SECURE AND ACCESSIBLE BICYCLE PARKING FOR USERS OF THE DEVELOPMENT AND, WHERE APPROPRIATE, FOR THE GENERAL PUBLIC.**

AM10 WHERE PROPOSED DEVELOPMENTS CAN INCORPORATE ADDITIONS TO THE PROPOSED CYCLE NETWORK AS SHOWN ON FIGURE 11, THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SAFEGUARD ROUTES THROUGH DEVELOPMENT SITES AND SEEK TO ENTER INTO AGREEMENTS WITH DEVELOPERS TO PROVIDE ROUTES.

14.24 To ensure that new development proposals cater for cyclists, the Council's revised parking standards will where appropriate require that the developer provides covered cycle parking storage lockers and showers to encourage cycle use. The Council will also require that where new junctions are built on the cycle network to accommodate a new development, that provision for cyclists are incorporated as an integral part of the design.

Public Transport

14.25 The aim of minimising further growth in vehicle trips is assisted by increasing the attractiveness of making trips other than by use of motor car. A trip undertaken by bus or train allows more people to travel using less road space per head, causing less pollution per person trip, and involving fewer accidents per passenger mile, than the equivalent number of people using cars. Public transport services (especially buses) are important for women making local journeys, as they, as well as children and the elderly, are generally more dependent on public transport than the working male population. A shift from private to public transport would help reduce road congestion, accident levels, energy consumption and the environmental damage caused by road traffic in terms of noxious and greenhouse gas emissions, noise and visual intrusion. High levels of car use and consequent lack of demand for public transport result in low levels of service and capital investment. This results in an increasingly unsatisfied need for services from people without access to a car, especially for those people in Hillingdon wishing to move in an orbital direction. The Council will, accordingly, take whatever steps are in its power to encourage the use and development of public transport services, particularly in an orbital direction, including the control of land use, agreement with developers to support service provision, on-street parking control, bus priority measures, route subsidy, the design of public and private spaces and liaison with public transport operators.

14.26 The role of public transport improvements as a catalyst for urban regeneration is strongly supported by Central Government in its Transport Strategy for London (April 1996) and also in revised Strategic Guidance (May 1996). Boroughs are encouraged to work in partnership with both public transport operators and private developers in linking development sites with improved public transport infrastructure and interchange points (RPG3, para 6.9). Such an approach has been taken by the Council in developing its proposals for a Hayes Transport Hub as an essential component of its regeneration strategy for the Hayes/West Drayton Corridor (see Chapter 2) through both its SRB Programme and its TPP. In accordance with Government guidance (RPG3) the Hayes Hub emphasises the need for integrated rail and bus interchange facilities with associated road improvements and traffic management measures linked to economic regeneration objectives in the Corridor.

14.27 Both the former British Railways (BR) and London Transport (LT) were consulted in preparing this Plan (SPG, para. 33). The Council is consulted by train operating companies, London Transport, London Underground Limited (LUL) and bus operators on proposed changes to bus and rail services. For its part the Council stresses that the levels of these public transport services should be set to help meet people's transport needs and not just to cater for current demand. RPG3 (1996) advocates coordination of development and transport so as to encourage use of public transport. Surveys undertaken by LT and the London Regional Passengers Committee (LRPC) have shown that reliability of bus arrival times and bus journey times is the most important factor in the attractiveness of buses to the travelling public. Therefore measures to maintain or improve bus reliability are essential to the achievements of the objectives of this Plan.

AM11 THE LOCAL PLANNING AUTHORITY WILL CO-OPERATE WITH RAILTRACK, TRAIN OPERATING COMPANIES AND LONDON TRANSPORT, TO IMPROVE FACILITIES AND PROMOTE SAFETY AND SECURITY AT BUS AND RAILWAY INTERCHANGES. WHERE APPROPRIATE, THE LOCAL PLANNING AUTHORITY WILL SEEK AGREEMENTS TO SECURE IMPROVEMENT IN PUBLIC TRANSPORT SERVICES IN CONJUNCTION WITH MAJOR DEVELOPMENT PROPOSALS.

AM12 IN CONSULTATION WITH LONDON TRANSPORT AND BUS OPERATORS THE COUNCIL WILL PROMOTE TRAFFIC MANAGEMENT MEASURES WHICH GIVE PRIORITY TO BUSES. THESE WILL INCLUDE THE PROVISION OF BUS PRIORITY LANES, BUS PRIORITY SIGNAL CONTROL AT JUNCTIONS AND BUS EXEMPTIONS FROM PROHIBITED TURNS.

14.28 The problems of access between Heathrow and Central London were the subject of a Department of Transport study, which resulted in the Heathrow Express proposal for non-stop, high speed services between Paddington and Heathrow, which is now completed. The Council supports the CrossRail project as a highly desirable adjunct to its transport strategy and still looks forward to this new railway built to the highest standards of passenger comfort and modern day environmental safeguards.

Accessibility to Facilities

14.29 Everyone suffers from travel handicap at one time or another, from the traffic-jammed motorist to elderly people who find use of conventional transport uncomfortable or impossible. The emerging pattern of destinations in West London increasingly requires use of motorised transport to reach an adequate range of goods and services. Equally, busy roads are a barrier to pedestrian and wheelchair approaches to such destinations. There is a need for suitable transport provision to enable people to have access to the widest possible range of employment and services. The results of a Council survey in 1987 of the transport and mobility needs of people who are frail, elderly or disabled showed a need for:

- increased funding for London Transport's Dial-a-Ride scheme;
- public seating along routes leading to facilities to which access is sought;
- more public lavatories; and
- attention to be given to the surface quality of footways, including the materials used, the removal of obstructions and the provision of dropped kerbs.

These measures would increase the spontaneity, comfort and convenience of movement for people with disabilities and increase their choice of places to go to.

14.30 Improved access for people with disabilities to public transport, shops and other services can often be of benefit to other groups in the community who are handicapped in less specific ways. It would help those who for physical, financial or emotional reasons are limited in their ability to reach destinations in a reasonable time, in reasonable comfort, without fear of using footways or public transport after dark or when there are few other travellers about, and without having to endure bad weather and long bus waiting and journey times. The Council supports a range of measures to improve mobility, from London Transport's Dial-a-Ride to the provision of parking bays for disabled drivers, including attempts to prevent drivers from parking on footways and road verges where they obstruct blind and partially sighted pedestrians. In negotiations with developers the Local Planning Authority seeks to ensure new developments contribute to improved mobility and accessibility to work and services, whilst the Council has always urged public transport bus and rail operators to ensure their facilities are accessible to as wide a range of people and abilities as possible. Liaison takes place on a regular basis to discuss these issues.

AM13 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT PROPOSALS FOR DEVELOPMENT INCREASE EASE AND SPONTANEITY OF MOVEMENT FOR ELDERLY PEOPLE, THE FRAIL AND PEOPLE WITH DISABILITIES BY INCLUDING WHERE APPROPRIATE:

- (i) **IMPROVED DIAL-A-RIDE AND MOBILITY BUS SERVICES TOGETHER WITH SUITABLE MEANS FOR PEOPLE WITH DISABILITIES AND PEOPLE DEPENDENT ON WHEELCHAIRS FOR MOBILITY TO USE PUBLIC TRANSPORT;**
- (ii) **SHOPMOBILITY SCHEMES;**

- (iii) **ADEQUATE AND CONVENIENT PARKING SPACES FOR PEOPLE WITH DISABILITIES, ESPECIALLY AROUND SHOPPING AREAS AND ENTERTAINMENT AND RECREATION FACILITIES;**
- (iv) **MEASURES TO INCORPORATE THE NEEDS OF PEOPLE WITH DISABILITIES INTO ROAD, FOOTWAY, PARKING AND PEDESTRIANISATION SCHEMES; INCLUDING BENCHES, PUBLIC LAVATORIES, FOOTPATH SURFACES, DROPPED KERBS AND TEXTURED CROSSINGS, WITH PROPER REGARD TO THE SITING AND VISIBILITY OF STREET FURNITURE.**

14.31 The Council's parking standards (see Annex 1) contain provision for vehicles carrying people with mobility-related disabilities, whilst the Council's own car parks include spaces dedicated to their use by vehicles displaying orange badge permits. Kerbside waiting restrictions nationwide contain exemptions for vehicles displaying such permits.

Car Parking

14.32 This Council is able to influence parking in four ways: as Local Planning Authority controlling the number of parking spaces associated with planning permissions; as owner and/or regulator of off-street car parks; and, following the 1991 Road Traffic Act, as Local Highway Authority controlling on-street parking within Special Parking Areas designated under the Act. The fourth way is through the Council's transport strategy which seeks a reduction in car use by making other modes of movement more attractive than the car.

14.33 The policies of this Plan seek to reduce and manage additional demand for movement. As part of a policy seeking to restrain the use of cars in London, revised Strategic Planning Guidance (RPG3) (1996) provides maximum levels of car parking for office and shop developments, the aim being to channel users on to the public transport system and help reduce congestion caused by undesirable car commuting. It expects outer London Boroughs to set maximum parking standards for employment generating development in the range of one space per 300-600 sqm gross floorspace. In Hillingdon, which is characterised by low density development and high car ownership, and where the public transport network is not extensive, the Council has set higher maximum and minimum parking standards to minimise the congestion from on-street parking which commuters from a largely low density rural catchment area of predominantly car owning households would cause. The Council's parking standards are set out in Annex 1 to this Plan. For non-residential development the standards are expressed as a range setting out the maximum and minimum car parking requirement. They seek to restrain the use of cars by prescribing maximum levels of parking provision, as recommended in PPG13, whilst minimum levels are also prescribed to meet operational needs and in recognition of the relatively low level of public transport accessibility in much of the Borough compared with other Boroughs, particularly those closer to Central London. For

residential development, only minimum standards are prescribed so that sufficient spaces are provided to enable all residents (and their visitors) to park off-street. Secure off-street parking for residents affords them the opportunity of safely leaving their cars at home and using public transport or other sustainable mode of transport. The Council will keep the standards under review and as conditions permit will introduce more restrictive standards to comply more fully with the guidance in RPG3.

14.34 The Council will seek to ensure that tighter parking standards are offset by extra public transport services and by controls to prevent excessive on-street parking. Accordingly, developer contributions will be sought towards increasing public transport provision and, where necessary, towards the introduction of on-street parking controls. In some cases it may be necessary to withhold planning permission for major developments if satisfactory measures are not available to limit the traffic and parking demand they are likely to generate. Additionally the Local Planning Authority may enter into a legal agreement with the developer to implement a travel plan incorporating new or improved public transport services and other car reduction measures such as cycle or motorcycle schemes.

AM14 NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS AS SET OUT IN ANNEX 1.

AM15 ALL CAR PARKS PROVIDED FOR NEW DEVELOPMENT SHALL CONTAIN CONVENIENTLY LOCATED RESERVED SPACES FOR DISABLED PERSONS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS, AS SET OUT IN ANNEX 1.

14.35 The Local Planning Authority seeks, where appropriate, planning obligations to achieve benefits to the community related to the scale and type of development proposed, consistent with Policy Pt 1.39 and Policy R17 of this Plan. There are few sites in the Borough which may become available for new permanent public car parks. Any additional supply is dependent on planning agreements or partnership arrangements with private developers. In town centres and in other shopping areas the provision in new developments of car parking spaces for public use, including spaces for disabled persons, managed in accordance with the Council's policy public car parks, will be of benefit to shoppers and other short stay visitors; the Council will seek legally binding agreement to secure this benefit.

14.36 In view of the demand for public car parking space and the lack of sites for new car parks, consideration will be given to entering into legal agreements for the provision of or contribution to out-of-centre car parks with linking shuttle services (park-and-ride schemes), for the improvement of public transport services or for implementation of on-street parking schemes.

AM16 IN THE CONTEXT OF THE COUNCIL'S ADOPTED PARKING STANDARDS THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SEEK TO MAKE PARKING SPACES (INCLUDING DISABLED PERSONS' SPACES) PROVIDED AS PART OF COMMERCIAL DEVELOPMENT SCHEMES IN TOWN CENTRES AND OTHER AREAS TO BE AVAILABLE FOR USE BY THE PUBLIC.

It will seek legally binding agreements with developers to specify the system of management and the times the spaces are to be made available to the public, and to ensure that the use of such spaces is regulated to support Council policies contained in this Plan and elsewhere.

AM17 THE COUNCIL WILL, SUBJECT TO THE CONSTRAINTS OF ROAD CAPACITY AND ITS OBJECTIVE OF REDUCING TRAVEL DEMAND, PROMOTE ADDITIONAL SHORT STAY OFF-STREET PARKING SPACE FOR TOWN CENTRES, INCLUDING THE ESTABLISHMENT OF CAR PARKS OUTSIDE TOWN CENTRES LINKED BY PUBLIC TRANSPORT OR DEDICATED SHUTTLE SERVICES, IN ASSOCIATION WITH MAJOR DEVELOPMENT PROPOSALS

14.37 The Council is anxious to ensure all car parks used by the public, together with their accesses and surroundings, in common with other public spaces, are well lit, clean, of good appearance, and maximise the security of their users. On-street parking control is used to prevent parking which presents safety or environmental problems or inhibits the movement of pedestrians, wheelchair users and cyclists, the free flow of the general traffic stream and the safe and convenient operation of buses, especially in the vicinity of bus stops. Road space in the Borough is most congested during the morning and evening peak hours when car commuting is highest. The availability of all-day parking in town centres for commuters is a contributor to peak hour congestion. Such parking is also an inefficient use of parking spaces compared to the higher turnover associated with short stay shopper parking. The Council will therefore set its charges for on- and off-street parking spaces under its control to discourage commuter long-stay parking. This pricing policy will assist the achievement of the objectives for town centres set out in Chapters 8, 10 and 15. It also accords with the Secretary of State's Traffic Management and Parking Guidance which refers to the use of parking charges as an instrument of local traffic management policy and as a support for land use, transport, economic and social policies and objectives of the Plan.

Freight

14.38 Most freight is carried by road in this country and road transport fulfils a vital role in servicing local industry, commerce and retailing. However, many long distance bulk goods such as aggregates are carried by rail. Efforts to increase the share of other types of freight to be carried by rail and water are receiving support from Central Government and by the introduction of new freight handling technology. The availability of freight trains through the Channel Tunnel should

promote greater use of rail for freight movement and the use of canals for freight carriage is being promoted both in the public and private sectors.

14.39 Lorries experience operational problems resulting from poor road geometry in some parts of the road network in the Borough. Lorries also cause environmental problems and can intimidate vulnerable road users, especially children, elderly people and people with disabilities. Where environmental problems occur in residential areas, weight and width restrictions and traffic calming schemes are used. Access-only lorry controls have been implemented in the Harefield, South Ruislip, Wood End Green, Kingshill Avenue areas and in several individual roads throughout the Borough. There are six designated lorry parking areas in the Borough, but there remains a need for secure lorry parking facilities.

14.40 In order to reduce the number of lorry movements through sensitive environments in the Borough, the Council has introduced lorry bans relating to both their movements and overnight parking. The Council's transport strategy acknowledges the conclusion of the Government's Green Paper on Transport that more efficient practices among fleet operators regarding empty running, re-scheduling deliveries to off-peak times and improving fuel economy practices hold the best prospects for environmental benefits. The Council will seek lorry management measures in accordance with road hierarchy and traffic calming policies where appropriate and when opportunity permits, where sensitive environments require control of lorry movements or lorry parking. The Council will continue to assess the need for restrictions on lorry movement and parking and will review the need for further lorry parking and will also, wherever possible, reduce the environmental intrusion of lorries.

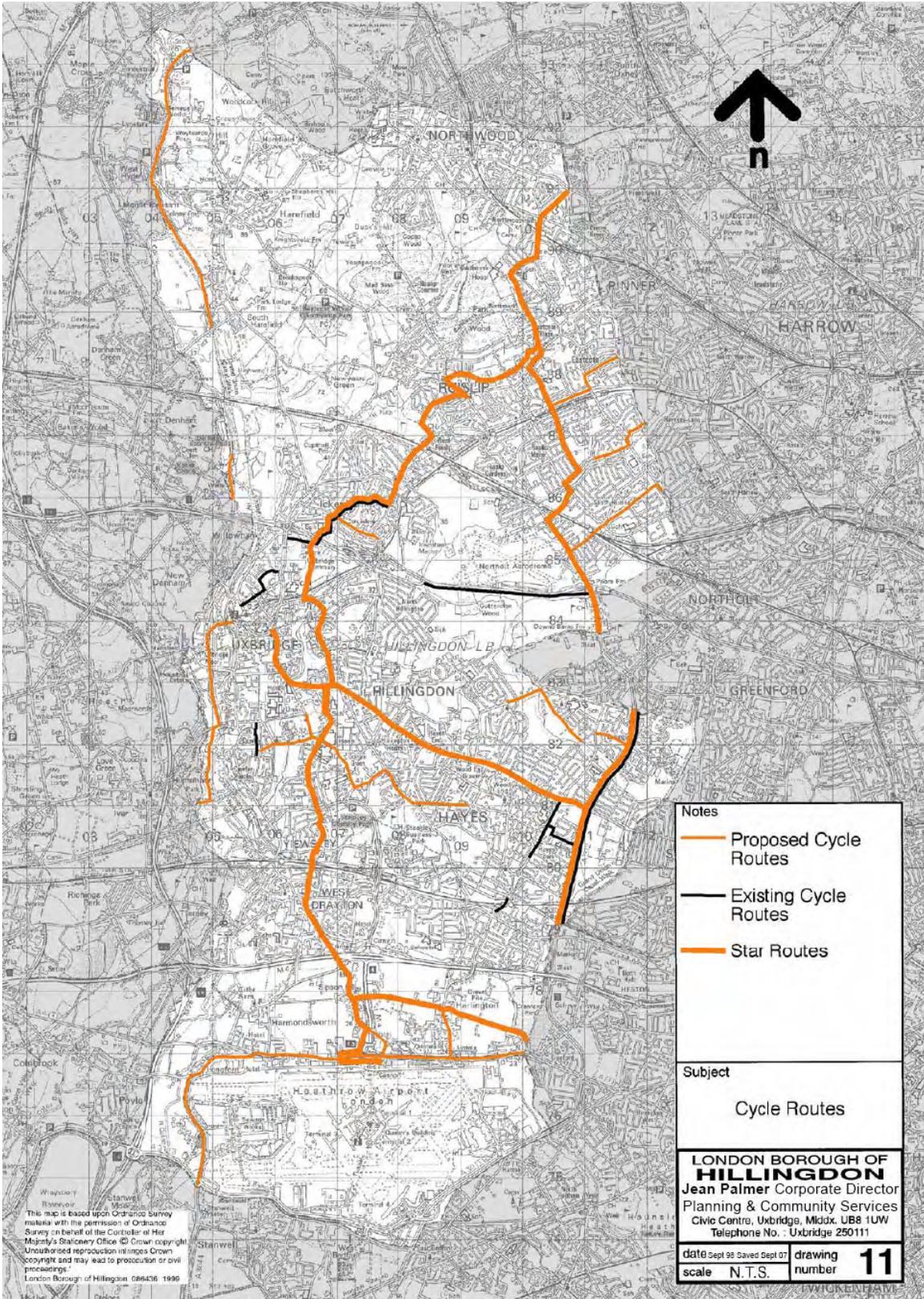
14.41 RPG3 asks local planning authorities to ensure, where practicable, multi-modal freight access for new development. Promotion of the use of rail and canals for the carriage of freight is consistent with many of the other policies of this Plan including those relating to environment and operational efficiency of road space and the Council will give support where appropriate to developers and freight operators seeking grants under Sections 139 and 140 of the Railways Act 1993 or other relevant legislation and will give the utmost priority to transferring freight from road to rail or canal wherever this would reduce the environmental problems associated with road freight.

