

Local Plan: Part 2

Sustainability Appraisal

(Proposed Submission
Version 2014)



HILLINGDON
LONDON

www.hillingdon.gov.uk/planning

Preface

This is the sustainability appraisal of the London Borough of Hillingdon's Local Plan Part 2. Part 2 contains the detailed policies and site allocations that will manage development to ensure the vision outlined in Part 1 can be achieved.

This consultation gives an opportunity for statutory consultees, businesses and members of the public to provide comments and suggestions on the development of Part 2 of the Local Plan.

Consultees are invited to comment on the scope of the sustainability appraisal and in particular whether it accurately captures the aims and objectives of other plans and programmes.

How to get involved

Making representations

You are invited to comment on this Sustainability Appraisal, which assesses the Proposed Submission version of the Local Plan Part 2. The publication period for the Local Plan Part 2 begins on 22nd September 2014 and ends on Tuesday 04th November 2014.

The Local Plan Part 2 is made up of the Development Management Policies, Site Allocations and Policies Map. All of these documents are available to view on the Council's website www.hillingdon.gov.uk/planning and at public libraries throughout the borough and at Planning Information Services, Level 3, Civic Centre, Uxbridge (Monday to Friday 9.00am - 5.00pm).

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

The representation forms can be submitted in the following ways:

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

Please note that copies of representations will be made available on request for inspection at the Council offices. They cannot therefore be treated as confidential. All responses must be submitted by 5.00 pm on Tuesday 04th November 2014. Comments received after the end of the publication period do not have the right to be considered.

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1. Non Technical Summary

Introduction

- 1.1.1. The London Borough of Hillingdon has produced Part 2 of its Local Plan which identifies preferred sites for new development and provides a set of policies to guide developers and decision makers when considering planning applications.
- 1.1.2. At the heart of this Plan, and the wider planning framework, is the need to deliver sustainable development. As Part 2 of the Local Plan is an integral part of the planning framework and provides a significant influence on decision making, it is necessary to determine whether it also encourages sustainable development.
- 1.1.3. As a consequence, the Plan is required to undergo a Sustainability Appraisal in accordance with current legislation. Sustainability Appraisals must also, where appropriate, incorporate the requirements of the Strategic Environmental Assessment Directive (2001/EC/42). This requires that a formal assessment to be undertaken of plans and programmes which are likely to have significant effects on the environment. The purpose of the Directive is *“to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development”*. Sustainability appraisal therefore is used to measure the ability of a plan to facilitate sustainable development.
- 1.1.4. The first stage in the Sustainability Appraisal process involved identifying other relevant policies, plans and programmes, and environmental protection objectives. The application of the appraisal will therefore ensure there is consistency between this Plan and the broader objectives of a range of planning documents. It also required an understanding of the existing environmental, social and economic situation. This allows a detailed assessment of the problems facing the Borough and therefore what needs to be at the heart of the plan.
- 1.1.5. The next step is to understand how to measure sustainability. Whilst sustainability can easily be defined as the balance of social, economic and environmental objectives it is much harder to understand what this means in reality. The standard approach is to break each of the components of sustainability into more meaningful parts. The table below provides an overview of what measurements will be used to

‘score’ the sustainability credentials of Part 2 of the Local Plan. It includes a series of questions to help guide the assessor in what each objective is trying to achieve.

SA Objectives	Sub Questions
To improve air quality to a standard that is acceptable for human and ecological health	Will it improve air quality?
To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline	<p>Will it maintain and enhance sites designated for their nature conservation interest?</p> <p>Will it conserve and enhance species diversity, and in particular avoid harm to protected species?</p>
To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	<p>Will it reduce the amount of derelict, degraded and underused land?</p> <p>Will it improve the aesthetics of the borough?</p> <p>Will it protect and enhance sites, features and areas of archaeological and cultural value?</p>
To avoid the adverse effects of activities and development on the natural functions of soil and water systems	<p>Will it improve the quality of water?</p> <p>Will it reduce water consumption?</p> <p>Will it improve soil quality?</p> <p>Will it minimise the loss of soils to development?</p>
To reduce contributions towards, and vulnerability to, the effects of climate change	<p>Will the policy result in a decrease in green house gases?</p> <p>Will it reduce energy consumption?</p> <p>Will it lead to an increased proportion of energy needs being met by renewable sources?</p> <p>Will it reduce emissions of ozone depleting substances?</p> <p>Will it reduce the risk of subsidence?</p> <p>Will it reduce the risk of damage from storm events?</p>
To minimise the hazard risk from flooding in Hillingdon	<p>Will it minimise the risk of flooding?</p> <p>Will it reduce threats to floodplains?</p> <p>Will development increase the amount of impermeable surfaces?</p>
To ensure efficient use of non renewable resources and minimise the production of waste	<p>Will it reduce consumption of materials and resources?</p> <p>Will it reduce household waste?</p>

