



London Borough of Hounslow

LOCAL TRANSPORT IMPACT ASSESSMENT ADDENDUM





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LOCAL TRANSPORT IMPACT ASSESSMENT ADDENDUM

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. UK-70112772

OUR REF. NO. UK-LB OF HOUNSLOW - REVIEW OF LOCAL PLAN-70112772

DATE: MAY 2025



London Borough of Hounslow

LOCAL TRANSPORT IMPACT ASSESSMENT ADDENDUM

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Final Version
Remarks	Draft for Client Comments	Updated for Client comments	Final
Date	16 March 2025	23 April 2025	7 May 2025
Prepared by	Lef Papathanasiadis	Lef Papathanasiadis	Lef Papathanasiadis
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Signature			
Project number	UK-70112772	UK-70112772	UK-70112772
Report number	UK-70112772: REP-0002	UK-70112772: REP-0002	UK-70112772: REP-0002
File reference	\\uk.wspgroup.com\central data\Projects\70112xxx\70112772 - LB of Hounslow - Review of Local Plan\03 WIP\Report\LB_of_Hounslow_LTIA_Addendum_Report_070525.docx		

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APPENDIX A

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LONDON BOROUGH OF HOUNSLOW - SITE ALLOCATIONS EMERGING LOCAL PLAN 2020-2041

APPENDIX C

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APPENDIX D

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1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. The London Borough of Hounslow (LBH) is in the process of reviewing its Local Plan, which has included undertaking the work required to update and align Volumes 1, 2, 3 and 4 of the existing Local Plan into a single consolidated Local Plan (including updating as necessary, the supporting evidence base).
- 1.1.2. The existing Local Plan (Volume 1 Local Plan, Volume 2 Site Allocations) was adopted in 2015. This Plan committed LBH to preparing area specific strategies and policies for the Great West Corridor (Volume 3) and West of Borough (Volume 4), whose geographic extents were based on the London Plan's (2021) Great West Corridor Opportunity Area and the part of the Heathrow Opportunity Area located within Hounslow borough. The work on these reviews also included updated Site Allocations in Volume 2.
- 1.1.3. LBH submitted the three Development Plan Documents (DPDs) to the SoS for independent examination by Planning Inspectors and in November 2021, the Inspectors started to examine the documents. As part of the EiP, WSP were asked to consider the implications, if the end date of the plan period were to be amended from 2035 to 2037, on LBH's assessment of forecast dwelling and employment growth. Following that assessment, it was felt that the transport modelling that had already been undertaken was robust and that the sensitivity assessments that had been undertaken showed that additional housing growth up to 2037 could be accommodated.
- 1.1.4. Following the first set of examination hearings, it became apparent that the updates LBH needed to make to the adopted Local Plan (Volume 1) to ensure consistency across the suite of DPDs, could only be undertaken through a separate examination process.
- 1.1.5. This would have meant pausing the live examination and commencing separate updates to Volume 1 from Regulation 18 stage through to adoption, then resuming the examination of Volume 2, Volume 3, and Volume 4. LBH determined this would have been an inefficient approach to getting an up-to-date Local Plan in place and was an approach that carried several risks.
- 1.1.6. As such, LBH is now progressing Hounslow's Local Plan Review as a single Local Plan, rather than a series of separate volumes, meaning that the Local Plan policies will be contained within a single comprehensive document.
- 1.1.7. The emerging Hounslow Local Plan is a consolidation of the previous Local Plan Review documents including some updates to policies and site allocations, with a new plan period of 2020 to 2041. To implement this approach, it was necessary for LBH to withdraw Volume 2, Volume 3, and Volume 4 DPD from the examination process, which was enacted in July 2023.
- 1.1.8. A Regulation 18 consultation was undertaken on the approach to progressing the review of the Local Plan between 1 November 2023 and 17 December 2023.

- 1.1.9. As an update to the evidence base supporting the emerging Hounslow Local Plan, WSP was appointed by LBH to undertake a review of the existing transport studies which underpin the Local Plan to ensure they remain robust. A Local Transport Impact Assessment (LTIA)¹ report was produced as part of the evidence base for the Regulation 19 consultation.
- 1.1.10. The Regulation 19 consultation on the Proposed Submission Version of the Hounslow Local Plan 2020-2041 ran between 6 September 2024 and 28 October 2024. This was the final stage of public consultation before the emerging Local Plan and all supporting documents are submitted to the Secretary of State for examination by an independent Inspector.
- 1.1.11. Following representations received from National Highways at Regulation 19, Duty to Cooperate discussions subsequently took place between LBH and National Highways and LBH agreed to produce additional evidence to complement the updated LTIA 2024. This would allow National Highways to decide whether the modelling undertaken for the withdrawn Volume 2, 3 and 4 DPDs could be used for the emerging Hounslow Local Plan. or whether further modelling is required.
- 1.1.12. Given that the additional information contained within this report is being completed after the Regulation 19 consultation, this report should be taken as an Addendum to the LTIA and as such will be referred to within the report as the LTIA Addendum.

1.2 PURPOSE OF THE REPORT

- 1.2.1. The purpose of the LTIA Addendum report is to respond to National Highway's Regulation 19 comments and provide additional evidence and clarification to allow a position to be agreed between LBH and National Highways in a Statement of Common Ground (SoCG).
- 1.2.2. In summary this LTIA Addendum includes:
- Details of changes to locations of the housing and employment allocations since the previous submitted Local Plan in 2021
 - Details of how parking policy has changed since the previously submitted Plan in 2020 i.e. how parking standards for developments have changed
 - Details of the locations of proposed site allocations and the applicable car parking standards (including car-free) for residential development, based on their PTAL category and/or other relevant designations
 - Transport for London (TfL) scenarios:
 - Further detail on Covid scenarios including the assumptions that have been made to formulate these and how it differs from the previous 2020 assessment
 - Comparisons of previously agreed assessment to current assessment using the Covid Scenario to demonstrate robustness
 - Advice on the position of not undertaking additional strategic modelling (traffic or transport).

¹ lbhounslow.sharepoint.com/:b/s/InternetLinks/pp/EY6DGxe3ORVfKPIBZWCguLEBHeffOhqCuEMXsfrpw6Xihg?e=1Owd0G



1.3 STRUCTURE OF THE REPORT

1.3.1. Following this introductory section, this report is structured as follows:

- Section 2: Local Transport Impact Assessment Report
- Section 3: Changes to housing and employment allocations
- Section 4: Parking policy
- Section 5: National Highways Considerations
- Section 6: Summary and Conclusion.

2

LOCAL TRANSPORT IMPACT ASSESSMENT REPORT



2 LOCAL TRANSPORT IMPACT ASSESSMENT REPORT

2.1 INTRODUCTION

- 2.1.1. The LTIA (2024) report provided a high-level review of the existing Transport Studies which are:
- Hounslow Strategic Transport Study (November 2012, WSP)²
 - West of Borough (WoB) Highway Impact Assessment (March 2019, WSP)³
 - Great West Corridor (GWC) Strategic Transport Study (May 2019, Mott Macdonald)⁴.
- 2.1.2. Along with the high-level review of the above studies WSP were asked, in November 2021, to consider the implications if the end date of the plan period were to be amended from 2035 to 2037.
- 2.1.3. This analysis formed part of LBH's previous Examination in Public (EiP) in November 2021. It considered whether the transport modelling that had been undertaken on the Council's assessment of forecast dwelling and employment growth at the time was still robust.

2.2 PREVIOUS STUDIES

- 2.2.1. The transport modelling that has been undertaken for the 2031 forecast year used the Transport for London suite of transport models. When including background growth in a forecast year transport model this is spread out across the council area so any increase in the background levels of growth would be dissipated, and the impacts may not be seen to have any great impact. The Local Plan development has been included in specific areas and therefore the effect is concentrated so the impact on the highway and public transport network is more representative.
- 2.2.2. For the previous studies, packages of mitigation measures were produced to offset the impact of the growth in the network predicted due to Local Plan development. To estimate the impact of each mitigation measure, a set of assumptions, based on published evidence, were made to consider the potential mode shift expected from each of the measures.
- 2.2.3. It was demonstrated that the mitigation measures were likely to provide improved network conditions, however, the mitigation package would not bring traffic levels back to pre-development levels. Their introduction would reduce the impact of Local Plan development in the London Borough of Hounslow.

2.3 PREVIOUSLY PROPOSED EXTENSION OF LOCAL PLAN PERIOD TO 2037

- 2.3.1. The previously proposed extension of the Local Plan period to 2037 showed that the strategic transport modelling undertaken to date was robust and that the sensitivity assessments undertaken showed that additional housing growth up to 2037 could be accommodated.

² [Spatial Planning - Internet Links - EC02 Hounslow Strategic Transport Study \(2013\).pdf - All Documents \(sharepoint.com\)](#)

³ [CPP02 LBH West of Borough Transport Impact Assessment \(2019\).pdf \(sharepoint.com\)](#)

⁴ [Spatial Planning - Internet Links - CPP01 LBH Great West Corridor Transport Impact Assessment \(2019\).pdf - All Documents \(sharepoint.com\)](#)

2.4 COVID ASSESSMENT

- 2.4.1. The Travel in London 2024⁵ Annual overview report shows that emerging trends in travel behaviour since the COVID pandemic have persisted such as:
- Average trip rate is now 1.98 trips per person across a seven-day week which is 10.5% below the pre-pandemic position
 - Commuting (usual workplace), education and other trip rates have increased since 2022/2023 (by 1%, 13% and 3% respectively)
 - Workers who can work from home between 2019/20 and 2023/24, from 0.78 million to 1.57 million, although with a slight decline in the latest year

2.5 CLARIFICATION ON LTIA REFERENCE CASE

- 2.5.1. This section looks to provide clarity on the Reference Case and what has been included within the Local Plan transport modelling assessment.
- 2.5.2. The Reference Case transport modelling scenario is based on information included within the LTS (London Transportation Studies) v7.1 model. This uses population and employment forecasts and other inputs to predict the number of trips which will be made in London in the future. The model also forecasts trip distribution (connection of trips between origin and destination) and mode choice.
- 2.5.3. LTS predicts how personal travel in London might respond to changes in population and employment, new transport infrastructure, policy interventions, macroeconomic factors and other influences such as levels of car ownership
- 2.5.4. Information about trip generation and trip distribution from LTS informs highway assignment model, WeLHAM.

WEST OF BOROUGH

- 2.5.5. The following scenarios were considered in the Highway Impact Assessment:
- Scenario 1 (Reference Case):
 - Background growth in the West of Borough
 - Full growth in the East of Borough (includes the Great West Corridor)
 - Full growth outside the Borough
 - Any committed highway and public transport improvements.
 - Scenario 2 (Low Growth): As Scenario 1, plus additional 'low' growth in the West of the Borough.
 - Scenario 3 (Low Growth with Mitigation): As Scenario 2, but with mitigation measures to mitigate 'low' growth in the West of the Borough.
 - Scenario 4 (High Growth with Mitigation): As Scenario 3, but with additional growth in the West of the Borough.

⁵ <https://content.tfl.gov.uk/travel-in-london-2024-annual-overview-acc.pdf>

2.5.6. A summary of the total growth up to 2031 within each of the scenarios was provided and is shown in Table 2-1.

Table 2-1: West of Borough Opportunity Area Land-use Quantum

Opportunity Area	2015-2031 'Low' Growth (Scenarios 2 and 3)		2015-2031 'High' Growth (Scenario 4)	
	Households	Jobs	Households	Jobs
Heathrow Gateway	0	0	2060	10450
Airport Business Park	0	3826	0	3826
Bedfont Lakes	960	356	1919	713
Cranford & Heston	0	1078	0	1078
Feltham	4543	-477	4543	-477
TOTAL	5,503	4,784	8,522	15,591

2.5.7. A summary of the total growth within each of the scenarios is shown in Table 2-2.

Table 2-2: West of Borough Opportunity Area Land-use Quantum's

2031 Scenario		Households		Jobs	
		WoB	EoB	WoB	EoB
Scenario 1: Reference Case	Reference Case Growth' (Scenario 1) – includes background growth, Site Allocations and GWC	2,588	15,117	2,882	10,321
Scenario 2: 'Low' Growth	LBH 'Low' Growth (Sc. 2/3), in addition to 'DM Growth' (Sc. 1)	+5,503	+0	+4,784	+0
Scenario 3: 'Low' Growth and Mitigation					
Scenario 4: 'High' Growth and Mitigation	LBH 'High' Growth (Sc. 4), in addition to Scenario 2/3 Growth	+3,020	+0	+10,807	+0

GREAT WEST CORRIDOR

- 2.5.8. Two future year (2031) transport demand forecasts were produced and assessed within the Great West Corridor Strategic Transport Study. These two scenarios were:
- **2031 Do Minimum scenario:** development growth across London as forecast in the draft London Plan, though only those developments in the Great Western Corridor area that are already in the planning pipeline in early 2018 i.e., consented schemes. It excluded any unconsented developments which represent the growth aspirations for the GWC. In this scenario the area is expected to host 14,359 homes and 47,799 jobs in 2031
 - **2031 Great West Corridor development scenario:** Great West Corridor development growth comes forward at the scale set out for the Opportunity Area in the draft London Plan. With this Great Western Corridor development growth i.e., 7,503 additional homes and 15,203 additional jobs.
- 2.5.9. The 2031 Do Minimum scenario included significant growth that was already committed in the Great Western Corridor area as shown in Table 2-3.

Table 2-3: Summary of total homes and jobs in 2011 baseline, 2031 Reference Case and GWC development scenarios

LTSZone	2011 Base		2031 Do Minimum		2031 Development		2031 Development Change over Do Minimum			
	Homes	Jobs	Homes	Jobs	Homes	Jobs	Homes	Jobs	Homes %	Jobs %
6140	1,683	14,008	2,979	25,000	6,892	31,791	3,912	6,791	131%	27%
6150	1,634	2,359	1,755	2,896	3,005	6,996	1,250	4,099	71%	142%
6151	5,186	6,179	8,897	8,311	11,238	11,557	2,341	3,246	26%	39%
6160	698	8,021	728	11,592	728	12,658	0	1,067	0%	9%
Total	9,201	30,567	14,359	47,799	21,863	63,002	7,503	15,203	52%	32%

- 2.5.10. As can be seen from Table 2-2 and Table 2-3 the total households and jobs included within the Local Plan assessment up to 2031 was 16,026 households and 30,793 jobs.

SUMMARY

- 2.5.11. The Reference Case is the basis against which the Local Plan development and associated travel demand is assessed against. It is taken from the LTS (London Transportation Studies) v7.1 model and as such it is a suitable base against which to compare Local Plan development.

2.6 EMERGING LOCAL PLAN 2020-2041

- 2.6.1. The analysis work undertaken to assess the potential impact of the new emerging Local Plan's plan period which extends to 2041 has shown that:
- Housing supply is very similar, and is minimal after 2035
 - Employment land has decreased compared to the previous GWC/WoB Plans.
- 2.6.2. Further details are set out in Chapter 3.

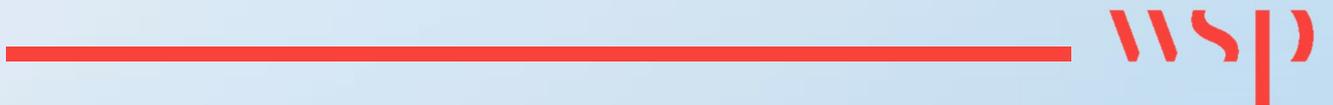
- 2.6.3. In some locations there is a risk that not undertaking strategic transport modelling may mean that capacity issues at junctions may not be apparent. To offset that risk, individual development related Transport Assessments will be required to assess highway impacts in detail and ensure appropriate measures can be implemented. These need to be assessed in association with the strategic impacts and contribute to them, even if individual impacts are not considered to be significant on their own.

2.7 CONCLUSIONS

- 2.7.1. The transport modelling that has been undertaken to date is robust and the sensitivity assessments that were undertaken showed that additional housing growth up to 2037 could be accommodated.
- 2.7.2. It is the Council's view that even if there is additional traffic growth, they would not be seeking to increase highway capacity. The proposed mitigation is flexible and that, along with other measures in accordance with policies within the London Plan, MTS and Local Plan would reduce forecast traffic levels and hence the borough will be able to accommodate the additional development post 2035.
- 2.7.3. It would be for individual developments to assess the impact of the development through a Transport Assessment which would need to include detailed transport modelling which would highlight any additional locations where mitigation may be required.
- 2.7.4. Given the information provided within this chapter it is felt that the Reference Case is a suitable base against which to compare the proposed development in the emerging Local Plan.

3

CHANGES TO LOCAL PLAN SITE ALLOCATIONS



3 CHANGES TO LOCAL PLAN SITE ALLOCATIONS

3.1 INTRODUCTION

- 3.1.1. The site allocations have been updated in the emerging Local Plan 2020-2041. This includes some proposed new site allocations in the Plan which have come forward since the previous Local Plan Review was withdrawn, and the removal of certain sites, including sites no longer considered to be suitable or available, and sites that have already commenced construction or been implemented.
- 3.1.2. The comparison of site allocations in the (since withdrawn) 2020-2035 Local Plan Review and the emerging 2020-2041 Local Plan show there is an overall reduction in the number of allocated housing units and jobs derived from allocated sites in the West of Borough (WoB) and Great West Corridor (GWC) Opportunity Areas, but a slight increase in housing and employment growth from site allocations in other parts of the borough i.e., central Hounslow.
- 3.1.3. The following sections set out the Local Plan site allocations included in the:
 - 2020-2035 Local Plan (Submission Version)
 - 2020-2041 Local Plan (Regulation 19 Version)

3.2 2020-2035 LOCAL PLAN SITE ALLOCATIONS (SUBMISSION VERSION)

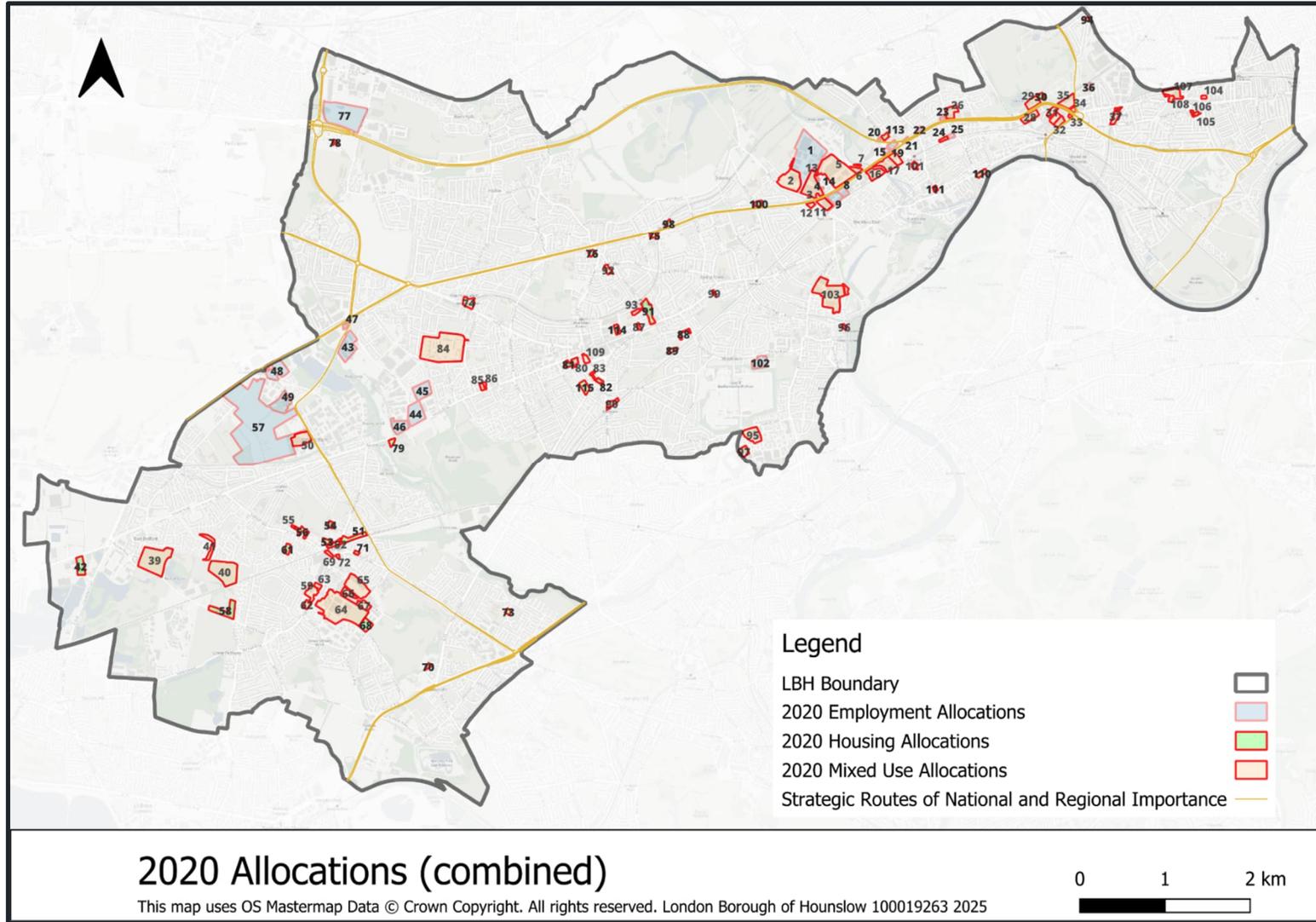
- 3.2.1. Table 3-1 summaries the 2020-2035 Local Plan assumptions in Households and Jobs based on proposed site allocations in the Plan.

Table 3-1: 2020-2035 Local Plan - Households and Jobs (Total Gross)

Year		Gross Households	Gross Jobs
2035	Great West Corridor	7,400	15,225
	West of Borough	7,970	4,726
	Other	3,280	1,809
	Total	18,650	21,760

- 3.2.2. Land-use quantum data for the Local Plan’s proposed allocations has been used to inform the assessment, and is included as Appendix A, while Figure 3-1 shows the locations of the 2020 Local Plan Site Allocations.