AM18 WHERE APPROPRIATE, IN DEVELOPMENTS ADJOINING THE GRAND UNION CANAL THE LOCAL PLANNING AUTHORITY WILL SEEK TO SECURE CANALSIDE FACILITIES FOR CANAL BORNE FREIGHT, AS WELL AS FOR RECREATION, AMENITY AND NATURE CONSERVATION.

Implementation

14.42 The access and movement policies of this UDP, being based on Central Government guidance in, particularly, PPG13 and RPG3, form the basis for other transport related initiatives. These include the Council's Transport and Economic Regeneration Strategies, which detail the policies and proposals (see Chapters 10 and 15) on which, respectively, bids for Transport Supplementary Grant and Single Regeneration Budget funds are based.

14.43 Apart from the Council-promoted schemes associated with these strategies, the development of proposals by other bodies, particularly in the private sector, in accordance with the policies of this plan will help achieve the Council's access and movement objectives. In this context the Local Planning Authority seeks, where appropriate, planning obligations to achieve benefits to the community, related to the scale and type of development proposed, in accordance with Policies Pt 1.39 and R17 of this Plan. These could include improvement of the environment; the safe circulation of traffic; and ensuring that the development does not cause net unrecoverable public expenditure.



London Borough of Hillingdon UDP Saved Policies September 2007 (Published Version)

PART 2

SECTION 5:

15. Proposals

- Hayes/West Drayton Corridor
- Uxbridge and Harefield
- Ruislip-Northwood

15. PROPOSALS

Introduction

15.1 The issues covered in the preceding Chapters on 'Open Land and Countryside', 'Housing', 'Local Economy', 'Accessibility and Movement' are particularly relevant to certain sites and areas of the Borough and consequently site specific policies and proposals have been identified and prepared. For example, the Council's regeneration strategy concentrates on the south of the Borough and has identified the Hayes/West Drayton Corridor and key sites within it as the focus for regeneration (see Fig 13). This chapter describes these areas and other site specific policies in relation to the current Planning Administrative Areas which are arranged into the following sections:

1. The Hayes/West Drayton Corridor and adjoining land to the north and south. This comprises the whole of the Hayes/Harlington/Heathrow Planning Area in addition to the Yiewsley/West Drayton part of the Uxbridge/Harefield Planning Area.
2. Uxbridge/Harefield Planning Area.
3. Ruislip/Northwood Planning Area.

1. HAYES/WEST DRAYTON CORRIDOR

15.2 Hayes contains the largest industrial area in the Borough. It has easy access to the motorway system and Heathrow Airport, improved by the completion of the Hayes By-Pass in 1992. Hayes Town is also one of the Borough's major shopping centres. To the south the village of Harlington has seen substantial development since the 1960's and there is continuing pressure for development especially along the A4 Bath Road. Between the villages of Harlington and Sipson the land is mostly in agricultural use, but mineral extraction has occurred on a number of sites.

15.3 Yiewsley and West Drayton together comprise a major town centre in the Borough surrounded by extensive residential and industrial areas. The area was primarily agricultural until the early part of the nineteenth century when the opening of the Grand Junction Canal (now the main line of the Grand Union Canal) and the Great Western Railway contributed to its rapid growth. In addition to traditional industrial areas around Horton Road and Trout Road/Packet Boat Lane, Stockley Business Park is located to the east of Yiewsley, north of the Grand Union Canal.

15.4 To the south of the M4 motorway lie the villages of Longford, Harmondsworth and Sipson, largely surrounded by open land designated as Green Belt and much influenced by the presence of Heathrow Airport.

15.5 The Hayes/West Drayton Corridor which includes Hayes Town to the east and Yiewsley and West Drayton to the west is a key business area of over 700 acres of land within 15 distinct Industrial and Business Areas (IBAs) in the South of the Borough, reflecting the traditional employment areas established along the Great Western Railway and the Grand Union Canal. It is one of the last significant concentrations of manufacturing in West London. The Corridor is located close to Heathrow Airport and the M4/M25 and the national motorway network. However the decline of manufacturing, particularly in the defence sector, and other structural employment changes have created major problems in the area.

15.6 In recent years the number of jobs in the manufacturing sector has dropped dramatically. Rather than purely a cyclical decline, these job losses also reflect structural changes in the Corridor, changes that have contributed to high levels of vacant industrial and commercial floorspace. In turn this decline has resulted in pockets of decaying infrastructure and relatively high unemployment as well as other indicators of deprivation.

15.7 Despite these problems the Corridor is an area of immense potential. It still remains a manufacturing centre of some significance, not just locally but for the region and has some world class companies located within it. It has good access to markets and suppliers both in the UK and abroad. Consequently, the current levels of vacant floor space and land in the Corridor and the areas of under used land offer substantial potential for attracting new investment to regenerate and consolidate existing industrial areas to help redress the impact of structural unemployment in the local workforce.

15.8 The majority of the industrial land in the Corridor has been recognised as forming part of a strategic employment area by LPAC which has been endorsed in RPG3 (1996: Map 2) and is therefore identified as a preferred location for industrial/economic regeneration within the structural framework for London. A particular advantage of encouraging development in parts of west London is the potential to take advantage of the area's location on major public transport routes and thereby create employment opportunities of benefit to London as a whole as well as locally. It is these characteristics that have led to the Corridor being identified in Strategic Guidance as one of the "particularly significant" areas for regeneration in west London (RPG3 para 2.51).

15.9 Consistent with its strategic importance, the Corridor is specifically identified as an area in which the LPA will encourage economic and urban regeneration (see Chapter 2 Pt.1.26). An audit of sites within the Hayes/West Drayton Corridor has produced a detailed picture of the characteristics of the area's IBAs and has identified a number of key 'opportunity areas' critical to the regeneration of the Corridor as a whole. These are areas in which site assembly and promotion of site development to attract inward investment is considered

appropriate. Development briefs will be prepared to stimulate interest from developers and detail the measures to overcome site constraints (including pump-priming investment in infrastructure).

15.10 A regeneration programme for the IBAs in the Corridor will be tailored to the particular problems of each area but will address operational access, environmental management and improvement and the refurbishment/redevelopment of selected areas. Supplementary planning guidance will be produced detailing the measures for each of the IBAs in the Corridor. Fig 13 identifies the extent of the Hayes/West Drayton Corridor area and the IBAs and key opportunity areas within it.

15.11 To assist in the regeneration of the Corridor the Council has developed a strategy in partnership with West London TEC and key private sector organisations (Hayes/West Drayton Corridor Partnership SRB bid, 1995). This strategy has four objectives:

1. **To encourage sustainable economic growth and wealth creation.**
This includes opening up opportunity sites improving public transport and operational access to key sites and providing premises for small and start-up businesses.
2. **To improve the environment of the Corridor.**
This includes environmental improvement of older IBAs, promotion of recreation and leisure development around the Grand Union Canal and enhancement of open space.
3. **To enhance the employment prospects, education and skills of local people.**
This includes a "Foyer" project in Hayes, training projects and improved childcare provision for women returning to paid employment.
4. **To tackle crime and improve community safety.**
This includes increased social and recreation provision for young people and improved security measures.

In December 1995 this strategy was awarded approximately £16m worth of SRB funding over 7 years to lever in private sector investment.

Town Centres in the Corridor

15.12 Chapter 8 'Shopping and Town Centres' identifies the special role that Hillingdon's town centres have to play in aspects of the life of the Borough. In particular they should continue to act as the focus for shopping, employment, leisure and recreation activities. ~~This is consistent with guidance on the importance of a range of functions in a town centre as a contribution to vitality and viability (PPG6 and RPG3 (1996: Table 5.1) and their ability to reduce the need to travel by car due to their concentration of activities and transport connections (PPG13). Additionally, Hayes Town and Yiewsley/West Drayton act as foci for the regeneration of the Corridor. In addition to the proposals identified, the LPA will use Policies S1, S2, S3, S4, S5, S6, S7, S11, S12, S13, R2, R7, R8, LE1, LE7, AM1, AM3, AM4, AM11, AM12 and AM17 where applicable to assist in meeting its regeneration objectives.~~

15.13 Hayes Town Centre is the second major shopping centre in the Borough (see Chapter 8). It is an important shopping area, playing a vital role particularly as a convenience and service centre for the local population, many of whom reach the town centre on foot. The Council considers Hayes Town Centre to have potential for redevelopment and renewal as originally identified in the Hayes Town Centre Regeneration Strategy (1993) which had the primary objective of ensuring the maintenance and enhancement of Hayes Town Centre as a principal centre for shopping, employment, community and cultural uses. The SRB programme for the Corridor has since incorporated key elements of the 1993 strategy and the Council will promote inward investment in Hayes Town Centre by:-

- (i) identifying key sites for redevelopment ~~in addition to Proposals PR1 and PR2~~ that would enhance the vitality and viability of the centre;
- (ii) the preparation of planning briefs for sites with redevelopment potential;
- (iii) identifying opportunities for enhancing canalside amenity and access to it;
- (iv) encouraging improvements in the built environment and a high quality of design in respect of existing shopping facilities and industrial sites with future redevelopment opportunities;
- (v) supporting the provision of community and leisure facilities where appropriate;
- (vi) seeking appropriate public benefits to be applied to Hayes Town Centre as part of any large scale redevelopment proposal.

Station Site, Hayes

~~15.14 In Hayes Town Centre a site lying between the Railway Station and the Canal is the subject of proposal PR1. The site was originally promoted by the Council and by British Rail, the site's owner, for a food supermarket. This proposal failed to generate interest from operators and the development of superstores to the south and north of the site have also limited its potential for food retailing. Although the Council continues to consider food retailing as acceptable in principle for this site, its position within the town centre and the importance of Hayes Station as a transport interchange within the Hayes Hub makes the site suitable for a mixed use development which will contribute to the vitality and viability of the town centre. Such a development would increase the number of linked trips and bring more people into the town centre thereby generating trade for existing shops and also meet some of the objectives of the Hayes Regeneration Strategy. This proposal is subject to achieving satisfactory access and highway improvements and the other matters identified in the proposal. A planning brief has been published as supplementary planning guidance.~~

~~PR1 AT HAYES STATION AS DELINEATED ON THE PROPOSALS MAP THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE REDEVELOPMENT FOR A MIX OF USES WHICH WILL CONTRIBUTE TO THE VITALITY AND VIABILITY OF HAYES TOWN CENTRE. A MIX OF USES ACHIEVING THIS OBJECTIVE, WHICH MAY INCLUDE RETAILING, COMMERCIAL USE, LEISURE OR COMMUNITY FACILITIES, WILL BE CONSIDERED ACCEPTABLE IN PRINCIPLE SUBJECT TO:~~

- ~~(i) PROVISION OF CAR PARKING SPACES IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS AND FOR USE BY THE PUBLIC IN ACCORDANCE WITH THE COUNCIL'S POLICIES FOR PUBLIC USE; AND~~
- ~~(ii) PROVISION OF CAR PARKING SPACES TO MEET THE NEEDS OF RAIL TRAVELLERS ON THE SITE TO THE SOUTH TO THE STATION; AND~~
- ~~(iii) IMPROVEMENTS TO THE ENTRANCE TO THE SITE CAPABLE OF ACCOMMODATING TRAFFIC LIKELY TO BE GENERATED BY THE DEVELOPMENT; AND~~
- ~~(iv) ENHANCEMENT OF THE STATION ROAD FRONTAGE; AND~~
- ~~(v) ENVIRONMENTAL IMPROVEMENTS TO THE CANALSIDE INCLUDING THE PROVISION OF LANDSCAPED SPACES AND SEATING AREAS WITH PUBLIC ACCESS ADJOINING THE SOUTHERN BANK OF THE GRAND UNION CANAL; AND~~
- ~~(vi) PROVISION OF A BUS WAITING FACILITY CLOSE TO THE RAILWAY STATION; AND~~

~~(vii) PROVISION OF ANY OTHER PUBLIC BENEFITS COMMENSURATE WITH THE SCALE AND NATURE OF THE DEVELOPMENT.~~

Western Core Area, Hayes

15.15 Much of the west side of Station Road, with frontage on Botwell Lane and St Anselms Road has potential for redevelopment for shopping and other uses. A Planning Brief has been prepared for the area which encourages the redevelopment of parts of the frontage of the west side of Station Road for retail uses including improved rear access and car parking. It also proposes the removal of 'non-conforming' uses. The proposals in the Brief would result in improved retail opportunities and assist in the regeneration of Hayes Town Centre

PR2 REDEVELOPMENT OF THE NORTHERN PART OF THE WEST SIDE OF STATION ROAD, HAYES, AS SHOWN ON THE PROPOSALS MAP, FOR RETAIL OR MIXED DEVELOPMENT COMPRISING RETAIL WITH OFFICE AND RESIDENTIAL USES AT FIRST FLOOR LEVEL, WILL BE CONSIDERED ACCEPTABLE IN PRINCIPLE SUBJECT TO:

- (i) PROVISION OF ADEQUATE PARKING AND REAR SERVICING;
- (ii) REMOVAL OF NON-CONFORMING USES;
- (iii) IMPROVED SERVICING FACILITIES TO EXISTING RETAIL PREMISES; AND
- (iv) HIGH QUALITY LANDSCAPING, WHERE APPROPRIATE, AROUND THE PERIPHERY OF THE SITE.

Yiewsley/West Drayton

15.16 The development of the Iceland and Aldi stores at the northern end of Yiewsley/West Drayton has helped to consolidate the retail function of this major town centre. However, the area has also experienced pressure for retail warehouse development on industrial edge of town centre sites to the north along the High Road, Cowley. The town centre has potential for further redevelopment and renewal, and the Council will promote its role as the area's principal centre for shopping, employment, community and cultural uses in accordance with UDP policies and through a regeneration programme which will include:-

- (i) enhancing and strengthening its role as a major shopping, commercial and social activity centre within the Borough;
- (ii) promoting the town centre as an attractive location for investment;

- (iii) introducing pedestrian improvement schemes in the town centre where practicable;
- (iv) supporting the provision of community and leisure facilities as appropriate;
- (v) improving the built environment by encouraging a high quality of design;
- (vi) ensuring full public access to the built environment including provision for people with disabilities;
- (vii) carrying out environmental improvements to the town centre, including planting and landscaping in key areas;
- (viii) improving canalside amenity and access to it.

~~To assist in meeting these objectives, the Local Planning Authority will seek the provision of rear servicing where appropriate. It will also undertake further studies of the town centre and will bring forward specific proposals as supplementary planning guidance.~~

~~**PR3 – THE LOCAL PLANNING AUTHORITY WILL SEEK THE PROVISION OF REAR SERVICING TO PROPERTIES NOS. 111-163 HIGH STREET, VIEWSLEY IN ASSOCIATION WITH PROPOSALS FOR REDEVELOPMENT.**~~

Thorn EMI Complex, Blyth Road, Hayes

15.17 The Thorn EMI Complex comprises approximately 6 hectares of designated IBA land bordered by Blyth Road to the north, the main Paddington to Bristol railway line to the south and Dawley Road to the west. It is a self-contained site with six inter-war industrial used in the past for electrical engineering for the audio and defence industries. The majority of the site lies within a Conservation Area. Although it lies close to Hayes Station, vehicular access to the site is poor. Most of the occupiers left some time ago and the remaining tenants are relocating, some locally, to more appropriate modern manufacturing premises. The site is one of several targeted for regeneration in the Hayes/West Drayton Corridor and the owners Thorn EMI, in partnership with the Council and others, are committed to this within the seven year SRB programme. The site also has the advantage of being in close proximity to the bus and rail interchange at Hayes Station and other facilities within Hayes town centre. Accordingly the Local Planning Authority will encourage proposals which minimise the need to travel by car by incorporating further improvements to the public transport network and infrastructure. Any proposal for development should consider the site comprehensively and optimise its employment generating potential whilst noting its designation as a Conservation Area. A planning brief has been prepared for this site as supplementary planning guidance.