SA Objectives	Sub Questions
	<p>Will it reduce construction waste?</p> <p>Will it increase waste recovery and recycling</p> <p>Will it reduce hazardous waste?</p>
<p>To encourage efficient use of available land that will not foreclose on future options</p>	<p>Will it encourage the use of previously developed land?</p> <p>Will it limit land use options for future use?</p>
<p>To create a variety of high quality residential environments that provide everybody with the opportunity to live in a decent home</p>	<p>Will it increase the range and affordability of housing for all social groups?</p> <p>Will it reduce the number of unfit homes?</p> <p>Will it reduce homelessness?</p> <p>Will it benefit the image of the area as a place to live?</p>
<p>To provide environments that promote healthy and safe living and reduce anti social behaviour</p>	<p>Will it promote safer environments?</p> <p>Will it encourage Healthy lifestyles?</p> <p>Will it reduce illness and death rates?</p> <p>Will it reduce actual levels of crime?</p> <p>Will it reduce the fear of crime?</p> <p>Will it reduce noise levels and concerns?</p>
<p>To improve the ready access to essential services and facilities for all residents</p>	<p>Will it improve accessibility to key local services?</p> <p>Will it improve investment in key community services?</p> <p>Will it improve accessibility to major retail and business centres?</p> <p>Will it make access more affordable?</p> <p>Will it make access easier for those without a car?</p> <p>Will it improve access for those with disabilities?</p>
<p>To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment</p>	<p>Will it help reduce traffic volumes?</p> <p>Will it provide mixed-use development?</p> <p>Will it provide new public transport routes?</p> <p>Will it locate large trip generators land uses near existing transport interchanges?</p> <p>Will it reduce the effect of HGV's on people and the environment?</p> <p>Will it reduce the length of trips?</p>

SA Objectives	Sub Questions
	<p>Will it increase the proportion of journeys using modes other than the car?</p> <p>Will it reduce the need to travel, including overseas?</p>
To provide residents of all ages with the option to access education and skills based enhancement	<p>Will it improve the qualifications and skills of young people?</p> <p>Will it improve the qualifications and skills of adults?</p>
To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place	<p>Will it create places and spaces that will enhance community ownership?</p> <p>Will it attract people and business to the area?</p> <p>Will it improve the visual amenity of the area?</p>
To promote growth in the economy whilst improving its environmental and social performance	<p>Will it reduce incidents of pollution and contamination?</p> <p>Will it encourage good employee relations and management practices?</p> <p>Will it promote growth?</p>
To enhance the image of the borough as a location for new business	<p>Will it attract new investment to the borough?</p> <p>Will it attract skilled workers to the area?</p>
To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas	<p>Will it encourage new and innovative business?</p> <p>Will it diversify the employment market?</p> <p>Will it encourage indigenous business?</p> <p>Will it encourage inward investment?</p> <p>Will it create land for business development?</p>

1.1.6. The objectives and questions in the table are then used to determine the effectiveness of the plan. The performance of the plan is measured using a scoring system that determines whether a policy or site has an adverse or positive impact, and to what degree. It is highly uncommon for all policies and sites to score positively against all objectives, for example reusing an existing site in an industrial area would be a good use of land as it would avoid the use of greenfield land; in contrast it could result in an intensification of traffic in an area likely to already suffer from traffic problems. The key to the scoring is finding a balance and for all the policies to be applicable. In the example above, the protection of greenfield land combined with a policy requiring travel plans that improve traffic for the new

development would outweigh the use of rural site where there are no traffic problems.