Figure 3-1: 2020-2035 Local Plan Review (Submission Version 2020): Combined Site Allocations



3.3 2020-2041 LOCAL PLAN (REGULATION 19 VERSION)

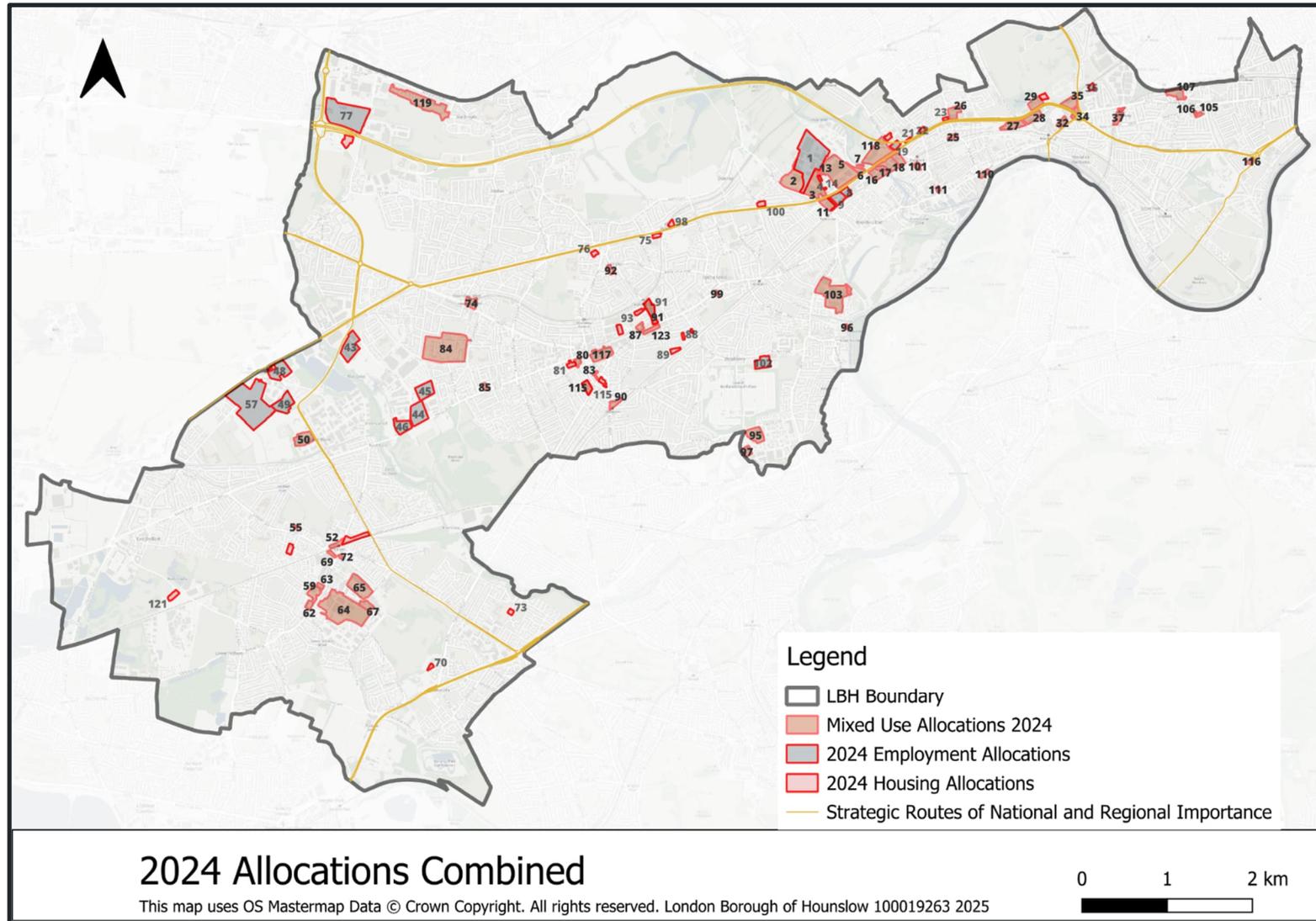
3.3.1. Table 3-2 summaries the emerging 2020-2041 Local Plan (2024 Regulation 19 Version) planning assumptions in Households and Jobs.

Table 3-2: 2020-2041 Local plan (Regulation 19 Version) – Households and Jobs

Year		Gross Households	Gross Jobs
2041	Great West Corridor	7,090	13,853
	West of Borough	4,940	3,615
	Other	4,220	2,446
	Total	16,250	19,913

3.3.2. The 2024 Local Plan land-use quantum data for the borough is included as Appendix B while Figure 3-2 shows the locations of the 2024 Local Plan Site Allocations.

Figure 3-2: Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Combined Site Allocations



3.4 HOUSING TRAJECTORY

- 3.4.1. LBH has produced information showing the housing trajectory for the previous 2020-2035 Local Plan Review period and the emerging 2020-2041 Local Plan period which are shown in Figure 3-3 and Figure 3-4 respectively.
- 3.4.2. Figure 3-5 shows the comparison in the housing trajectory numbers between the previous 2020-2035 Local Plan Review and the emerging 2020-2041 Local Plan. The housing trajectory includes all sources of projected housing supply over the plan period as follows:
- Site Allocations in the West of Borough (WoB)
 - Site Allocations in the Great West Corridor (GWC)
 - Site Allocations the Rest of Borough (ROB)
 - Small sites on the Brownfield Land Register
 - Windfall sites
 - Sites where constraints can be overcome (sites proposed for release from the Green Belt)
 - Phased Pipeline Schemes
 - Non-Phased Schemes.
- 3.4.3. For the previous 2020-2035 Local Plan in terms of total housing supply for the Borough between 2020 and 2035, the cumulative projection was 27,107 homes while the emerging 2020-2041 Local Plan the cumulative projection is 28,840 homes.
- 3.4.4. At the 2021 EiP it was proposed that the Plan period be extended to 2037, and it was concluded by WSP that the transport modelling that had been undertaken to date at that time was robust and that the sensitivity assessments that were undertaken showed that additional housing growth up to 2037 could be accommodated. This was not objected to by National Highways at the 2021 EiP.
- 3.4.5. It was the Council's view that even if there was additional traffic growth, they would not be seeking to increase highway capacity. The proposed mitigation was flexible and that, along with other measures in accordance with policies within the London Plan, MTS and Local Plan will reduce forecast traffic levels and hence the west of the borough should be able to accommodate the additional development post 2035 with the proposed plan extension to 2037.
- 3.4.6. It would be for individual developments to assess the impact of the development through a Transport Assessment which would need to include detailed transport modelling which would highlight any additional locations where mitigation may be required.
- 3.4.7. Further analysis on the Housing trajectory information shows that by 2037 it is projected that the 2020-2041 Local Plan would complete 27,307 houses, which is only 200 houses more than the 27,107 projected to be built as part of the 2020-2035 Local Plan.



Table 3-3: 2020-2035 Local Plan Review (Submission Version 2020): Housing Trajectory

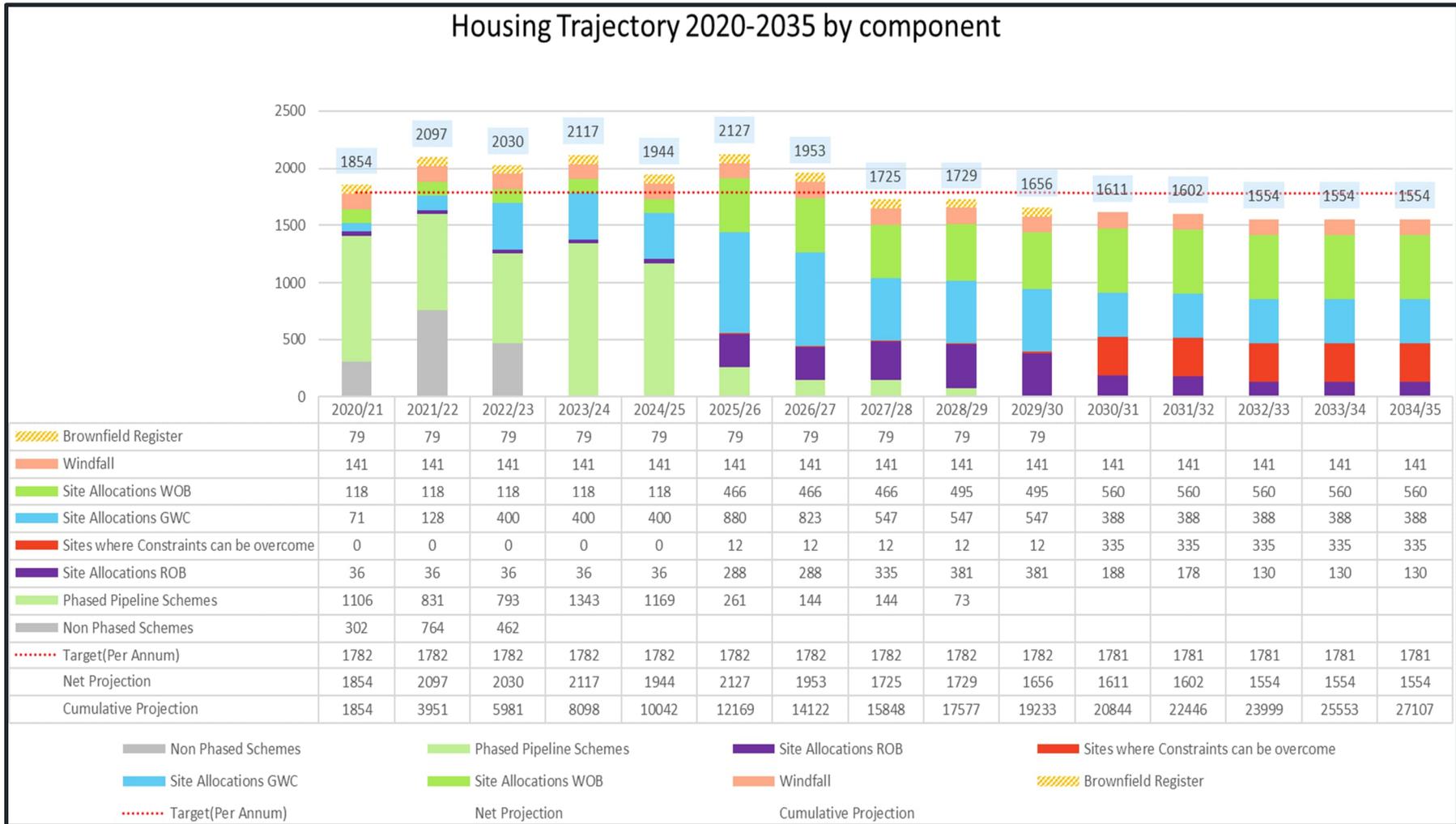




Table 3-4: Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Housing Trajectory

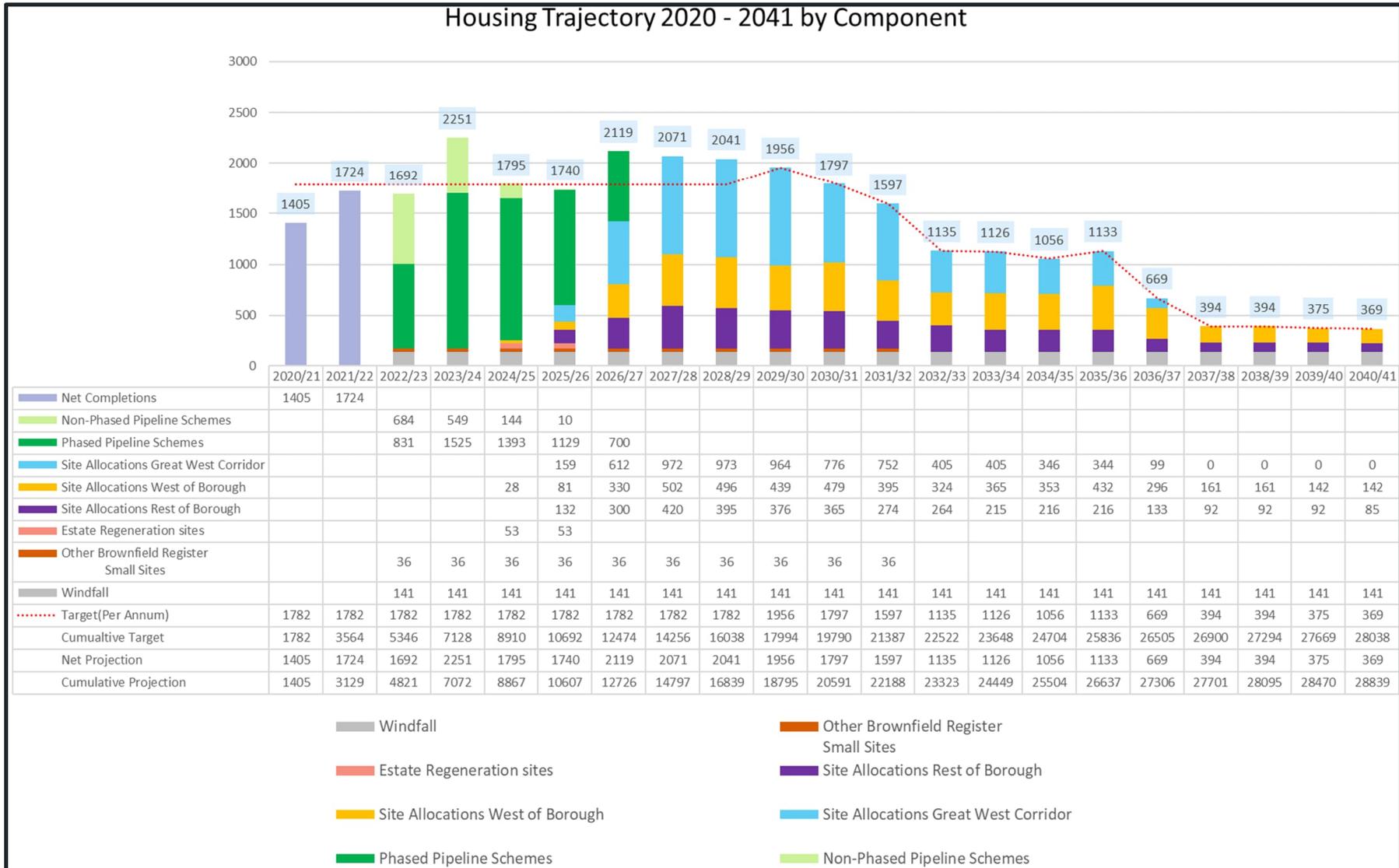
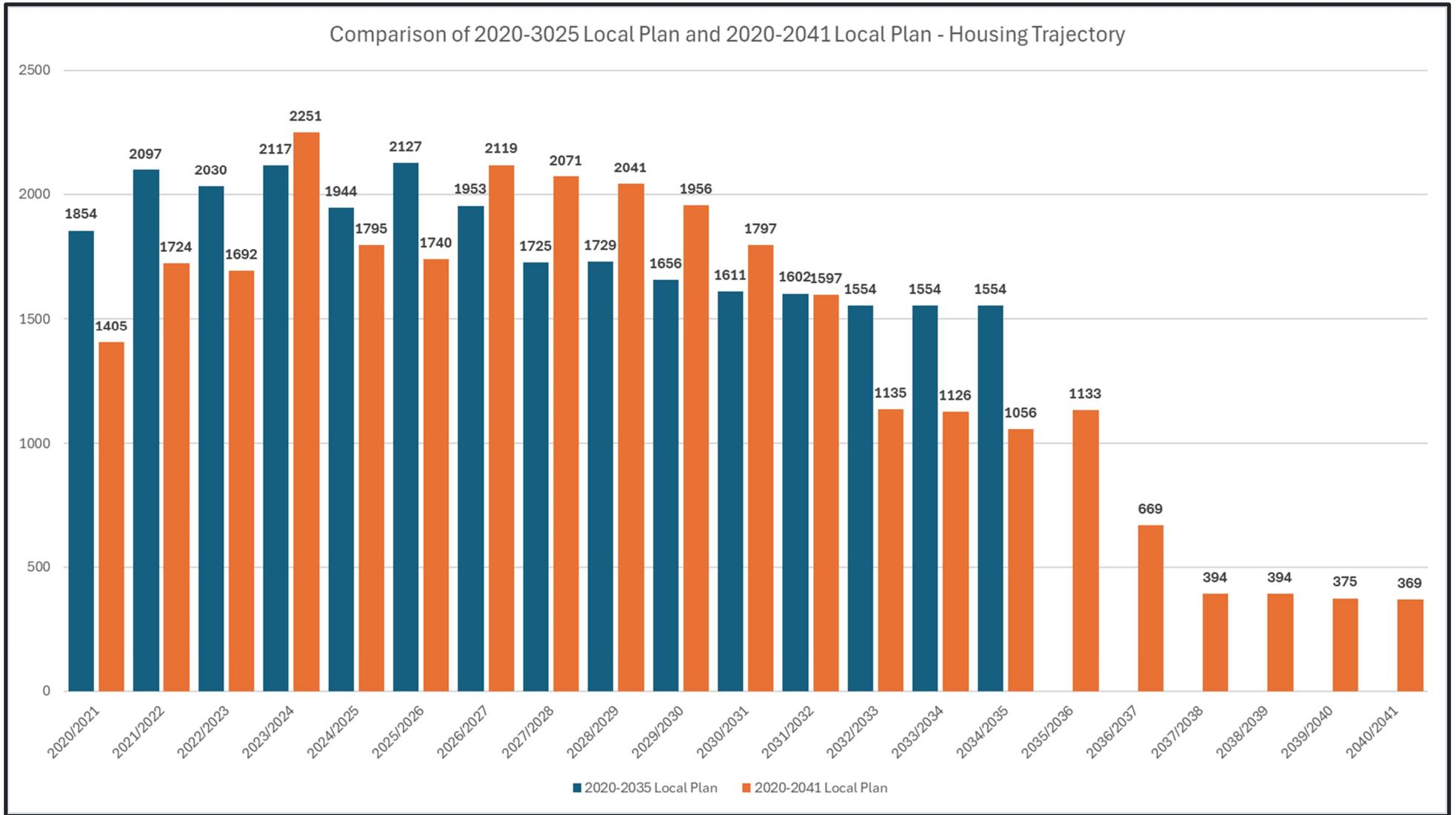


Table 3-5: Comparison between the 2020-2035 Local Plan and 2020-2041 Local Plan - Housing Trajectory



3.5 SUMMARY

3.5.1. Table 3-6 summaries the difference between the 2020-2035 Local Plan and emerging 2020-2041 Local Plan (Households and Jobs) focussing specifically on proposed allocations (so excluding pipeline permissions and other elements of supply included in the Housing Trajectory that are not allocated sites). It shows that based on proposed site allocations there are 2,400 less homes and 1,847 less jobs in the 2020-2041 Local Plan compared to the now withdrawn 2020 Local Plan Review.

Table 3-6: Comparison of Proposed Site Allocations in the 2020-2035 Local Plan and Emerging 2020-2041 Local Plan - Households and Jobs (Total Gross)

	2020-2035 Local Plan Review (Submission Version 2020)	Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version)	Difference
Total Housing on Site Allocations	18,650 homes	16,250 homes	-2,400 homes
Total Employment Floorspace on Site Allocations	709,630 sq m	627,970 sq m	-81.660 sq m
Total New Jobs Based on Employment Floorspace on Site Allocations	21,760 jobs	19,913 jobs	-1,847 jobs

- 3.5.2. For the 2020-2035 Local Plan development sites it was assumed that they would start building out from 2020 with completion of the 18,650 residential units and 21,760 jobs by 2035.
- 3.5.3. For the 2020-2041 Local Plan development sites it is assumed that they would start building out from 2020 with completion of the 16,250 residential units and 19,913 jobs by 2041.
- 3.5.4. The impact of less homes and less jobs over an extended period means that impact of traffic on the local road network is lower and that the transport modelling undertaken to date is robust and that additional transport modelling is not required to be undertaken to understand the impacts beyond what has been modelled to date.
- 3.5.5. It is LBH's view that even if there is additional traffic growth, it would not be seeking to increase highway capacity. The proposed mitigation is flexible and that along with other measures in accordance with policies within the London Plan, MTS and Local Plan will reduce forecast traffic levels and hence the west of the borough should be able to accommodate the additional development post 2035 with the proposed plan extension to 2041.

4

PARKING POLICY



4 PARKING POLICY

4.1 INTRODUCTION

- 4.1.1. The following section looks at how parking provision within LBH was assessed for the Local Plan to ensure that it was robust and was in conformity with the London Plan (March 2021 publication version)⁶.

4.2 PARKING STANDARDS

- 4.2.1. The emerging Local Plan has undergone statutory consultation at Regulation 18 and Regulation 19 stages, with the Regulation 19 consultation taking place in September-October 2024.
- 4.2.2. The Local Plan establishes the Council's approach to parking for the Plan period 2020-2041 and must be in general conformity with the London Plan (March 2021 publication version), which includes parking policies that set out parking standards for development in Greater London.
- 4.2.3. Through the emerging Hounslow Local Plan, Policy EC2: Developing a Sustainable Transport Network, promotes "'car-free' or 'low car' development where appropriate, as well as car clubs and car sharing schemes in line with London Plan Policy T6 and T6.1" and "the active management of car parking and travel demand in the borough, particularly through the implementation of the Councils Parking and Kerbside Strategies, Controlled Parking Zones (CPZs) and restricting access to these zones to existing dwellings, and requiring developments to plan end-use in accordance with these measures". For specific car parking standards however, Policy EC2 is clear in that new developments are expected to meet "the standards established in the London Plan".

4.3 RESIDENTIAL CAR PARKING

- 4.3.1. The current London Plan sets out Residential Parking Standards in Policy T6.1 (and more specifically Table 10.3 within that document). Table 4-1 shows the maximum residential parking standards that are included with the current London Plan i.e., 2021.
- 4.3.2. These standards give London Boroughs a Policy tool in which to assess Planning Applications against regarding car parking.

⁶ [the_london_plan_2021.pdf](#)

Table 4-1: Maximum residential parking standards – London Plan 2021

Table 10.3 - Maximum residential parking standards		
Location	Number of beds	Maximum parking provision^a
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Location	Number of beds	Maximum parking provision^a
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling [^]

4.3.3. When applying the metrics of the London Plan against the quantum of residential development on proposed site allocations in the emerging Hounslow Local Plan, it can be seen in Table 4-2, that over 70% (11,412) of the total number of new dwellings will be located in areas where the maximum parking provision is up to 0.5 spaces per dwelling, with over 19% of total new dwellings (3,200) in entirely car free zones.

Table 4-2: Car parking provision for residential allocations in Emerging Hounslow Local Plan 2020-2024

Location	Allocation Number	Maximum Parking Provisions	Number of Proposed Dwellings
Central Activities Zones Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	72, 74, 80, 81, 82, 83, 87, 90, 91, 93, 105, 106, 107, 114, 115, 117, 123	Car free	3,200
Inner London PTAL 2 Outer London Opportunity Areas	2, 3, 5, 6, 7, 11, 13, 16, 17, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 37, 50, 52, 55, 59, 61, 62, 63, 64, 65, 67, 69, 70, 73, 75, 76, 84, 85, 118, 119, 120, 121	Up to 0.5 spaces per dwelling	11,412
Outer London PTAL 4	51, 99, 111	Up to 0.5-0.75 spaces per dwelling~	310
Outer London PTAL 2-3	18, 88, 89, 92, 98, 101, 103, 110, 113	Up to 1 space per dwelling	770
Outer London PTAL 0-1	95, 96, 97, 100, 116	Up to 1.5 space per dwelling	590
Total			16,282*
~When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum			
*Includes Gypsy and Traveller Sites			

4.3.4. Given the information shown in Table 4-2 the total residential parking spaces on site allocations in the emerging Local Plan 2020-2024 would be:

- Central Activities Zones: 0 car parking spaces i.e., car free
- Inner London PTAL 2 and Outer London Opportunity Areas: 5,706 car parking spaces
- Outer London PTAL 4: 155 car parking spaces if the lower standard applies
- Outer London PTAL 2-3: 770 car parking spaces
- Outer London PTAL 0-1: 885 car parking spaces.

