



# QUESTIONNAIRE

## West of Borough Plan consultation

We would like your views on the issues consultation paper for the West of Borough Plan, a partial review of the Local Plan. This plan will provide for more houses and jobs in Cranford & Heston, Hounslow West, Hanworth, Feltham and Bedfont. At this stage we want you to have your say to help us decide what is most important to people in the West of the Borough and to help us come up with solutions for the issues identified.

This consultation includes a **call for sites**. Please nominate any sites you think would be suitable for development. These may be for housing, employment, leisure or other uses.

Consultation is open until **Monday 22 February 2016**. Please ensure we receive your comments by **5pm** on this day.

Comments should be returned by email: [LDF@hounslow.gov.uk](mailto:LDF@hounslow.gov.uk)

Or post: Local Plan consultation  
Planning Policy  
Civic Centre, Lampton Road  
Hounslow  
TW3 4DN

The issues document and further information can be found on our website:  
[www.hounslow.gov.uk/](http://www.hounslow.gov.uk/).

This consultation is being carried out in line with regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. All responses to this consultation will be considered in the drafting of the next stages of the plan.

### Contact details<sup>1</sup>

Name: Councillor Tony Louki  
Organisation (if responding on behalf of): Labour Party Councillor in Osterley & Spring Grove Ward  
Email: [tony.louki@hounslow.gov.uk](mailto:tony.louki@hounslow.gov.uk)  
Address: Member Services, Civic Centre, Lampton Road, Hounslow, Middlesex, TW3 4DN

Please tick if you would like to be:

- kept informed on the progress of this plan? YES
- added to the council's planning consultation database? YES

<sup>1</sup> Please note comments will be published. All personal details (except your name and organisation) will be removed.

# Questions

We have identified eleven issues which we believe are important in the West of the Borough. Each is listed below with questions to help you respond to the plan.

## Issue 1: The plan area boundary and the West of Borough Plan

1. Are there any other areas which you feel should be added to or removed from the proposed Plan area shown? If so please provide a plan showing the area.
  - No, but would be helpful at early stage to have sight of development plans (policy or draft) as a reference.
2. It is proposed that the London Borough of Hounslow part of the Opportunity Area will be drafted once the scope for change and growth has been more clearly established at the next plan making stage. In the meantime, do you have any comments on the definition of the Heathrow Opportunity Area?
  - Heathrow opportunity area should be contained within one borough - not straddle two but notice taken of neighbouring boroughs' development plans where they impact or detract.

## Issue 2: Developing a strategic vision for the West of the Borough

3. How can we tailor the borough wide vision to be specific for the West of the Borough?
  - There should be a strategic overview for housing and employment to meet the needs of local Green Belt and Metropolitan Land (here and across the borough) to mitigate the urban creep from Central London.
  - The plan should address how the neighbourhoods and outlying areas in the west effectively link with each other as well as with Feltham and Hounslow Town Centres.
4. Are there additional priorities Council should be focussing on for the vision in the West of the Borough?
  - Adoption of extensive street tree planting to mitigate increased aircraft noise and pollution.
  - Any development and particularly housing should marry into open spaces for leisure
  - There should be no development which risks the loss of Feltham Arenas and Bedfont Lakes.
  - Agricultural land opposite West View going towards Stanwell should be kept.
  - Mayfield Farm is important to maintain local heritage and protect its Roman remains

## Issue 3: Reviewing the Metropolitan Green Belt

5. Do you think all the Green Belt in Hounslow is fit for purpose and meets the purposes and objectives set out on the NPPF? If not please identify the areas that do not.
  - Hounslow's Green Belt and Metropolitan Open Land is a compensating factor when measured against major impact of transport infrastructure. Any net loss should be actively resisted and policy devised to assert this.
  - Neglect by landowners should not be a reason for declassifying any Green Belt and Metropolitan Open Land.

- The plan should unequivocally assert remedy of historic neglect with stated powers to transfer to communities if not addressed.
- 
- 6. Under what circumstances should Green Belt land be re-designated for other uses?

Only when a significant increase in related leisure activity within the green belt is proposed.

- 7. Do you think that, if some Green Belt land is released for other uses now, it should be compensated for by designating other areas as Green Belt?
- Strategic adaptation of the Green Belt with no overall loss needs to be measured against the potential to significantly increase density within new development areas such as the Great West Corridor and by increasing density of Hounslow West to become part of Hounslow Town Centre rather than a neighbouring area.
- It also depends on where the other areas are and these should not be anywhere else except within the London Borough of Hounslow.