- 1.1.7. In addition to ensuring the Plan meets sustainability goals, there is also a requirement to tackle existing problems in the Borough. The Plan is therefore set the task of delivering sustainable development whilst also helping to meet some of the major challenges facing the Borough. The following challenges have been identified within the Borough:

Economy

London Plan requirement to accommodate a proportion of 9-11,000 new jobs in Heathrow Opportunity Area

London Plan requirement to adopt a 'Limited Approach' to the transfer of industrial sites to other uses

London Plan requirement to deliver a proportion of new hotel growth

Resident working age population has below average qualifications and a low number of adult learners

Pockets of deprivation within the borough

Low level of business start ups and small affordable business units

Continued pressure for expansion at Heathrow Airport with economic benefits at a national level but significant adverse local impacts

Pressure on employment land for other uses

Threat to market position of Uxbridge through increased competition from other major retail centres

Threats to the viability and vitality of town and neighbourhood centres

Housing

Overall housing needs and affordable housing in the borough

Insufficient appropriate forms of affordable tenure, particularly intermediate housing

A proposed significant increase in Hillingdon's London Plan annual housing monitoring target

The need to agree a borough affordable housing target

The requirement in the London Plan for an increased number of gypsy and traveller pitches

Retention of indicative housing density targets Delivery of energy efficient housing

Community Facilities

Need to provide sufficient community infrastructure to underpin growth, as defined in the Strategic Infrastructure Plan (SIP)

Opportunity to improve access to community infrastructure, particularly for residents in areas of identified need.

Environmental Management

The need to improve the quality of and access to open spaces, rivers and canals for all groups of people in the community

The need to improve the quality of and access to open spaces, rivers and canals for all groups of people in the community

Pressure to balance the demands of growth and the impacts of flood risk with minimal harm on the environment

Pressure for release of green belt land, Metropolitan Open Land and Green Chains for other uses

The need to mitigate noise and air quality impacts, especially around Heathrow and the major road network

National and EU requirements to meet climate change and carbon dioxide emission targets

Threats to the biological and geological interests of the borough from development pressures and climate change

The need to meet the London Plan mineral apportionment figures

The need to minimise waste

Housing and Built Environment

The need to maintain the character, identity, suburban qualities and historic fabric of the Borough's places and buildings

Pressure for high density residential developments

Loss of local characteristics through unsympathetic design

Balancing new sustainability requirements to combat climate change whilst protecting the existing character of places, in particular within conservation areas

Demand for large scale commercial/ mixed use developments particularly in the southern part of the Borough on the fringe of Green Belt and/ or Conservation Areas.

Transportation

Poor north/south public transport links

Slow and deficient public transport access between Uxbridge and central London and other key centres

Delivery of planned public transport improvements at Heathrow, Hayes, West Drayton, Uxbridge and West Ruislip.

Congestion causing traffic delays, particularly in the 30 identified congestion hotspots

Pressures on the road and public transport network from the high volume of vehicles associated with Heathrow Airport

Poor and unsustainable access to and from local destinations, including shopping centres, employment and leisure concentrations/areas

High dependency on private vehicles and low proportion of trips made by cycling, walking and public transport.

Scoring System

- 1.1.8. The Sustainability Appraisal assesses the effect of Part 2 in helping to meet the sustainability objectives, as well as solving the problems identified in the borough. The appraisal takes the form of a scoring system which determines the performance of the plan. The compatibility of the policies and sites with other plans and programmes is 'scored' using the following system:

Symbol	Like Effect on the SA Objective
++	A likely highly positive effect
+	A likely positive effect
0	No significant effect or clear link
-	A likely negative effect

--	A likely highly negative effect
?	Uncertain or insufficient information to determine effect
/	Potential positive or negative effect depending on implementation

Making Recommendations

1.1.9. The outcome of the appraisal and scoring process is a series of Advisory Comments and Recommendations that will identify areas for 'sustainability' improvement for the plan.

Recommendations

1.1.10. Recommendations should be treated as required changes, and the recommendation will relate to specific wording changes. The authority may not agree with the recommended wording change, or may adopt another approach, however, the principle behind the recommendation cannot be ignored and the plan should be amended to reflect this.

Advisory Comments

1.1.11. Advisory comments have been made where there is scope for improving a policy against the sustainability objectives, but a direct conflict with other plans and programmes does not exist. It could be that there is sufficient 'control' embedded within other plans and programmes to ensure future development does not undermine sustainability objectives. In this instance, it might be useful for the Local Plan policy to be all encompassing but not necessary.