PR4 THE DEVELOPMENT OF LAND AND/OR REFURBISHMENT OF BUILDINGS WITHIN THE SITE AT BLYTH ROAD, HAYES AS IDENTIFIED ON THE PROPOSAL MAP SHALL BE FOR EMPLOYMENT GENERATING USES COMPRISING BUSINESS (B1), INDUSTRIAL (B2) AND HIGH DENSITY WAREHOUSING (B8) USES ONLY. THE FOLLOWING CONSIDERATIONS WILL BE TAKEN INTO ACCOUNT:-

- (i) THE NEED FOR PLANNED COMPREHENSIVE TREATMENT OF THE WHOLE SITE WITH PROPER PHASING HAVING REGARD TO ANY SUPPLEMENTARY PLANNING GUIDANCE PUBLISHED BY THE LOCAL PLANNING AUTHORITY;**
- (ii) THE ADEQUACY OF EXISTING ACCESS ONTO BLYTH ROAD AND THE SURROUNDING ROAD NETWORK AND THE NEED TO IMPROVE OPERATIONAL ACCESS;**
- (iii) PROVISION OF IMPROVEMENTS TO THE EXISTING PUBLIC TRANSPORT NETWORK AND INFRASTRUCTURE;**
- (iv) THE CONTRIBUTION OF THE PROPOSAL TO THE ECONOMIC REGENERATION OF HAYES/WEST DRAYTON CORRIDOR; AND**
- (v) THE CONTRIBUTION OF THE PROPOSAL TO THE CHARACTER OF THE CONSERVATION AREA.**

BASF Site, West Drayton

~~15.18 This is a former industrial complex, which has been partly cleared, of 1.6 hectares of land on the north side of Colham Mill Road. It is bounded on the north by a railway line and to the west by residential properties forming part of the Garden City Estate (an Area of Special Local Character). The site contains early-mid 18th and 19th century Listed Buildings which are vacant and is also covered by Tree Preservation Order No 518. Consideration of development opportunities for this site, taking into account the above circumstances, has necessitated a review of its designation as an Industrial and Business Area. The preferred uses of industry (ie, general industry (B2) and special industrial activities (B3-B7) and warehousing (B8)) within Industrial and Business Areas are considered inappropriate in the context of the residential properties to the west and the narrow access provided along Colham Mill Road. A redevelopment of the site exclusively for industrial and warehousing uses could result in a loss of residential amenity. In contrast, business uses (including offices) are less likely to result in problems of loss of residential amenity and are more likely to provide a viable use for the Listed Buildings thereby securing their retention and upgrading. Furthermore, the proximity of the site to Yiewsley and West Drayton town centre provides the opportunity for people employed in offices to travel to and from work by public transport. Therefore, it is~~

considered that any redevelopment of this site should be for a mixed use development.

~~PR5 DEVELOPMENT OF THE BASF SITE FOR THE FOLLOWING USES WILL BE ACCEPTABLE IN PRINCIPLE SUBJECT TO THE POLICIES OF THIS PLAN:~~

- ~~(i) INDUSTRIAL WAREHOUSING AND BUSINESS USES INCLUDING OFFICES AS PART OF A MIXED SCHEME; AND~~
- ~~(ii) RESIDENTIAL AND/OR COMMUNITY USES AS PART OF ANY MIXED USE SCHEME.~~

DRA Site, Warwick Road, West Drayton

~~15.19 The DRA site comprises approximately 4.5 hectares of land. Since 1920, it has existed as a Ministry of Defence (MoD) establishment. It is currently occupied by the Defence Research Agency. It is bounded on the north by the main railway line and to the south and west by the rear gardens of residential properties. The north-west part of the site in particular contains many mature trees surrounding a large brick built building in grounds last used for offices. The southern part includes a private sports ground. The MoD have declared their intention to rationalise and concentrate on the north-east part of the site which is designated as an Industrial and Business Area with the access from Kingston Lane, upgraded. The remainder of the site including the sports ground will become surplus. This is the area of Policy PR6. Taking account of the constraints on the site, the surrounding land uses and the narrow access along Warwick Road, Policy PR6 sets out the most appropriate land uses for any redevelopment of the surplus site in order to safeguard residential amenity.~~

~~PR6 DEVELOPMENT IN RESPECT OF LAND ADJOINING THE DEFENCE RESEARCH AGENCY SITE, WEST DRAYTON, AS IDENTIFIED ON THE PROPOSALS MAP, WILL BE ACCEPTABLE IN PRINCIPLE FOR THE FOLLOWING USES:~~

- ~~(A) RESIDENTIAL; OR~~
- ~~(B) BUSINESS USES INCLUDING OFFICES AS PART OF A MIXED BUSINESS AND RESIDENTIAL SCHEME;~~

~~SUBJECT TO OTHER POLICIES OF THIS PLAN.
IN ANY DEVELOPMENT THE FOLLOWING CONSIDERATIONS WILL BE TAKEN INTO ACCOUNT:~~

- ~~(i) THE ADEQUACY OF ACCESS VIA WARWICK ROAD AND THE SURROUNDING ROAD NETWORK;~~

- ~~(ii) THE RELATIONSHIP OF EVERY PART OF THE SITE TO SURROUNDING DEVELOPMENT, PARTICULARLY THE PART OF THE DEFENCE RESEARCH AGENCY SITE WHICH REMAINS OPERATIONAL;~~
- ~~(iii) GROUND CONTAMINATION; AND~~
- ~~(iv) PROXIMITY TO THE RAILWAY AS A SOURCE OF NOISE.~~
- ~~(v) THE SCOPE FOR INCLUDING AN AREA OF PUBLIC OPEN SPACE IN LIEU OF THE EXISTING PRIVATE SPORTS GROUND.~~

Stockley

15.20 This part of the Borough has undergone significant improvement over the last decade and is now a focal point, along with the town centres of Yiewsley/West Drayton and Hayes, for regeneration within the Hayes/West Drayton Corridor. The location of commercial activity along the major east-west public transport axis, provides the Borough with an excellent opportunity to improve the transport infrastructure in the Stockley area and consequently release key sites for economic regeneration, such as Bourne Avenue, Hayes. (See Policy PR7).

15.21 In December 1984 the Council granted planning permission for 140,000 m² of commercial floorspace on an area on land north of the Grand Union Canal between Ironbridge Road and Dawley Road, Yiewsley, which had previously been worked for minerals and filled with domestic, commercial and industrial refuse. The area suffered from serious underground fires as a result of high levels of methane gas, groundwater had become contaminated by leachate from the refuse which heavily polluted the Grand Union Canal, and several non-conforming users were occupying sites in the area. Although within the Green Belt, the appearance of the site was considered incapable of being maintained and improved to a satisfactory standard through the introduction of uses normally acceptable in the Green Belt or through any other practicable measures on individual sites. The planning permission has now been implemented as Phase 1 of an acclaimed Business Park development known as Stockley Park. The consent for commercial floorspace was subject to a legal agreement for the restoration of despoiled Green Belt land to provide 250 acres of public open space including, inter alia, an eighteen hole championship standard golf course and a district park.

15.22 The whole of the area west of Phase 1, known as the Trident Site was also in the Green Belt and has suffered from major contamination; part was occupied by non-conforming users. Planning permission was granted for 18,000m² of commercial floorspace on 2 May 1990. This has not yet been implemented and permission was granted again on 7 February 1996. It is a proposal of this plan that the area thereby approved for business development be deleted from the Green Belt and identified as an Industrial and Business Area.

Land at Bourne Avenue, Hayes

~~15.23 This site of approximately 14 hectares is located east of the Yiewsley By Pass at Stockley and south of the Paddington – Bristol mainline railway. The route of the Heathrow Express Rail Link borders the north east part of the site. Given its location in close proximity to the national motorway network (500 metres from the M4) and within 2km of Heathrow Airport, the site is considered to be of strategic importance and potentially capable of accommodating development of strategic/regional and possibly even national significance. It is also a major opportunity to stimulate regeneration in the Hayes/West Drayton Corridor and should provide impetus to the proposed public transport infrastructure at Hayes Hub. (See Chapters 2 and 14). Operational access would be from an improved junction with the Yiewsley By Pass. A planning brief will be prepared for this site as supplementary planning guidance. The Local Planning Authority will assess any development proposed at Bourne Avenue against the following development objectives:~~

- ~~—— (i) — to seek to capitalise on the site's strategic location for attracting appropriate development of regional/national significance;~~
- ~~—— (ii) — to contribute positively to regeneration and employment opportunities in the Hayes/West Drayton Corridor; and~~
- ~~(iii) — to support the usage of and to make provision for public transport infrastructure.~~

~~**PR7 PROPOSALS IN RESPECT OF THE LAND BETWEEN BOURNE AVENUE AND STOCKLEY ROAD AS IDENTIFIED ON THE PROPOSALS MAP WILL BE REGARDED AS ACCEPTABLE IN PRINCIPLE SUBJECT TO THE POLICIES OF THIS PLAN. SUCH PROPOSALS MUST PROVIDE FOR PLANNED COMPREHENSIVE DEVELOPMENT OF THE SITE IN THE CONTEXT OF THE DEVELOPMENT OBJECTIVES FOR THE REGENERATION OF THE HAYES/WEST DRAYTON CORRIDOR. IN PARTICULAR THEY MUST SECURE THE INTEGRATION OF THE SITE WITH EXISTING AND PLANNED PUBLIC TRANSPORT INFRASTRUCTURE. THE USES SPECIFIED AT (i) (iii) COULD BE INCLUDED.**~~

- ~~(i) — INDUSTRIAL, WAREHOUSING AND BUSINESS INCLUDING TECHNO PARKS USES;~~
- ~~(ii) — HOTEL AND CONFERENCE/EXHIBITION FACILITIES;~~
- ~~(iii) — LEISURE USES.~~

~~In assessing any proposals for mixed development on the site, the local planning authority will, where appropriate, seek opportunities to provide residential and community uses, which could include small scale convenience retailing as part of the overall scheme.~~

RAF West Drayton

15.24 Policy PR8 refers to an area of approximately 6.5 hectares at RAF West Drayton adjoining the railway line to the north, the London Air and Terminal Control Centre to the east and residential properties to the west. The MoD have declared the site surplus. Due to the effect any industrial or warehousing redevelopment could have on residential amenity, the site is not considered suitable for industrial or warehousing redevelopment. Access to the proposal site is via Porters Way. Due to the complex configuration of the site, it is necessary to prepare clear advice regarding appropriate redevelopment of the land. A Planning Brief has been prepared as Supplementary Planning Guidance.

PR8 RESIDENTIAL DEVELOPMENT OF LAND AT RAF WEST DRAYTON DELINEATED ON THE PROPOSALS MAP WILL BE ACCEPTABLE IN PRINCIPLE SUBJECT TO THE POLICIES OF THIS PLAN AND SHOULD TAKE INTO ACCOUNT:

- (i) THE NEED FOR PLANNED COMPREHENSIVE REDEVELOPMENT OF THE WHOLE SITE;**
- (ii) THE IMMEDIATE ROAD SYSTEM AND IMPROVEMENTS TO THE HIGHWAY NETWORK; AND**
- (iii) THE RELATIONSHIP OF EVERY PART OF THE SITE TO THE SURROUNDING ENVIRONS AND TO ANY AVIATION FACILITY WHICH REMAINS OPERATIONAL.**

Minet Estate (St Christopher's), Hayes

~~15.25 Land at the Minet Estate near the junction of Uxbridge Road and Coldharbour Lane, Hayes is the subject of proposal PR9. The new road link of the Hayes By Pass provided the opportunity for the development of this site. Planning permission for retail and housing development and a local park on land west of the By Pass has been implemented and the retail development now forms part of the Uxbridge Road Town Centre. The enhancement of Green Belt land to the east of the By Pass is in the process of being implemented. The following policy will apply to any fresh proposals for development on land west of the By Pass at the Minet Estate.~~

~~PR9 WITHIN THE MINET ESTATE AS DESIGNATED ON THE PROPOSALS MAP, A COMBINATION OF THE USES SPECIFIED AT (i), (ii), (iii), AND (iv) BELOW ON LAND WEST OF THE BY PASS WILL BE REGARDED IN PRINCIPLE AS ACCEPTABLE SUBJECT TO THE POLICIES OF THIS PLAN AND TO ALL OF THE ADDITIONAL REQUIREMENTS SPECIFIED AT (v) (a) AND (b) ON LAND EAST OF THE BY PASS.~~

- ~~(i) BUSINESS USES WHICH MAY INCLUDE OFFICES, RESEARCH AND PRODUCT DEVELOPMENT ASSOCIATED WITH MANUFACTURING AND ASSEMBLY, TO BE LAID OUT IN AN INFORMAL LANDSCAPED SETTING;~~
- ~~(ii) RETAIL DEVELOPMENT IN COMPLIANCE WITH POLICY S1;~~
- ~~(iii) BUILDINGS WHICH PROVIDE A RECREATIONAL, EDUCATIONAL, COMMUNITY OR HEALTH SERVICE;~~
- ~~(iv) HOUSING AND PUBLIC OPEN SPACE OF A SIZE SUFFICIENT TO COMPENSATE FOR AN EXISTING LOCAL OPEN SPACE DEFICIENCY IN THE AREA. THESE USES SHALL BE PROVIDED ON LAND DELINEATED ON THE PROPOSALS MAP WHICH SHALL BE RESERVED FOR SUCH PURPOSES;~~
 - ~~(a) DEVELOPMENT OF LAND TO THE WEST OF THE HAYES BY PASS FOR ONE OR MORE OF THE USES SPECIFIED IN (i) TO (iv) ABOVE SHALL PROCEED AS PART OF A COMPREHENSIVE SCHEME OF ENVIRONMENTAL IMPROVEMENTS TO THE GREEN BELT LAND EAST OF THE BY PASS AS DELINEATED ON THE PROPOSALS MAP. THIS SHALL INCLUDE PROVISION OF OUTDOOR RECREATION FACILITIES.~~
 - ~~(b) DEVELOPMENT WHICH GENERATES SUBSTANTIAL VOLUMES OF TRAFFIC ALONG UXBRIDGE ROAD/COLDHARBOUR LANE, SUCH AS USES (i) AND (ii) ABOVE, WILL NOT BE PERMITTED UNLESS IMPROVEMENTS TO THE SECONDARY ROAD NETWORK ENABLE THE REQUIREMENTS OF POLICY AM7 TO BE MET.~~

~~15.26 In April 1994, a number of areas of land adjoining the proposal site at Minet (PR9) were transferred from the London Borough of Ealing as a result of Boundary Commission changes taking effect. The Council has subsequently reviewed the whole of the Green Belt area of Minet between the Hayes By Pass and the new borough boundary along the Grand Union Canal. Given the derelict and damaged nature of the land the Council has designated these adjoining areas as a 'Comprehensive Rehabilitation Area' subject to Policy OL25. In respect of this Comprehensive Rehabilitation Area the Council will undertake further studies in consultation with adjoining local authorities and will bring forward further proposals at the appropriate time.~~

Powergen/Bulls Bridge Site, North Hyde Gardens, Hayes

15.27 The 10.8ha triangular area of land known as the Powergen/ Bulls Bridge site lies to the east of Hayes Station wedged between the Paddington to Bristol railway line, the main arm of the Grand Union Canal and the Paddington branch of the canal which incorporates the Bulls Bridge Conservation Area at the eastern end. The Nestles factory complex to the south-west of the site is also designated a Conservation Area. The majority of the site previously accommodated a power station but it is now largely open and unused. Access to the site is restricted via North Hyde Gardens which has junctions with North Hyde Road to the south and Nestles Avenue from the west.

15.28 Designated as an Industrial and Business Area, this site is identified as a major opportunity for employment generating development in the Regeneration Strategy for the Hayes/West Drayton Corridor. Development of this land should be on a comprehensive basis incorporating improvements to provide operational access to the site which should accommodate at the same time the needs of Nestles, the Conservation Area and canalside enhancement and environmental improvement to neighbouring residential areas.

PR10 LAND AT NORTH HYDE GARDENS, HAYES AS IDENTIFIED ON THE PROPOSALS MAP SHOULD BE DEVELOPED FOR BUSINESS, INDUSTRIAL AND WAREHOUSING PURPOSES AND ASSOCIATED CANALSIDE ACTIVITIES WITHIN THE CONSERVATION AREA AND SHOULD TAKE INTO ACCOUNT THE FOLLOWING:

- (i) THE NEED FOR PLANNED COMPREHENSIVE TREATMENT OF THE WHOLE SITE;**
- (ii) THE NEED FOR IMPROVEMENTS TO THE JUNCTION OF NORTH HYDE GARDENS AND NORTH HYDE ROAD;**
- (iii) MEASURES TO AMELIORATE THE IMPACT OF TRAFFIC ON RESIDENTS;**
- (iv) ADEQUATE ACCESS ARRANGEMENTS FOR NESTLES;**

- (v) CONSERVATION AREA AND CANALSIDE ENHANCEMENT;
- (vi) THE CONTRIBUTION OF THE PROPOSAL TO THE ECONOMIC REGENERATION OF HAYES.

The Chestnuts, Barra Hall Park, Hayes

~~15.29 This site, of approx.0.86 hectares, lies in the Hayes Village Conservation Area at the north western corner of Barra Hall Park. It adjoins Barra Hall, a listed building, and is presently occupied by a number of temporary buildings used as Council offices, which have the benefit of planning permission. The appearance of the buildings detracts from the setting of the listed Barra Hall. The park as a whole was designated in earlier local plans as Metropolitan Open Land. However, the Council now considers that having regard to its existing use, the site of The Chestnuts no longer contributes to Metropolitan Open Land objectives and therefore the designation has been removed.~~

~~**PR11 REDEVELOPMENT OF THE CHESTNUTS, BARRA HALL, HAYES, AS DEFINED ON THE PROPOSALS MAP, FOR RESIDENTIAL PURPOSES WILL BE REGARDED AS ACCEPTABLE IN PRINCIPLE.**~~

~~PROPOSALS SHOULD:~~

- ~~(i) BE OF A HIGH QUALITY OF DESIGN WHICH COMPLEMENTS THE LANDSCAPE FEATURES OF THE ADJOINING METROPOLITAN LAND;~~
- ~~(ii) ENHANCE THE SETTING OF THE ADJOINING LISTED BUILDINGS AND THE CHARACTER OF THE CONSERVATION AREA; AND~~
- ~~(iii) HAVE REGARD TO THE COMMUNITY'S NEED FOR AFFORDABLE HOUSING.~~

2. UXBRIDGE AND HAREFIELD PLANNING AREA

15.30 The Uxbridge and Harefield area is very diverse in character. North of the A40 the area consists mainly of open land forming part of the Metropolitan Green Belt and centring on the settlements of Harefield and Ickenham. To the south lies the Strategic Centre of Uxbridge and the residential areas of Hillingdon and Cowley.