4.3.5. This would mean a total of 7,516 car parking spaces.

4.3.6. Table 4-3 shows the car parking provision for residential allocations in 2020 Local Plan Review

Table 4-3 Car parking provision for residential allocations in 2020 Local Plan Review

Location	Allocation Number	Maximum Parking Provisions	Number of Proposed Dwellings
Central Activities Zones Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	87, 90, 91, 93, 104, 105, 106, 107, 108, 114	Car free	1,710
Inner London PTAL 2 Outer London Opportunity Areas	2, 3, 5, 6, 7, 11, 12, 13, 16, 17, 18, 24, 26, 28, 29, 30, 31, 32, 33, 34, 35, 37, 39, 40, 41, 42, 50, 51, 52, 53, 54, 55, 56, 58, 59, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 80, 81, 82, 83, 84, 85, 86, 109, 112, 115	Up to 0.5 spaces per dwelling	15,370
Outer London PTAL 4	94, 99, 111	Up to 0.5-0.75 spaces per dwelling-	120
Outer London PTAL 2-3	88, 89, 92, 98, 101, 103, 110, 113	Up to 1 space per dwelling	950
Outer London PTAL 0-1	95, 96, 97, 100	Up to 1.5 space per dwelling	500
Total			18,650*

-When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

4.3.7. Given the information shown in Table 4-3 the total residential parking spaces on site allocations in the previous 2020 Local Plan Review would have been:

- Central Activities Zones: 0 car parking spaces i.e., car free
- Inner London PTAL 2 and Outer London Opportunity Areas: 7,585 car parking spaces
- Outer London PTAL 4: 60 car parking spaces if the lower standard applies
- Outer London PTAL 2-3: 950 car parking spaces
- Outer London PTAL 0-1: 750 car parking spaces.

4.3.8. This would have meant a total of 9,345 car parking spaces.

SUMMARY

4.3.9. It can be seen from the information shown in Table 4-2 and Table 4-3 that based on new residential development on proposed allocated sites, the emerging Local Plan 2020-2024 would have 1,829 fewer residential car parking spaces than the previous 2020 Local Plan Review.

4.4 NON-RESIDENTIAL CAR PARKING

- 4.4.1. Parking Standards and guidance for non-residential uses such as hotels, leisure, office and industrial use are also set out in Policy T6 of the London Plan, and this is the Policy tool that Local Planning Authorities use when assessing car parking provision in applications for such uses.
- 4.4.2. All except one of Hounslow’s non-residential employment use allocations (i.e. all employment allocations that don’t have any aspect of residential whatsoever) are in one of the Borough’s two opportunity areas – Great West Corridor or West of Borough. The London Plan is explicit in that *“For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4”*.
- 4.4.3. Table 4-4 shows the maximum office parking provision as taken from the London Plan (March 2021).

Table 4-4: Car parking provision for offices

Location	Maximum parking provision*
Central Activities Zone and inner London	Car free^
Outer London Opportunity Areas	Up to 1 space per 600 sq.m. gross internal area (GIA)
Outer London	Up to 1 space per 100 sq.m. (GIA)
Outer London locations identified through a DPD where more generous standards apply	Up to 1 space per 50 sq.m. (GIA)

- 4.4.4. As well as being the starting point for commuter parking for industrial uses the parking standards shown in Table 4-4 provide the parking standards for Office use. Based on this table, all the proposed employment allocations in either the Great West Corridor or West of Borough Opportunity Areas would be expected to provide a maximum of up to 1 space per 600 sq.m. gross internal area (GIA).
- 4.4.5. In the 2020-2041 Local Plan the total employment floorspace is 627,970 sq.m, therefore assuming 1 space per 600 sq.m means an approximate total of 1,047 car parking spaces which is reduced from the approximate 1,183 car parking spaces in the 2020-2035 Local Plan i.e., reduced by 136.
- 4.4.6. Figure 4-1 and Figure 4-2 help to illustrate this, with the proposed residential / mixed-use sites and Employment allocation respectively shown within the context of the applicable PTAL zones.

Figure 4-1: PTAL Zones with Proposed Housing and Mixed-Use Allocations

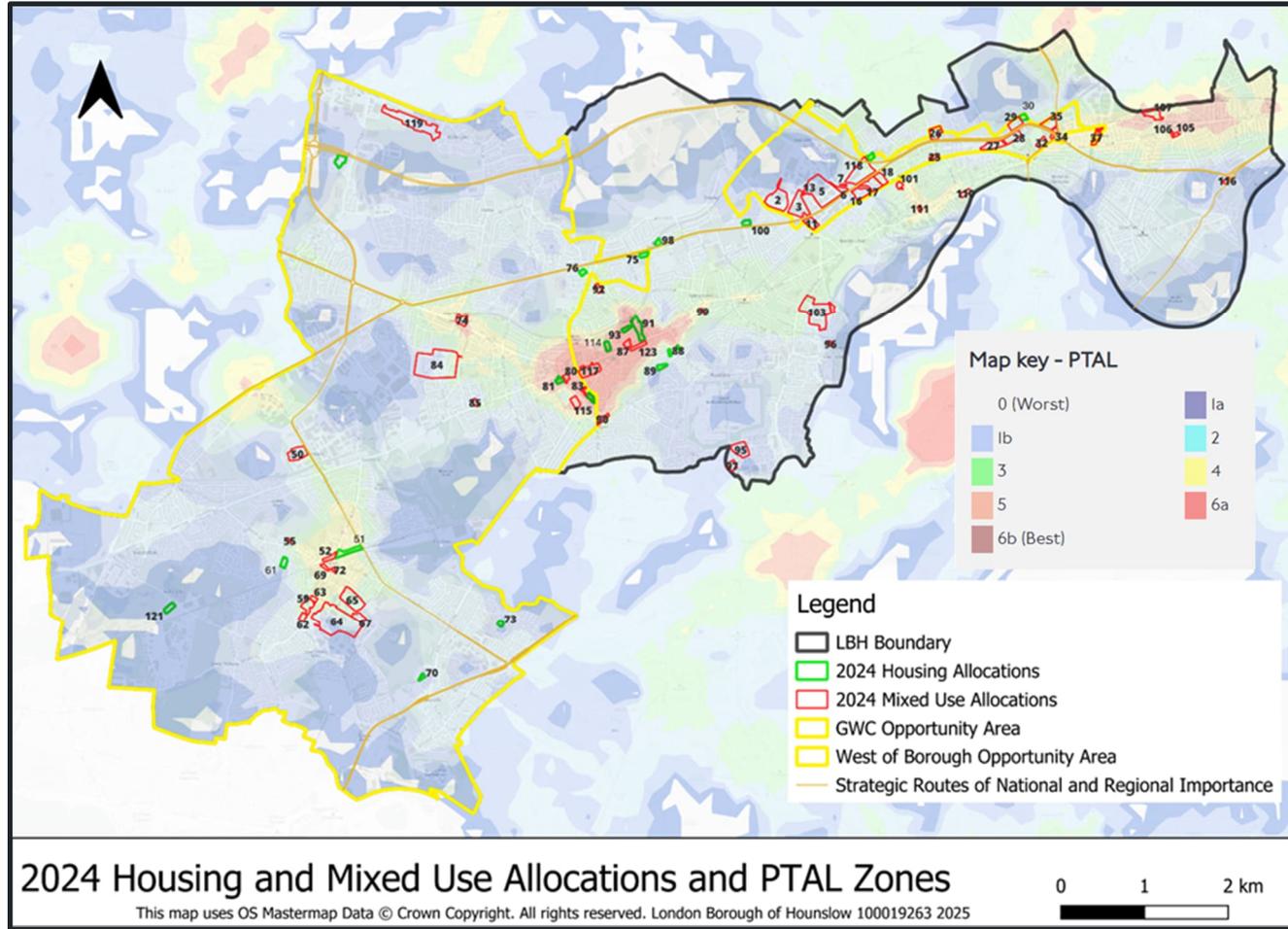
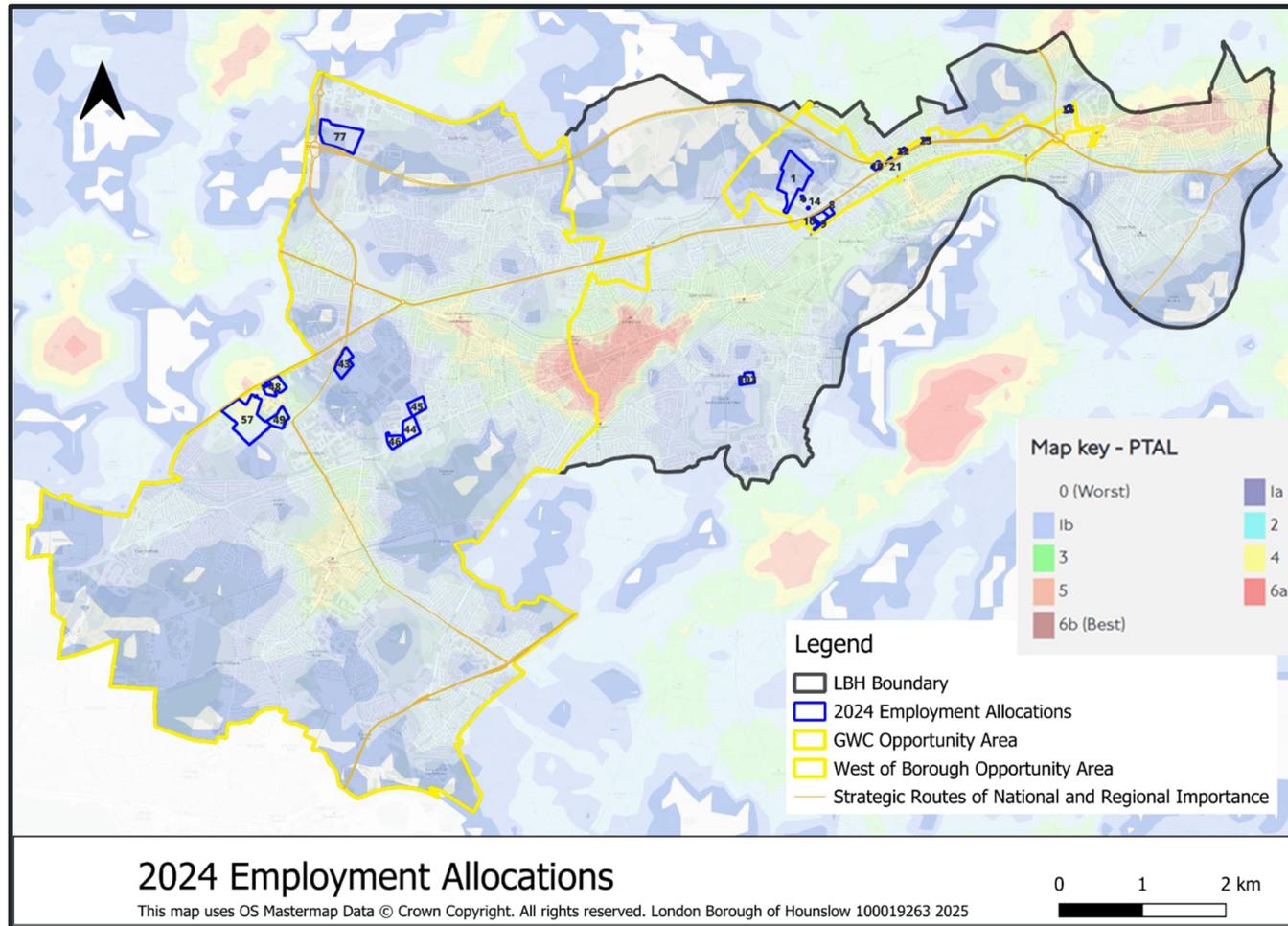


Figure 4-2: PTAL Zones with Proposed Employment Allocations



5

NATIONAL HIGHWAYS CONSIDERATIONS



5 NATIONAL HIGHWAYS CONSIDERATIONS

5.1 INTRODUCTION

5.1.1. Following a meeting with National Highways that took place on the 22 November 2024 they provided details of further evidence that may suffice in the absence of additional transport modelling. This included:

- Assumptions behind the demand forecasting undertaken by TfL showing changes overall and reductions in vehicle trips between 2019 and 2041 (Section 5.2)
- Further specific detail for Hounslow rather than London wide data to strengthen the evidence (Section 5.3)
- Certainty of implementation based on specified measures and their delivery through the Local Plan (Section 5.4).

5.1.2. The following sections set out the evidence in response to National Highways considerations.

5.2 ASSUMPTIONS BEHIND THE DEMAND FORECASTING UNDERTAKEN BY TFL SHOWING CHANGES OVERALL AND REDUCTIONS IN VEHICLE TRIPS BETWEEN 2019 AND 2041

TRAVEL IN LONDON 2024 ANNUAL REVIEW⁷

5.2.1. Travel in London is Transport for London's (TfL's) annual publication that summarises trends and developments relating to travel and transport in London. Its principal function is to describe how travel is changing and to provide an interpretative overview of progress towards implementing the Mayor's Transport Strategy. It also provides an evidence and analysis base for the general use of stakeholders and policymakers.

5.2.2. This Annual Overview report covers trends and developments up to 2023 and into 2024, including historical series and, more recently, reflecting the disruption brought about by the coronavirus pandemic from early 2020 and London's subsequent recovery. The report is broadly structured around the Mayor of London's key aims for transport as set out in the Mayor's Transport Strategy.

5.2.3. As well as describing overall travel trends, such as patterns of travel demand and mode shares, the report is broadly structured around the Mayor of London's key aims for transport, these being:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs.

⁷ <https://content.tfl.gov.uk/travel-in-london-2024-annual-overview-acc.pdf>

- 5.2.4. The transport modelling information that was analysed to form part of the evidence base within the LTIA was, informed by patterns of travel behaviour observed in late 2022. As of October 2022, representative average daily demand on the London Underground was about 82 per cent of the pre-pandemic levels. Bus demand was around 84 per cent of the pre-pandemic levels. Traffic on the TfL Road Network was about 94 per cent of the pre-pandemic levels.
- 5.2.5. The Travel in London 2024 annual overview⁷ states that *“During 2023 and into 2024, the travel demand recovery in London following the coronavirus pandemic continued and, in late 2024, achieved what appears to be broadly settled conditions.”*
- 5.2.6. It also states that *“as of 2023/24, overall annual public transport demand on TfL-operated modes had recovered to 93 per cent of the 2019/20 pre-pandemic level, with London Underground and buses both at 88 per cent. This is an increase of eight percentage points from the overall public transport recovery value of 85 per cent in 2022/23. The level of traffic recovery on the TfL Road Network in 2023/24 was also 93 per cent, but this level has not changed much since 2021/22, reflecting the fact that road traffic recovered much faster than other modes after the first pandemic restrictions in 2020.”*
- 5.2.7. A central aim of the *“Mayor’s Transport Strategy is to increase the active, efficient and sustainable mode share for all trips in London to 80 per cent by 2041. This will enable us to support growth in the capital’s population and economy in a sustainable manner. On average, in 2023 the active, efficient and sustainable mode share for all travel in London was estimated at 63.2 per cent, up from 57.8 per cent in 2021 and 62.2 per cent in 2022, but below our prior expectation for the year. This compares to 63.6 per cent in the last pre-pandemic year (2019). While progress towards this aim before the pandemic was slower than required to meet the target, it is also clear that the pandemic legacy of fewer public transport trips is adversely affecting progress towards this measure.”*

TFL DEMAND FORECASTING

- 5.2.8. Data from Planning forecasts and Hybrid forecasts are available where:
- Planning forecast reaches London Plan levels of growth by 2041 and assumes pre-pandemic levels of trip-making except for a modest reduction in white collar commuting. It is a forecast used to have a more optimistic view of potential future demand growth as a means of stress testing scheme impacts and devising new policies / legislation
 - Hybrid forecast aligns to the 2022 central Greater London Authority (GLA) growth projections and is informed by patterns of traffic observed in late 2022. It takes account of changes to travel patterns and behaviours that have shifted because of the Coronavirus pandemic between 2020 and 2023.
- 5.2.9. The following information has been taken from the TfL report on Travel in London.

The scenarios use two fully modelled forecasts for future planning:

- Planning Forecast (formerly known as the Reference Case) for travel demand in London with a high office return and London's population reaching 10.8 million by 2041
- Hybrid Forecast drawn from emerging evidence on how London is changing.

Both forecasts contain the same portfolio of investment limited to only those schemes that are funded and committed. The Planning Forecast includes a modest increase in working from home compared to pre-pandemic forecasts, with levels of online shopping remaining as forecast before the pandemic and London getting back on track for achieving pre-pandemic projections of population growth by 2041.

The Hybrid Forecast, however, incorporates evidence on how London is changing:

- The latest population and employment projections, following a more central trend than the Planning Forecast
- More working from home for office workers, particularly for those on high incomes and for offices in central London
- A greater shift towards online shopping with people making fewer but more local shopping trips
- Greater flexibility to undertake leisure trips as part of the working day due to more home working
- Slightly higher relative car ownership, largely due to lower house building and a small minority of the population who are reluctant to return to public transport after the pandemic.

5.2.13. TfL have produced transport modelling forecasts for 2026, 2031 and 2041 for a:

- Hybrid forecast: Reflect pandemic effects e.g., more working from home
- Planning forecast: Reflects that pre-COVID trends continue.

5.2.14. In most case the Planning forecast will produce a forecast with higher demand than the Hybrid forecast.

Hybrid Forecast: London wide

5.2.15. The Hybrid forecast shows that there is an overall decrease in demand from the 2019 base year in all forecast years and model periods. Analysis at the CIOX⁸ spatial level shows that:

- Car and Taxi vehicle types show a general decrease in trips between all sectors between 2019 and 2041 for the:
 - AM peak: reduction of:
 - 2% in the Central sector
 - 8% in the Inner sector
 - 9% in the Outer sector

⁸ CIOX refers to standard Central, Inner, Outer and eXternal sectors of the TfL strategic models

- Inter peak: reduction of:
 - 0% in the Central sector
 - 0% in the Inner sector
 - 1% in the Outer sector
- PM peak: reduction of:
 - 6% in the Central sector
 - 4% in the Inner sector
 - 6% in the Outer sector.
- LGV show an increase in trips between all sectors between 2019 and 2041 for the:
 - AM peak: increase of:
 - 4% in the Central sector
 - 25% in the Inner sector
 - 25% in the Outer sector
 - Inter peak: increase of:
 - 6% in the Central sector
 - 27% in the Inner sector
 - 26% in the Outer sector
 - PM peak: increase of:
 - 4% in the Central sector
 - 24% in the Inner sector
 - 25% in the Outer sector.
- HGV show a general decrease in trips between all sectors between 2019 and 2041 for the:
 - AM peak: reduction of:
 - 25% in the Central sector
 - 12% in the Inner sector
 - 12% in the Outer sector
 - Inter peak: reduction of:
 - 23% in the Central sector
 - 12% in the Inner sector
 - 12% in the Outer sector
 - PM peak: reduction of:
 - 22% in the Central sector
 - 12% in the Inner sector
 - 12% in the Outer sector.

Hybrid forecast: Hounslow

5.2.16. In terms of the trip ends then for all vehicles with an Origin and Destination in Hounslow there is a:

- decrease between 2019 and 2026 for the:
 - AM peak of 7% for trip origins and 8% for trip destinations
 - Inter peak of 3% for trip origins and 2% for trip destinations
 - PM peak of 6% for trip origins and 5% for trip destinations
- increase between 2026 and 2031 for the:
 - AM peak of 1% for trip origins and 1% for trip destinations
 - Inter peak of 2% for trip origins and 2% for trip destinations
 - PM peak of 1% for trip origins and 0% for trip destinations
- increase between 2031 and 2041 for the:
 - AM peak of 3% for trip origins and 2% for trip destinations
 - Inter peak of 3% for trip origins and 3% for trip destinations
 - PM peak of 2% for trip origins and 3% for trip destinations

Planning Forecast: London wide

5.2.17. The Planning forecast shows that there is an overall increase in demand from the 2019 base year in all forecast years and model periods. Analysis at the CIOX⁹ spatial level shows that:

- Trips in/to/from the Central sector shows reductions with increase between other sectors
- Car and Taxi vehicle types show a similar pattern to the all-vehicle total
- LGV show an increase in trips between all sectors
- HGV show reductions in trips between all sectors.

5.2.18. The Planning forecast shows that there is an overall increase in demand from the 2019 base year in all forecast years and model periods. Analysis at the CIOX¹⁰ spatial level shows that:

- Car and Taxi vehicle types show a general decrease in trips between all sectors between 2019 and 2041 for the:
 - AM peak: increase of:
 - 5% in the Central sector
 - 2% in the Inner sector
 - 3% in the Outer sector
 - Inter peak: increase of:

⁹ CIOX refers to standard Central, Inner, Outer and eXternal sectors of the TfL strategic models

¹⁰ CIOX refers to standard Central, Inner, Outer and eXternal sectors of the TfL strategic models

- 4% in the Central sector
- 7% in the Inner sector
- 8% in the Outer sector
- PM peak: increase of:
 - 1% in the Central sector
 - 4% in the Inner sector
 - 5% in the Outer sector.
- LGV show an increase in trips between all sectors between 2019 and 2041 for the:
 - AM peak: increase of:
 - 3% in the Central sector
 - 24% in the Inner sector
 - 27% in the Outer sector
 - Inter peak: increase of:
 - 5% in the Central sector
 - 26% in the Inner sector
 - 27% in the Outer sector
 - PM peak: increase of:
 - 4% in the Central sector
 - 23% in the Inner sector
 - 27% in the Outer sector.
- HGV show a general decrease in trips between all sectors between 2019 and 2041 for the:
 - AM peak: reduction of:
 - 24% in the Central sector
 - 13% in the Inner sector
 - 12% in the Outer sector
 - Inter peak: reduction of:
 - 24% in the Central sector
 - 13% in the Inner sector
 - 12% in the Outer sector
 - PM peak: reduction of:
 - 22% in the Central sector
 - 13% in the Inner sector
 - 12% in the Outer sector.

SUMMARY

- 5.2.19. In summary, there is predicted to be a decrease in the number of Car/Taxi and HGV trips between the 2019 base year and the 2026, 2031 and 2041 forecast year for the Hybrid forecast but an increase in LGV trips.
- 5.2.20. There is information available from TfL on differences in flows between the 2019 base year and the 2031 Hybrid forecast. Figure 5-1 to Figure 5-3 shows the differences for the AM peak, inter peak and PM peak respectively. The plots show proportional bandwidths with green indicating an increase in flow and blue indicating a decrease in flow.