#### **Issue 4 Impact of Heathrow on the West of the Borough**

##### **Issue 4(a): Employment related to Heathrow Airport**

- 8. What sort of employment and space opportunities should be created, and for which types of jobs, building and businesses?
- Sustainable employment that local people can undertake – and not specialised jobs that are filled by people from outside the borough that commute in.
- There should be legal agreements conditioned in any new development to train for and maximise employment for residents of the west of the borough, then the rest of Hounslow borough before elsewhere.
- Prioritise new enterprise and start ups that can take advantage of short-term or flexible opportunities.
- Provision of buildings and workspace that reflect these more creative types of employment.
- 9. Does the presence of the Airport provide, in itself, give sufficient justification to allow certain types of hotel to locate at or very near the Airport instead of at the preferred location in town centres?
- Yes, if managed correctly and located within Hounslow borough. Such short-stay nature of use and the relatively poor quality of amenity may not be much of a loss to the town centre but links to encourage access to local town centres should feature in

##### **Issue 4 (b): Surface access to the Airport and local movements around the area**

- 10. Do you support the Council's idea of the Southern Rail Access to Heathrow, with a new Station at Clockhouse roundabout? What do you think there would be the main benefits and difficulties to resolve?
- Yes with as many stops within Hounslow borough, not least Bedfont and full connections to elsewhere via existing tracks and as part of a publicly managed network.

- Employment areas access by car should be addressed to encourage viability and maximise service frequency.
11. Do you think there would be benefits for a major new access to the Airport from the south? If so what would they be?
- Yes, if connected to other routes.
  - Yes, in order to reduce the environmental impact of other surface modes.
12. How could local transport services best be designed so that local residents and businesses could benefit for their own local journeys from these improvements too?
- Pricing would key as would full integration with other modes.
  - Community fares and other compatibility with Oyster cards that encourage local and short stop journeys would be a relatively simple means of engaging new users.

#### **Issue 4(c): Noise and Pollution**

13. What planning controls and measures would you like to see put in place to address and resolve the impacts of noise from aircraft and Airport related development in the future?
- The only realistic improvement would be reduction in the flying hours to which residents are subjected. In turn could only be implemented by a national policy to deflect increased aircraft activity to other London or regional airports.
  - Sound proofing including triple/quadruple glazing and other noise proof construction on buildings closest to airport.
  - Slots awarded to planes based on noise so that when new technology is introduced this must be included in the planes in order to be able to land.
14. What environmental benefits could the Airport help create for the area? Do you have any ideas or proposals?
- Significantly increase tree planting to absorb noise and pollution.
  - Environmental benefits employed at the airport should be encouraged via subsidies for the people closest to the airport to encourage similar in neighbourhoods and not just in the west of the borough.

#### **Issue 5: Accommodating housing needs**

15. In light of the housing need in the borough, do you think more housing land should be sought in the West of the Borough over and above that identified in the current Local Plan? Do the Heathrow New Garden City vision and Feltham Masterplan offer useful potential to achieve this?
- More brownfield sites should be identified and proposed densities increased.
  - Real affordability is key as is maximising social and leisure amenity.
16. How should the need for new housing provision be balanced against considerations such as the role of the Metropolitan Green Belt and the supply of local services and utilities?

Difficult to see how green belt might be lost given how it buffers impact of other uses.

- The remaining Green Belt should not be dismantled to fulfil the needs of a housing crisis which has been years in the making the speculation of land owners acquiring and banking sites on the cheap.
- There should be a fair mix of affordable housing along with privately owned housing to ensure a range of classes living together.
- All housing to have covenants to ensure that people buy a house should live there and time restraints for future letting.
- New developments must be supported by social infrastructure conditioned by planning, doctors, schools, libraries, leisure facilities, shops, parks and access to public transport all within the borough of Hounslow.
- All new developments should arise out of architectural competitions overseen by suitably qualified and respected design champions.
- 

17. What sort of housing would you like to see here?

- Should reconsider the estate model where housing and new local amenities are provided simultaneously by a single provider whether local authority, employer or housing association, mindful, of course, of historical failures with this type.
- As 16 above, international design competition to find a new type of housing that responds, sustainably, to challenges of increased aircraft activity and noise.

#### **Issue 6: Creating employment opportunities locally**

18. Are new jobs needed in the West of the Borough, if so what type of jobs?

- New employment opportunity for Hounslow borough residents would always be welcomed but an emphasis upon logistics and distribution with its historically low wage structure and extensive use of polluting technologies is scarcely sustainable.
- Strenuous efforts to create a more varied employment market should be sought to supplement the airport industrial park model.

19. Does the Heathrow New Garden City vision offer a sound approach to provide for the needs of growth in the area to meet new and existing businesses needs?