15.31 Uxbridge Town Centre is the Borough's Strategic Centre and the Council will as part of the Uxbridge Initiative, a partnership with town centre interests, continue to promote its role as the principal centre for shopping, employment, community and cultural uses. In particular, it will seek to enhance its retail competitiveness relative to other strategic centres and to improve its accessibility and attractiveness with a programme of pedestrianisation and pedestrian priority

~~schemes. In comparison with other strategic sub-regional centres Uxbridge has not experienced much new retail development in recent years. To assist in realising its potential, specific proposals, including a major new retail development, are proposed on certain key sites in the town centre – 175-222A High Street, land at Vine Street/High Street and Mahjack’s Island site. These sites will provide the opportunities to address many of the objectives of the Uxbridge Initiative including improving the accessibility to and within the town centre, developing a high quality physical environment, creating a safer town centre and encouraging and supporting the wider economic development activities and opportunities within the Uxbridge area. More specific details are contained in the Council’s forthcoming ‘Uxbridge Town Centre Business Plan’. On completion of these schemes, and others currently in the pipeline, Uxbridge will have achieved the scale of development needed for it to fulfil its role as a Strategic Centre. Any further changes are primarily qualitative improvements to consolidate this role rather than major increases in floorspace.~~

~~175-222A High Street, Uxbridge (Block 6/7)~~

~~15.32 Within this area as defined on the Proposals Map inset for Uxbridge Town Centre, substantial progress, in partnership with the private sector, has been made towards comprehensive redevelopment and refurbishment to provide a major retail town centre development and associated housing, and other centre uses, public car parking and improvements and extensions to pedestrian facilities. This development will consolidate the main shopping area within the town centre and improve the quality and attractiveness of the centre for all users. The shopping element of Proposal PR12 will strengthen the link between the shops at the southern end of the High Street and those in the rest of Uxbridge Town Centre and increase its competitiveness with other strategic centres. A planning brief for the area was adopted as Supplementary Planning Guidance in January 1989. Any proposal for development should take into account the objectives and policies for the site as set out in the approved Planning Brief, the key elements of which are reflected in the following proposal.~~

~~**PR12 LAND AT 175-222A HIGH STREET, LAND TO THE REAR AND NUMBERS 1-18 CHIPPENDALE WAY, UXBRIDGE SHALL BE REGARDED AS SUITABLE FOR RETAIL AS THE PRIORITY USE, TOGETHER WITH ASSOCIATED ACCESS, SERVICING AND CAR PARKING PROVISION IN ACCORDANCE WITH CURRENT POLICIES AND STANDARDS. RESIDENTIAL ACCOMMODATION (INCLUDING A MINIMUM ON SITE REPLACEMENT OF THOSE UNITS PREVIOUSLY ON THE SITE) WILL BE REQUIRED; WHERE PRACTICABLE AN INCREASE IN THE RESIDENTIAL CONTENT OF THE DEVELOPMENT WILL BE SOUGHT. OTHER APPROPRIATE TOWN CENTRE USES WILL ALSO BE ACCEPTABLE SUBJECT TO THEM NOT PREJUDICING THE ACHIEVEMENT OF THE PRIORITY USE AND THE REQUIREMENTS SET OUT BELOW. IN ANY DEVELOPMENT THE COUNCIL WILL REQUIRE:-**~~

- ~~(i) A HIGH QUALITY RETAIL DEVELOPMENT SELLING PREDOMINANTLY DURABLE GOODS;~~
- ~~(ii) ADDITIONAL TOWN CENTRE CAR PARKING OPERATED AND MANAGED IN ACCORDANCE WITH THE COUNCIL'S POLICIES FOR PUBLIC USES;~~
- ~~(iii) THE PROVISION OF REAR SERVICE ACCESS;~~
- ~~(iv) THE PROVISION OF PEDESTRIAN WAYS AND OPEN SPACES WITHIN THE DEVELOPMENT;~~
- ~~(v) PROVISION FOR A PEDESTRIAN PRIORITY SCHEME AS AN EXTENSION OF THE HIGH STREET PEDESTRIANISATION;~~
- ~~(vi) THE PROVISION OF PARKING FOR THE DISABLED WITH ACCESS THROUGH TO THE HIGH STREET;~~
- ~~(vii) THE RETENTION AND RESTORATION OF EXISTING STATUTORILY LISTED BUILDINGS; AND~~

~~APPROPRIATE ADDITIONS AND MODIFICATIONS TO THE LOCAL HIGHWAY NETWORK TO ACCOMMODATE EXTRA TRAFFIC GENERATED BY THE DEVELOPMENT.~~

Land at High Street, Vine Street, Hillingdon Road, Uxbridge (Block 13)

~~15.33 The area known as Block 13, Uxbridge Town Centre, comprises land bounded by High Street, the Civic Centre, Hillingdon Road and Vine Street. There have been pressures to develop individual sites within the area behind the existing retail frontage, mainly concerned with the Post Office site (fronting Hillingdon Road), Blair House (corner of Cricketfield Road and Vine Street), and the former Press House Site in Cricketfield Road. In principle, office development or other town centre uses is acceptable on these sites within a context of a comprehensive approach to highway and townscape improvement. A Planning Brief has been prepared as Supplementary Planning Guidance (December 1990). Any proposal for development should take into account the objectives and policies for the site as set out in the approved Planning Brief, the key elements of which are included in the following proposal.~~

~~**PR13 DEVELOPMENT FOR OFFICES OR OTHER TOWN CENTRE USES IS ACCEPTABLE IN PRINCIPLE ON THE FORMER PRESS HOUSE, BLAIR HOUSE AND POST OFFICE SITES AND THE LOCAL PLANNING AUTHORITY WILL SEEK WHERE APPROPRIATE:-**~~

- ~~(i) IMPROVEMENTS TO THE ROAD INFRASTRUCTURE ARISING FROM DEVELOPMENT PROPOSALS INCLUDING ACCESS TO AND FROM THE DEVELOPMENT SITES AND ROAD JUNCTIONS ALONG HILLINGDON ROAD;~~
- ~~(ii) PROVISION OF REAR SERVICING TO PROPERTIES IN HIGH STREET (NOS. 271-283) AND VINE STREET (NOS. 1-5);~~
- ~~(iii) PROVISION OF CAR PARKING FOR PUBLIC USE;~~
- ~~(iv) PROVISION OF A USABLE AREA OF LANDSCAPED OPEN SPACE, AVAILABLE FOR PUBLIC ACCESS, CLOSE TO THE JUNCTION OF VINE STREET AND HILLINGDON ROAD;~~
- ~~(v) PROVISION OF APPROPRIATE PEDESTRIAN ACCESS TO THE HIGH STREET;~~
- ~~(vi) REFURBISHMENT OF HIGH STREET AND VINE STREET RETAIL FRONTAGE;~~
- ~~(vii) INDIVIDUAL BUILDINGS OF A HIGH ARCHITECTURAL STANDARD CO-ORDINATED TO FORM A GROUP THAT CONTRIBUTES POSITIVELY TO THE TOWN CENTRE; AND~~
- ~~(viii) A CONTRIBUTION TO THE ECONOMIC REGENERATION OF THE TOWN CENTRE THROUGH THE UXBRIDGE INITIATIVE.~~

Mahjacks Island Site

~~15.34 The Mahjacks Island Site comprises the land between Cross Street and Trumper Way, Uxbridge including the graveyard, 28-34 (consec) Windsor Street, 30-34 (consec) Chapel Street and parts of Windsor Street and Chapel Street. The existing Windsor Street and Chapel Street properties can be used for a mixture of retail and light industrial purposes and some upper floors should be used for residential purposes. 34 Chapel Street and 28, 29 and 30 Windsor Street are locally listed buildings. The graveyard includes the gateway which was constructed in 1776 and is a Grade II listed building. The site was isolated from the rest of Uxbridge by relief road construction but is wholly within the Town Centre as defined on the Proposals Map Inset for Uxbridge Town Centre. The main pedestrian link integrating the site with other parts of the town centre is Windsor Street. In the absence of adopted Supplementary Planning Guidance for this important Town Centre site it is considered essential to provide clear guidance with regard to the appropriate future development of the site.~~

~~PR14 THE MAHJACKS ISLAND SITE SHALL BE REGARDED AS SUITABLE FOR THE FOLLOWING USES TOGETHER WITH ASSOCIATED ACCESS, SERVICING AND CAR PARKING PROVISION IN ACCORDANCE WITH CURRENT POLICIES AND STANDARDS:~~

- ~~(A) OFFICES OR BUSINESS USES;~~
- ~~(B) HOTEL AND ASSOCIATED FACILITIES;~~
- ~~(C) RETAIL USES;~~
- ~~(D) LEISURE USES.~~

~~ANY PROPOSAL MUST:~~

- ~~(i) TAKE INTO ACCOUNT THE SCALE OF DEVELOPMENT IN THE TOWN CENTRE, THE PROXIMITY OF THE OLD UXBRIDGE CONSERVATION AREA, THE GRADE II LISTED GATEWAY, THE EXISTING USE OF THE GRAVEYARD AS PUBLIC OPEN SPACE AND THE ON SITE LOCALLY LISTED BUILDINGS;~~
- ~~(ii) DEMONSTRATE THAT THE TRAFFIC IT GENERATES WILL NOT EXCEED THE OPERATIONAL CAPACITY OF THE SURROUNDING NETWORK NOR MATERIALLY DIMINISH LOCAL ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY RECENT HIGHWAY IMPROVEMENT SCHEMES IN UXBRIDGE; AND~~
- ~~(iii) SECURE BETTER PEDESTRIAN INTEGRATION OF THE SITE WITH OTHER PARTS OF THE TOWN CENTRE.~~

~~ANY DEVELOPMENT WILL BE EXPECTED TO INCORPORATE OTHER USES APPROPRIATE TO A TOWN CENTRE, SUCH AS SHOPS, OR THE OTHER USES SET OUT IN POLICY LE6 OF THIS PLAN. IN ADDITION THE LOCAL PLANNING AUTHORITY WILL SEEK WHERE APPROPRIATE:~~

- ~~(a) IMPROVEMENTS TO THE GRAVEYARD TO ENHANCE THE PUBLIC OPEN SPACE;~~
- ~~(b) IMPROVED PEDESTRIAN ACCESS AT GRADE ACROSS THE SITE FROM THE RESIDENTIAL AREAS TO THE SOUTH WEST INTO THE TOWN CENTRE;~~
- ~~(c) PUBLIC USE OF THE CAR PARKING PROVISION; AND~~
- ~~(d) A CONTRIBUTION TO THE ECONOMIC REGENERATION OF THE TOWN CENTRE THROUGH THE UXBRIDGE INITIATIVE.~~

~~15.35 Windsor Street forms part of the Old Uxbridge Conservation Area and is the only part where there has been no introduction of modern twentieth century~~

development into its frontage. It forms an entity in its own right and is arguably the most characterful and physically attractive part of Old Uxbridge as well as an area of substantial historical interest. It is a vital link between the Town Centre and the Mahjacks Island site and residential areas to the south. It is currently open for use by traffic but the Council is considering pedestrianisation of the street in the future using appropriate materials. Existing businesses will be serviced from rear access roads. It is recognised that St. Margaret's Church needs vehicular access for people with mobility problems, deliveries, emergencies and some ceremonies. Therefore consideration will also be given to the access needs of the historic island site, comprising St. Margaret's Church and the Market House.

~~PR15 THE COUNCIL WILL CONSIDER THE PEDESTRIANISATION OF THE WHOLE OF WINDSOR STREET AS SHOWN ON THE PROPOSALS MAP, USING APPROPRIATE MATERIALS SUCH AS GRANITE SETTES AND YORK STONE PAVING TO RESTORE ITS HISTORICAL CHARACTER.~~

Coppermill, Harefield

15.36 Coppermill Lock Conservation Area provides a mixture of canalside cottages and a working canalside industrial area in a rural setting. Two sites, one in the heart of the Conservation Area and one immediately adjoining are available for redevelopment. The Harefield Rubber Company (Bell Works North) is a 1.42 ha site and includes an important group of canalside buildings dating from the early-mid 19th Century, two of which are Grade II Statutory Listed. The Croda/Fishburn Inks (Park Works) site is an area of 3.24 ha set away from the canal and is now a cleared site. A Planning Brief has been prepared for these sites and adopted after public consultation in March 1989 as supplementary planning guidance. Any proposal for development should take into account the objectives and policies for the site as set out in the approved Planning Brief, the key elements of which are reflected in the following proposal.

PR16 LAND AT COPPERMILL LOCK, PARK LANE, HAREFIELD IS REGARDED AS APPROPRIATE FOR A MIX OF INDUSTRIAL, RESIDENTIAL AND LEISURE USES WHICH RETAINS CANALSIDE INDUSTRIAL BUILDINGS AND REINFORCES THE TRADITIONAL CHARACTER OF THE CONSERVATION AREA. ANY PROPOSALS SHOULD TAKE INTO ACCOUNT:-

- (i) THE NEED TO RETAIN EMPLOYMENT GENERATING USES AROUND THE CANAL BASIN;
- (ii) THE REFURBISHMENT AND FUTURE MAINTENANCE AND, WHERE APPROPRIATE, CONVERSION OF LISTED BUILDINGS AND OTHER IMPORTANT CANALSIDE BUILDINGS WITHIN THE CONSERVATION AREA;

- (iii) THE SUITABILITY OF THE PARK WORKS SITE FOR PREDOMINANTLY RESIDENTIAL USE, INCLUDING A SUBSTANTIAL ELEMENT OF LARGE FAMILY HOUSING;
- (iv) THE NEED TO RETAIN EXISTING FACILITIES FOR CANOEISTS. THERE IS ALSO AN OPPORTUNITY TO DEVELOP WATERSIDE RECREATION FACILITIES, IN PARTICULAR A NARROWBOAT SERVICE BASE, ASSOCIATED WITH AN EDUCATIONAL AND MUSEUM CENTRE;
- (v) THAT COMPLEMENTARY CANALSIDE DEVELOPMENTS SUCH AS A RESTAURANT, CAFE OR LEISURE USES MAY BE CONSIDERED APPROPRIATE;
- (vi) THE INADEQUACY OF EXISTING ACCESS, SERVICING AND PARKING ARRANGEMENTS;
- (vii) THAT THE DETAILED DESIGN, MATERIALS AND MASSING OF NEW DEVELOPMENT MUST PRESERVE AND ENHANCE THE CHARACTER OF THE CONSERVATION AREA;
- (viii) THAT HIGH QUALITY HARD AND SOFT LANDSCAPING IS CONSIDERED IMPORTANT IN VIEW OF THE PROMINENT LOCATION IN OPEN COUNTRYSIDE AND THE CHANGES IN LEVELS WITHIN THE SITE.

Harefield House, High Street, Harefield

~~15.37 The Harefield House site, High Street, Harefield, was used by the Ministry of Defence until its decision to declare the site surplus to requirements. The site comprises approximately 4.05 ha in the centre of Harefield Village, much of it enclosed behind high red brick walls. The buildings on the site include Harefield House, a Grade II statutory Listed Building dating largely from the 19th century, which is in need of refurbishment. In addition, there is a 1930's flat roofed building (4645m²) and an assortment of predominantly single storey out buildings totalling 2322m². The site extends from the High Street to open countryside on the eastern edge of the village and lies within the Conservation Area. The primary objective on the site is to achieve a mixed use development which successfully reconciles the conflicting conservation, economic and employment policies' objectives. A Planning Brief for the site was adopted in March 1989. Any proposal for development should take into account the objectives and policies for the site as set out in the Brief, the key elements of which are included in the following proposal.~~

~~PR17 HAREFIELD HOUSE SITE SHOULD BE DEVELOPED IN ACCORDANCE WITH THE FOLLOWING DEVELOPMENT OBJECTIVES:-~~

- ~~(i) A MIXED USE DEVELOPMENT WITH A SIGNIFICANT ELEMENT OF RESIDENTIAL ACCOMMODATION, AT A DENSITY OF APPROXIMATELY 123 HABITABLE ROOMS PER HECTARE;~~
- ~~(ii) THE REFURBISHMENT OF AND IMPROVED SETTING TO HAREFIELD HOUSE IN AN APPROPRIATE USE WHICH WILL GUARANTEE ITS REPAIR AND FUTURE MAINTENANCE. SUCH A USE MIGHT INCLUDE A RESIDENTIAL INSTITUTION, HOTEL, CONFERENCE, TRAINING CENTRE OR SMALL HEADQUARTERS OFFICE;~~
- ~~(iii) PROVISION OF PUBLIC CAR PARKING, CONVENIENTLY LOCATED TO THE VILLAGE CENTRE;~~
- ~~(iv) PROVISION OF COMMUNITY USES TO MEET LOCAL NEEDS;~~
- ~~(v) PROVISION OF EMPLOYMENT GENERATING COMMERCIAL AND BUSINESS USES AS PART OF A MIXED USE SCHEME. A SMALL RETAIL ELEMENT WOULD BE ACCEPTABLE AT THE NORTHERN PART OF THE SITE, ADJACENT TO THE HIGH STREET;~~
- ~~(vi) AN ARCHITECTURAL AND DESIGN SOLUTION WHICH ENHANCES THE SETTING OF THE LISTED BUILDINGS, REINFORCES THE CHARACTER OF THE HIGH STREET AND IS SENSITIVE TO THE RURAL EDGE OF THE VILLAGE.~~

~~Manor Court, Church Hill, Harefield~~

~~15.38 Manor Court, Church Hill, Harefield is a Grade II Statutory Listed building, set in some 1.01 ha of grounds within Harefield Village Conservation Area. It is an attractive domestic structure incorporating work of every period from the 17th Century to the 20th Century. For most of its life the building has served as a farmhouse. The grounds contain semi-mature and mature trees and are protected by a Tree Preservation Order. The highest priority for the site is placed upon the repair and upkeep of the Listed Building. A planning brief for the site was adopted after public consultation in December 1987. Any proposal for development should take into account the objectives and policies for the site as set out in this Brief, the key elements of which are included in the following proposal.~~

~~PR18 AT MANOR COURT, CHURCH HILL, HAREFIELD, THE FOLLOWING USES WOULD BE ACCEPTABLE:~~

- ~~(i) RESIDENTIAL USE AS A SINGLE FAMILY DWELLING. SUB DIVISION MIGHT BE ACCEPTABLE IF IT CAN BE SHOWN THAT THE ARCHITECTURAL AND HISTORIC INTEGRITY OF THE BUILDING WILL NOT BE DAMAGED;~~
- ~~(ii) HOTEL, FIELD STUDIES CENTRE, RESTAURANT OR COMMUNITY USE PROVIDED IT WAS NOT OF A SCALE OR A TYPE REQUIRING ANY EXTENSIVE ALTERATION TO THE BUILDING OR EXTENSION;~~
- ~~(iii) OTHER USES WOULD BE CONSIDERED WITHIN THE CONSTRAINTS OF THE SITE.~~

~~IN ANY DEVELOPMENT, THE FOLLOWING CRITERIA WILL BE TAKEN INTO ACCOUNT:-~~

- ~~(a) THAT THE FABRIC, INTEGRITY AND SETTING OF THE LISTED BUILDING ARE RETAINED AND ENHANCED;~~
- ~~(b) THAT THE STABLE BLOCK SHOULD BE RETAINED AND RESTORED TO A USE APPROPRIATE TO ITS SCALE AND LOCATION;~~
- ~~(c) THAT SATISFACTORY ACCESS AND CAR PARKING ARRANGEMENTS ARE ACHIEVED;~~
- ~~(d) THAT LANDSCAPE FEATURES INCLUDING TREES ARE RETAINED AND ENHANCED THROUGH MANAGEMENT AND ADDITIONAL PLANTING.~~

Breakspear House, Breakspear Road North, Harefield

15.39 Breakspear House, cottages and stables comprise a Grade I Listed Building, two cottages, a Dovecote which is separately Listed Grade II* and other outbuildings located on the south-western side of Breakspear Road North within the Harefield Village Conservation Area. The Listed Building, parts of which date from the seventeenth century, is in need of repair and an end use that will ensure its effective maintenance. The existing gardens including a walled garden of Breakspear House comprise the designed landscape core to the estate and provide the setting of the house. The gardens date from different periods and are in need of planned restoration and replanting. The last use of Breakspear House was as a nursing home for the London Borough of Harrow. It is now vacant. The cottages and stables on the road frontage should remain substantially unaltered although the stables could convert to a residential use in accordance with the provision of Policy OL14 of this plan as they are considered worthy of retention. These could be considered either separately or in conjunction with any proposals for Breakspear

House. All of the proposal site is located within the Green Belt and the primary aim is to reconcile objectives relating to the sites historical, architectural and landscape value with those of the Green Belt. It is intended to prepare a Planning Brief as supplementary planning guidance for the site.