Figure 5-1: Difference in flows between 2019 base year and 2031 Hybrid forecast – AM peak



Figure 5-2: Difference in flows between 2019 base year and 2031 Hybrid forecast – Inter peak



Figure 5-3: Difference in flows between 2019 base year and 2031 Hybrid forecast – PM peak



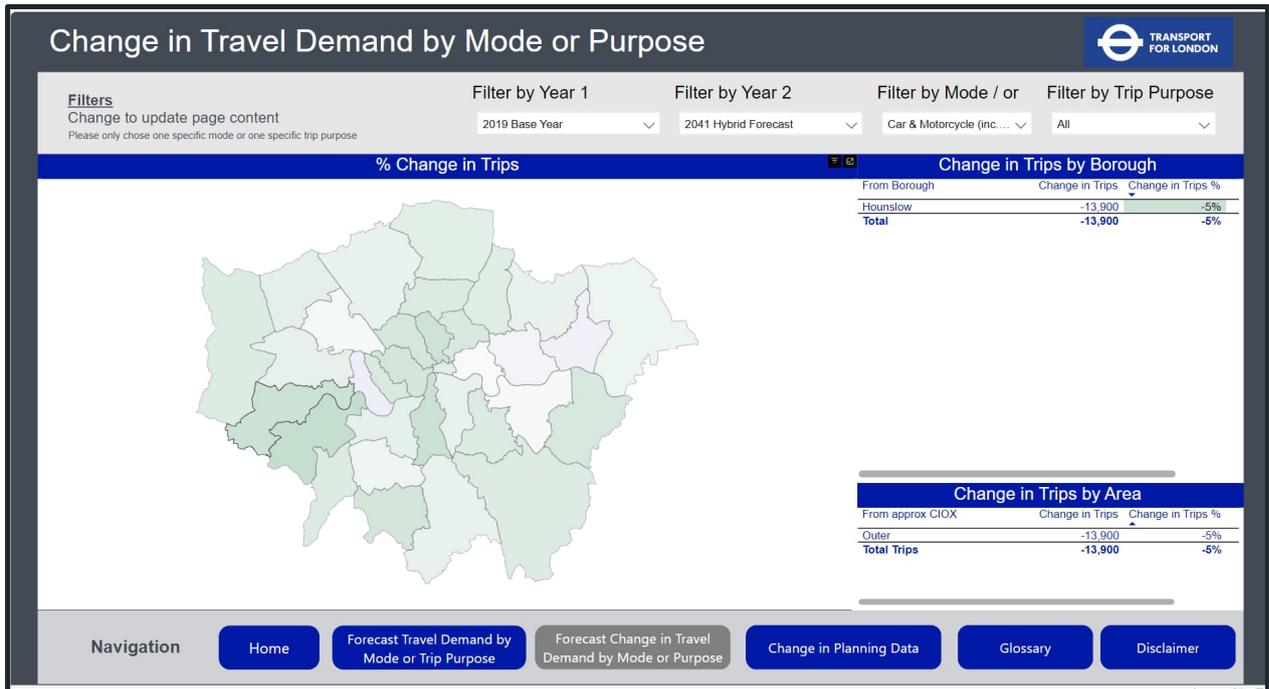
- 5.2.21. There is generally a decrease in flow in the Hounslow area in the AM peak and PM peak with little change in the Inter peak.
- 5.2.22. Despite not having similar plots for flow difference between 2031 and 2041 it is likely that there will still be flow differences in the Hounslow area.
- 5.2.23. Given the fact that road traffic, by 2024, has not recovered since 2021/2022 then it can be assumed that the Hybrid forecast produced by TfL is still valid.

5.3 FURTHER SPECIFIC DETAIL FOR HOUNSLOW RATHER THAN LONDON WIDE DATA TO STRENGTHEN THE EVIDENCE CHANGES IN PLANNING DATA

TFL TRAVEL DEMAND FORECAST

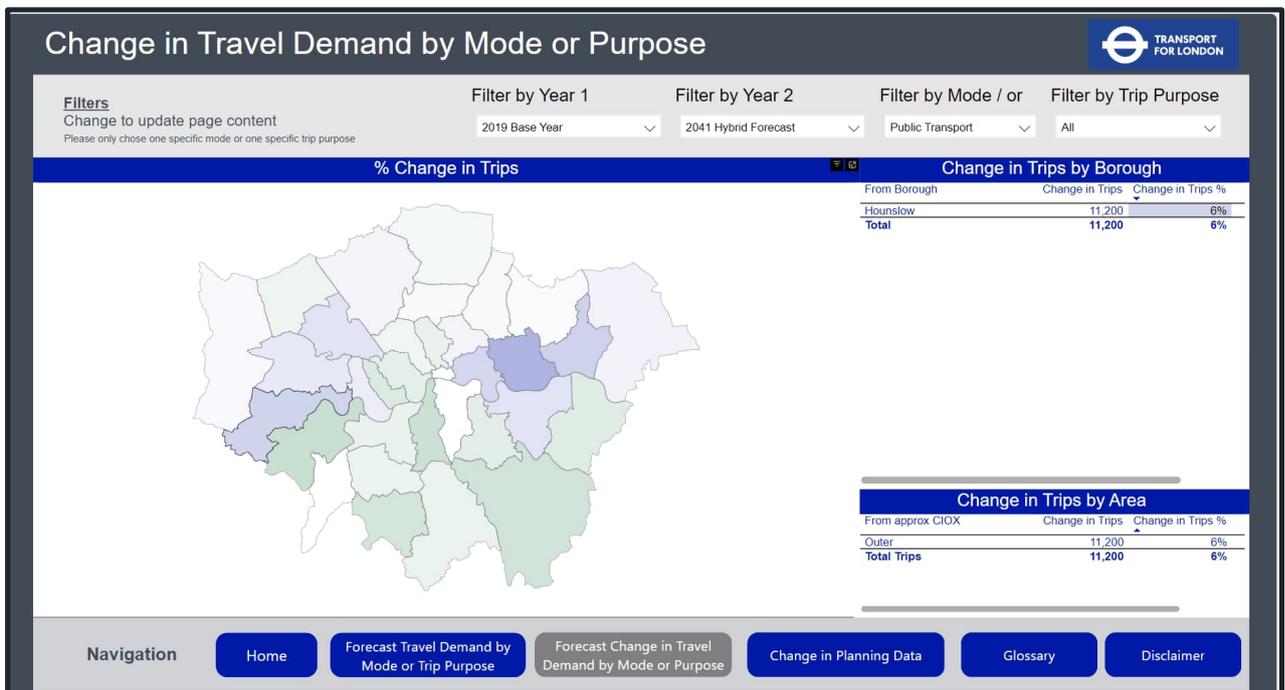
- 5.3.1. TfL provided output results of their 2031/2041 forecasts and 2031 Uncertainty scenarios sourced from TfL MoTiON.
- 5.3.2. MoTiON provides a consistent basis against which to assess the impact of different policies, projects and planning decisions, working towards the objectives of the Mayor's Transport Strategy. It is used by TfL, the Greater London Authority, boroughs, and developers to inform decision making on the largest transport-related issues facing London.
- 5.3.3. The MoTiON suite comprises:
 - Transport demand (MoTiON)
 - Public transport mode split and assignment (Railplan)
 - Highways assignment (LoHAM & ONE Model)
 - Cycling assignment (Cynemon)
 - Land use and transport interaction (LonLUTI).
- 5.3.4. All models in the MoTiON suite have been developed with close reference to the [Department for Transport \(DfT\) Transport analysis guidance \(TAG\)](#) to ensure outcomes are as robust as possible.
- 5.3.5. MoTiON can model how many trips there are likely to be, their origins and destinations and their modes of transport. Inputs include land-use, demographic, economic, transport network and travel behaviour assumptions to forecast how many trips will be made, where they will go, which mode they will use and the ensuing public transport crowding and highway congestion.
- 5.3.6. TfL have produced data from MoTiON to provide an overall forecast of travel demand to / from and within London. The forecasts reflect TfL's most up to date position on forecast demand for travel in London based on a range of data forecasts. The forecasts are refreshed on an annual basis.
- 5.3.7. A comparison between the 2019 Base Year and the 2041 Hybrid Forecast shows that, in Hounslow, there is a 5% decrease in the number of Cars / Motorcycle trips as shown in Figure 5-4.

Figure 5-4: 2019 Base Year to 2041 Hybrid Forecast for Cars / Motorcycles



5.3.8. A comparison between the 2019 Base Year and the 2041 Hybrid Forecast shows that there is a 6% increase in the number of Public Transport trips as shown in Figure 5-5.

Figure 5-5: 2019 Base Year to 2041 Hybrid Forecast for Public Transport

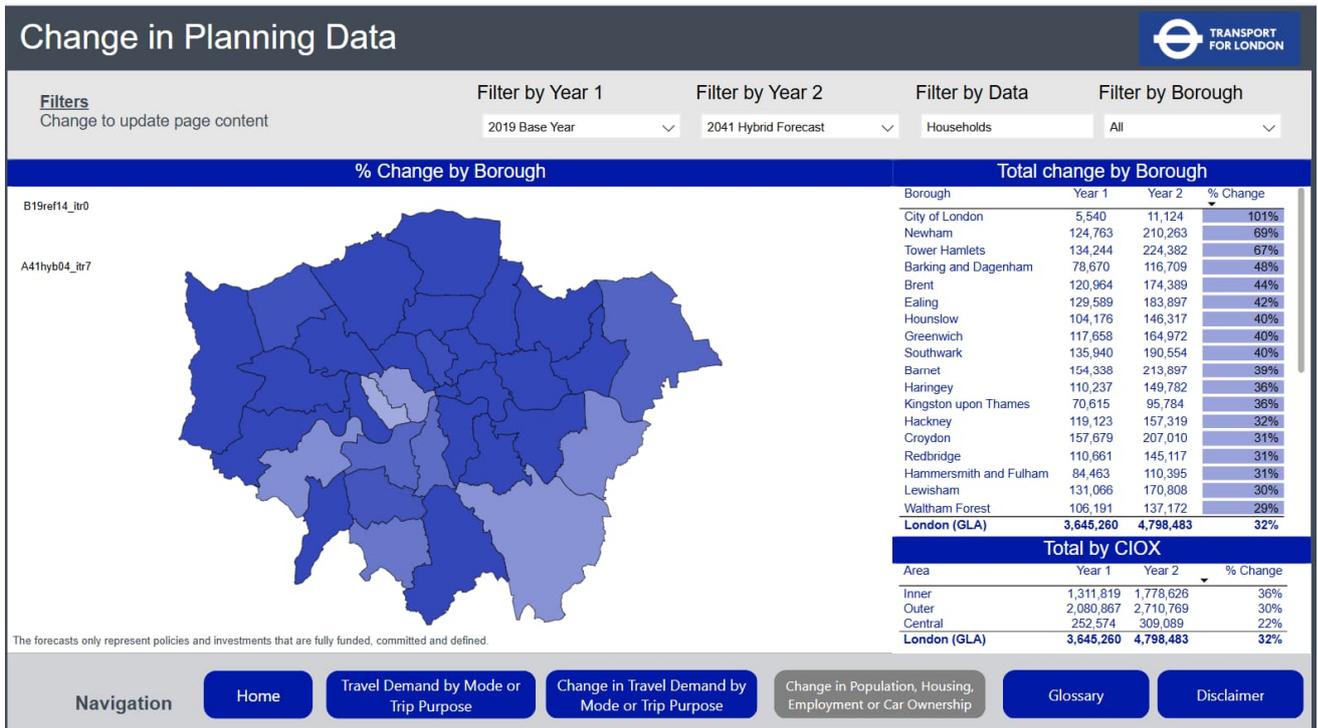


5.3.9. There are assumptions included within the 2041 Hybrid forecasts for:

- Households which is the number of houses located within a specified area
- Employment which is the total number of jobs located within a specific area.

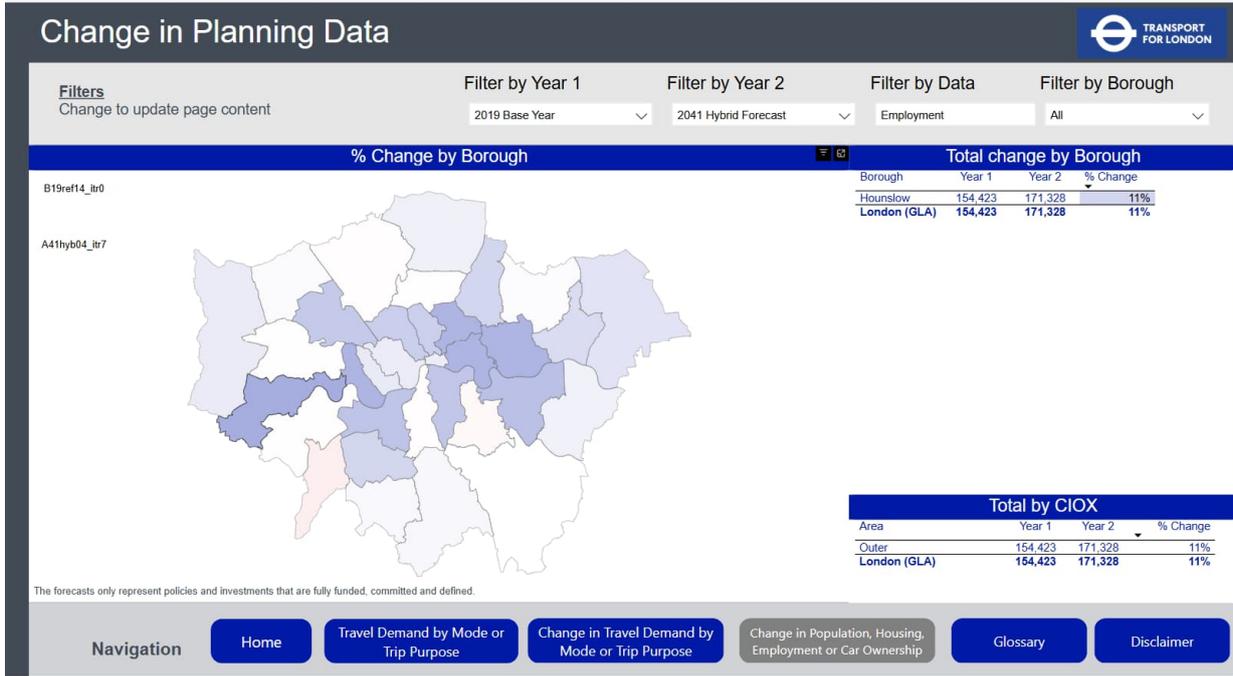
5.3.10. In terms of the number of household growth within the London Borough of Hounslow the 2019 Base Year assumes that there are 104,176 households while the 2041 Hybrid forecast assumes that there are 146,317 households. This is an assumed increase of 42,141 households whereas the 2020-2041 Local Plan assumes an increase of 28,840 homes. Figure 5-6 shows the increase in households within Hounslow between the 2019 Base Year and the 2041 Hybrid Forecast.

Figure 5-6: 2019 Base Year to 2041 Hybrid Forecast for Households



5.3.11. In terms of the amount of Employment growth within the London Borough of Hounslow the 2019 Base Year assumes that there are 154,423 jobs i.e., employment, while the 2041 Hybrid forecast assumes that there are 171,328 jobs i.e., employment. This is an assumed increase of 16,905 jobs i.e., employment, whereas the 2020-2041 Local Plan assumes an increase of 21,760 jobs i.e., employment. Figure 5-7 shows the increase in households within Hounslow between the 2019 Base Year and the 2041 Hybrid Forecast.

Figure 5-7: 2019 Base Year to 2041 Hybrid Forecast for Employment



5.4 CERTAINTY OF IMPLEMENTATION BASED ON SPECIFIED MEASURES AND THEIR DELIVERY THROUGH THE LOCAL PLAN.

TRANSPORT FOR LONDON

- 5.4.1. The 2041 Hybrid Forecast incorporates evidence on how London is changing, including:
- The latest population and employment projections, following a more central trend than the Planning Forecast
 - More working from home for office workers, particularly for those on high incomes and for offices in central London
 - A greater shift towards online shopping with people making fewer but more local shopping trips
 - Greater flexibility to undertake leisure trips as part of the working day due to more home working
 - Slightly higher relative car ownership, largely due to lower house building and a small minority of the population who are reluctant to return to public transport after the pandemic.
- 5.4.2. It is one version of the future based on evidence as described above, however this can change over time. The transport modelling assessment of the Local Plan was undertaken for a 2031 forecast year using the Transport for London suite of transport models.
- 5.4.3. The 2031 forecast year scenario assumed background growth up to 2031, however given that there has been two years of much lower growth, predominantly due to COVID, any additional background growth would not be significant despite evidence of growing traffic levels. Travellers are retiming their journey and traffic patterns have changed and will continue to change e.g., not in an office 5 days a week.

- 5.4.4. When including background growth in a forecast year transport model, this is spread out across the council area so any increase in the background levels of growth would be dissipated, and the impacts may not be seen to have any great impact. The Local Plan development has been included in specific areas and therefore the effect is concentrated so that the impact on the highway and public transport network is more representative.
- 5.4.5. In terms of households, TfL Planning Data assumes an increase of 42,141 households whereas the 2020-2041 Local Plan assumes an increase of 28,840 homes i.e., difference of -13,301 households.
- 5.4.6. It is the opposite in terms of the TfL Planning Data for employment which assumes an increase of 16,905 jobs i.e., employment whereas the 2020-2041 Local Plan assumes an increase of 21,760 jobs i.e., employment. This is a difference of 4,855 jobs i.e., employment.
- 5.4.7. Overall and taken together it can be assumed that the 2041 Hybrid Forecasts assume a higher level of trip making in the Hounslow area than the 2020-2041 Local Plan given the greater number of households i.e., 13,301 households and despite the lower assumed number of jobs in the TfL Hybrid Forecast.

2020-2041 PROPOSED SUBMISSION VERSION (REGULATION 19) DOCUMENT¹¹

- 5.4.8. The London Plan is the Spatial Development Strategy produced by the Mayor of London setting the strategic plan for development in London. The emerging Hounslow Local Plan 2020-2041 is required to be in general conformity with the London Plan. The London Plan is also part of the statutory development plan for the borough and must be considered in the determination of planning applications.
- 5.4.9. The London Plan sets out a significant number of requirements in relation to Local Plan preparation which must be addressed in the development of the policy options. The Mayor also establishes a strategic approach in relation to key policy areas leaving limited scope for alternative policy options at the local level.
- 5.4.10. One of the key policy requirements set out in the London Plan is to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041, including through the delivery of applicable transport schemes in the London Plan that are located within the borough.
- 5.4.11. Another is the setting out of maximum car parking standards i.e., Policy T6 of the London Plan as described in Chapter 4.
- 5.4.12. The emerging Local Plan has undergone statutory consultation at Regulation 18 and Regulation 19 stages, with the Regulation 19 consultation taking place in September-October 2024.

¹¹ lbhounslow.sharepoint.com/:b/s/InternetLinks/pp/EXIRWoM20wRDkAfeLhbwDm4BFbk_NozoITS2X9tHjr5PcA?e=KNW8lc

- 5.4.13. The Local Plan establishes the Council's approach to parking for the Plan period 2020-2041 and must be in general conformity with the London Plan (March 2021 publication version), which includes parking policies that set out parking standards for development in Greater London.

Policy EC1

- 5.4.14. Policy EC1 in the 2020-2041 Proposed submission version (Regulation 19) document sets out the policies on strategic transport connections. The Policy sets out how LBH will work with partners to secure investments to existing and strategic transport connections and how those enhancements will maximise the borough's regeneration potential whilst supporting growth. The Policy states that development proposals are expected to:

- Ensure that access to existing and future strategic transport connections is considered, including through appropriate design.
- Contribute to improvements to the strategic transport network where appropriate, particularly in growth and opportunity areas, consistent with the Transport Strategy, the Local Implementation Plan and Infrastructure Delivery Plan, and the findings of Transport Assessments or other appropriate studies. This includes mitigation measures beyond the borough boundary, where suitable.
- Demonstrate that freight movements have been considered during both the construction and operation of any developments in accordance with Policy T7 of the London Plan.

- 5.4.15. One of the planned improvements to strategic transport connections is the Piccadilly line upgrade which is predicted to cut journey times by 19% and increase capacity by 24%.

Policy EC2

- 5.4.16. Through the emerging Hounslow Local Plan, Policy EC2: Developing a Sustainable Transport Network, promotes "'car-free' or 'low car' development where appropriate, as well as car clubs and car sharing schemes in line with London Plan Policy T6 and T6.1" and "the active management of car parking and travel demand in the borough, particularly through the implementation of the Councils Parking and Kerbside Strategies, Controlled Parking Zones (CPZs) and restricting access to these zones to existing dwellings, and requiring developments to plan end-use in accordance with these measures". For specific car parking standards however, Policy EC2 is clear in that new developments are expected to meet "the standards established in the London Plan."

- 5.4.17. Policy EC2 in the 2020-2041 Proposed submission version (Regulation 19) document sets out policies to develop a sustainable transport network. Development proposals are expected to:
- Demonstrate that they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and wheeling and cycling networks. Developments will be expected to contribute to upgrading existing infrastructure to current standards. Developments should provide a minimum number of cycle parking spaces and an appropriate maximum number of car parking spaces consistent with the standards in the London Plan and the WestTrans West London Cycle Parking Guidance and any subsequent guidance. They should be designed appropriately in accordance with the Council's Supplementary Planning Documents and guidance including the Character, Sustainability and Design Codes SPD (2024) and any subsequent document. All cycle parking should be of high quality, covered, secure and

integral to building design They should also be easily accessible, at ground floor level with internal and external access and with vertical or semi vertical stands avoided. All carparking for new developments must be accommodated on site

- Contribute towards on street visitor cycle parking
- Integrate a legible movement hierarchy that aligns with existing movement patterns and connects development sites with existing walking, wheeling and cycling networks and contributes to public realm improvements along these networks. New streets are expected to include street trees, landscaping and SuDS
- Demonstrate that severe traffic and significant road safety impacts on the transport network are avoided, including preparation of Transport Assessments for all major schemes, and providing contributions or improvements to transport networks
- Demonstrate that sufficient public car parking remains or is re-provided in the area to serve local needs where there will be a reduction in off-street car parking and/or where parking cannot be accommodated on-site. This could include consideration of available on-street car parking or involve the provision of an appropriate temporary facility. This should ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development
- Prepare Travel Plans, Healthy Streets Checks and Assessments and Active Travel Zone assessments in accordance with latest guidance from Transport for London or any subsequently adopted guidance
- Incorporate on-site design measures and facilities to promote walking, wheeling and cycling, including safe and comfortable access to building, in line with the London Plan and the Council's Supplementary Planning Documents and guidance
- Ensure that the construction phase activity has been adequately considered and would not have an undue impact on the highway network or neighbours' amenity. Construction Logistics Plans should be submitted for larger schemes or sites in sensitive locations and the developers and contractors are expected to follow CLOCS (Construction Logistics and Community Safety)
- Provide appropriate on-site facilities to accommodate efficient delivery and servicing strategies that must not compromise pedestrian and cycle movement and must seek to reduce congestion, taking into account the increase in on-line deliveries. Developers will be expected to submit Delivery and Servicing Plans that consider measures such as low emission, freight consolidation, last mile delivery modes such as cargo bikes for local deliveries, and centralised delivery management and facilities.