- The Heathrow New Garden City vision is not convincing on the level that any new conurbation close to a monocultural giant enterprise, the airport, would inevitably be bound to the continued success of that enterprise. The fate of steel and coal mining towns provides a recent precedent for this.
- A revised vision that demonstrates the Garden City as a sustainable entity in its own right would be a significant improvement.
- Only if it offsets the community's need to maintain the Green Belt.
- Only if a fully integrated, frequent and sustainable transport infrastructure is in place first.

#### **Issue 7: Enhancing the natural environment and open space**

20. Do you feel that the level of open space available for recreation and retreat from the urban elements of the West of the Borough are sufficient for your needs? How can these spaces be improved?

- There are significant areas of green space offering a wide variety of types; from managed space to semi derelict spaces providing important habitats for plants and wildlife. These should be improved, their offer enhanced and protected.
21. Does the availability of local play spaces and amenity spaces for you and your family meet your needs in the community in which you live? What type of open space is needed? How can existing spaces be improved?
- There should be a separate development paper auditing and proposing potential improvements to all the West Area green spaces as part of a coherent approach.
  - Investment through s106 contributions would enhance what already exists.
  - There should be associated investment in clubs that facilitate sport and leisure activities.
22. How should the need to protect our natural and open spaces be balanced with the need for jobs and homes in the future, and the demands of future residents and employees?
- A reasoned strategy should be arrived at through discussion and consensus with all stakeholders.
  - As in 16 above, it is difficult to envisage grounds for net loss of amenity and unadopted green space given pressures from impact of major transport infrastructure.

### **Issue 8: Enhancing Feltham and protecting neighbourhood centres**

23. Do the Feltham Masterplan and Heathrow New Garden City vision offer sound proposals for growth?
- Reservations remain regarding sustainable employment but the potential for additional new homes to be welcomed.
  - All social and transport should be planned and delivered prior or in tandem.
24. What is the role of Feltham and the other local centres in the West of the Borough and how should they be promoted and secured?
- Hounslow, as a Borough on the fringes of London, benefits from the presence of local centres which are entirely in keeping with the suburban character of the area and provide contrast to proposals for increased urbanisation elsewhere such as the Great West Corridor.
  - Feltham is the main “town” surrounded by a series of villages. Feltham should be designed as the welcoming venue. Its conservation areas enhanced, its walkways and river walks advertised and promoted and sustainable links made to unite the town’s fringes with its traditional centre.
25. Do you think it is important to protect our small local centres and isolated shops that meet people’s day to day needs? Where lack of demand leads to some contraction, how should this be managed?
- It is vitally important and within the local centres, to act to prevent loss of shops and their replacement with take aways, pound shops and similar low effort outlets.
  - Obtaining the right mix of housing types should be of benefit to this approach such as providing housing types for residents who tend to shop and consume locally rather than driving to out of town facilities.

- There needs to be some kind of business rates relief that will encourage small and specialist businesses to locate and remain in the community and stay viable during times of economic downturn where their loss would disadvantage local people.

### **Issue 9: Providing community infrastructure and local services**

26. What does community infrastructure mean to you?

- The full range of opportunities: jobs, affordable housing, open spaces, community venues, shops, anything necessary to sustain a diverse community and to welcome and absorb new arrivals.

27. What facilities do you think the area lacks?.

- Decent parks and amenities for young people that are free, secure and well maintained.

28. What do you think the Plan should provide?

- A means by which the windfalls generated by the high value new development zones are channelled equitably throughout the Borough. Barcelona has been achieving this for nearly forty years with parks, housing for rent, new boulevards (ramblas) and local centres being visibly developed and enhanced in the most economically challenged neighbourhoods alongside major infrastructural change; Olympics, conference facilities, traffic improvements, new airport and more.
- A feel-good confidence for this, one of Hounslow borough's long neglected areas.
- An honest approach from the council and developers.

### **Issue 10 Promoting high quality urban design and conserving heritage**

29. How can we best respect the history and best of local character and context of the West of the Borough whilst providing the potential for growth?

- By employing sufficient numbers of conservation and other professionals to assist the development process in a sensitive consideration, protection and enhancement of designated and other heritage assets.
- 

30. What important 'designated' and 'non-designated' heritage assets do you think we should do more to celebrate?

- The Feltham Tram
- The Feltham First Pea

### **Issue 11 Making it Happen**

31. Do you think any of the Local Plan site allocations should be changed?

- Not at this stage.

32. Do you think any other sites should be allocated? For each site please provide reasons and, if appropriate, a map.

- Not at this stage.

33. What planning 'tools' would help implement the Plan?

- All supporting infrastructure, particularly transport should come first in order to avoid crowding of currently inadequate public transport.
- The council should maintain its own planning responsibility and absolutely resist any attempts to hand this opportunity area to a separate and unrepresentative alternative planning authority or development corporation.

**Anything else?**

34. Is there anything else you think it is important to mention?

- Not at this stage

**Thank you for taking the time to have your say.**