PR19 ANY PROPOSAL FOR DEVELOPMENT IN RESPECT OF BREAKSPEAR HOUSE, BREAKSPEAR COTTAGES, AND STABLES SHALL, IF APPROPRIATE TAKE INTO ACCOUNT:-

- (i) THE PRIORITY REFURBISHMENT OF BREAKSPEAR HOUSE AND THE DOVECOTE IN ACCORDANCE WITH AN AGREED PROGRAMME OF RESTORATION;
- (ii) THE RESTORATION OF THE DESIGNED LANDSCAPE AND GARDENS;
- (iii) THE SITE'S LOCATION WITHIN THE GREEN BELT;
- (iv) THE RELATIONSHIP BETWEEN ANY NEW BUILDING, THE SETTING OF THE LISTED BUILDINGS AND THE CHARACTER OF THE CONSERVATION AREA;
- (v) ARCHAEOLOGICAL INVESTIGATION AS APPROPRIATE;
- (vi) THE SUITABILITY OF THE PROPOSED USE IN ADDRESSING POINTS (i - v) ABOVE;

Harefield Hospital

15.40 Harefield Hospital lies entirely within the Green Belt and partly within the Harefield Village Conservation Area. It is well known for its specialisation in chest and heart diseases. The Hillingdon Area Health Authority obtained planning consent in 1996 for a Masterplan which shows how future development needs can be accommodated. In addition, in 1990 a planning permission was granted for the establishment of a medically related research and business park on land at the former North Wards site. The site is identified as a major developed site (see Table 3.3 of this plan) for the purposes of PPG2 Annex C.

PR20 AT HAREFIELD HOSPITAL SITE AS SHOWN ON THE PROPOSALS MAP INFILLING AND REDEVELOPMENT WHERE APPROPRIATE FOR HEALTH PURPOSES ASSOCIATED WITH HAREFIELD HOSPITAL WILL BE ACCEPTABLE IN PRINCIPLE SUBJECT TO:

- (i) GREEN BELT CONSIDERATIONS, NOTABLY ANNEX C OF PPG2;
- (ii) COMPATIBILITY WITH THE HAREFIELD VILLAGE CONSERVATION AREA;

- (iii) A COMPREHENSIVE APPROACH AND APPROPRIATE PHASING INCLUDING PROVISION OF ASSOCIATED ACCESS, SERVICING, CAR PARKING AND LANDSCAPING IN ACCORDANCE WITH THE COUNCIL'S CURRENT POLICIES AND STANDARDS;
- (iv) LAND BANK PROVISION TO ALLOW FOR POSSIBLE FUTURE CHANGES IN THE NEED FOR HEALTH SERVICES; AND
- (v) WHERE LAND AT NORTH WARDS SITE IS SURPLUS TO CURRENT AND FUTURE HAREFIELD HOSPITAL REQUIREMENTS, A MEDIPARC ASSOCIATED WITH AND HAVING CLOSE OPERATIONAL LINKAGES WITH HAREFIELD HOSPITAL IS ACCEPTABLE IN PRINCIPLE.

Hillingdon Hospital

15.41 The Hillingdon Hospital site comprises two main sites on either side of Pield Heath Road and a third smaller site fronting Colham Road. It is bounded to the west by Royal Lane and to the east by Colham Road and Colham Green Road. The main sites have been substantially developed over the past fifty years. Given the recent National Health Service (NHS) reforms and mindful that Hillingdon Hospital recently achieved NHS Trust status, it is considered essential to prepare clear advice with regard to the appropriate future development of the site. A planning brief is required to guide development and will take into account:-

- (i) the needs of Hillingdon Hospital NHS Trust in seeking to provide better health care and improved services to patients;
- (ii) the views of local residents;
- (iii) the need to make a positive contribution to the character and appearance of the area;
- (iv) policies of this plan which relate to the site.

PR21 AT THE HILLINGDON HOSPITAL SITE, THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE REDEVELOPMENT WHERE APPROPRIATE FOR HEALTH PURPOSES ASSOCIATED WITH HILLINGDON HOSPITAL SUBJECT TO:-

- (i) COMPREHENSIVE PROPOSALS SHOWING THE HEALTH AUTHORITY'S INTENTIONS FOR THE WHOLE SITE;
- (ii) APPROPRIATE PHASING INCLUDING THE PROVISION OF ASSOCIATED ACCESS, SERVICING, CAR PARKING PROVISION AND LANDSCAPING IN ACCORDANCE WITH CURRENT POLICIES AND STANDARDS;

- (iii) LAND BANK PROVISION TO ALLOW FOR POSSIBLE FUTURE CHANGES IN THE NEED FOR HEALTH SERVICES;
- (iv) WHERE LAND IS SURPLUS TO CURRENT AND FUTURE REQUIREMENTS, ALTERNATIVE DEVELOPMENT WILL BE CONSIDERED IN THE LIGHT OF RELEVANT POLICIES OF THIS PLAN;
- (v) SAFEGUARDING AND IMPROVEMENT OF LOCAL RESIDENTIAL AMENITY.

Brunel University

15.42 Brunel University's Uxbridge campus is 70ha in extent and comprises four parcels of land all within the Green Belt. The main built-up campus site is located between Cleveland Road and Kingston Lane (Site 2) with additional facilities set in predominantly open land between Cleveland Road and Cowley Road (Site 1). The two remaining parcels lie to the east (Site 3) and to the south (Site 5) of the main built-up campus and are open land used for sporting activities. In order to reconcile Green Belt, ecological and amenity objectives with the University's desire to expand, the Council prepared a Planning Brief which was adopted as supplementary planning guidance in September 1991. In 1992 outline planning permission was granted for the University's Master Plan which indicates the planned growth in facilities over the next 10 years. Any proposals for development should take into account the objectives and policies for the site as set out in the approved Planning Brief and PPG2, notably paragraphs C3 to C8 of Annex C. The site is identified as a major developed site (see Table 3.3 of this Plan) for the purposes of PPG2 Annex C. The key elements of the Planning Brief are reflected in the following policy.

PR22 BRUNEL UNIVERSITY CAMPUS SHALL BE RESERVED FOR DEVELOPMENT ASSOCIATED WITH THE UNIVERSITY'S FUNCTIONING AS A CENTRE FOR ACADEMIC LEARNING AND RESEARCH. IN ORDER TO SAFEGUARD THE FUNCTION AND OPEN NATURE OF THE GREEN BELT ACROSS THE CAMPUS, INFILL AND DEVELOPMENT WILL BE ENCOURAGED ON SITE 2 PROVIDING IT DOES NOT HARM THE ENVIRONMENT. DEVELOPMENT ON THE PREDOMINANTLY OPEN LAND ON SITE 1 WILL BE ACCEPTABLE WHERE (i) THE PROPORTION OF DEVELOPED TO UNDEVELOPED LAND IS SUCH THAT THE SITE RETAINS ITS OPEN CHARACTER; (ii) THE LAND IS ABLE TO SUSTAIN ITS ECOLOGICAL AND NATURE CONSERVATION INTEREST; AND (iii) DEVELOPMENT DOES NOT DETRACT FROM RESIDENTIAL AMENITY. DEVELOPMENT OF SITE 3 AND SITE 5 WILL BE RESTRICTED TO OUTDOOR SPORT AND INFORMAL RECREATIONAL USES WHICH RETAIN THE EXISTING OPEN CHARACTER.

IN CONSIDERING ANY PROPOSAL AT THE UNIVERSITY, THE FOLLOWING OBJECTIVES WILL BE TAKEN INTO ACCOUNT:-

- (i) TO PRESERVE AND ENHANCE THE ECOLOGICAL INTEREST OF THE LAND INCLUDING ESTABLISHING NATURE CONSERVATION AND WILDLIFE CORRIDORS;
- (ii) TO SEEK PUBLIC ACCESS TO THE CAMPUS WHERE THIS DOES NOT COMPROMISE THE UNIVERSITY'S OPERATIONAL REQUIREMENTS OR THE SAFETY AND SECURITY OF THE STUDENTS AND STAFF;
- (iii) TO PROVIDE BOTH ON AND OFF-SITE ROAD AND JUNCTION IMPROVEMENTS;
- (iv) TO AUGMENT EXISTING TREE BELTS ALONG THE NORTHERN AND WESTERN BOUNDARIES ON SITE 1 AND PROVIDE ADDITIONAL PLANTING AND LANDSCAPING WHERE APPROPRIATE ELSEWHERE;
- (v) TO PROVIDE ADEQUATE ON-SITE CAR PARKING;
- (vi) TO ENHANCE THE EXISTING FOOTPATH NETWORK ON THE CAMPUS;
- (vii) TO PROTECT LOCAL RESIDENTIAL AMENITY.

Hillingdon Circus

15.43 The Hillingdon Circus site forms the north western and north eastern corners of land at the junction of Western Avenue and Long Lane and is bounded by the existing A40 Western Avenue to the south and the proposed line of the re-routed A40 to the north. A parcel of Council-owned land immediately south of Western Avenue is also included in the site. The majority of the site falls within the Green Belt. To the immediate east and west of Long Lane lie commercial developments known as the Master Brewer and the Ruston Bucyrus sites, together with Hillingdon Station. These are outside the Green Belt and form part of the North Hillingdon Local Centre. A grant of planning permission in 1993 has recognised that the Ruston Bucyrus site is appropriate for offices.

15.44 The site is included in a planning brief which was adopted in January 1990 following consultation with the public. The general strategy for the area is one of reinforcing the character of the Green Belt together with improved public access to open space areas. In the developed area, where land adjacent to Long Lane forms a break in the Green Belt, the opportunity exists for new development taking advantage of the site's location whilst respecting its visibility from adjoining green belt land and transport routes. In addition a new Hillingdon Station, rebuilt to accommodate the A40 realignment, provides the basis for improving public transport links and possible opportunities for enhanced park and ride facilities. Comprehensive treatment of the site between Western Avenue, Long Lane and the railway station is sought in order to best achieve the objectives (vii), (viii) and (ix)

below. The local authority is aware of London Transport's interest in extending the park and ride facilities for Hillingdon Station. Should any proposals be submitted for such a scheme, the Local Planning Authority will consider them as part of the review of the Plan. Any proposals for development should take into account the objectives and policies for the sites as set out in the approved Planning Brief, the key elements of which are reflected in the following proposal.

**PR23 ON LAND AT HILLINGDON CIRCUS DELINEATED ON THE PROPOSALS MAP
THE LOCAL PLANNING AUTHORITY WILL PURSUE THE FOLLOWING OBJECTIVES;**

A. WITHIN THE GREEN BELT:-

- (i) REINFORCE AND ENHANCE THE GREEN BELT LANDSCAPE TO IMPROVE ITS VISUAL FUNCTION;**
- (ii) IMPROVE ACCESS TO FREEZELAND COVERT TO PROMOTE OPEN SPACE OF RECREATIONAL VALUE;**
- (iii) SECURE EFFECTIVE MANAGEMENT, INCLUDING PLANTING OF WOODLAND AT FREEZELAND COVERT AND THE POND;**
- (iv) ENHANCE ECOLOGICAL AND WILDLIFE INTEREST ON LAND WEST OF FREEZELAND COVERT;**
- (v) ENHANCE PEDESTRIAN ACCESS BETWEEN THE GREEN BELT AREAS EAST AND WEST OF LONG LANE;**

B. WITHIN THE 'DEVELOPED AREA':-

- (vi) SECURE SUBSTANTIAL PLANTING AND LANDSCAPING IN ASSOCIATION WITH ANY DEVELOPMENT;**
- (vii) PROMOTE A MIX OF USES THAT TAKES ADVANTAGE OF THE NORTH-SOUTH AND EAST-WEST COMMUNICATION NETWORK TO SERVE COMMUNITY AND BOROUGH WIDE INTERESTS;**
- (viii) SECURE THE PROVISION, WHERE APPROPRIATE, OF LEISURE/SOCIAL/COMMUNITY FACILITIES;**
- (ix) ENVIRONMENTAL IMPROVEMENTS AND LANDSCAPING AS NECESSARY TO ENHANCE THE LOCAL SHOPPING AND RESIDENTIAL ENVIRONMENT; AND**
- (x) ARCHITECTURE AND DESIGN WHICH MAINTAINS A SATISFACTORY RELATIONSHIP WITH NEARBY RESIDENTIAL PROPERTIES, HILLINGDON**

CIRCUS, THE GREEN BELT AND SURROUNDINGS FROM WHICH IT IS PROMINENT.

~~Hillingdon House Farm, Park Road, Uxbridge~~

~~15.45 The Borough's main recreational deficiency is in major sports facilities and there is a need for a major sports/leisure complex to be located in a centre with good accessibility to serve the whole of the Borough. Land at Hillingdon House Farm, Uxbridge has been identified as the most suitable site for such a sports/leisure complex and a detailed planning brief was adopted in March 1989 following public consultation, specifying the area outside the Green Belt for built development, related highway improvements, and environmental improvements to the open land bounded by Park Road, the A40 and railway line. This Council is seeking, in co-operation with the private sector, a development including a sports/leisure complex, and enabling development if appropriate. Any development should take into account the criteria set out in the Planning Brief, the key elements of which are reflected in the following proposal.~~

~~PR24 AN INDOOR SPORTS AND LEISURE COMPLEX WITH ASSOCIATED CAR PARKING WILL BE REGARDED IN PRINCIPLE AS ACCEPTABLE ON OR ADJOINING THE SWIMMING POOL SITE AT HILLINGDON HOUSE FARM SUBJECT TO:~~

- ~~(i) COMPREHENSIVE LANDSCAPING IMPROVEMENTS ON GREEN BELT LAND TO THE EAST, PROVISION OF FOOTPATHS AND CYCLE WAYS, BRIDLEWAYS IF APPROPRIATE, AND FACILITIES FOR OUTDOOR SPORT AND INFORMAL RECREATION;~~
- ~~(ii) NEW DEVELOPMENT BEING INTENSIVELY LANDSCAPED SO THAT THE MOST IMPORTANT VIEWS ACROSS THE SITE ARE RETAINED AND ENHANCED.~~
- ~~(iii) DEVELOPMENT IS DEPENDENT UPON THE PRINCIPAL VEHICULAR ACCESS BEING FROM PARK ROAD, UXBRIDGE. IF THE AMOUNT OF TRAFFIC GENERATED BY DEVELOPMENT SIGNIFICANTLY EXCEEDS PRESENT LEVELS, IMPLEMENTATION OF THESE PROPOSALS WILL BE DEPENDENT ON COMPLETION OF APPROPRIATE IMPROVEMENTS TO PARK ROAD.~~
- ~~(iv) REPLACEMENT OR ENHANCEMENT OF CAR PARKING FOR UXBRIDGE COLLEGE IF THE EXISTING COLLEGE CAR PARK IS DEVELOPED AS PART OF THE ABOVE SPORTS AND LEISURE COMPLEX.~~

3. RUISLIP/NORTHWOOD PLANNING AREA

~~15.46 The Ruislip/Northwood area provides a pleasant residential environment characterised by areas of suburban housing surrounded by large areas of Green Belt and other open space. Most of Ruislip Woods SSSI, the largest block of woodlands in Greater London, lies within the area and is of great importance for both nature conservation and recreation.~~

~~Battle of Britain House, Ruislip~~

~~15.47 The site of Battle of Britain House, Ducks Hill Road, Ruislip, approximately 2.1 hectares in extent, stands in mature woodlands on the edge of Ruislip Woods and forms part of a much larger Green Belt area. The property which formerly occupied the site was originally a country house, but was taken over during World War II for military use. It was later used as a College of Further Education, until a fire destroyed the main house in 1984. The cleared site is now regenerating naturally, with just the derelict shell of the former annex remaining. Notwithstanding the previous use of the site, it is the Council's intention that it be restored to woodland and managed as part of the adjoining Copsewood. Both Copsewood and the site of Battle of Britain House have been identified by the London Ecology Unit as a Site of Metropolitan Importance for Nature Conservation, and the former is part of the Ruislip Woods SSSI. The Council will give its consideration to the designation and management of the woodland (including the site of Battle of Britain House) as a Local Nature Reserve.~~

~~**PR25 THE SITE OF BATTLE OF BRITAIN HOUSE, DUCKS HILL ROAD, RUISLIP IS TO BE RESTORED TO WOODLAND AND MANAGED AS A LOCAL NATURE RESERVE IN CONJUNCTION WITH ADJOINING WOODLAND.**~~

~~Mount Vernon Hospital, Northwood~~

~~15.48 Rationalisation and redevelopment of some of the existing buildings is being undertaken. In light of PPG(2) revised (1995), a planning brief will be prepared for any future redevelopment proposals.~~