1.1.12. The following tables summarises the outcome of the appraisal of the policies:

Economy			
DME 1	Employment Uses in Designated Sites		++
DME 2	Employment Uses Outside of Designated Sites		++
DME 3	Office Development		++

DME 4	Visitor Attractions	<i>Advisory Comment 1: The policy needs could be expanded to consider encouraging the provision of visitor attractions, particularly in reference to the Colne Valley which is an objective of Part 1.</i>	+
DME 5	Hotels and Visitor Accommodation	<i>Advisory Comment 2: Specific air quality criteria could be included particularly given the baseline air quality position around Heathrow.</i>	+
DME 6	Accessible Hotels and Visitor Accommodation		++
Town Centres			
DMTC 1	Town Centre Development		++
DMTC 2	Primary and Secondary Shopping Areas	<i>Advisory Comment 3: This policy could be expanded to consider the research contained in the GLA's Takeaway Toolkit. The Policy could contain a caveat that the 15% could be restricted further for proposals within close proximity to schools where appropriate.</i>	+
DMTC 3	Maintaining the Viability of Local Centres and Local Parades		
DMTC 4	Location and Concentration of Town Centre Uses		
DMTC 5	Shopfronts		
New Homes			
DMH 1	Safeguarding Existing Housing	<i>Advisory Comment 4: The policy could be expanded to include lower parking ratios for subdivision in areas well served by public transport to reduce impacts on air quality.</i>	+
DMH 2	Housing Mix		++
DMH 3	Office Conversions	<i>Advisory Comment 5: The policy could be expanded to set out alternative approaches for amenity space provision for office redevelopments if it cannot be secured onsite, for example through the encouraging offsite provisions.</i>	+
DMH 4	Residential Conversions		+
DMH 5	Houses in Multiple Occupation		+
DMH 6	Garden and Backland Development	<i>Advisory Comment 6: The policy could be strengthened to reflect the National Planning Policy Framework objective to provide a net gain for biodiversity from new development. The following bullet point is recommended: 'Proposals demonstrate a net gain in biodiversity value'</i>	+
DMH 7	Provision of Affordable Housing		++
DMH 8	Sheltered Housing and Care Homes		

Historic and Built Environment			
DMHB 1	Heritage Assets		++
DMHB 2	Scheduled Ancient Monuments		++
DMHB 3	Archaeological Priority Areas		++
DMHB 4	Listed Buildings		++
DMHB 5	Locally Listed Buildings		++
DMHB 6	Conservations Areas		++
DMHB 7	Areas of Special Local Character		++
DMHB 8	Gatehill Farm Estate and Cope Wood Estate Areas of Special Local Character		++
DMHB 9	Registered Historic Parks, Gardens and Landscapes		++
DMHB 10	War Memorials		++
DMHB 11	Heritage at Risk	++	
DMHB 12	High Buildings and Structures	<i>Advisory Comment 7: The policy could be revised to clarify some of the requirements (i.e. what is meant by human scale at ground level and what is covered by the microclimate) and include all environmental matters, with an emphasis on air quality which is likely to be a more significant matter than biodiversity - alternatively, the environmental objectives could be left to other policies in the plan.</i>	+
DMHB 13	Design of Development		+
DMHB 14	Streets and Public Realm		+
DMHB 15	Planning for Safer Places		++
DMHB 16	Living Walls and Roofs	<i>Advisory Comment 8: The policy could be expanded to refer to Living Screens which are a much cheaper and more viable alternative to living walls. As such they are more likely to be feasible. The supporting text could be expanded to link the benefits of livings walls and roofs with air quality improvements. This would provide greater justification for their use in air quality management areas and provide a stronger basis for their implementation during the development of planning proposals.</i>	+