IMPLEMENTING THE STRATEGY

- 5.4.18. The delivery of the emerging 2020-2041 Local Plan is dependent on the implementation of the overall strategy and as such several policies are set out within the 2020-2041 Proposed submission version (Regulation 19) document. These include:
- Policy IMP1 (Sustainable Development): Implementing the Local Plan in accordance with the principles of sustainable development as set out by the NPPF
 - Policy IMP2 (Delivering Site Allocations): This expects developments to:
 - Accord with the identified site allocation and the proposed use of the site and to also have regard to the context, constraints and other provisions of the respective site allocations, including any council adopted planning brief
 - Demonstrate that they have sought to meet or, where appropriate, exceed the minimum development quanta specified for uses in the allocations, and provide evidence to support any proposed variation with reference to other policies in the plan, and for applications that are following the viability tested route to the delivery of affordable housing, provide financial viability assessments following the review mechanisms set out in Policy SC2
 - Ensure that where the partial development of a site allocation is proposed, this would not be detrimental to the development or regeneration potential of the remainder of the land within the site allocation or prejudice the delivery of affordable housing, necessary infrastructure and/or net zero development
 - Ensure they are planned and phased in a complementary manner to fit in with the programmed delivery of other development and infrastructure in the area, and that any adverse impacts, including during construction and servicing, are appropriately mitigated.
 - Policy IMP3 (Implementing and monitoring the Local Plan): This expects developments to:
 - Mitigate the impacts of the development on the area through a section 106 agreement, where necessary or appropriate, having regard to the Planning Obligations and CIL supplementary planning document; and L. Provide the CIL payments required by the Hounslow CIL charging schedule, and the Mayor of London's CIL
 - Work with relevant infrastructure and utility service providers and other key stakeholders to secure infrastructure improvements that may be required
 - Mitigate the impacts of development on the highway network, including through securing any necessary highways works in agreement with the appropriate highway's authority.

5.5 SUMMARY

- 5.5.1. Discussions with National Highways emphasised the need for localised data to strengthen the evidence base. The document references trends in travel demand, forecasting a decrease in car trips and an increase in public transport usage by 2041. This aligns with the broader objectives of the Mayor's Transport Strategy to promote sustainable modes of transport
- 5.5.2. It is felt that sufficient additional evidence has been supplied to demonstrate that the 2020-2041 Local Plan will not have any severe or unacceptable safety impacts on the strategic road network and that suitable mitigation is included within the Plan.

6

SUMMARY AND CONCLUSION



6 SUMMARY AND CONCLUSION

6.1 INTRODUCTION

6.1.1. The London Borough of Hounslow (LBH) is undertaking a review of its Local Plan, which includes updating its existing evidence base documents and aligning them into a single Local Plan covering the period from 2020 to 2041. The previous Local Plan was adopted in 2015 and required area-specific Local Plan Review strategies for the Great West Corridor and the West of Borough, which were based on the London Plan's Opportunity Areas. The assessment of housing and employment growth, particularly the implications of extending the plan period to 2037, revealed that the existing transport modelling was robust enough to accommodate additional housing growth up to that date.

6.2 PURPOSE OF THE LTIA ADDENDUM

6.2.1. The LTIA Addendum looks to address comments from National Highways and provide additional evidence to establish a Statement of Common Ground (SoCG) between LBH and National Highways. Key components of this report include:

- Changes to housing and employment allocations since the previous Local Plan submission.
- Updates on parking policies and standards for new developments.
- Transport scenarios, including considerations of COVID-19 impacts on travel behaviour.
- Evaluations justifying the decision not to undertake additional strategic modelling.

6.3 CHANGES TO HOUSING AND EMPLOYMENT ALLOCATIONS

6.3.1. The emerging Local Plan reflects updates to site allocations, resulting in an overall reduction in housing units and jobs in the West of Borough and Great West Corridor, while showing slight increases in other areas such as central Hounslow. The comparison between the previous and emerging plans highlights these changes. Based on proposed site allocations there are 2,400 less homes and 1,847 less jobs in the 2020-2041 Local Plan compared to the now withdrawn 2020 Local Plan Review.

6.3.2. The 2020 Local Plan Review was not specifically objected to by National Highways at the 2021 EiP. During the hearings, additional evidence was presented by LBH demonstrating that the strategic transport modelling undertaken in support of the previously proposed extension of the Local Plan period to 2037 was robust. The modelling also demonstrated that the sensitivity assessments undertaken showed that additional housing growth up to 2037 could be accommodated.

Housing

6.3.3. The housing trajectory for the Local Plan indicates a cumulative projection of 28,840 homes for the 2020-2041 period, which is only slightly higher than the previous projection of 27,107 homes for the 2020-2035 period. This suggests a stable housing supply outlook despite the extended timeline.

6.3.4. Further analysis on the housing trajectory information shows that by 2037 it is projected that the 2020-2041 Local Plan would complete 27,307 houses, which is only 200 houses more than the 27,107 projected to be built as part of the 2020-2035 Local Plan.

Employment

- 6.3.5. The emerging Local Plan reflects updates to site allocations, resulting in an overall reduction in jobs in the West of Borough (WoB) and Great West Corridor (GWC), while showing slight increases in other areas such as central Hounslow. The comparison between the previous and emerging plans highlights these changes.
- 6.3.6. The employment trajectory for the Local Plan indicates a cumulative projection of 19,913 jobs for the 2020-2041 period, which is lower than the previous projection of 21,760 jobs for the 2020-2035 period. This suggests a stable employment outlook despite the extended timeline.

6.4 PARKING POLICY

- 6.4.1. The document outlines the parking standards established in the emerging Local Plan, which align with the London Plan. The emerging plan promotes 'car-free' developments, especially in areas with high public transport accessibility. The anticipated need for residential parking spaces is projected to decrease, indicating a shift towards sustainable transport options.
- 6.4.2. In the emerging Local Plan 2020-2024 there are 1,829 fewer residential car parking spaces than the previous 2020 Local Plan Review.
- 6.4.3. In the emerging 2020-2041 Local Plan there is an approximate total of 1,047 car parking spaces that would be required for allocated employment land which has reduced from the approximately 1,183 car parking spaces in the 2020-2035 Local Plan i.e., reduced by 136 car parking spaces.
- 6.4.4. This means that there are less car parking spaces on residential and employment sites over a longer timeline i.e., 2020-2041 giving less trips on the road network and less impact on congestion and journey.
- 6.4.5. These standards are designed to manage car parking and travel demand effectively, particularly through the implementation of Controlled Parking Zones (CPZs) and restricting access to these zones for new developments.

6.5 NATIONAL HIGHWAYS CONSIDERATIONS

- 6.5.1. Discussions with National Highways emphasised the need for localized data to strengthen the evidence base. The document references trends in travel demand, forecasting a decrease in car trips and an increase in public transport usage by 2041. This aligns with the broader objectives of the Mayor's Transport Strategy to promote sustainable modes of transport.
- 6.5.2. Further evidence has been provided that has provided information around:
- Assumptions behind the demand forecasting undertaken by TfL showing changes overall and reductions in vehicle trips between 2019 and 2041 (Section 5.2)
 - Further specific detail for Hounslow rather than London wide data to strengthen the evidence (Section 5.3)
 - Certainty of implementation based on specified measures and their delivery through the Local Plan (Section 5.4).
- 6.5.3. Sufficient additional evidence has therefore been supplied to demonstrate that the 2020-2041 Local Plan will not have any severe or unacceptable safety impacts on the strategic road network and that suitable mitigation is included within the Plan.

6.6 CONCLUSION

- 6.6.1. The document emphasises a flexible approach to mitigation measures and reinforces the importance of individual development assessments to evaluate specific transport impacts.
- 6.6.2. Overall, the 2020-2041 Local Plan aims to align with strategic transport objectives while addressing local needs and there is a reasonable prospect of delivery at appropriate times in the Local Plan period.
- 6.6.3. Given the evidence set out within this LTIA Addendum it is concluded that additional strategic modelling is not undertaken. This LTIA Addendum confirms the robustness of the existing transport modelling and the ability to accommodate planned growth without necessitating increased highway capacity.

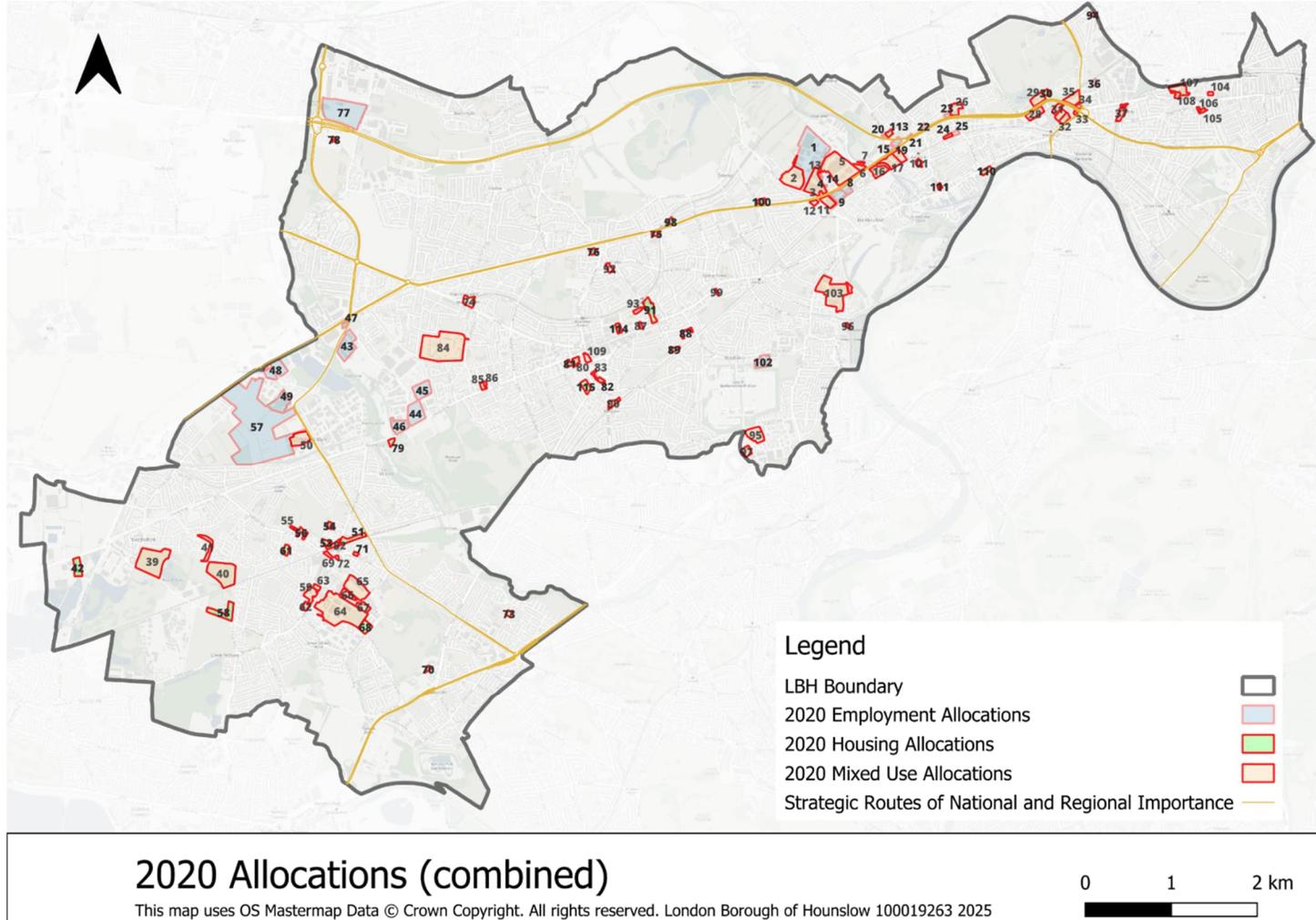
Appendix A

2020-2035 LOCAL PLAN REVIEW
(SUBMISSION VERSION 2020)
PROPOSED SITE ALLOCATIONS





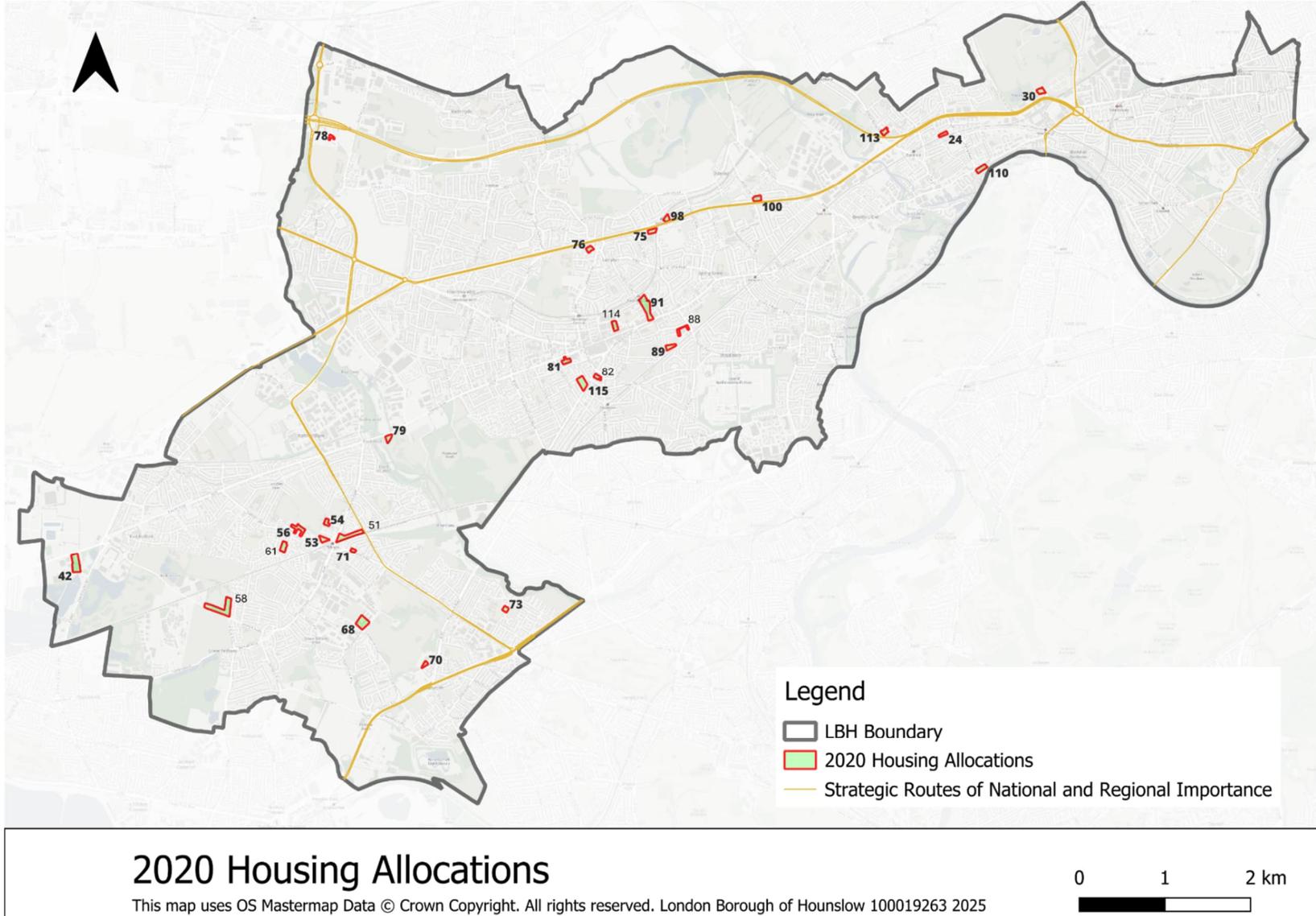
2020-2035 Local Plan Review (Submission Version 2020): Combined Site Allocations



Please see separate spreadsheet named Site Allocations Local Plan Review 2020-2035 for combined allocation details.



2020-2035 Local Plan Review (Submission Version 2020): Housing Site Allocations

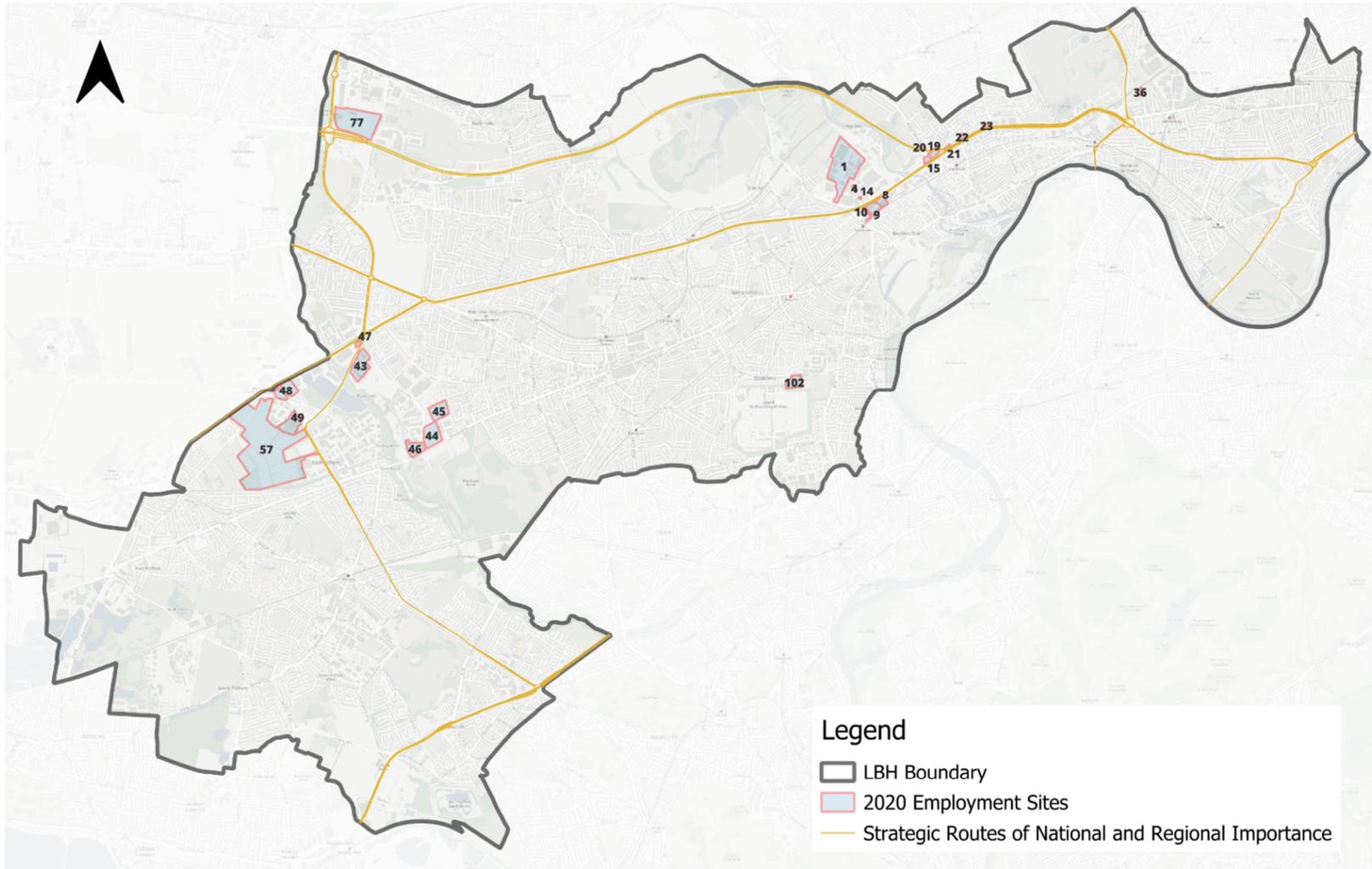




2020-2035 Local Plan Review (Submission Version 2020): Housing-led Site Allocations – Details and Phasing

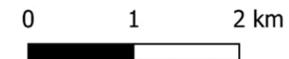
Site Information					Minimum Development Quantums					Phasing
Site Allocation ID	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units	Travellers Pitches	Showpeople Plots	Hounslow West/Bus Garage (Ea,b,c,d,e; D1 and D2(sq)m)	Sui Generis (Sqm)	Phasing 2020
24	Layton Road Warehouses	TW8 0QJ	0.3	GWC	40	0	0	0	0	2020-2025
30	Vantage West	TW8 9AG	0.8	GWC	130	0	0	0	0	2025-2030
42	Land at Bedfont Lakes (West) 753 Staines Road, Feltham	TW14 8RH	6.8	WOB	140	0	0	0	0	2030-2035
51	Network House Feltham	TW14 9DE	1.5	WOB	200	0	0	0	0	2030-2035
53	New Road Triangle	TW13 4BY	0.4	WOB	110	0	0	0	0	2020-2025
54	61 Fern Grove	TW14 9AY	0.24	WOB	60	0	0	0	0	2020-2025
56	Land at Glebelands Road	TW14 9BN	0.2	WOB	70	0	0	0	0	2020-2025
58	Lower Feltham West	TW13 4TA	2.3	WOB	130	0	0	0	0	2025-2035
61	Council Depot, Ashmead Road	TW14 9NN	0.7	WOB	50	0	0	0	0	2030-2035
68	Smith House, Elmwood Avenue	TW13 7QH	1.4	WOB	200	0	0	0	0	2020-2025
70	Royal Naval Association Club	TW13 6PP	0.3	WOB	20	0	0	0	0	2025-2030
71	Feltham Magistrates Court	TW13 5AF	0.2	WOB	20	0	0	0	0	2025-2030
73	Land at Nene Gardens	TW13 5PL	0.3	WOB	40	0	0	0	0	2025-2030
75	Land to the rear of HCC Sports and Social Club	TW3 4BX	0.5	WOB	10	0	0	0	0	2020-2025
76	Lampton House	TW3 4EY	0.4	WOB	90	0	0	0	0	2025-2030
78	Land at Hartlands Caravan Park	TW5 9RY	2.4	WOB	0	6	0	0	0	2020-2025
79	Baber Bridge Caravan Site	TW14 0HN	0.8	WOB	0	0	10	0	0	2020-2025
81	80-82 Staines Road	TW3 3LF	0.5	WOB	50	0	0	0	0	2025-2030
82	206-210 Hanworth Road	TW3 3TU	0.4	WOB	80	0	0	0	0	2025-2030
88	Land at Bridge Road Depot	TW3 1SQ	1.2	ROB	10	0	0	0	0	2025-2030
89	Land at James Street	TW3 1SP	0.5	ROB	70	0	0	0	0	2020-2025
91	Hounslow Bus Garage	TW3 1PA	1.1	ROB	830	0	0	1610	12310	2025-2030
94	Vacant Land R/O Princes Avenue, Gunnersbury	W3 8LU	0.2	ROB	10	0	0	0	0	2025-2030
98	Osterley Station Car Park	TW7 4PU	0.4	ROB	50	0	0	0	0	2025-2030
100	Osterley Park Hotel	TW7 5NA	0.4	ROB	80	0	0	0	0	2025-2030
110	Albany Riverside (2015 - 11)	TW8 0BB	0.63	ROB	190	0	0	0	0	2020-2025
113	69 to 77 Boston Manor Road	TW8 9QJ	0.45	ROB	20	0	0	0	0	2030-2035
114	Royal Mail Delivery Office	TW3 9BA	0.59	ROB	140	0	0	0	0	2030-2035
115	Vacant site, Hanworth Road, Hanworth Road	TW3 3UA	1.1	WOB	90	0	0	0	0	2020-2025
Totals					2930	6	10	1610	12310	