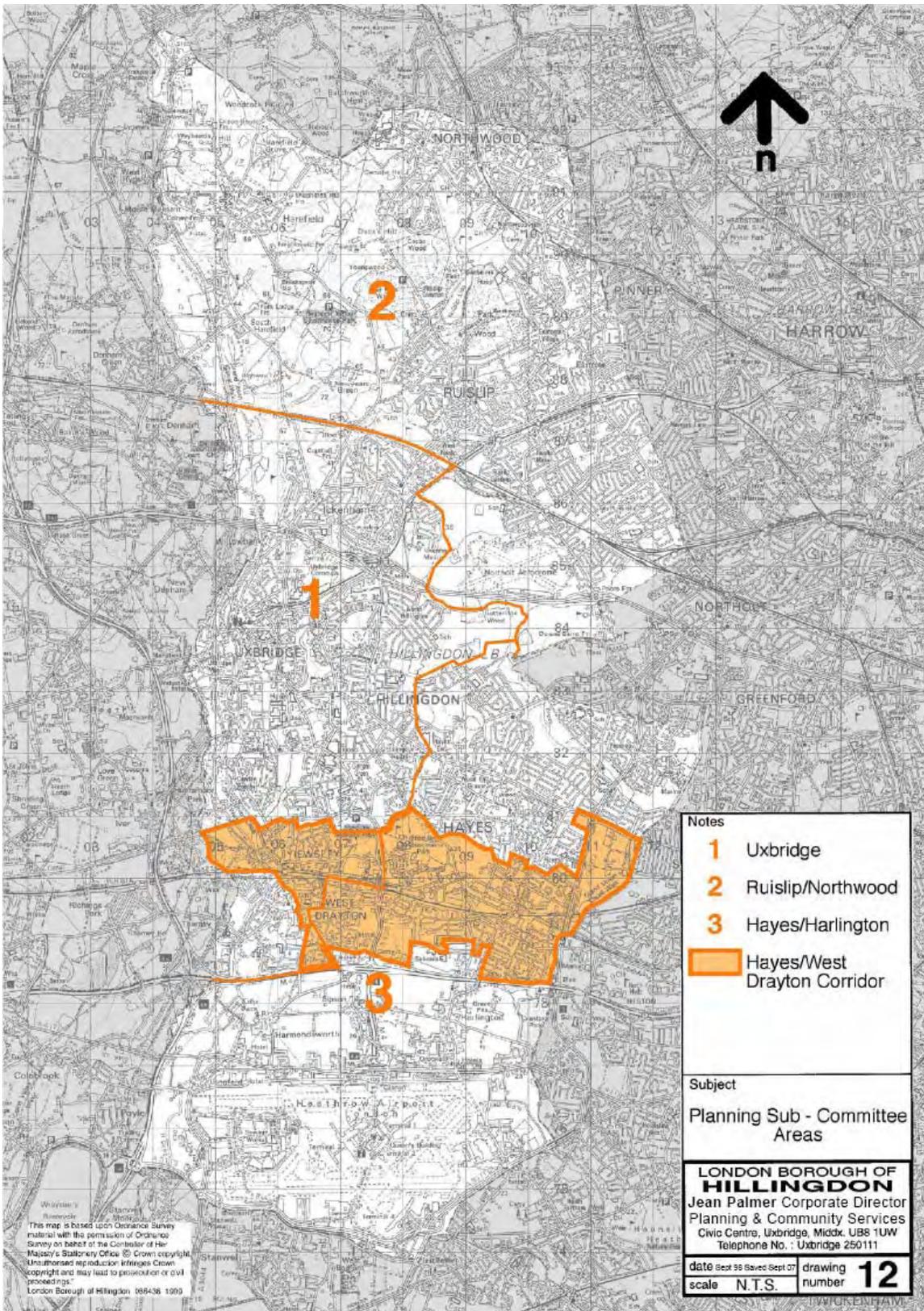
~~St. Vincents Hospital, Northwood Hills~~

~~15.49 St. Vincent's Hospital is located within the Green Belt on the edge of the residential area of Northwood Hills. It has an area of approximately 8.17 hectares and occupies two distinct plots on either side of Wiltshire Lane. The relief of the site is such that the land rises steeply to the crest of Haste Hill to the north. The change in levels and generally elevated level of the site means that the hospital occupies a prominent position both locally and from more distant views. Much of the hospital comprises old buildings which are inadequate to serve current medical purposes, and their condition is such that the hospital needs to undertake a~~

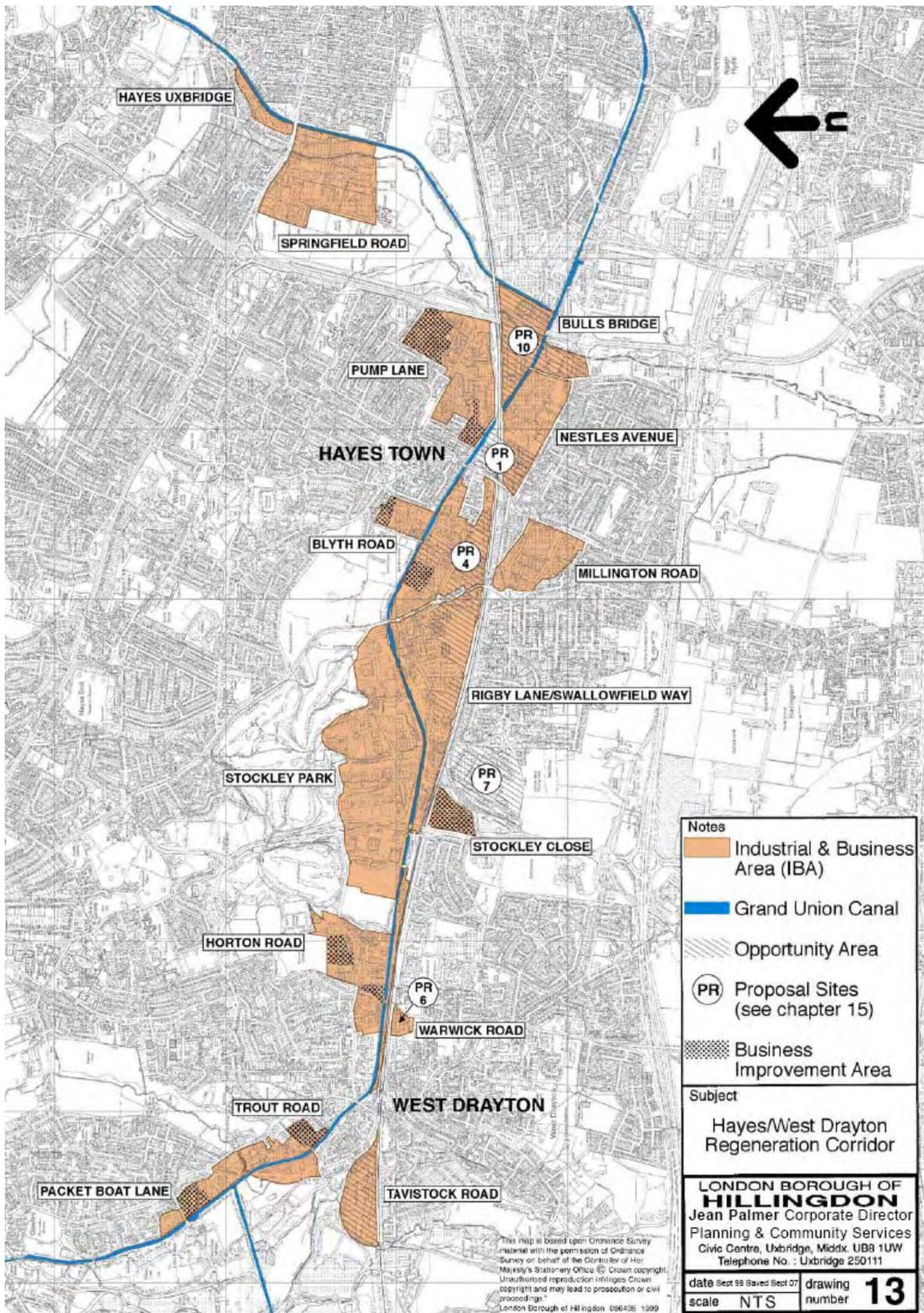
~~substantial development programme to replace and modernise buildings. Given these conditions, and taking account of the Borough's housing needs identified in Chapter 7 of this plan, the Council regards obsolete buildings as suitable for redevelopment for health and residential purposes, and wishes to act in partnership with the Hospital Trust in securing a phased redevelopment of the site. Supplementary Planning Guidance is to be prepared which will have regard to advice set out in PPG2 Annex C and would seek to ensure that redevelopment had less visual impact on the openness of the Green Belt than existing development. In landscape terms, there is a substantial advantage in achieving the removal of buildings from the top of Haste Hill with the concentration of hospital development on the western part of the site and residential development being located near the foot of the hill. The site is identified as a major developed site (see Table 3.3 of this Plan) for the purposes of PPG2 Annex C.~~

~~**PR26 REDEVELOPMENT OF LAND AT ST. VINCENT'S HOSPITAL, NORTHWOOD HILLS, AS DEFINED ON THE PROPOSALS MAP, FOR HEALTH AND RESIDENTIAL PURPOSES IN ACCORDANCE WITH THE PRINCIPLES SET OUT IN PPG2 (ANNEX C) SHALL BE REGARDED AS APPROPRIATE. IN PARTICULAR, PROPOSALS SHOULD:**~~

- ~~(i) FACILITATE THE OPERATIONAL AND DEVELOPMENT REQUIREMENTS OF THE HOSPITAL;~~
- ~~(ii) HAVE LESS VISUAL IMPACT ON THE OPENNESS OF THE GREEN BELT THAN EXISTING DEVELOPMENT;~~
- ~~(iii) NOT OCCUPY A LARGER GROUND AREA THAN EXISTING BUILDINGS ON THE SITE;~~
- ~~(iv) NOT EXCEED THE HEIGHT OF EXISTING BUILDINGS ON THE SITE;~~
- ~~(v) BE OF A HIGH QUALITY OF DESIGN WHICH MAINTAINS AND UTILISES EXISTING LANDSCAPE FEATURES;~~
- ~~(vi) HAVE REGARD TO THE COMMUNITY'S NEED FOR AFFORDABLE HOUSING;
AND~~
- ~~(vii) HAVE REGARD TO THE NATURE CONSERVATION VALUE OF THE SITE, PARTICULARLY THAT OF THE MEADOW ON THE EASTERN SIDE OF WILTSHIRE LANE WHICH IS A BOROUGH GRADE II SITE OF NATURE CONSERVATION IMPORTANCE.~~



London Borough of Hillingdon UDP Saved Policies September 2007 (Published Version)



ANNEX 1: CAR PARKING STANDARDS

LIST OF POLICIES

GLOSSARY OF TERMS

GENERAL NOTES ON THE USE OF THE STANDARDS

~~(a) MAXIMUM & MINIMUM STANDARDS AND RELAXATIONS~~

~~The standards are intended to ensure that sufficient off-street parking is provided for the operational needs of each use without promoting the use of cars at the expense of other, more environmentally sustainable modes of transports, and without encouraging development in areas where it would not be readily accessible by such modes. The standards are therefore generally expressed in the form of a range indicating the minimum and maximum number of spaces to be provided within each development. Relaxations to provide spaces outside the specified range will be allowed only in special circumstances. For residential development only minimum standards are specified: car ownership in the Borough is high and if people have adequate and secure off-street parking, they will have more incentive to leave their cars at home rather than use them on all trips.~~

~~(b) NEW BUILDINGS, EXTENSIONS AND CHANGES OF USE~~

~~The standards apply to new buildings and extensions to buildings. For changes of use the standards will apply only if the change is to a use with a higher minimum parking requirement – the excess being the relevant figure. Where standards differ between uses in the same Use Class [Town & Country Planning (Use Classes) Order 1987] or between uses where the Town & Country Planning (General Permitted Development) Order 1995 grants permitted development rights, conditions may be applied to Planning Permissions restricting rights to change use without the consent of the LPA.~~

~~(c) FLOORSPACE~~

~~Unless otherwise indicated, the floorspace in all cases refers to the whole gross floor area, including the thickness of the walls.~~

~~(d) SCHEMES WITH SEVERAL DISTINCT LAND USES~~

~~Where a scheme consists of more than one distinct land use, the parking requirement is normally calculated separately for each use. Ancillary floorspace (e.g. canteen space within a factory) is treated as part of the main use.~~

~~(e) DEVELOPMENT WITH NO LPA PARKING STANDARD~~

~~For those developments where there is no adopted LPA parking standard, applicants will need to demonstrate that sufficient operational car parking is provided. Each case will be considered on its merits in the context of the LPA's transport and road safety policies and objectives.~~

~~(f) DEVELOPMENTS DESIGNED TO ALLOW MULTIPLE USE OF PARKING FACILITIES~~

~~Developments designed to allow the multiple use of parking facilities (i.e. use by different sections of the community and different uses at different times) are encouraged.~~

~~(g) USES LIKELY TO GENERATE COACH TRAFFIC~~

~~Uses likely to generate coach traffic, e.g. hotels, public halls, educational establishments, swimming & sports facilities and theatres should provide adequate off-street facilities for coaches, including picking-up and setting-down points,~~

~~manoeuvring space and parking spaces. Development layouts should allow coaches to enter and leave the site in a forward gear.~~

~~(h) COMMUTED PAYMENTS~~

~~The LPA may in certain circumstances accept payment towards the extension or introduction of on-street parking controls in the vicinity, the improvement or introduction of public transport facilities or other appropriate transport infrastructure, if development is likely to generate more traffic than can be accommodated by car parking provided in accordance with these standards.~~

~~(i) CYCLE PARKING~~

~~Provision should be made for secure and covered parking for bicycles and motorcycles in all non-residential developments. Where no specific standard exists cycle parking provision will be negotiated specifically with each application.~~

~~(j) LOADING ARRANGEMENTS~~

~~Sufficient space for the standing and manoeuvring of all goods vehicles likely to serve the development at any one time is essential. At least 50 sq m should be provided, laid out to accommodate the largest vehicle likely to be accommodated (2.5m x 16.5m). Development layouts should allow all vehicles to enter and leave the site in a forward gear.~~

~~(k) PARKING BAY SIZE~~

~~The minimum size of a standard parking bay is 2.4m x 4.8m and for a disabled person's bay 3.6m x 4.8m. Additionally an allowance of 20 sq m to 25 sq m should be included for on-site access and manoeuvring arrangements.~~

~~(l) LARGE, UNBROKEN EXPANSES OF CAR PARKING~~

~~Large, unbroken expanses of car parking are generally unattractive. All surface car parks should be adequately screened and landscaped, and where possible laid out in small groups of parking spaces. Attention should be paid to 'Secure by Design' considerations. Design guidance is available from the Council.~~

~~(m) FORECOURT PARKING~~

~~Hard surfacing of front gardens to provide forecourt parking is generally detrimental to amenity; where this expedient is unavoidable, design advice should be sought from the Council.~~

~~(n) PROVISION FOR THE DISABLED~~

~~All developments should have due regard to the needs of people with disabilities. Buildings should be designed to provide space within the site and close to the main entrance to the building for cars to set down and pick up disabled patrons and employees. Unless indicated to the contrary in the standards for specific uses, at least 10% of parking spaces should be capable of use as disabled persons' spaces (3.6m x 4.8m). Parking bays for people with disabilities should be specifically marked out and positioned as near as possible to the entrance of the building. Design guidance is available from the Council.~~

(o) EMPLOYEE PARKING

In developments where parking spaces are primarily provided for visitors or customers, a proportion of spaces shall be specifically marked out for use by employees. Conditions may be applied to ensure that these spaces remain so marked out.

Use Class	Description	Parking Standard
A1 Shops	Retail	Minimum: 1 space per 40 sq m gross floorspace. Maximum: 1 space per 12 sq m gross floorspace. Any spaces provided in excess of the maximum will only be permitted provided in the form of public car parking, charged in accordance with the Council's policies for off-street parking charges. See note (o) concerning employee parking.
A2 Financial & professiona ↓	Offices (Business & Professional)	Minimum: 1 space per 150 sq m gross floorspace plus 1 disabled person's space (3.6m x 4.8m) per 450 sq m plus loading/unloading space. Maximum: 1 space per 35 sq m gross floorspace. If provision of spaces above the minimum requirement results in more spaces, the Council will normally require that the additional spaces are made available to the general public at charges in accordance with the Council's charging policies for off-street car parks.
A3 Food & drink	Cafes, Restaurants, Public Houses, Wine Bars etc.	Minimum: 1 disabled person's space per 800 sq m gross floorspace. Maximum: 1 space per 40 sq m gross floorspace.
A3	Takeaways	Standard as for A1 use.
B1 Business	Business Use (unrestricted)	Minimum: 1 car space per 150 sq m gross floorspace plus 50 sq m dedicated lorry parking space per 1000 sq m plus 1 disabled person's space (3.6m x 4.8m) per 450 sq m. Maximum: 1 car space per 35 sq m gross floorspace. If provision of spaces above the minimum requirement results in more than 50 spaces, the Council will, where appropriate, require that the additional spaces are made available to the general public at charges in accordance with the Council's charging policies for off-street car parks.

B1(A) Business	Offices	<p>Minimum: 1 space per 150 sq m gross floorspace plus 1 disabled person's space (3.6m x 4.8m) per 450 sq m plus loading/unloading space.</p> <p>Maximum: 1 space per 35 sq m gross floorspace. If provision of spaces above the minimum requirement results in more than 50 spaces, the Council will, where appropriate, require that the additional spaces are made available to the general public at charges in accordance with the Council's charging policies for off street car parks.</p> <p>See note (b) concerning restrictions on changes of use.</p>
B1(C)	Light Industry	<p>Minimum: 1 car space per 100 sq m plus 50 sq m lorry space per 1000 sq m or part thereof.</p> <p>Maximum: 1 car space per 50 sq m See note (b) concerning restrictions on changes of use.</p>

Use Class	Description	Parking Standard
B2 General industrial	Industry	<p>Minimum: 1 car space per 100 sq m plus 50 sq m lorry space per 1000 sq m or part thereof.</p> <p>Maximum: 1 car space per 50 sq m. See note (b) concerning changes of use.</p>
B8 Storage or distribution	Warehousing, Storage and Wholesale Distribution etc.	<p>Minimum: 1 car space per 100 sq m plus 50 sq m lorry space per 1000 sq m or part thereof.</p>
C1 Hotels	Guest Houses/Small Hotels (<10 bedrooms)	<p>Minimum: 3 spaces (i.e. as for 5+ bedroom house [Class C3])</p> <p>Maximum: 1 space per bedroom</p>
C1	Hotels (50+ bedrooms)	<p>Minimum: 1 space per 5 bedrooms plus 1 space per 25 sq m conference facilities plus 1 coach space per 200 bedrooms or part thereof.</p> <p>Maximum: 1 space per 2 bedrooms plus 1 space per 5 sq m conference facilities.</p>

		See note (o) concerning employee parking.
C1 Hotels	Inns/Medium Hotels (<50 bedrooms)	Standard as for A3 use for non-bedroom floorspace plus: Minimum of 1 additional space per 5 bedrooms; Maximum of 1 additional space per 2 bedrooms.
C1	Motels	Minimum: 1 space per 5 bedrooms; Maximum: 1 space per bedroom.
C2 Residential institutions	Boarding Schools/ Residential Colleges etc.	Minimum standard should be based on resident bedspaces.
C2	Children's Homes	Minimum standard should be based on resident bedspaces; 1 car space per 4 bedspaces (on basis of 1 staff per 3 residents). Secure storage should be provided to accommodate all children's and staff bicycles.