DMHB 17	Residential Amenity		?
DMHB 18	Housing Standards		++
DMHB 19	Private Outdoor Amenity Space		++
DMHB 20	Residential Density		++
DMHB 21	Play Space	<i>Advisory Comment 9: The policy could be strengthened to ensure that all major residential developments contribute to a play space provision, either onsite or offsite. This would allow plan to not only meet future demand but to ensure the current deficiencies are also addressed.</i>	+
DMHB 22	Alteration and Extensions to Residential Dwellings		++
DMHB 23	Outbuildings		++
DMHB 24	Basement Development		++
DMHB 25	Moorings		++
DMHB 26	Telecommunications		++
Environmental Improvements			
DMEI 1	Sustainable Design Standards		++
DMEI 2	Reducing Carbon Emissions	<i>Advisory Comment 10: The Policy or supporting text could be expanded to address the cost for offsite contributions and how the funds will be spent by the authority.</i>	+
DMEI 3	Decentralised Energy		++
DMEI 4	Development in the Green Belt or on Metropolitan Open Land		++
DMEI 5	Development in Green Chains	<i>Advisory Comment 11: The policy could be expanded to ensure development will only be supported where it results in a net environmental gain. The policy could require new development, where appropriate, to contribute to the All London Green Grid relevant to the scale and nature of the development.</i>	+
DMEI 6	Development in Green Edge Locations	<i>Advisory Comment 12: The policy could be expanded to ensure development will only be supported where it results in a net environmental gain.</i>	+
DMEI 7	Biodiversity Protection and Enhancement	Recommendation 1: The policy could be revised to ensure that it requires a net environmental gain in line with the National Planning Policy Framework. Whilst it is acknowledged that not all ecological features can be preserved or retained, any development that results in a loss	+

		<p>of ecological features must include a like for like replacement within the development or seek offsite provisions. The revised policy could also apply to the predevelopment scenario and factor in any site clearance undertaken prior to planning submissions. The policy should be reworded in accordance with the following:</p> <p><i>All development proposals should aim to achieve a net improvement in biodiversity value. The design and layout of new development should retain and enhance any existing features of biodiversity value within the site. Where the loss of existing features is unavoidable, replacement features of the equivalent or higher value should be provided on site. Where development is constrained and cannot provide high quality biodiversity enhancements on site, then appropriate contributions will be sought to deliver offsite improvements.</i></p> <p><i>Proposals for development that are likely to have an impact on features of ecological value either onsite, or in close proximity, must be accompanied by appropriate habitat assessments. The proposals will only be acceptable if it can be demonstrated that there will be no adverse impacts on biodiversity features or that there will be a net gain in biodiversity value.</i></p> <p><i>Development that has a negative impact on designated sites, protected species, sites of importance for nature conservation areas, and/or biodiversity action plans species and habitats shall be resisted.</i></p> <p><i>All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to contribute to the additional biodiversity improvements.</i></p>	
DMEI 8	Waterside Development	<p><i>Advisory Comment 13: The policy could be revised so that it reflects the specific requirements of the All London Green Grid and the Blue Ribbon Network. By reflecting these 'other plans and programmes' more closely, the policy will be strengthened in relation to the sustainability objectives.</i></p>	+
DMEI 9	Farm Diversification		++
DMEI 10	Management of Flood Risk	<p>Recommendation 2: This policy should be expanded to ensure consideration of Flood Zone 3b is different to other flood zones. Development in flood zone 3b should be entirely resisted for 'incompatible' types of development as identified in table 3 of the practice guidance (Flood Risk and Coastal Change). The policy needs to be changed in line with</p>	+

		<p>the following recommendation:</p> <p><i>All development proposals in flood risk zones 2 and 3a as well as all those over 1 hectare will be required to be accompanied by a flood risk assessment (FRA) to demonstrate that the development is resistant and resilient to all relevant sources of flooding including surface water flooding. Critical Drainage Areas (CDA) as defined by the Local Authority will be treated the same way as flood zone 3a. The flood risk sequential test will therefore be applicable to all development proposals in CDAs.</i></p> <p><i>Developments may be required to make contributions to addressing surface water flood risk, where offsite mitigation measures are required.</i></p> <p><i>Proposals that result in an increased risk of flooding, onsite or offsite, will be resisted. All proposals should aim for a net improvement to flood risk management.</i></p>	
DMEI 11	Water Management	<p><i>Advisory Comment 14: The policy could include the objective for all new development to result in net-benefits for surface water flooding. The policy could then be expanded to ensure all built development (not just major) within critical drainage areas reduce the run-off to the levels set out in the plan for major development. The policy could also explicitly link SUDS to landscape and biodiversity provision and require developers to integrate drainage proposals into landscaping and for biodiversity enhancements.</i></p>	+
DMEI 12	Water Quality	<p>Recommendation 3: DMEI 12 on Water Quality is not related to Part 1 of the Local Plan. It is not clear how it would be feasibly considered at a planning application stage and therefore does not score positively against sustainability objectives. It could therefore be amalgamated with DME 13 to ensure a single policy on the protection of water quality and all controlled waters. This would remove the need for a separate policy on water quality. DMEI 12 and 13 could be reworded as follows:</p> <p><i>Protection of Water Resources</i></p> <p><i>Developments within source protection zones 1 and 2 will be resisted unless it can be demonstrated that there is no risk to the quality or yield of the water resources.</i></p> <p><i>Developments within source protection zone 3, Safeguard</i></p>	-
DMEI 13	Protection of Ground Water Resources		+