2020-2035 Local Plan Review (Submission Version 2020): Employment Site Allocations



2020 Employment Allocations

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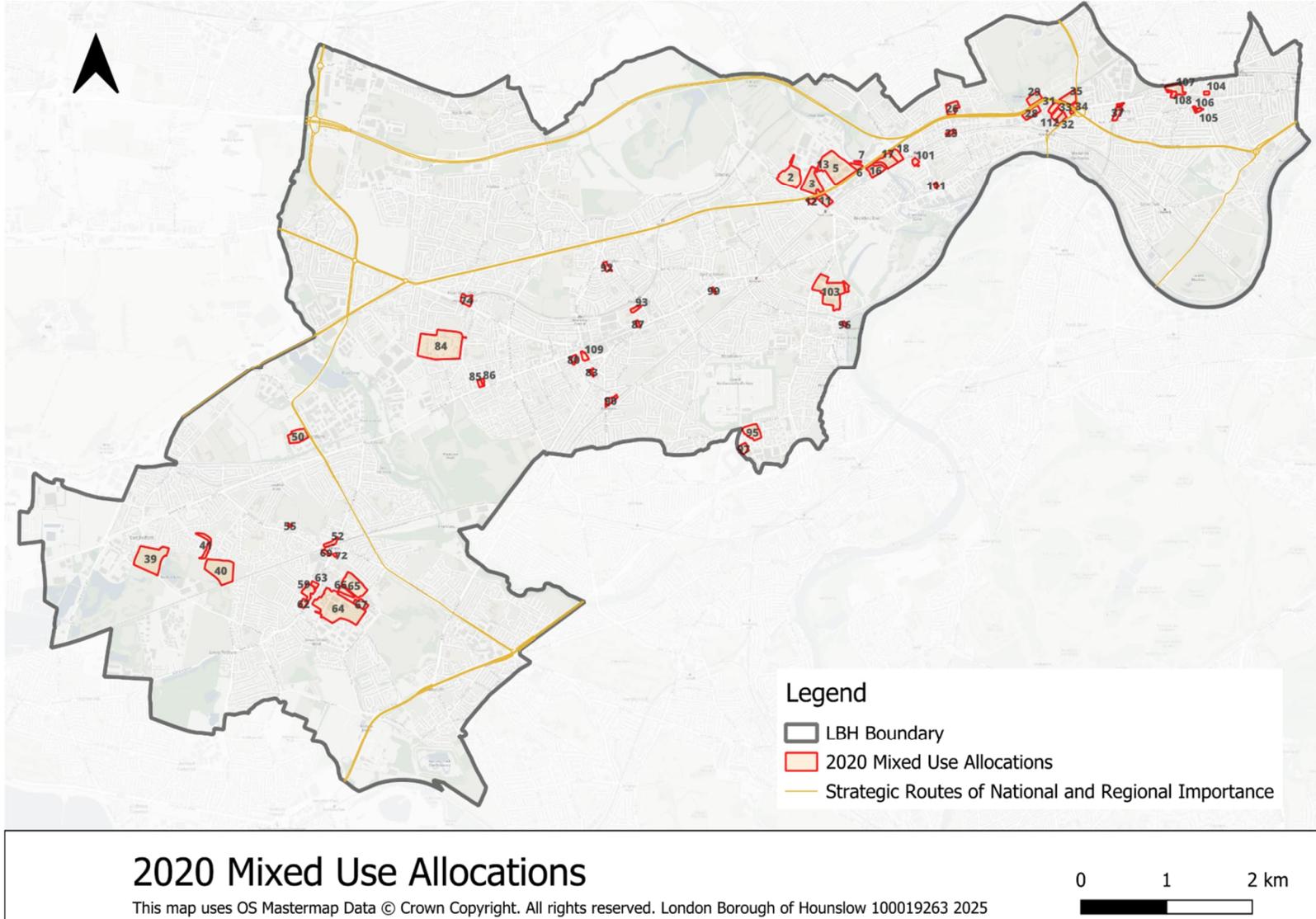




2020-2035 Local Plan Review (Submission Version 2020): Employment Site Allocations – Details and Phasing

Site Information					Minimum Development Quantums				Phasing	
Site Allocation ID	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Retail Ea, b, c Round Down (sqm)	Business(Eg, ii) Round Down (sqm)	Industrial Intensification (Egiii/B2/B8) Round Down	Total Employment (sqm)	Total Jobs	Phasing 2020
1	Sky Campus Brentford	TW7 5QD	14	GWC	0	52000	0	52000	3250	2020-2030
4	Classic Cars, 125 Harlequin Avenue	TW8 9EW	0.3	GWC	0	0	7130	7130	101	2025-2030
8	Carpet Right, 971 Great West Road	TW8 9DN	0.9	GWC	0	0	8920	8920	126	2030-2035
9	Syon Lane Industrial Estate	TW8 9DD	1.6	GWC	0	0	9200	9200	130	2030-2035
10	931 Great West Road	TW8 9DU	0.3	GWC	0	0	4400	4400	62	2025-2030
14	Phillips & Wood, 2 Harlequin Avenue	TW8 9EW	0.1	GWC	0	0	1900	1900	27	2025-2030
15	Land at Glaxosmithkline	TW8 9GS	5.2	GWC	0	12190	0	12190	762	2030-2035
19	Mille Building	TW8 9DW	0.7	GWC	3800	26670	0	30470	1817	2030-2035
20	Boston Manor Road Sub Station	TW8 9JJ	0.2	GWC	0	7950	0	7950	497	2025-2030
21	Enterprise, Boston Park Road	TW8 9JF	0.2	GWC	0	0	3340	3340	47	2025-2030
22	1020 Great West Road	TW8 9PQ	0.4	GWC	0	0	3460	3460	49	2025-2030
23	Texaco Filling Station, Great West Road, Brentford	TW8 9AD	0.2	GWC	0	0	3880	3880	55	2025-2030
36	110 Power Road	W4 5PY	0.4	GWC	0	0	10360	10360	147	2025-2030
43	Heathrow International Trading Estate	TW4 6HB	5.4	WOB	0	0	18000	18000	255	2020-2025
44	Central Park Trading Estate	TW4 5DJ	4.1	WOB	0	0	5850	5850	83	2030-2035
45	Land at Green Lane	TW4 5DJ	3.1	WOB	0	0	10270	10270	145	2025-2030
46	Ron Smith Recycling, Green Lane	TW14 0HH	2.5	WOB	0	0	8420	8420	119	2025-2030
47	150-152 Great South West Road, Cranford	TW4 6JS	0.3	WOB	0	0	1150	1150	16	2025-2030
48	Vacant Land at Dick Turpin Way	TW14 0PS	3.79	WOB	0	0	11900	11900	168	2020-2025
49	Site at Faggs Road	TW14 0LZ	1.79	WOB	0	0	5950	5950	84	2025-2030
57	Airport Business Park	TW14 0LZ	47.1	WOB	0	0	145000	145000	2052	2020-2030
77	Land South of Western International Market	TW5 9NS	14.4	WOB	0	0	15800	15800	224	2030-2035
102	Victory Business Centre	TW7 6EU	2.1	ROB	0	0	6980	6980	99	2020-2025
Totals					3800	98810	281910	384520	10315	

2020-2035 Local Plan Review (Submission Version 2020): Mixed Use Site Allocations





2020-2035 Local Plan Review (Submission Version 2020): Mixed Use Site Allocations – Details and Phasing

Site Information in Final Document					Minimum Development Quantaums in Final Document											Phasing	
Site Allocation ID	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units	Retail Ea,b,c (sqm)	Business (Egi,ii) (sqm)	Industrial Intensification (Egiii/B2/B8) (sqm)	Total Employment	Total Jobs	Hotel (C1) or Assembly/Leisure (sqm)	Health / Community (D1) (sqm)	Hounslow West/Bus Garage (Ea,b,c, D1 and D2) (sqm)	Final Homebase Egi,ii/b D1/D2 (sqm)	Final B&Q: Assembly Leisure Type Sui-Generis (sqm)	Cav Barracks Retail, Business, Hotel, Health/Community	Phasing 2020
2	Tesco Osterley	TW7 5NZ	4.6	GWC	1030	540	0	0	540	21	0	0	0	0	0	0	2025-2030
3	Gillette Factory	TW7 5LW	4.4	GWC	240	920	0	47640	48560	710	0	0	0	0	0	0	2030-2035
5	West Cross Campus	TW8 9EX	9.3	GWC	1800	1810	0	55070	56880	851	0	0	0	0	0	0	2025-2035
6	BSS Brentford	TW8 9HF	0.1	GWC	120	230	0	6050	6280	95	0	0	0	0	0	0	2025-2030
7	Profile West Brentford Car Park	TW8 9ES	0.6	GWC	30	0	0	1210	1210	17	0	0	0	0	0	0	2025-2030
11	Homebase Syon Lane	TW7 5QE	1.8	GWC	370	8650	0	0	8650	341	0	0	0	2200	0	0	2020-2025
12	Former Syon Gate Service Station Gilette Corner	TW7 5NP	0.2	GWC	20	0	0	8950	8950	127	0	0	0	0	0	0	2025-2030
13	Harlequin Avenue Sub station	TW8 9EW	0.1	GWC	10	0	0	140	140	2	0	0	0	0	0	0	2030-2035
16	Brentside Park	TW9 9DS	1.8	GWC	390	530	11120	0	11650	716	0	0	0	0	0	0	2020-2025
17	Great West Plaza	TW7 9RE	2.1	GWC	380	360	16310	0	16670	1034	0	0	0	0	0	0	2020-2025
18	Great West House	TW8 9DF	1.4	GWC	70	780	7270	0	8050	485	0	0	0	0	0	0	2030-2035
25	Layton Road Car Park	TW8 0DZ	0.3	GWC	110	0	0	0	0	0	0	6000	0	0	0	0	2030-2035
26	Phoenix Business Park	TW8 9PL	1.6	GWC	260	0	0	17480	17480	247	0	0	0	0	0	0	2025-2035
28	27 Great West Road	TW8 9BW	1.6	GWC	500	990	18870	0	19860	1218	0	0	0	0	0	0	2025-2035
29	EMC Tower	TW8 9AG	1.5	GWC	420	0	13230	0	13230	827	0	0	0	0	0	0	2030-2035
31	1-4 Capital Interchange Way	TW8 0EX	0.9	GWC	380	520	5940	0	6460	392	0	0	0	0	0	0	2020-2025
32	Brentford Fountains Leisure Centre	TW8 0JH	0.9	GWC	300	240	0	0	240	9	0	0	0	0	0	0	2020-2025
33	Esso Filling Station Chiswick Roundabout	W4 5QJ	0.2	GWC	30	0	6250	0	6250	391	0	0	0	0	0	0	2025-2030
34	Former Natwest Bank Site, Chiswick	W4 5QL	0.3	GWC	120	680	5310	0	5990	359	0	0	0	0	0	0	2025-2030
35	B&Q Chiswick	W4 5QL	1.8	GWC	270	1570	1470	0	3040	154	14020	0	0	0	29890	0	2020-2025
37	Gunnersbury Station Car Park	W4 4AN	1.1	GWC	120	930	1230	0	2160	114	0	0	0	0	0	0	2025-2030
39	South Bedfont	TW14 8BF	10	WOB	910	280	0	0	280	11	0	0	0	0	0	0	2030-2035
40	Bedfont Gardens	TW14 8BD	6.9	WOB	650	250	0	0	250	10	0	0	0	0	0	0	2030-2035
41	Bedfont Gardens, Land at Southville Crescent	TW14 8SN	1.5	WOB	120	0	0	0	0	0	0	350	0	0	0	0	2030-2035
50	Tesco Dukes Green Avenue	TW14 0LH	2.8	WOB	210	5710	0	0	5710	225	0	0	0	0	0	0	2025-2035
52	Lidl Feltham	TW14 9BG	0.7	WOB	220	2450	0	0	2450	97	0	0	0	0	0	0	2030-2035
55	Scout Hut Bedfont Lane	TW14 9AA	0.12	WOB	30	0	0	0	0	0	0	210	0	0	0	0	2025-2030
59	Tesco Feltham	TW13 4EX	1.7	WOB	170	6430	0	0	6430	254	0	0	0	0	0	0	2025-2030
62	Manor Park, Feltham	TW13 4EX	0.6	WOB	80	570	0	0	570	23	0	0	0	0	0	0	2030-2035
63	80-86 High Street Feltham	TW13 4EX	0.4	WOB	200	1520	0	0	1520	60	0	0	0	0	0	0	2030-2035
64	MOD Feltham	TW13 7AH	14.1	WOB	1370	0	4340	0	4340	271	0	11310	0	0	0	0	2025-2035
65	Leisure West	TW13 7LX	4.5	WOB	310	3420	480	0	3900	165	0	0	0	0	0	0	2030-2035



Site Information in Final Document					Minimum Development Quanta in Final Document												Phasing
Site Allocation ID	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units (sqm)	Retail Ea,b,c (sqm)	Business (Egi,ii) (sqm)	Industrial Intensification (Egiii/B2/B8) (sqm)	Total Employment (sqm)	Total Jobs	Hotel (C1) or Assembly/Leisure (sqm)	Health / Community (D1) (sqm)	Hounslow West/Bus Garage (Ea,b,c, D1 and D2) (sqm)	Final Homebase Egi,ii/b D1/D2 (sqm)	Final B&O: Assembly Leisure (D2) Leisure Type Sui-Generis (sqm)	Cav Barracks Retail, Business, Hotel, Health/Community	Phasing 2020
66	Browells Lane	TW13 7LW	2.7	WOB	420	0	4160	1970	6130	288	0	0	0	0	0	0	2030-2035
67	UPS House	TW13 7DY	1.2	WOB	170	0	0	3910	3910	55	0	0	0	0	0	0	2030-2035
69	Land at 2 High Street Feltham	TW13 4AJ	0.4	WOB	90	630	0	0	630	25	0	0	0	0	0	0	2025-2030
72	St. Catherine's House and Car Park	TW13 5AB	0.2	WOB	20	130	0	0	130	5	0	130	0	0	0	0	2025-2030
74	Hounslow West Station	TW3 3DH	1.4	WOB	360	0	0	0	0	0	1400	0	1400	0	0	0	2025-2030
80	34 Staines Road	TW3 3LZ	0.5	WOB	120	1240	0	0	1240	49	0	0	0	0	0	0	2020-2030
83	Vacant Land Clarence Terrace	TW3 3NX	0.3	WOB	30	150	150	0	300	15	0	0	0	0	0	0	2025-2030
84	Hounslow Cavalry Barracks	TW4 6HD	14.8	WOB	1000	0	0	0	0	0	0	0	0	0	0	3000	2025-2035
85	Builders Yard, 379-389 Staines Road	TW4 5AX	0.4	WOB	20	0	0	580	580	8	0	0	0	0	0	0	2020-2025
86	Former Travis Perkins Staines Road	TW4 5AP	0.2	WOB	10	0	0	330	330	5	0	0	0	0	0	0	2020-2025
87	Euro House, Hounslow	TW3 1NW	0.2	ROB	80	420	0	0	420	17	0	0	0	0	0	0	2030-2035
90	Inwood Business Park	TW3 2EB	0.8	ROB	30	0	0	4240	4240	60	0	0	0	0	0	0	2020-2025
92	Upstage	TW3 4BE	0.6	ROB	50	0	430	0	430	27	0	0	0	0	0	0	2025-2030
93	Land at Kingsley Road	TW3 1QA	0.4	ROB	30	0	0	0	0	0	0	630	0	0	0	0	2025-2030
95	Tesco Mogden Lane	TW7 7JY	2.7	ROB	340	10670	0	0	10670	421	0	0	0	0	0	0	2025-2035
96	Europa House	TW7 6DA	0.3	ROB	20	0	2480	0	2480	155	0	0	0	0	0	0	2020-2025
97	30 Rugby Road	TW1 1DG	1	ROB	60	0	0	5700	5700	81	0	0	0	0	0	0	2025-2030
99	Feltham Coachworks	TW7 4EW	0.4	ROB	10	0	0	750	750	11	0	0	0	0	0	0	2025-2030
101	Brentford Group Practice	TW8 8DS	0.5	ROB	60	0	0	0	0	0	0	3690	0	0	0	0	2025-2030
103	West Middlesex Hospital	TW7 6AF	7.6	ROB	500	1480	2600	0	4080	221	0	19590	0	0	0	0	2025-2035
104	Chiswick Health Centre	W4 1RX	0.2	ROB	30	0	0	0	0	0	0	2120	0	0	0	0	2025-2030
105	Chiswick Telephone Exchange	W4 4PH	0.2	ROB	40	0	4000	0	4000	250	0	0	0	0	0	0	2020-2025
106	Royal Mail, Chiswick Delivery Office	W4 4JG	0.2	ROB	30	0	3440	0	3440	215	0	0	0	0	0	0	2020-2025
107	Sainsbury's Chiswick	W4 5UT	1.8	ROB	390	5300	0	0	5300	209	0	0	0	0	0	0	2025-2035
108	Empire House	W4 5LY	0.5	ROB	110	1110	0	0	1110	44	0	0	0	0	0	0	2025-2030
109	Bell Road (2015 - 35)	TW3 3NR	0.53	WOB	100	340	0	0	340	13	0	0	0	0	0	0	2020-2025
111	Brentford Police Station (2015 - 15)	TW8 8DH	0.26	ROB	100	100	0	0	100	4	2680	0	0	0	0	0	2020-2025
112	Former Citroen Site	TW8 0EX	1.1	GWC	370	1160	0	0	1160	46	0	0	0	0	0	0	2020-2025
Totals					15830	62110	109080	154020	325210	11449	18100	44030	1400	2200	29890	3000	