Use Class	Description	Parking Standard
C2	Hospitals	Minimum standard should be based on bedspaces only: 1 car space per bedspace. Maximum: 2 spaces per bedspace. Spaces over 100 to be charged in accordance with Council's policy for off-street parking. See note (o) concerning employee parking.
C2	Nursing Homes	Minimum 1 space per patient bedspace; plus secure cycle storage to accommodate at least one bicycle per staff bedspace.
C2	Old People's Homes	Minimum standard should be based on resident bedspaces: 1 car space per 4 bedspaces (on basis of 1 staff per 3 residents). Secure storage should be provided to accommodate staff bicycles.
C3 Dwelling houses	Dwellings without	Minimum: 1.6 car spaces and 1 secure bicycle storage space per dwelling. Each dwelling should

	individual curtilages: communal parking in garages or open car parking areas	be allocated at least one specifically dedicated car parking space. In Local Authority/Housing Association social housing developments, at least 60% of the spaces shall be provided before any dwellings are occupied. The remaining spaces should be provided either to meet demand as it arises or before sale of the dwellings, for example under the Right to Buy scheme. Plans submitted for Planning Permission should clearly show both how any future spaces will be laid out and how the land is to be used in the meantime. In considering how much amenity space should be provided in Local Authority/Housing Association developments, no regard will be paid to the temporary, quantitative contribution to amenity space made by land reserved for future car parking.
C3	Dwellings: 5 or more bedrooms with curtilage parking	Minimum: 3 car spaces per dwelling. Up to 33.33% of spaces may be provided in communal parking areas to facilitate their use by visitors.
C3	Dwellings: under 5 bedrooms with curtilage parking	Minimum: 2 car spaces per dwelling. Up to 40% of spaces may be provided in communal areas to facilitate their use by visitors.
C3	Sheltered Housing – 1 bedroom only	Minimum: 0.5 spaces per dwelling
D1 Non-residential institutions	Adult Training Centres	No standard; parking requirement to be determined on merits of individual cases. See note (b) concerning changes of use.

Use Class	Description	Parking Standard
D1	Assembly Halls	No standard; parking requirement to be determined on merits of individual cases. Any spaces provided to be in publicly accessible car park with charges, where appropriate, in accordance with the Council's charging policies for off street car parks.

		See note (b) concerning changes of use.
D1	Churches & Other Places of Worship	No standard; parking requirement to be determined on merits of individual cases. See note (b) concerning changes of use.
D1	Community Centres	Standard based on seating capacity or floor space. See note (b) concerning changes of use.
D1	Day Centres	No standard; on merits of individual case. See note (b) concerning changes of use.
D1	Higher/Further Education Establishments (Vocational and Academic)	Standard based on floorspace OR DFEE standard: 1 space per 10 students or part thereof. See note (i) concerning cycle parking.
D1	Medical & other Health Practices, incidental, veterinary and alternative medicine practices	Minimum 4 spaces, plus 1 space per consulting room; Maximum 5 spaces per consulting room See note (b) concerning changes of use.
D1	Pre-school Play and Nursery provision	Minimum of 5 spaces See note (b) concerning changes of use.
D1	Schools (day) – nursery, primary, secondary & Special	Standard based on floorspace or school's standard number OR DFEE standard: 1 space for Head plus 1 space per 3 teachers plus 1 visitor's space per 25 teachers See note (b) concerning cycle parking.
D2 Assembly & leisure	Bingo Halls	No standard; parking requirement to be determined on merits of individual cases. Any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off street car parks.

		See note (b) concerning changes of use.
D2	Cinemas & Multiplexes	No standard; on merits of individual case.
Use Class	Description	Parking Standard
D2	Dance Halls & Discos	Standard based only on floorspace OR No standard; on merits of individual case. Any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off-street car parks. See note (b) concerning changes of use.
D2	Health Clubs, Licensed Clubs and Sports facilities with licensed club house	Standard as for Class A3 use. In appropriate cases any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off-street car parks. See note (b) concerning changes of use.
D2	Sports facilities without licensed clubhouse	No standard; on merits of individual case. In appropriate cases any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off-street car parks. See note (b) concerning changes of use.
D2	Swimming Baths	Standard based on floorspace OR No standard; on merits of individual case. Any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off-street car parks. See note (b) concerning changes of use.
Sui Generis (SG)	Amusement Arcades/Centres	Standard as for A3 use.
SG	Car Rental	Sufficient space must be demonstrated to enable a car transporter to enter and leave the site in a forward gear.
SG	Car Sales, Service and	Standard as for A1 use, subject to clear differentiation between spaces reserved for stock-

	Repair Garages	not part of the standard allocation – and spaces for staff and customers – to which the standard applies.
SG	Health Practitioners working from own homes (includes dental, veterinary and alternative medicine practitioners)	Standard as for Class D1 Clinics etc.
SG	Hostels	No standard; parking requirement to be determined on merits of individual cases.
SG	Launderettes	Standard as for A1 use.
SG	Mini Cab Offices	No standard; parking requirement to be determined on merits of individual cases.
Use Class	Description	Parking Standard
SG	MOT Test Stations	No standard; parking requirement to be determined on merits of individual cases.
SG	Petrol filling Stations	Standard as for A1 use, based on gross floorspace of sales area excluding pumps and forecourt.
SG	Theatres	No standard; on merits of individual case. Any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off-street car parks.

CAR PARKING STANDARDS

The Parking Standards are based on:

- Hillingdon's Interim Parking Standards adopted for planning decision purposes 2002;
- National Planning Guidance Planning Policy Guidance Note 3: Housing (revised) 2000;
- London Plan (2004); and
- Town and Country Planning (Use Classes) (Amendments) (England) Order 2005.

- i). All car parking standards are maximum, unless otherwise stated
 ii). Visitor parking forms part of the standard unless otherwise stated
 iii). All cycle parking standards are minimum unless otherwise stated

London Plan parking standards to be used unless a specific London Borough of Hillingdon standard is listed in the appendix and this should be applied.

USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
RETAIL AND SERVICES				
A1 Shops (including retail warehouses)	Shops		Between 1 space per 15 sq.m and 1 space per 75 sq.m depending on retail format and PTAL	Non Food: 1 space per 25 sq.m. 1 space per 100 sq.m
A2 Financial & professional	Offices (Business & Professional)	Minimum: 1 space per 50 sq.m		1 space per 25 sq.m
A3 Food & drink	Cafes and Restaurants, etc	1 space per 50 sq.m (1)		1 space per 25 sq.m
A4	Public Houses and wine	1 space per 50 sq.m (1)		1 space per 25 sq.m

USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
	bars			
A5	Takeaways	1 space per 50 sq.m (1)		1 space per 25 sq.m
SG	Mini Cab Offices	2 spaces		No standard. To be considered on their merits
BUSINESS				
B1(a) B1 (unrestricted)	Offices	1 space per 100 sq.m (2)		1 space per 50 sq.m
B1 (b), B1(c), B2 and B8	Research and development, light industry, general industry, warehousing	2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235 sq.m (2)		B1 (b), B1 (c) and B2; 1 space per 75 sq.m B8: 1 space per 250 sq.m
RESIDENTIAL				
C3	a. Flats and houses without individual curtilages with communal parking in garages or open car parking areas b. Dwellings with curtilage	1.5 spaces per dwelling (3,4) 2 spaces per dwelling		Dwellings with 1-2 bedrooms: 1 space Dwellings with 2+ bedrooms: 2 spaces 1-2 bedroom dwellings: 1 space

	parking	(3,4)		2+ bedroom dwellings: 2 spaces
USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
OTHER RESIDENTIAL				
SG	Hostels	1 space per 2 resident bedspaces. (5). 1 space per 20 resident bedspaces. (5).		1 space per 2 resident bedspaces.
SG	Houses in Multiple Occupation (HMOs).	1 space per 2 habitable rooms. (6).		1 space per 2 habitable rooms.
C1	Hotels (30 beds and over) and motels.		On an individual basis but a benchmark of 1 space per bedroom for hotels on key arterial roads outside central locations. (7)	1 space per 20 bedrooms. 1 space per 3 staff.
C1	Guest Houses and small hotels (less than 30 rooms).		On an individual basis but a benchmark of 1 space per bedroom for hotels on key arterial roads outside central locations. (7, 8)	1 space per 4 bedrooms. 1 space per 3 staff.

USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
C2	Boarding Schools/ and Residential Colleges.		On an individual basis using a transport assessment and travel plan.	1 space per student.
	Student Halls of Residence		On an individual basis using a transport assessment and travel plan.	1 space per student.
C2	Children's Homes, Elderley Persons Homes and Nursing Homes		On an individual basis using a transport assessment and travel plan (9).	1 space per 2 staff.
C3	Sheltered Housing	1 space per four dwelling units, minimum 2 spaces, plus 1 space for warden.		1 space per 4 units. 1 space per 2 staff.
EDUCATION AND HEALTH				
C2	Hospitals		On an individual basis using a transport assessment and travel plan.	1 space per three staff. 1 space per three bedspaces.
D1	Day Centres		On an individual basis using a transport assessment and travel plan.	1 space per 2 staff.

USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
D1	Adult Training Centres		On an individual basis using a transport assessment and travel plan.	1 space per 25 sq.m.
D1	Higher and Further Education establishments (vocational and academic)		On an individual basis using a transport assessment and travel plan.	1 space per 2 students.
D1	Pre-school play and Nursery provision		On an individual basis using a transport assessment and travel plan.	1 space per 2 staff.
D1	Schools (day): nursery, primary, secondary and Special.		On an individual basis using a transport assessment and travel plan.	0.3 spaces per child between 5-12 years. 0.6 spaces per child over 12 years.
D1	Medical and other Health Practices, including dental, veterinary and alternative medicine.		On an individual basis using a transport assessment and travel plan.	2 spaces per consulting room.
SG	Health Practitioners working from their own homes, including		On an individual basis using a transport assessment and travel plan.	2 spaces per consulting room.

	dental, veterinary, and alternative medicine.			
USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
LEISURE				
D1	Places of worship		On an individual basis using a transport assessment and travel plan.	1 space per 8 sq.m.
D1	Community Centres		On an individual basis using a transport assessment and travel plan.	1 space per 20 sq.m.
D2	Theatres and Cinemas		On an individual basis using a transport assessment and travel plan.	1 space per 3 seats.
D2	Nightclubs		On an individual basis using a transport assessment and travel plan.	No standard; to be considered on their merits.
D2	Health Clubs, Licensed Clubs and Sports facilities with or without a licensed club house.		On an individual basis using a transport assessment and travel plan.	1 space per 15 sq.m of floorspace plus 1 space per 10 spectator seats.

USE CLASS	DESCRIPTION	HILLINGDON CAR PARKING STANDARD	LONDON PLAN STANDARD (FEBRUARY 2004)	CYCLE PARKING STANDARD
D2	Swimming Pools		On an individual basis using a transport assessment and travel plan.	1 space per 5 sq.m of pool and poolside area.

Footnotes

- (1) Any change of use to Class A3, A4, A5 would be subject to Policy S6
- (2)
 - I. Conditions may be applied to prevent an unacceptable number of parking spaces arising from changes in the size or number of units;
 - II. All proposals for parking must take account of other material considerations;
 - III. Development will only be permitted where it provides off-street parking, turning, loading and unloading for service vehicles to the satisfaction of the local planning authority.
- (3) Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided.
- (4)
 - I. Where a space within a curtilage is a garage, a condition will normally be applied, preventing the garage from being used as a habitable room to ensure it remains as a parking space. Garages will be required to maintain an internal width of 3000mm.
 - II. Any variation of the above standard is at the discretion of the local planning authority. Material considerations could include noise, amenity, highway circumstances and accessibility.
- (5) The level of parking provision required will depend on the type of hostel proposed, owing to the wide variation in parking demand generated by different types of hostels.
- (6) Excluding communal living rooms.
- (7) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking is likely to require planning permission. Any planning applications will be considered on, among other factors, the need to maintain sufficient off-street parking for the main hotel use of the site.
- (8) Function and dining rooms include any of the following: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés and bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking.
- (9) On basis of level of care requiring 1 employee per 3 residents.

General notes on the use of the parking standards

Application of the Standards:

The Council's Hillingdon Unitary Development Plan Saved Policies (2007) require that new development will only be permitted where it accords with the Council's adopted car parking standards (Policy AM14). The following standards have been revised in the light of revised government and regional planning guidance, which seeks to reduce traffic generation and reliance on the car. The parking standards apply to new buildings, extensions and changes of use, and developers should seek to provide car, motorcycle and bicycle parking provision based on the standards set out below. All of the standards are maximum (unless otherwise stated) allowing for flexibility to enable developers to provide fewer car parking spaces where this is appropriate, particularly in locations which are accessible to those walking, cycling or arriving by public transport. Whilst all planning applications will be considered on their merits, proposals should generally conform with the level of parking provision set out in these standards as well as the other transport and road safety policies in the UDP.

Cycle parking

Provision should be made for secure parking for bicycles based on the standards set out alongside the car parking standards and located in a safe, secure and accessible location. Covered parking should be provided where possible and, where no specific standard exists, cycle parking will be negotiated specifically for each application. Cycle spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for cyclists. Cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage; shared stands will generally be accepted as long as a 1000 minimum width is provided between stands. Where pavement widths are limited, wall loops or locking rings, set at least 1800mm apart, may be considered as an acceptable alternative

Motorcycle, moped and scooter parking

Parking spaces for motorised two-wheelers are in addition to those for cars and bicycles and should be provided at sites requiring 20 or more car parking spaces at the rate of 1 space per 20 car parking spaces. The parking spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for motorcyclists and moped and scooter users.

New Buildings, Extensions and Changes of Use

The standards apply to new buildings and extensions to buildings. For changes of use, the standards will apply only if there is a change in the parking requirement, including the possibility of a reduction in the amount of parking where the new use

requires fewer spaces than the existing use of the site. Where standards differ between uses in the same Use Class (Town and Country Planning (Use Classes) Order 1987) or between uses which are allowed as permitted development under the Town and Country Planning (General Permitted Development) Order 1995, conditions may be applied to planning permissions restricting rights to change the use of the site without the consent of the LPA.

Floorspace

The floorspace in all cases refers to the whole gross floor area, including the thickness of walls, unless otherwise indicated.

Parking bay sizes

The minimum dimensions of a standard car parking bay are 2400mm x 4800mm and for a wheelchair accessible car parking bay 3600mm x 4800mm. The minimum dimensions of motorcycle/moped/scooter parking bay are 1400mm x 2500mm. The minimum dimensions for a bicycle space are 600mm x 1800mm; single garages will be accepted as parking space for bicycles if their internal width exceeds 3500 mm or their length 5300 mm.

Mixed Use Development

Where a scheme consists of more than one distinct land use, the parking requirement will normally be calculated separately for each use. However, where mixed uses clearly generate demands at different times of day, consideration will be given to a level of parking provision based on the maximum amount of parking space required at any one time. Ancillary floorspace (e.g. for example, canteen space within a factory) will, however, be treated as part of the main use.

Parking for wheelchair users and people with disabilities

10% of all parking spaces shall be provided to the mobility standard of 3.6m x 4.8m with these spaces specifically marked out and positioned as near as possible to the entrance of the building. Further design guidance is available from the Council.

Development with no LPA parking standard

Applicants will need to demonstrate, for those developments with no LPA parking standard, that sufficient operational car parking is provided. Each case will be considered on its merits within the context of the LPA's transport and road safety policies and objectives.

Multiple use of parking facilities

Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). The multiple use of parking facilities may require planning

permission and applicants should contact the LPA to discuss their proposals before proceeding.

Employee Parking

In larger developments, where parking is primarily provided for visitors or customers, a condition may be applied to planning permissions requiring a proportion of spaces to specifically marked out and permanently retained for use by employees.

Uses likely to generate coach traffic

Uses likely to generate coach traffic (e.g. hotels, public halls, educational establishments, swimming and sports facilities, theatres etc) should provide adequate off-street facilities for coaches, including pick-up and set-down points, manoeuvring space and sufficient parking bay(s). Development layouts should allow for coaches to enter and leave the site in a forward gear.

Loading Arrangements

Sufficient space for the standing and manoeuvring of all goods vehicles likely to serve the development at any one time is essential. At least 50m² should be provided, laid out to accommodate the largest vehicle likely to be accommodated (2.5m x 16.5m). Development layouts should allow all vehicles to enter and leave the site in a forward gear.

Car parking layouts

Large, unbroken expanses of car parking are generally unattractive. All surface car parks should be adequately screened and landscaped and where possible, laid out in small groups of parking spaces. Attention should be paid to "Secure by Design" considerations; detailed design guidance on car parking layouts is available from the Council. For exceptionally large developments, the cycle parking standards may be subject to a maximum level of provision to avoid prejudicing the overall design of a development through the provision of an excessive number of cycle parking spaces.

Front garden and garage parking

Hard surfacing of front gardens to provide new or additional off-street parking can be detrimental to the local streetscape and character of an area. Where new or additional parking is unavoidable, design advice should be sought from the Council. Similarly, the conversion of garages to provide additional accommodation can have a harmful effect, particularly if the subsequent alteration is out of keeping with the original dwelling. Again, design guidance should be sought from the Council. New dwellings permitted in the borough will generally have their Permitted Development rights removed in respect of the provision of hardstanding across front gardens and the conversion of garages to habitable rooms.

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GLOSSARY

Access

Way or means of entry into a building, site, or area of activity e.g. housing or labour market. The term is also used in relation to improvements for the benefit of people with disabilities.