		<p>Zones and Water Protection Zones will only be permitted if it the risk to the relevant ground and surface water can be managed to appropriate levels throughout construction and operation.</p> <p>In general, development will not be permitted which would constitute a risk to the quality and/or quantity of water by means of:</p> <ul style="list-style-type: none"> i. Pollution from development or as a result of the disturbance of contaminated land; ii. Water abstraction unless adequate measures are taken to reduce this risk to an acceptable level. iii. Significant water consumption unless it can be demonstrated that mitigation measures will reduce the consumption to an acceptable level relevant to the resource available. 	
DMEI 14	Water Efficiency	<p><i>Advisory Comment 15: Policy DMEI 14 could be merged with DMEI 16 and 15 could be deleted. The policy could then be expanded to ensure new development achieves reductions in potable water through water efficient design and the reuse of collected grey water or rainwater (or both).</i></p>	+
DMEI 15	Water Efficiency in Homes		
DMEI 16	Water Efficiency in Non-Residential Developments		
DMEI 17	Development of Land Affected by Contamination	<p><i>Advisory Comment 16: The policy should include provision for groundwater protection.</i></p>	+
DMEI 18	Air Quality	<p><i>Advisory Comment 17: The policy could be expanded to make it a requirement for developers to place air quality improvements at the heart of green travel plans and for contributions to be sought from developments that result in a net increase in air quality impacts. The policy should include support for additional vegetation through living walls and roofs, and include provisions for offsite measures to improve air quality if onsite measures cannot be delivered.</i></p>	+
MIN 1	Safeguarded Areas for Minerals		++
MIN 2	Additional Safeguarded Sites for Minerals		++
MIN 3	Prior Extraction		++
MIN 4	Minerals Capacity		++
MIN 5	Use of Farmland		++
MIN 6	Water Areas		++

MIN 7	Ready Mixed Concrete Plants		++
MIN 8	Landfilling		++
MIN 9	Effects on the Hydrogeological Regime		++
MIN 10	Noise Impacts		++
Community Infrastructure			
DMCI 1	Retention of Existing Community, Sport and Education Facilities		++
DMCI 2	New Community Infrastructure		++
DMCI 3	Public Open Space Provision		+
DMCI 4	Open Spaces in New Development		++
DMCI 5	Children's Play Areas		++
DMCI 6	Indoor Sports and Leisure Facilities		++
DMCI 7	Promoting Participation		++
DMCI 8	Planning Obligations and Community Infrastructure Levy		+
Transport and Aviation			
DMT 1	Managing Transport Impacts		+
DMT 2	Highways Impacts		++
DMT 3	Road Safeguarding		++
DMT4	Public Transport		
DMT 5	Pedestrians and Cyclists	<i>Advisory Comment 18: The policy could include reference to the Grand Union Canal in part B of the policy as this contains an existing cycle highway that could benefit from significant improvements.</i>	++
DMT 6	Vehicle Parking	<i>Advisory Comment 19: The supporting text implies that the parking standards could be varied if wider planning objectives can be demonstrated. The Policy could include specific reference to air quality objectives as a reason for varying conditions given the prominence of air quality problems in the</i>	+

		<i>borough largely related to transport.</i>	
DMT 7	Freight	<i>Advisory Comment 20: The policy could be expanded to include an air quality objective in Part A of the policy.</i>	+
DMAV 1	Safe Operation of Airports		++
DMAV 2	Heathrow Airport	<i>Advisory Comment 21: Change (A)iv to - 'there is consistency with Council's Air Quality Management Plan objectives and there is a net improvement to air quality'</i>	+
DMAV 3	RAF Northolt		++