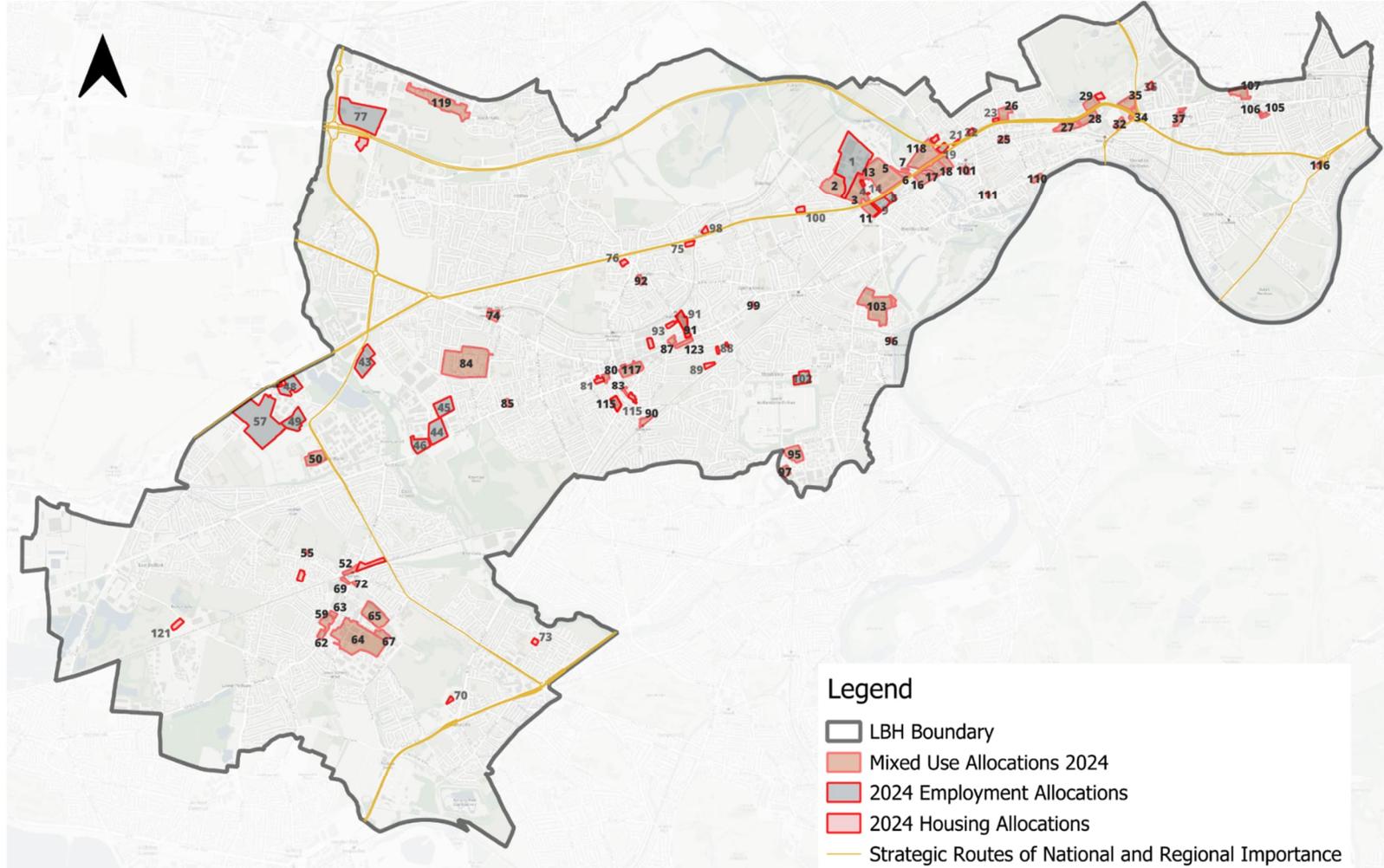
Appendix B

LONDON BOROUGH OF HOUNSLOW -
SITE ALLOCATIONS EMERGING
LOCAL PLAN 2020-2041



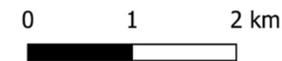


Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Combined Site Allocations



2024 Allocations Combined

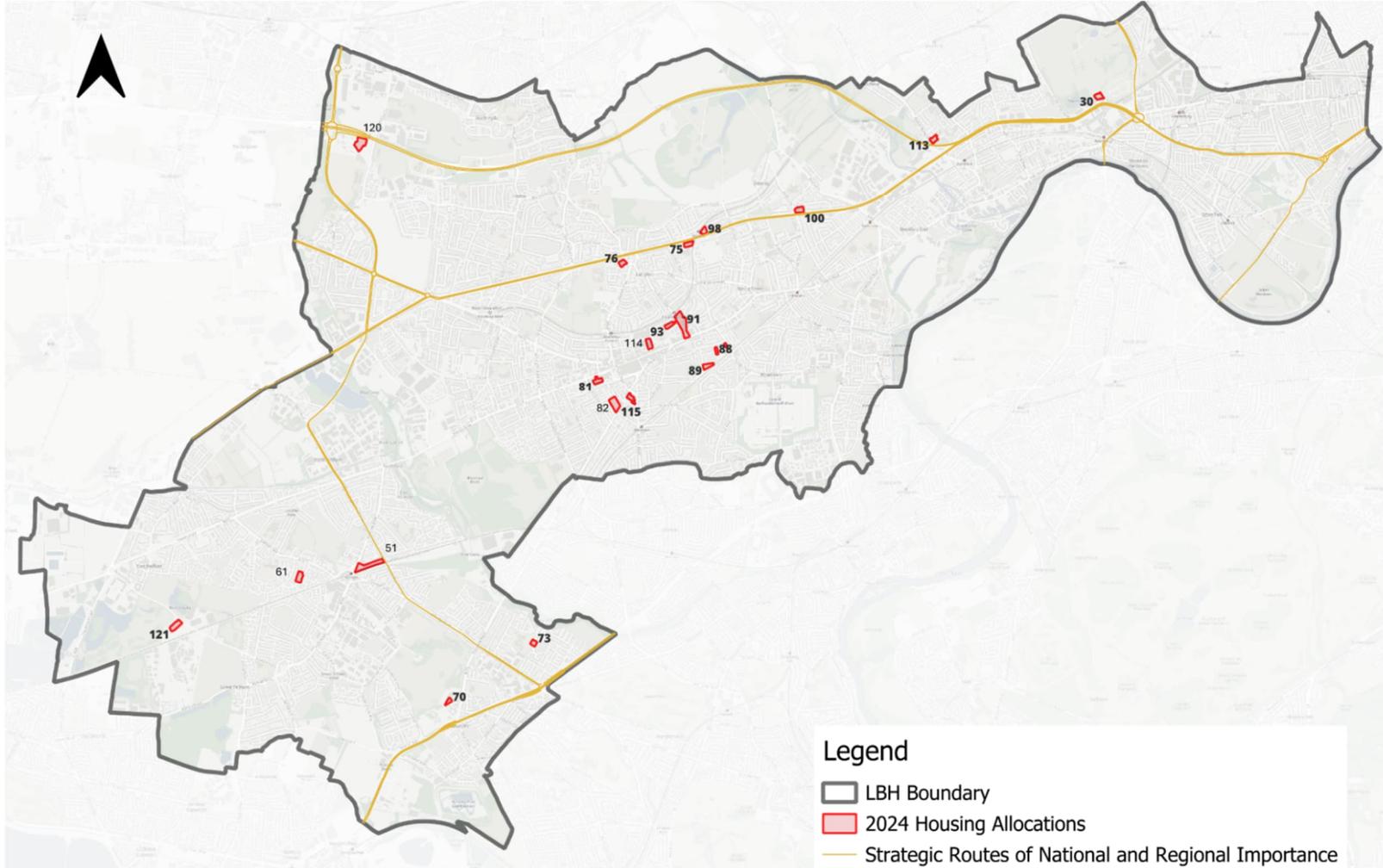
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Please see separate spreadsheet Site Allocations Emerging Local Plan 2020-2041 for combined allocation details.



Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Housing-led Site Allocations



2024 Housing Allocations

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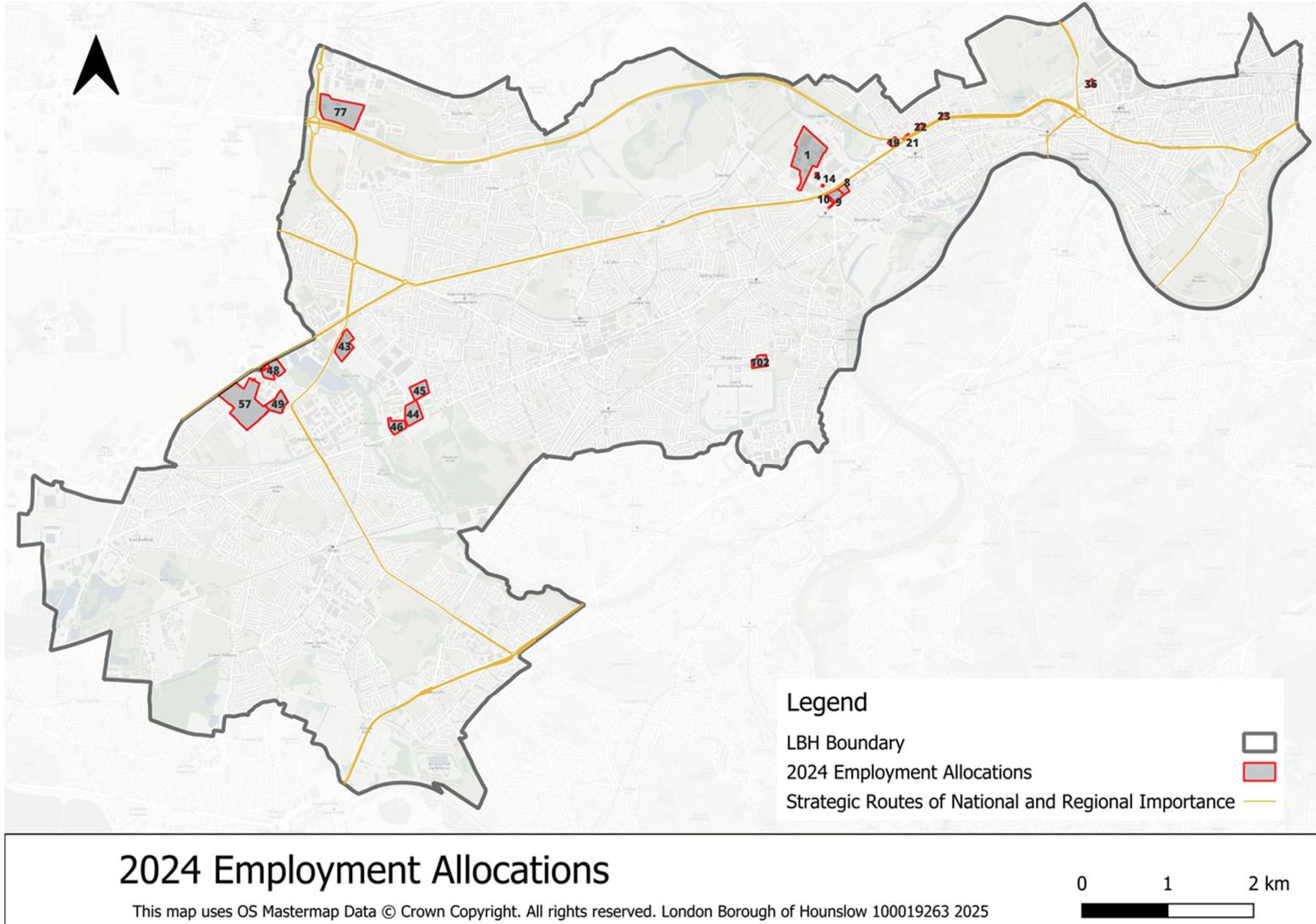




Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Housing-led Site Allocations – Details and Phasing

Site Information					Minimum Development Quantums					Phasing
Site Allocation Ref no.	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units	Traveller Pitches/Plots	Health / Community (Ee,F1,F2) (sqm)	Hounslow West/Bus Garage (Ea,b,c,d,e)	Sui (Sqm)	Phasing
30	Vantage West	TW8 9AG	0.8	GWC	130	0	0	0	0	2027-2032
51	Network House Feltham	TW14 9DE	1.5	WOB	200	0	0	0	0	2030-2035
61	Council Depot, Ashmead Road	TW14 9NN	0.7	WOB	50	0	0	0	0	2030-2034
70	Royal Naval Association Club	TW13 6PP	0.3	WOB	20	0	0	0	0	2025-2027
73	Land at Nene Gardens	TW13 5PL	0.3	WOB	40	0	0	0	0	2025-2027
75	Land to the rear of HCC Sports and Social Club	TW3 4BX	0.5	WOB	10	0	0	0	0	2025-2029
76	Lampton House	TW3 4EY	0.4	WOB	90	0	0	0	0	2031-2036
81	80-82 Staines Road	TW3 3LF	0.5	WOB	50	0	0	0	0	2026-2029
82	206-210 Hanworth Road	TW3 3TU	0.4	WOB	80	0	0	0	0	2026-2031
88	Land at Bridge Road Depot	TW3 1SQ	1.2		10	0	0	0	0	2025-2027
89	Land at James Street	TW3 1SP	0.5		70	0	0	0	0	2027-2031
91	Hounslow Bus Garage	TW3 1PA	1.1		830	0	0	1610	12310	2026-2036
93	Land at Kingsley Road	TW3 1QA	0.4		30	0	630	0	0	2026-2031
98	Osterley Station Car Park	TW7 4PU	0.4		50	0	0	0	0	2026-2031
100	Osterley Park Hotel	TW7 5NA	0.4		80	0	0	0	0	2026-2031
113	69 to 77 Boston Manor Road	TW8 9JQ	0.45		20	0	0	0	0	2031-2036
114	Royal Mail Delivery Office	TW3 9BA	0.59		140	0	0	0	0	2030-2035
115	Vacant site, Hanworth Road, Hanworth Road, TW3 3UA	TW3 3UA	1.1		90	0	1600	0	0	2026-2031
120	Land North of Church Road	TW5 9RY	1.61		0	20	0	0	0	2025-2030
121	Land South of Bedfont Road	TW14 8EE	0.1		0	12	0	0	0	2025-2030
Totals					1990	32	2230	1610	12310	

Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Employment Site Allocations

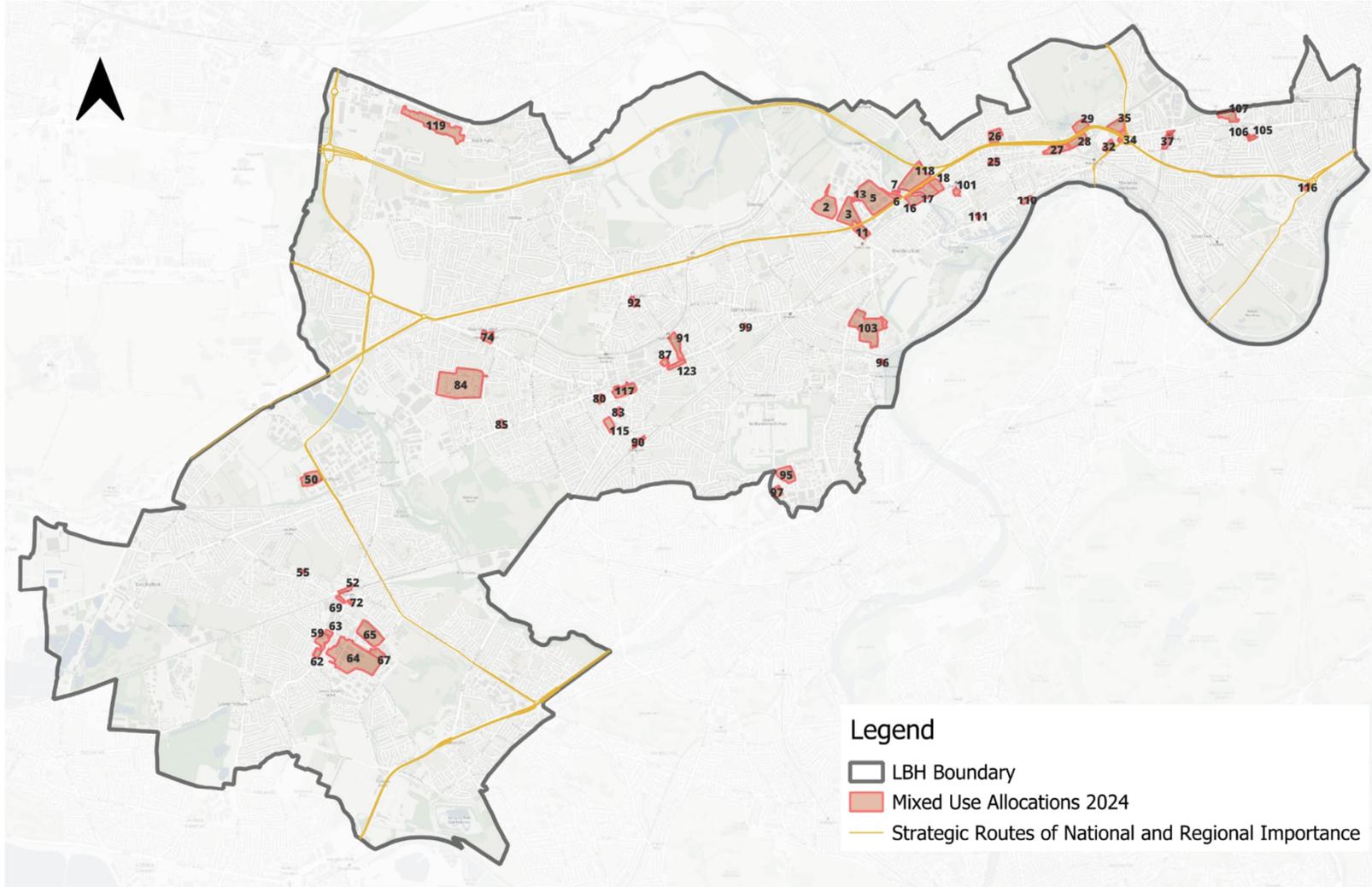




Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Employment Site Allocations – Details and Phasing

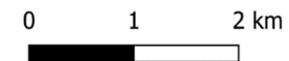
Site Information					Minimum Development Quantums					
Site Allocation Ref no.	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Retail Ea, b, c Round Down (sqm)	Business(E gi, Egii) Round Down	Industrial (Egiii/B2/B8) Round Down (sqm)	Total Employment	Total Jobs	Phasing
1	Sky Campus Brentford	TW7 5QD	14	GWC	0	52000	0	52000	3250	2025-2035
4	Classic Cars, 125 Harlequin Avenue	TW8 9EW	0.3	GWC	0	0	7130	7130	101	2025-2030
8	Carpet Right, 971 Great West Road	TW8 9DN	0.9	GWC	0	0	8920	8920	126	2030-2035
9	Syon Lane Industrial Estate	TW8 9DD	1.6	GWC	0	0	9200	9200	130	2030-2035
10	931 Great West Road	TW8 9DU	0.3	GWC	0	0	4400	4400	62	2025-2030
14	Phillips & Wood, 2 Harlequin Avenue	TW8 9EW	0.1	GWC	0	0	1900	1900	27	2025-2030
19	Mille Building	TW8 9DW	0.7	GWC	3800	26670	0	30470	1817	2030-2035
21	Enterprise, Boston Park Road	TW8 9JF	0.2	GWC	0	0	3340	3340	47	2025-2030
22	1020 Great West Road	TW8 9PQ	0.4	GWC	0	0	3460	3460	49	2025-2030
23	Texaco Filling Station, Great West Road, Brentford	TW8 9AD	0.2	GWC	0	0	3880	3880	55	2025-2030
36	110 Power Road	W4 5PY	0.4	GWC	0	0	10360	10360	147	2025-2030
43	Heathrow International Trading Estate	TW4 6HB	5.4	WOB	0	0	18000	18000	255	2025-2030
44	Central Park Trading Estate	TW4 5DJ	4.1	WOB	0	0	5850	5850	83	2030-2035
45	Land at Green Lane	TW4 5DJ	3.1	WOB	0	0	10270	10270	145	2030-2035
46	Ron Smith Recycling, Green Lane	TW14 0HH	2.5	WOB	0	0	8420	8420	119	2025-2030
48	Vacant Land at Dick Turpin Way	TW14 0PS	3.79	WOB	0	0	11900	11900	168	2025-2030
49	Site at Faggs Road	TW14 0LZ	1.79	WOB	0	0	5950	5950	84	2025-2030
57	Land at Hatton Fields	TW14 0LZ	47.1	WOB	0	0	63450	63450	898	2026-2036
77	Land South of Western International Market	TW5 9NS	14.4	WOB	0	0	34760	34760	492	2030-2041
102	Victory Business Centre	TW7 6EU	2.1		0	0	6980	6980	99	2025-2030
Totals					3800	78670	218170	300640	8154	

Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Mixed Use Site Allocations – Map



2024 Mixed Use Allocations

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Emerging Hounslow Local Plan 2020-2041 (2024 Regulation 19 Version): Mixed Use Site Allocations – Details and Phasing

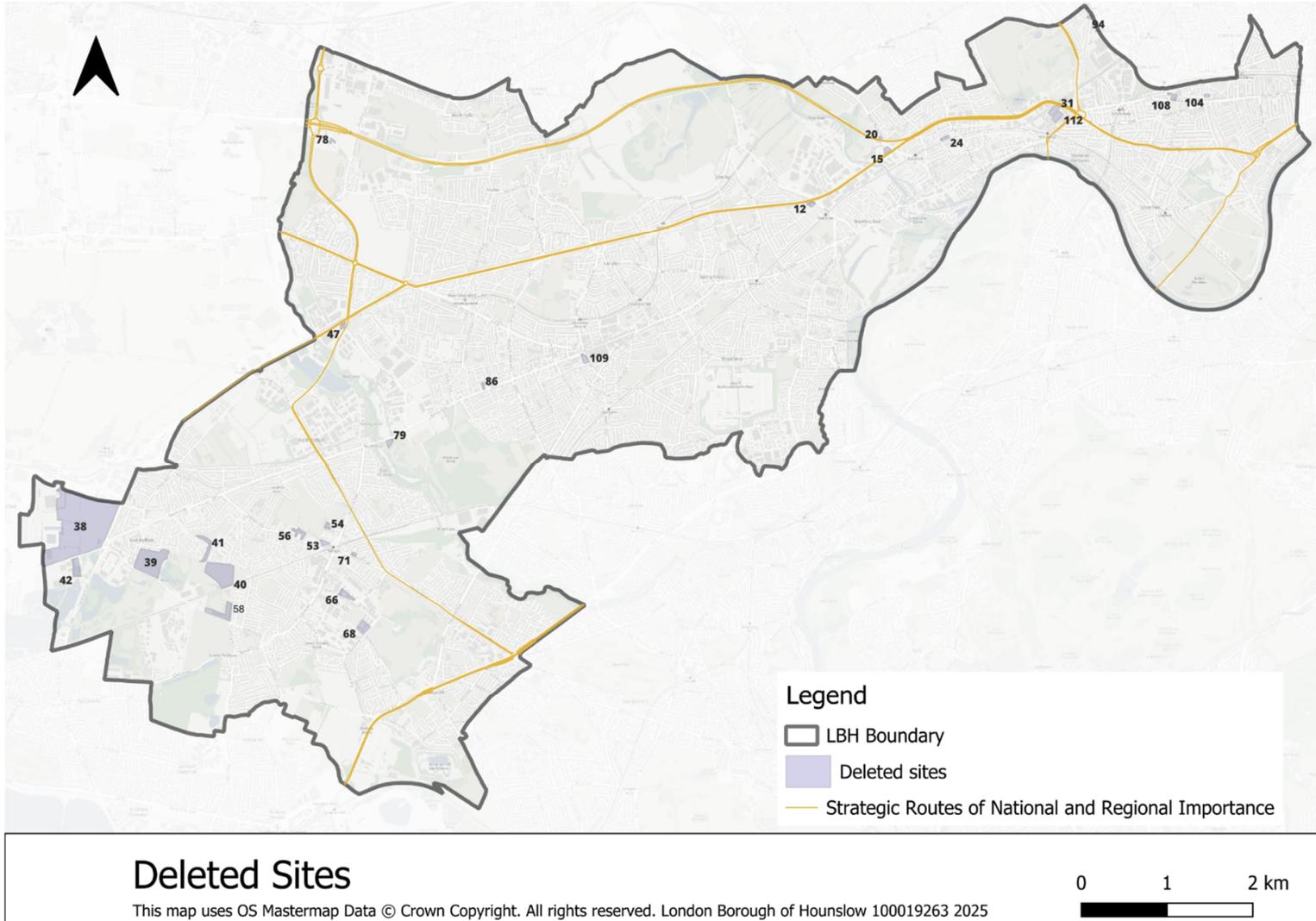
Site Information					Minimum Development Quantums												Phasing
Site Allocation Ref no.	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units Rounded	Retail Ea,b,c (sqm)	Business (Egi,Egii) (sqm)	Industrial (Egiii/B2/B8)	Total Employment (sqm)	Total Jobs	Hotel (C1) or Assembly /Leisure(sqm)	Health / Community (Ee,F1,F2)	Hounslow West/Bus Garage	Homebase: Egi,ii Ed Ee (sqm)	B&Q: Assembly Leisure (Ed) Leisure Type Sui-	Sui (SqM)	Phasing
2	Tesco Osterley	TW7 5NZ	4.6	GWC	1030	540	0	0	540	21	0	0	0	0	0	0	2027-2037
3	Gillette Factory	TW7 5LW	4.4	GWC	240	920	0	47640	48560	710	0	0	0	0	0	0	2027-2032
5	West Cross Campus	TW8 9EX	9.3	GWC	1800	1810	0	55070	56880	851	0	0	0	0	0	0	2026-2036
6	BSS Brentford	TW8 9HF	0.1	GWC	120	230	0	6050	6280	95	0	0	0	0	0	0	2026-2031
7	Profile West Brentford Car Park	TW8 9ES	0.6	GWC	30	0	0	1210	1210	17	0	0	0	0	0	0	2027-2032
11	Homebase Syon Lane	TW7 5QE	1.8	GWC	370	8650	0	0	8650	341	0	0	0	2290	0	0	2025-2030
13	Harlequin Avenue Sub station	TW8 9EW	0.1	GWC	10	0	0	140	140	2	0	0	0	0	0	0	2030-2035
16	Brentside Park	TW9 9DS	1.8	GWC	390	530	11120	0	11650	716	0	0	0	0	0	0	2026-2032
17	Great West Plaza	TW7 9RE	2.1	GWC	380	360	16310	0	16670	1034	0	0	0	0	0	0	2026-2032
18	Great West House	TW8 9DF	1.4	GWC	70	780	7270	0	8050	485	0	0	0	0	0	0	2025-2030
25	Land at Layton Road	TW8 0DZ	0.4	GWC	110	0	0	0	0	0	0	200	0	0	0	0	2027-2030
26	Phoenix Business Park	TW8 9PL	1.6	GWC	260	0	0	16480	16480	233	0	0	0	0	0	1000	2027-2032
27	Kew Bridge Distribution Centre	TW8 9QR	1.89	GWC	750		13,100 flexible			502	0	0	0	0	0	0	2026-2036
28	27 Great West Road	TW8 9BW	1.6	GWC	500	990	18870	0	19860	1218	0	0	0	0	0	0	2026-2034
29	EMC Tower	TW8 9AG	1.5	GWC	420	0	13230	0	13230	827	0	0	0	0	0	0	2027-2032
32	Brentford Fountains Leisure Centre	TW8 0JH	0.9	GWC	Appropriate land use types include Leisure (E(d)/F2(d)), Residential (C3) and some limited Retail (E(a-c)).												2027-2032
33	Esso Filling Station Chiswick Roundabout	W4 5QJ	0.2	GWC	30	0	6250	0	6250	391	0	0	0	0	0	0	2026-2031
34	Former Natwest Bank Site, Chiswick	W4 5QL	0.3	GWC	120	680	5310	0	5990	359	0	0	0	0	0	0	2025-2030
35	B&Q Chiswick	W4 5QL	1.8	GWC	270	1570	1470	0	3040	154	14020	0	0	0	29890	0	2025-2030
37	Gunnersbury Station Car Park	W4 4AN	1.1	GWC	60	2160	0	0	2160	85	0	0	0	0	0	0	2027-2032
50	Tesco Dukes Green Avenue	TW14 0LH	2.8	WOB	210	5710	0	0	5710	225	0	0	0	0	0	0	2029-2036
52	Lidl Feltham	TW14 9BG	0.7	WOB	220	2450	0	0	2450	96	0	0	0	0	0	0	2036-2041
55	Scout Hut Bedfont Lane	TW14 9AA	0.12	WOB	30	0	0	0	0	0	0	210	0	0	0	0	2027-2029
59	Tesco Feltham	TW13 4EX	1.7	WOB	170	6430	0	0	6430	254	0	0	0	0	0	0	2027-2032
62	Manor Park, Feltham	TW13 4EX	0.6	WOB	80	570	0	0	570	23	0	0	0	0	0	0	2035-2039
63	80-86 High Street Feltham	TW13 4EX	0.4	WOB	200	1520	0	0	1520	60	0	0	0	0	0	0	2027-2032
64	MOD Feltham	TW13 7AH	14.1	WOB	1370	0	4340	0	4340	271	0	11310	0	0	0	0	2026-2036
65	Leisure West	TW13 7LX	4.5	WOB	310	3420	480	0	3900	165	0	11640	0	0	0	0	2035-2041
67	UPS House	TW13 7DY	1.2	WOB	170	0	0	3910	3910	55	0	0	0	0	0	0	2033-2037
69	Land at 2 High Street Feltham	TW13 4AJ	0.4	WOB	90	630	0	0	630	25	0	0	0	0	0	0	2025-2029
72	St. Catherine's House and Car Park	TW13 5AB	0.2	WOB	20	130	0	0	130	5	0	130	0	0	0	0	2027-2029
74	Hounslow West Station	TW3 3DH	1.4	WOB	360	0	0	0	0	0	0	0	1400	0	0	0	2026-2031