Affordable Housing

Housing accessible to people whose incomes are insufficient to enable them to afford adequate housing locally in the open market. While it includes low cost market housing, of greater importance to the Borough is 'social', rented or shared ownership housing provided by housing associations or local authorities and low cost homes for sale at discount.

Agriculture

Includes horticulture, fruit growing, seed growing, dairy farming, the keeping and breeding of livestock for food, wool etc, grazing and meadowland, osier beds, market gardens, nursery grounds and the use of land for woodland where this is ancillary to other agricultural use. Agricultural land in Britain is classified in terms of quality by the Ministry of Agriculture, Fisheries and Food as being Grade I, II or III; Grade I being the best quality land, Grade II second best land in terms of quality and Grade III lower quality land. Grade III is further sub-divided in terms of quality from Grade IIIa, IIIb, IIIc.

Amenities

The pleasant qualities of the environment. Amenities are those facilities which can make the internal and external environment more agreeable. In a domestic context basic amenities include fixed bath or shower in bathroom, wash/hand basin, sink, hot and cold water supply at these points, and an inside w.c. if practicable or a readily accessible outside w.c. Externally, amenities include garden areas, play areas, parks, open spaces, streetside greenness, etc.

Ancient Monuments (Scheduled)

These are sites of national importance where the provisions of the Ancient Monuments and Archaeological Areas Act 1979 apply (as amended by The National Heritage Act 1983).

Ancillary Use

A subsidiary use of a building or piece of land e.g. storage and office floorspace ancillary to a factory.

Archaeological Priority Areas

Sites/areas in which protection of the archaeological resource will be a primary consideration in determining planning applications, and applicants will be required to submit a preliminary archaeological site evaluation before proposals are considered.

Areas of Environmental Opportunity

Areas of highly visible open land such as in The Colne Valley, along main radial routes and around Heathrow Airport, which are considered to be important in visually enhancing the Borough to create a positive appearance for visitors and residents.

Area of Open Character

The predominantly open area of Northolt Airport which has an important function in separating the residential areas of Ickenham and South Ruislip/Ruislip Gardens and in maintaining the environmental attractiveness of the A.40 corridor.

Areas of Special Local Character

Areas of the Borough which are identified as containing certain elements of character and identity which the Local Planning Authority wishes to preserve.

Article 4 Direction

See General Development Order.

Backland Development

The development of land-locked rear gardens and unused private open space behind such gardens within predominantly residential areas.

Classified Road

A highway which is agreed by the Secretary of State and, where appropriate, the local highway authority, as being of importance to the movement of traffic. As a guide, classified roads are usually, although not always, roads with prefix A, B, or C e.g. A404.

Comprehensive Rehabilitation Areas

Areas of derelict and damaged land within the Borough which suffer a range of problems and where a comprehensive approach is required to ensure that restoration and enhancement proposals are successful.

Conservation Areas

Areas of special architectural and/or historic interest, the character or appearance of which it is desirable to preserve or enhance. (Planning (Listed Buildings and Conservation Areas) Act 1990).

Conversions (Residential)

The sub-division of residential properties into self-contained flats or maisonettes.

Countryside Conservation Areas

The London Ecology Unit defines these as areas of countryside within London Boroughs, where traditional land-use has continued to the present day. Such areas have considerable visual and aesthetic appeal, usually with a matrix of small fields, hedges, woods and ponds.

Development

The Town and Country Planning Act 1990, Part III S.55, defines development as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land."

Development Control

The process whereby the Council considers planning applications for development.

Development Plan

For the purposes of the Town and Country Planning Act 1990 the development plan for any London Borough is the Unitary Development Plan.

Disability

Defined in the 1991 census as limiting long term illness, including any long term illness, health problem or handicap which limits a person's daily activities or the work he or she can do. It includes problems which are due to old age.

Dwelling

A building or any part of a building that forms structurally separate accommodation. (Definition derived from 1991 Census Definitions - OPCS 1991).

Environmental Impact Assessment (EIA)

This describes the whole process by which information about the environmental effects of a project is collected, assessed and taken into account by the planning authority in reaching a decision on whether the proposed development should go ahead or not. The expression environmental assessment (EA) is also in common use and for practical purposes means the same as EIA.

Environmental Statement

Written declaration of any direct environmental impacts arising from a planning application.

Fascia Level

The part of the building face usually between ground and first floors, where shopfronts, sign boards or occupier's name are positioned.

Greater London Development Plan

This was the Structure Plan for London from 1976 and is superseded by the adopted UDP.

General Development Order (GDO)

Most development requires planning permission, however the General Development Order identifies operations to which planning permission is given automatically and therefore no application need be made to the local authority for planning permission. Where an Article 4 Direction applies, as in a Conservation Area for example, the rights of permitted development granted by the GDO are restricted.

Green Belt

Predominantly open land around built-up areas which has the strategic role of defining the edge of London, limiting urban sprawl, preventing neighbouring towns from merging into one another, safeguarding open countryside from development, assisting in urban regeneration and providing areas for open recreational activity. Within the Green Belt there is a presumption against development.

Green Chains

Linked open spaces, usually along linear features such as a river or canal, which may extend across Borough boundaries. They serve a number of purposes, including recreation and nature conservation.

Habitable Room

Habitable rooms include all rooms normally used for living or sleeping in and kitchens having a floor area over 13m². Small kitchens, halls, bathrooms, toilets, landings and garages are excluded.

Household

One person living alone or a group of people (who may or may not be related) living at the same address with common housekeeping, sharing at least one meal a day or occupying a common living room or sitting room (definition derived from "1991 Census Definitions Great Britain" - Office of Population Censuses and Surveys 1991).

Housing Association

A non-profit making organisation registered with the Housing Corporation whose purpose is the provision, construction, improvement or management of houses and flats for sale or rent.

Implementation

Implementation of a Unitary Development Plan refers to putting into effect the Policies and Proposals of the plan.

Industrial and Business (IBA's)

Areas designated as the proposed locations for new industrial and warehousing development.

Infrastructure

Framework of services which are necessary for the operation of the normal functions of the community and the economy, e.g. roads, underground services etc.

Informal Recreation

Recreation that can be undertaken without using formal facilities such as pitches or courts. Examples of informal recreation include picnicking, nature study, walking, jogging and rambling.

Listed Buildings

A building of special architectural or historic interest included on a statutory list compiled by the Secretary of State for the Environment. Listed Building consent is required before whole or partial demolition, or any alterations which affect the character of the building, can be undertaken. The Council also maintains a 'Local List' which includes other buildings of architectural or historic interest that make a valuable contribution to the character of the area.

Local Access Road

A road performing no traffic functions other than giving access to property.

Local Centre

See Shopping hierarchy.

Local Distributor Road

A road which provides a link to London distributor roads or forms a local route where no reasonable alternative exists, and gives access to traffic bound for local destinations.

Local Nature Reserves

An area of local nature interest generally publicly owned and safeguarded for public education and enjoyment. These areas are designated under the National Parks and Access to the Countryside Act 1949, as amended by the Local Government Act 1972.

London Distributor Road

Road used by all traffic, including lorries, and provides a link with national routes.

London Planning Advisory Committee (LPAC)

LPAC is a statutory body set up in November 1985 by all 32 London Boroughs and the City Corporation as a consequence of the abolition of the Greater London Council. Each Borough and the City appoints one of its Councillors to sit on LPAC. LPAC provides information and policy advice to both the London Boroughs and the Secretary of State for the Environment on London-wide planning matters.

Metropolitan Open Land (MOL)

Strategic open space within the urban area, which is significant to London as a whole. These areas may be important in providing attractive breaks in the built-up area, providing open air facilities or containing features or landscape of historic, recreation, nature conservation or scientific value to the whole or part of London.

Open Land

The total resource of undeveloped and unbuilt land or green space, including countryside areas.

Open Space

Any open land which is used by the public or local community for outdoor recreation whether publicly or privately owned. It includes areas such as

Colne Valley Park, Ruislip Woods, local parks, playing fields, children's play areas and informal grassed areas.

Permitted Development Rights

Minor development which, by virtue of the General Permitted Development Order (GPDO), does not require planning permission.

Planning Obligation

The provision of facilities and physical improvements, by developers as part of a development proposal, consistent with the needs of the community or locality, and related to the proposed development. These may be subject to a Section 106 agreement (Town and Country Planning Act 1990).

Planning Brief

A statement of the land use opportunities and constraints presented by a particular site, prepared for the guidance of potential developers. It will generally give details of the site and any standards which a development should meet. A Planning Brief is supplementary to the Unitary Development Plan.

Planning Permission

Formal approval given by a local planning authority for development requiring planning permission (see General Development Order), usually valid for five years for a full permission or three years for an outline permission in which details are reserved for subsequent approval.

Primary Shopping Areas

Areas which are the focus of retail activity in the town centres and are either already generally dominated by retail shops or are areas which the Local Planning Authority considers have prime retail potential.

Proposals Map

The map or maps within the UDP which together with the Part I and Part II and any other illustrative materials, provides the statutory basis for the future planning of an area. The Proposals Map defines specific sites and areas where the local planning authority is making proposals for particular developments or other land uses, or areas within which particular policies for the use and development of land will apply.

Public Safety Zone

Public Safety Zones cover an area of land extending outwards from the end of the runways at Heathrow Airport. In such zones each planning application affecting land will be treated on its merits and regard will be paid to the overall net change in the number of people living, working or congregating on sites within each zone and the implications for safety these net changes may have. Civil Aviation Authority advice would be sought in all cases.

Residential Density

The relationship between the amount of residential accommodation in a development and the site area, normally expressed in terms of the number of habitable rooms per acre or hectare. The site area includes half the width of the surrounding roads to a maximum of 6 metres (20'), except on sites with a multiple road frontage, in which case the longest road frontage is normally taken.

Resources

The factors (broadly people, land and finance) determining plan implementation, and the natural resources which sustain life and the planet.

Retail Warehouse

Warehouse-type retail store selling mainly do-it-yourself or other bulky goods.

Road Hierarchy

Strategic Guidance for London Planning Authorities (RPG3) identifies a three-tier road hierarchy for London covering roads of national or regional importance; roads for movement between London Boroughs and local roads. The Hillingdon road hierarchy, based on the guidance in RPG3 is strategic routes, London distributor roads, local distributor roads and local access roads.

Secondary Shopping Areas

Areas peripheral to the primary areas within town centres in which shopping and service uses are more mixed, although Class A1 shops should still be the majority use.

Section 106 Agreement

A legal agreement made under Section 106 of the Town and Country Planning Act 1990 between a local planning authority and a developer on the occasion of grant of planning permission for development, usually with the object of obtaining a planning obligation which could not be the subject of a planning condition.

SERPLAN

South East Regional Planning Conference. A consortium of all the local authorities in London and the South East, which provides information and policy guidance to member authorities as well as the Secretary of State for the Environment. In particular it has developed a South East Regional Strategy to help the Secretary of State for the Environment in updating his regional planning guidance for the South East.

Shop

A shop is defined in the Use Classes Order, Class A1, as a use for the sale, display or service to the public for: selling retail goods other than hot food, a post office, selling tickets, travel agency, selling cold food for consumption off the premises, hairdressing, funeral direction, hiring out domestic or personal goods, reception of goods to be washed, cleaned or repaired.

Sheltered Housing

Purpose built or converted housing for the elderly with a package of estate management services which consists of grouped, self-contained accommodation with an emergency alarm system, usually with communal facilities and normally a residential warden.

Shopping Hierarchy

The Plan includes a six level hierarchy of shopping areas (as set out in Tables 8.1 and 8.2) in order to provide a distribution of shops which minimises the need to make long shopping trips and yet provides a range of shops, allowing customer choice and opportunities for new and existing retailers.

Sites of Borough Importance

Areas identified by the London Ecology Unit as of Borough significance for nature conservation. There are two types of Borough sites; Grade I, the best; and Grade II, being other sites, which while not being of the same intrinsic quality as Grade I sites, nevertheless do contain important wildlife habitat.

Sites of Local Importance

Areas aimed chiefly at remedying deficiencies of locally accessible wildlife sites. They do not have the intrinsic nature conservation interest of Metropolitan or Borough sites, but have at least some wildlife value or potential for such use.

Sites of Metropolitan Importance for Nature Conservation

Area identified by the London Ecology Unit as of metropolitan significance for nature conservation.

Sites of Special Scientific Interest

Notified by English Nature as an area under the Wildlife and Countryside Act 1981, or special interest by reason of any of its flora, fauna, geological, or physiographical features.

Social Housing

Social housing is affordable housing that has been publicly subsidised, to ensure that people on low incomes can afford to rent or buy adequate housing.

Special Needs Housing

This is housing for people who require specially designed dwellings because of physical and/or sensory impairment and for people who need support to live in the community.

Strategic Advice

Advice submitted by LPAC to the Secretary of State for the Environment as the London Boroughs' views on matters to be included in Strategic Planning Guidance.

Strategic Centre

A shopping and commercial centre with a catchment area which extends outside the Borough, with good public transport links to a wide variety of destinations.

Supplementary Planning Guidance

Additional information and advice forming detailed guidance on how particular policies in the UDP should be implemented.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Tandem Development

Tandem development consists of one house immediately behind another and sharing the access. This is generally unsatisfactory because of the difficulties of access to the house at the back, and the disturbance and lack of privacy suffered by the house in front.

Traffic Management

Measures undertaken to improve the environment, traffic flow or highway safety by controlling the movement of different types of vehicles, and regulating places for parking.

Tree Preservation Order

An order made by the Local Planning Authority under Section 198 of the Town and Country Planning Act 1990 to protect selected trees or woodland if their removal would have a significant impact on the environment and its enjoyment by the general public. Permission must be obtained from the local authority prior to the felling, pruning etc. of the trees.

Use Classes Order

The Town and Country Planning (Use Classes) Order 1987 (as amended) specifies groups of land uses within which a change of use from one purpose to another does not require planning permission.

Windfall Sites

Sites which are not known as having development potential at the time of drawing up the plan but will become available at a later date.

Translation service

If you require this or other Local Development Framework documents in **large copy print, audio cassette, Braille** or languages other than English, please ask an English speaker to phone 01895 250111 on your behalf.

Documents available from Hillingdon Council's website
www.hillingdon.gov.uk

Albanian

Ne se kerkoni kete apo dokumenta te tjera te Struktures se Zhvillimit Lokal te shtypura ne kopje te zmadhuara, audio kasete, Breil ose Shqip, ju lutem kerkojini nje shqipfolesi qe te telefonoje per ju ne numrin 01895 250111

Arabic

إذا كنت تحتاج الى هذه الوثيقة او الى وثائق اخرى لاطار التطوير المحلي مطبوع باحرف كبيرة او مسجل على كاسيت سمعي او بلغة برايل أو باللغة العربية، رجاء إطلب من شخص ما يتحدث الإنجليزية الاتصال بنا بالنيابة عنك على 01895 250111 .

Bengali

আপনি যদি এটি অথবা স্থানীয় উন্নয়নের কাঠামো সংক্রান্ত অন্য কোনো দলিল বড় আকারের ছাপা, অডিও ক্যাসেট, ব্রেইল অথবা বাংলায় পেতে চান, তাহলে ইংরেজী ভাষায় কথা বলেন, এমন কাউকে দয়া করে আপনার পক্ষ থেকে 01895 250111 নম্বরে ফোন করতে অনুরোধ করুন।

Chinese

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大字體印刷、錄音帶、盲人點字版或中文翻譯，請託一位會說英語的某人致電
01895 250111 替你提出這個要求。

Gujarati

જો તમને આ અથવા લોકલ ડિવેલોપમેન્ટ ફ્રેમવર્કના બીજા દસ્તાવેજો મોટા અક્ષરોમાં છાપેલા, ઓડિયો કેસેટ ઉપર, બ્રેઈલમાં કે ગુજરાતીમાં જોઈતા હોય, તો કોઈ અંગ્રેજી બોલતી વ્યક્તિને કહો કે તમારા વતી 01895 250111 પર ફોન કરે.

Hindi

आगर आप को यह या किसी और लोकल डिवेलपमेंट फ्रेमवर्क (स्थानीय परिणाम ढांचा) के दस्तावेज़ बड़े अक्षर में, आडिओ टेप, बेल या अलबेनिअन में चाहिए तो कृपया आप की तरफ से किसी से अंगरेज़ी भाषा में इस नंबर पर फोन करें
01895 250111

Punjabi

ਜੇ ਇਹ ਦਸਤਾਵੇਜ਼ ਜਾਂ ਲੋਕਲ ਡਿਵੈਲਪਮੈਂਟ ਫ੍ਰੇਮਵਰਕ ਬਾਰੇ ਕੋਈ ਹੋਰ ਦਸਤਾਵੇਜ਼ ਤੁਹਾਨੂੰ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ, ਸੁਣਨ ਵਾਲੀ ਟੇਪ 'ਤੇ, ਬ੍ਰੇਲ ਵਿਚ ਜਾਂ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦੇ ਹਨ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਵਾਲੇ ਨੂੰ ਆਖੋ ਕਿ ਉਹ ਤੁਹਾਡੇ ਵਲੋਂ ਨੰਬਰ 01895 250111 'ਤੇ ਫੋਨ ਕਰੇ।

Tamil

நீங்கள் இதையோ அல்லது ஏனைய உள்ளூர் மேம்பாட்டு கட்டமைப்பு பத்திரங்களையோ, பெரிய எழுத்தில், ஒலிநாடாவில், ப்றையில் (குருடருக்கு) அல்லது தமிழில் பெற விரும்பினால் தயவுசெய்து உங்களுக்காக ஒரு ஆங்கிலம் பேசுவரை 01895 25011 தொலைபேசியில் அழைக்குமாறு கேட்கவும்.

Somali

Haddii aad dooneysid macluamadkan ama kuwakale oo ah Local Development Framework faawaayn, maqal, qoraalka indhoolaha ama Somali, fadlan weydiiso qof yaqaan ingiriska oo kudira teleefonkan 01895 250111.

Urdu

اگر آپ یہ، یا لوکل ڈیولپمنٹ فریم ورک سے متعلق دوسری دستاویزات، الفاظِ جلی میں، آڈیو کیسٹ پر، بریل کی صورت میں یا اردو زبان میں حاصل کرنا چاہتے ہیں تو براہ کرم کسی انگریزی بولنے والے سے کہئے کہ وہ 01895 250111 پر آپ کی جانب سے ٹیلیفون کریں۔