Site Allocations

1.1.13. The site allocations have also been subject to the appraisal framework and scored in the same manner.

Sustainability Appraisal Objectives																			
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	Housing	High Quality	Safety, Crime	Health, Noise, Accessibility	Traffic Reduction	Education	Skills & Amenities	Design & Growth	Economic Image	Business Jobs	Provision of
Housing Allocations	-	0	/	0	0	++	0	0	++	0	+	/	0	/	+	0	-		
SA1 - Enterprise House, Hayes	This allocation would make an efficient use of an underused building and a brownfield site. Conversion and reuse of the existing building would constrain design although would maintain the existing relationship with the neighbouring listed building; a complete rebuild would result in a more modern efficiency structure but could conflict with the listed buildings and the conservation area it is within. Housing on the site would likely generate more traffic impacting on air quality objectives. On balance the development makes effective use of brownfield land increasing housing opportunities and maintaining the character of the area.																		
SA2 - Old Vinyl Factory and Gatefold Building, Hayes	-	0	+	+	+	++	0	0	++	+	+	/	0	++	++	+	/		
SA3 - Eastern	-	0	+	+	+	++	0	0	++	+	+	/	0	++	++	+	/		

Site Allocation	Sustainability Appraisal Objectives																				
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Skills & Amenity	Design & Growth	Economic	Image	Business	Jobs	Provision of
end of Blyth Road, Hayes	As above																				
SA4 - Packet Boat House, Cowley	-	0	0	0	0	++	0	0	++	0	+	/	0	+	+	0	0	0	0	-	On balance this allocation will result in an efficient use of land. The only negatives stem from the loss of non-residential uses potentially resulting in a reduced provision for housing. Additional traffic would also be expected in the air quality management area although there are strong and accessible transport links. High quality and accessible design with limited environmental impacts render this site positive on balance.
SA5 - Olympic House, Grove Lane, Hilligndon	0	0	0	0	+	++	0	0	++	0	+	/	0	+	0	0	0	0	0	0	On balance an effective and efficient use of land that will replace an underused existing land use. Limited environmental impacts, combined with good transport links renders this site an allocation that scores positively.
SA6 - Initial House, Field End Road, Eastcote	0	0	0	0	+	++	0	0	++	0	+	/	0	+	0	0	0	0	0	0	Planning approval has been awarded for this site. It results in the reuse of a site that accommodated offices but was redundant for many years. The site is next to a conservation area but with good transport links, an increase in landscaped areas should result in a net reduction in surface water runoff.
SA7 - 119 - 137 Charville Lane, Hayes	0	+	+	+	+	++	0	0	++	+	+	/	0	++	0	0	0	0	0	0	This allocation makes a positive use of an existing site that whilst benefiting from having a planning permission it has not yet been implemented. Aerial photographs show the site to have been used for incongruous uses and the delivering of this proposed allocation would see this well connected site be positively used.
SA8 - no allocation																					
SA9 - Porter's Way, West Drayton	-	+	+	+	+	++	0	0	++	+	+	/	0	++	0	0	0	0	0	0	This site benefits from an extensive planning permission that is part complete. The allocation reflects the efficient use of an area with extensive hardstanding. The inclusion of green and garden space improves biodiversity as well as the reduction in runoff. Additional traffic and impacts on air quality is the main negative.
SA10 - Land to	-	+	/	+	+	++	0	0	++	+	+	/	+	++	-	0	0	0	0	-	