Site Information					Minimum Development Quantums												Phasing
Site Allocation Ref no.	Site Name	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units Rounded	Retail Ea, b, c (sqm)	Business (Egi, Egii) (sqm)	Industrial (Egiii/B2/B8) (sqm)	Total Employment (sqm)	Total Jobs	Hotel (C1) or Assembly /Leisure	Health / Community (Ee, F1, F2)	Hounslow West/Bus Garage	Homebase: Egi, ii Ed Ee (sqm)	B&Q: Assembly Leisure (Ed) Leisure Type Sui-	Sui (Sqm)	Phasing
80	34 Staines Road	TW3 3LZ	0.5	WOB	120	1240	0	0	1240	49	0	0	0		0	0	2024-2029
83	Vacant Land Clarence Terrace	TW3 3NX	0.3	WOB	30	150	150	0	300	15	0	0	0		0	0	2027-2030
84	Hounslow Cavalry Barracks	TW4 6HD	14.8	WOB	1000	3000	0	0	1000	118	0	0	0		0	0	2027-2037
85	Builders Yard, 379-389 Staines Road	TW4 5AX	0.4	WOB	20	0	0	580	580	8	0	0	0		0	0	2024-2028
87	Euro House, Hounslow	TW3 1NW	0.2		150	420	0	0	420	17	0	0	0		0	0	2025-2029
90	Inwood Business Park	TW3 2EB	0.8		30	0	0	4240	4240	60	0	0	0		0	0	2027-2031
92	Upstage	TW3 4BE	0.6		50	0	430	0	430	27	0	0	0		0	0	2026-2031
95	Tesco Mogden Lane	TW7 7JY	2.7		340	10670	0	0	10670	421	0	0	0		0	0	2029-2037
96	Europa House	TW7 6DA	0.3		20	0	2480	0	2480	155	0	0	0		0	0	2026-2030
97	30 Rugby Road	TW1 1DG	1		60	0	0	5700	5700	81	0	0	0		0	0	2025-2028
99	Feltham Coachworks	TW7 4EW	0.4		10	0	0	750	750	11	0	0	0		0	0	2026-2028
101	Brentford Group Practice	TW8 8DS	0.5		60	0	0	0	0	0	0	3690	0		0	0	2026-2032
103	West Middlesex Hospital	TW7 6AF	7.6		250	1480	2600	0	4080	221	0	19590	0		0	0	2035-2041
105	Chiswick Telephone Exchange	W4 4PH	0.2		40	0	4000	0	4000	250	0	0	0		0	0	2026-2030
106	Royal Mail, Chiswick Delivery Office	W4 4JG	0.2		30	0	3440	0	3440	215	0	0	0		0	0	2026-2030
107	Sainsbury's Chiswick	W4 5UT	1.8		300	5300	0	0	5300	209	0	0	0		0	0	2027-2033
110	Albany Riverside (2015 - 11)	TW8 0BB	0.63		190	100	0	0	100	4	0	0	0	0	0	0	2025-2031
111	Brentford Police Station (2015 - 15)	TW8 8DH	0.27		100	100	0	0	100	4	2480	0	0	0	0	0	2025-2029
115	Vacant site, Hanworth Road, Hanworth Road, TW3 3UA	TW3 3UA	1.1		90	0	0	0	0	0	0	1600	0	0	0	0	2026-2031
116	1 Burlington Lane	W4 2RR	0.44		90	0	1870	1000	2870	131	0	0	0	0	0	0	2025-2030
117	The Treaty Centre	TW3 1ES	2.78		750	9500	1500	0	11000	469	0	0	0	0	0	1080	2027-2041
118	GSK	TW8 9GS	5.42		Flexible mixed use allocation for employment use with enabling residential development												2027-2037
119	Convent Way Estate	UB2 5UG	7.75		310	300	0	0	300	12	0	200	0	0	0	0	2035-2041
123	1-83 High Street	TW3 1RB	0.77		120	1551	0	0	0	61	0	0	0	0	0	0	2026-2035
Totals					14350	73891	101120	142770	327330	11758	16500	48570	1400	2290	29890	2080	



Sites Deleted following 2020-2035 Local Plan Review (Submission Version 2020) not included in emerging Local Plan 2020-2041 (2024 Regulation 19 Version)





Sites Deleted following 2020-2035 Local Plan Review (Submission Version 2020) not included in emerging Local Plan 2020-2041 (2024 Regulation 19 Version) - Details

Site Information						Minimum Development Quantums									Phasing
Site Allocation Ref no.	Site Name	Address 1	Postcode	Site Size	2020 DPD (since withdrawn)	Residential Units	Travellers Pitches	Showpeople Plots	Retail Ea,b,c (sqm)	Business(Eg i,Egii) (sqm)	Industrial (Egiii/B2/B8) (sqm)	Total Employment (sqm)	Total Jobs	Health / Community (Ee,F1,F2)	Phasing
12	Former Syon Gate Service Station Gillette Corner	Former Syon Gate Service Station Land South of Gillette Corner	TW7 5NP	0.2	GWC	20	0	0	0	0	8950	8950	127	0	2025-2030
15	Land at Glaxosmithkline	Car Park, Glaxo Smithkline	TW8 9GS	5.2	GWC	0	0	0	0	12190	0	12190	762	0	2030-2035
20	Boston Manor Road Sub Station	Substation, Boston Manor Road	TW8 9JJ	0.2	GWC	0	0	0	0	7950	0	7950	497	0	2025-2030
24	Layton Road Warehouses	2 Layton Road	TW8 0OJ	0.3	GWC	40	0	0	0	0	0	0	0	0	2027-2031
31	1-4 Capital Interchange Way	Units 1-4, Capital Interchange Way	TW8 0EX	0.9	GWC	380	0	0	520	5940	0	6460	392	0	2020-2025
38	Heathrow Gateway	Land between Stanwell Road, A30, Staines Road	TW14 8RY	31.9	Beyond Plan Period	0 capacity as not part of Local Plan Review 2020 - phased for 2,060 homes and 119,000 sqm beyond plan period. Site deleted in emerging Local Plan									2035 onwards
39	South Bedfont	Land North of Bedfont Road	TW14 8BF	10	WOB	910	0	0	280	0	0	280	11	0	2030-2035
40	Bedfont Gardens	Land to the South of Sandy Drive, Bounded by Railway Line	TW14 8BD	6.9	WOB	650	0	0	250	0	0	250	10	0	2030-2035
41	Bedfont Gardens, Land at Southville Crescent	Land at Southville Crescent	TW14 8SN	1.5	WOB	120	0	0	0	0	0	0	0	350	2030-2035
42	Land at Bedfont Lakes (West) 753 Staines Road, Feltham	753 Staines Road	TW14 8RH	6.8	WOB	140	0	0	0	0	0	0	0	0	2030-2035
47	150-152 Great South West Road, Cranford	Car Park, 150-152	TW4 6JS	0.3	WOB	0	0	0	0	0	1150	1150	16	0	2025-2030
53	New Road Triangle	New Road Car Park, New Road	TW13 4BY	0.4	WOB	110	0	0	0	0	0	0	0	0	2020-2025
54	61 Fern Grove	61 Fern Grove	TW14 9AY	0.24	WOB	60	0	0	0	0	0	0	0	0	2020-2025
56	Land at Glebelands Road	Land at Glebelands Road	TW14 9BN	0.2	WOB	70	0	0	0	0	0	0	0	0	2020-2025
58	Lower Feltham West	Land at Raleigh Park	TW13 4TA	2.3	WOB	130	0	0	0	0	0	0	0	0	2025-2035
66	Browells Lane	Land at Browells Lane	TW13 7LW	2.7	WOB	210	0	0	0	4160	1970	6130	288	0	2037-2041
68	Smith House, Elmwood Avenue	RBS Invoice Finance	TW13 7QH	1.4	WOB	200	0	0	0	0	0	0	0	0	2020-2025
71	Feltham Magistrates Court	19 Hanworth Rd	TW13 5AF	0.2	WOB	20	0	0	0	0	0	0	0	0	2025-2027
78	Land at Hartlands Caravan Park	Land at Hartlands Caravan Park	TW5 9RY	2.4	WOB	0	3	0	0	0	0	0	0	0	2020-2025
79	Baber Bridge Caravan Site	Bayber Bridge Caravan Site	TW14 0HN	0.8	WOB	0	0	10	0	0	0	0	0	0	2020-2025
86	Former Travis Perkins Staines Road	369-373 Staines Road	TW4 5AP	0.2	WOB	10	0	0	0	0	330	330	5	0	2020-2025
94	Vacant Land R/O Princes Avenue, Gunnersbury	Land r/o	W3 8LU	0.2	ROB	10	0	0	0	0	0	0	0	0	2025-2030
104	Chiswick Health Centre	Chiswick Health Centre	W4 1RX	0.2	ROB	30	0	0	0	0	0	0	0	2120	2026-2031
108	Empire House	408-418	W4 5LY	0.5	ROB	110	0	0	1110	0	0	1110	44	0	2025-2030
109	Bell Road (2015 - 35)	Bell Road (2015 - 35)	TW3 3NR	0.53	ROB	100	0	0	340	0	0	0	13	0	2020-2025
112	Former Citroen Site	Former Citroen Site	TW8 0BB	0.63	GWC	150	0	0	0	0	0	0	0	0	2020-2025
Totals						3470	3	10	2500	30240	12400	44800	2164	2470	

Appendix C

2041 LOCAL PLAN ALLOCATIONS IN
HOUSEHOLDS AND JOBS





2041 Local Plan Allocations in Households and Jobs

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
1	Great West Corridor	Sky Campus Brentford	0	3,250	0	1,217
2	Great West Corridor	Tesco Osterley	1,030	21	1,030	-453
3	Great West Corridor	Gillette Factory	240	710	240	-725
4	Great West Corridor	Classic Cars, 125 Harlequin Avenue	0	101	0	77
5	Great West Corridor	West Cross Campus	1,800	851	1,800	-249
6	Great West Corridor	BSS Brentford	120	95	120	95
7	Great West Corridor	Profile West Brentford Car Park	30	17	30	17
8	Great West Corridor	Carpet Right, 971 Great West Road	0	126	0	126
9	Great West Corridor	Syon Lane Industrial Estate	0	130	0	25
10	Great West Corridor	931 Great West Road	0	62	0	62
11	Great West Corridor	Homebase Syon Lane	370	341	370	141
13	Great West Corridor	Harlequin Avenue Sub station	10	2	10	-9
14	Great West Corridor	Phillips & Wood, 2 Harlequin Avenue	0	27	0	21
16	Great West Corridor	Brentside Park	390	716	390	133
17	Great West Corridor	Great West Plaza	380	1,034	380	358

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
18	Great West Corridor	Great West House	70	485	70	485
19	Great West Corridor	Mille Building	0	1,817	0	669
21	Great West Corridor	Enterprise, Boston Park Road	0	47	0	47
22	Great West Corridor	1020 Great West Road	0	49	0	41
23	Great West Corridor	Texaco Filling Station, Great West Road, Brentford	0	55	0	55
25	Great West Corridor	Land at Layton Road	110	0	110	0
26	Great West Corridor	Phoenix Business Park	260	233	260	141
27	Great West Corridor	Kew Bridge Distribution Centre	750	502	750	375
28	Great West Corridor	27 Great West Road	500	1,218	500	661
29	Great West Corridor	EMC Tower	420	827	420	269
30	Great West Corridor	Vantage West	130	0	130	0
32	Great West Corridor	Brentford Fountains Leisure Centre			Appropriate land use types include Leisure (E(d)/F2(d)), Residential (C3) and some limited Retail (E(a-c)).	0
33	Great West Corridor	Esso Filling Station Chiswick Roundabout	30	391	30	352
34	Great West Corridor	Former NatWest Bank Site, Chiswick	120	359	120	359
35	Great West Corridor	B&Q Chiswick	270	154	270	-23

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
36	Great West Corridor	110 Power Road	0	147	0	110
37	Great West Corridor	Gunnersbury Station Car Park	60	85	60	85
43	West of Borough	Heathrow International Trading Estate	0	255	0	7
44	West of Borough	Central Park Trading Estate	0	83	0	83
45	West of Borough	Land at Green Lane	0	145	0	145
46	West of Borough	Ron Smith Recycling, Green Lane	0	119	0	-214
48	West of Borough	Vacant Land at Dick Turpin Way	0	168	0	168
49	West of Borough	Site at Faggs Road	0	84	0	84
50	West of Borough	Tesco Dukes Green Avenue	210	225	210	-13
51	West of Borough	Network House Feltham	200	0	200	-9
52	West of Borough	Lidl Feltham	220	97	220	14
55	West of Borough	Scout Hut Bedfont Lane	30	0	30	0
57	West of Borough	Airport Business Park	0	898	0	898
59	West of Borough	Tesco Feltham	170	254	170	87
61	West of Borough	Council Depot, Ashmead Road	50	0	50	-22
62	West of Borough	Manor Park, Feltham	80	23	80	-68
63	West of Borough	80-86 High Street Feltham	200	60	200	6
64	West of Borough	MOD Feltham	1,370	271	1,370	271
65	West of Borough	Leisure West	310	165	310	-359



Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
67	West of Borough	UPS House	170	55	170	-69
69	West of Borough	Land at 2 High Street Feltham	90	25	90	-2
70	West of Borough	Royal Naval Association Club	20	0	20	0
72	West of Borough	St. Catherine's House and Car Park	20	5	-2	5
73	West of Borough	Land at Nene Gardens	40	0	40	0
74	West of Borough	Hounslow West Station	360	0	360	0
75	West of Borough	Land to the rear of HCC Sports and Social Club	10	0	10	0
76	West of Borough	Lampton House	90	0	90	-13
77	West of Borough	Land South of Western International Market	0	492	0	492
80	West of Borough	34 Staines Road	120	49	120	-92
81	West of Borough	80-82 Staines Road	50	0	50	0
82	West of Borough	206-210 Hanworth Road	80	0	80	0
83	West of Borough	Vacant Land Clarence Terrace	30	15	30	15
84	West of Borough	Hounslow Cavalry Barracks	1,000	118	1,000	118
85	West of Borough	Builders Yard, 379-389 Staines Road	20	8	20	-11
87	West of Borough	Euro House, Hounslow	150	17	150	-12
88	West of Borough	Land at Bridge Road Depot	10	0	10	-17



Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
89	West of Borough	Land at James Street	70	0	70	0
90		Inwood Business Park	30	60	30	32
91		Hounslow Bus Garage	830	0	830	-43
92		Upstage	50	27	50	27
93		Land at Kingsley Road	30	0	30	0
95		Tesco Mogden Lane	340	421	340	22
96		Europa House	20	155	20	30
97		30 Rugby Road	60	81	60	-57
98		Osterley Station Car Park	50	0	50	0
99		Feltham Coachworks	10	11	10	11
100		Osterley Park Hotel	80	0	80	0
101		Brentford Group Practice	60	0	60	0
102		Victory Business Centre	0	99	0	-15
103		West Middlesex Hospital	250	221	250	221
105		Chiswick Telephone Exchange	40	250	40	250
106		Royal Mail, Chiswick Delivery Office	30	215	30	215
107		Sainsbury's Chiswick	300	209	300	-8
110		Albany Riverside (2015 - 11)	190	4	190	-239

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
111		Brentford Police Station (2015 - 15) (check apps)	100	4	100	4
113		69 to 77 Boston Manor Road	20	0	20	-128
114		Royal Mail Delivery Office	140	0	140	0
115		Vacant site, Hanworth Road, Hanworth Road, TW3 3UA (check apps)	90	0	90	0
116		1 Burlington Lane	90	131	90	-169
117		The Treaty Centre*	750	469	750	-845
118		GSK			Flexible mixed-use allocation for employment use with enabling residential development	0
119		Convent Way Estate	310	12	-130	-14
120		Land North of Church Road	0	0	0	0
121		Land South of Bedford Road	0	0	0	0
122		Rectory Farm**	0	0	0	0
123		1-83 High Street	120	61	120	-275

Note: *job centre 2604 sqm

**site allocation for minerals extraction and restored parkland

Excluded

Appendix D

TEMPRO VERSION 8.1 - PLANNING
DATA FOR HOUNSLOW





TEMPro 8 Planning Data for the London Borough of Hounslow

Year	Area Description	Name	TEMPro 8 HHs	TEMPro 8 Jobs
2031	Authority	Hounslow	108,660	162,385
2041	Authority	Hounslow	113,070	164,621
2031	E02000526	Hounslow 001	4,054	6,411
2041	E02000526	Hounslow 001	4,219	6,499
2031	E02000528	Hounslow 003	5,478	7,959
2041	E02000528	Hounslow 003	5,701	8,069
2031	E02000529	Hounslow 004	3,173	1,825
2041	E02000529	Hounslow 004	3,301	1,850
2031	E02000530	Hounslow 005	2,647	8,087
2041	E02000530	Hounslow 005	2,754	8,198
2031	E02000531	Hounslow 006	4,903	11,066
2041	E02000531	Hounslow 006	5,103	11,219
2031	E02000532	Hounslow 007	4,592	3,896
2041	E02000532	Hounslow 007	4,779	3,950
2031	E02000533	Hounslow 008	4,403	2,284
2041	E02000533	Hounslow 008	4,583	2,315
2031	E02000534	Hounslow 009	3,336	12,495
2041	E02000534	Hounslow 009	3,471	12,667
2031	E02000535	Hounslow 010	3,256	1,553
2041	E02000535	Hounslow 010	3,388	1,574
2031	E02000536	Hounslow 011	3,341	4,678
2041	E02000536	Hounslow 011	3,476	4,742
2031	E02000537	Hounslow 012	3,245	2,033
2041	E02000537	Hounslow 012	3,376	2,061
2031	E02000538	Hounslow 013	3,023	6,854
2041	E02000538	Hounslow 013	3,145	6,948



Year	Area Description	Name	TEMPro 8 HHs	TEMPro 8 Jobs
2031	E02000539	Hounslow 014	4,926	7,331
2041	E02000539	Hounslow 014	5,126	7,432
2031	E02000540	Hounslow 015	4,084	5,031
2041	E02000540	Hounslow 015	4,250	5,101
2031	E02000541	Hounslow 016	3,252	2,684
2041	E02000541	Hounslow 016	3,384	2,721
2031	E02000542	Hounslow 017	3,621	4,635
2041	E02000542	Hounslow 017	3,768	4,699
2031	E02000543	Hounslow 018	4,767	8,794
2041	E02000543	Hounslow 018	4,960	8,915
2031	E02000544	Hounslow 019	3,191	1,719
2041	E02000544	Hounslow 019	3,321	1,743
2031	E02000545	Hounslow 020	3,780	3,639
2041	E02000545	Hounslow 020	3,934	3,689
2031	E02000546	Hounslow 021	3,446	3,866
2041	E02000546	Hounslow 021	3,585	3,919
2031	E02000547	Hounslow 022	4,060	9,350
2041	E02000547	Hounslow 022	4,225	9,478
2031	E02000548	Hounslow 023	4,054	7,876
2041	E02000548	Hounslow 023	4,218	7,985
2031	E02000549	Hounslow 024	4,502	4,141
2041	E02000549	Hounslow 024	4,685	4,198
2031	E02000550	Hounslow 025	4,391	3,052
2041	E02000550	Hounslow 025	4,569	3,094
2031	E02000551	Hounslow 026	3,774	5,652
2041	E02000551	Hounslow 026	3,927	5,730
2031	E02000552	Hounslow 027	3,739	6,193



Year	Area Description	Name	TEMPro 8 HHs	TEMPro 8 Jobs
2041	E02000552	Hounslow 027	3,890	6,278
2031	E02000553	Hounslow 028	2,983	1,240
2041	E02000553	Hounslow 028	3,104	1,257
2031	E02006792	Hounslow 029	4,639	18,041
2041	E02006792	Hounslow 029	4,828	18,290



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