Sustainability Appraisal Objectives																								
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Change	Climate	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Traffic	Design & Amenity	Economic Growth	Image	Business	Jobs	Provision of		
south of railway (including Nestles), Hayes	This allocation results in the reuse of a site that has been predominantly sources of employment in recent years. The site includes listed buildings and is in a conservation area. The combined loss of entire site for employment opportunity from this site and the neighbouring Blythe Road development is a concern. The policy requires the inclusion of a mixed use scheme but on balance the employment offer for the site is likely to be lower. However, the proposal would result in positive benefits for ecology and flood risk and will be an efficient use of brownfield land. The policy inclusion for education facilities on the site also scores positively. Environmentally and socially this development scores high, although the integration of the conservation area and listed building will be dependent on implementation of the relevant policies. The increase in traffic in Hayes is a concern given the baseline air quality position. On balance the site scores positively against the SA objectives.																							
SA11 - Western Core, Hayes	-	+	/	+	+	++	0	0	++	+	+	/	0	++	+	+	+	+	+	+	+	+	+	
SA11 - Western Core, Hayes	The allocation will result in an intensification of the existing uses. The site benefits from ground floor retail units which has employment and community benefits. The corresponding policy requires the inclusion of housing and retail and therefore replicates and enhances the current site uses. On balance this is a positive allocation.																							
SA12 - Field End Road, Eastcote	0	+	0	0	0	+	0	0	+	+	+	0	0	+	0	0	0	0	0	0	0	0	0	0
SA12 - Field End Road, Eastcote	This is a relatively small site and therefore will not score significantly positive or negatively. It is however a good use of an existing site, well connected and with limited environmental impacts.																							
SA13 - Charles Wilson Engineers, Uxbridge Road, Hayes	-	+	0	0	0	+	0	0	+	+	+	0	0	+	0	0	0	0	0	0	0	-	-	-
SA13 - Charles Wilson Engineers, Uxbridge Road, Hayes	This is a relatively small site and therefore will not score significantly positive or negatively. It is however a good use of an existing site, well connected and with limited environmental impacts. It will replace an existing non-residential use resulting in the reduced provision for employment.																							
SA14 - Royal Quay, Summerhouse Lane, Harefield	0	/	/	0	0	++	0	0	+	+	+	0	0	+	0	0	0	0	0	0	0	0	0	0
SA14 - Royal Quay, Summerhouse Lane, Harefield	This site benefits from an extant permission. It is a relatively small site with impacts expected low. Nonetheless there is a conservation designation on the site and nature conservation interested in the surrounding area. The allocation will result in the efficient reuse of the site. However, there are concerns over links to sustainable transportation and regards to design. On balance this site scores positively as provides much needed housing but there are environmental uncertainties.																							

Sustainability Appraisal Objectives																			
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education	Skills & Amenity	Design & Growth	Economic	Business Image	Provision of Jobs
SA15 - Royal Sorting Office, Ruislip Manor	0	+	+	0	0	++	0	0	+	/	+	0	0	0	+	0	0	0	-
	A relatively small site that scores positively against the environmental objectives and provides additional housing opportunities. However, it will result in the loss of a site that has some employment generating benefits.																		
SA16 - West End Road, South Ruislip	0	+	+	0	0	++	0	0	+	+	+	0	0	/	0	0	0	0	-
	A relatively small site that scores positively against the environmental objectives particularly as it would result in the loss of a builder's yard with associated environmental impacts. The allocation also provides additional housing opportunities. There is uncertainty about the relationship with amenity, health and noise objectives given the site is in close proximity to RAF Northolt which has been granted consent to increase the amount of flights. The development will result in the loss of a site that has some employment generating benefits. On balance the site scores positively but careful consideration over the relationship with RAF Northolt needs to be considered through implementation.																		
SA17 - Braintree Road, South Ruislip	-	+	+	+	0	++	0	0	++	+	++	-	0	+	0	0	0	0	-
	The allocation results in a balanced mixed use scheme that attempts to increase accessibility for recreational uses, provides for employment and results in additional housing. The increase in traffic is a concern as is the air quality impact. Environmentally, the allocation should result in a net gain although there could be a lower provision of employment opportunities.																		
SA18 - Chailey Industrial Estate, Pump Lane, Hayes	-	+	+	+	0	++	0	0	++	+	++	-	0	+	0	0	0	0	-
	The allocation results in a balanced mixed use scheme that attempts to increase accessibility for recreational uses, provides for employment and results in additional housing. The increase in traffic is a concern as is the air quality impact. Environmentally, the allocation should result in a net gain although there could be a lower provision of employment opportunities.																		
SA19 - Silverdale Road/Western View, Hayes	-	+	+	+	+	++	0	0	++	+	++	-	0	+	0	0	0	0	-
	The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a far more efficient use of land that increases the housing opportunities in the area. It will also result in benefits against many of the environmental objectives. With regards to air quality, it is likely the development will increase traffic. The policy accepts that PTAL ratings are high which justifies a higher density but then also states that car parking requirements set out in the Plan Policies should be adhered. These allowances are already higher than the London																		

Site Allocation	Sustainability Appraisal Objectives																				
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Skills & Amenity	Design & Growth	Economic	Business Image	Jobs	Provision of	
	average and a reduction in the ratio should be acceptable for sites with high PTAL ratings. Justifying high densities because of good transport connections conflicts with the policy requirements to have high parking ratios.																				
SA20 - Long Lane, Hillingdon	0	0	0	0	0	++	0	0	++	+	++	0	0	+	0	0	0	0	0	This is a small scale proposal that should result in a net gain in environmental benefits.	
SA21 - High Street, 25-30 Baker's Road, Uxbridge	0	0	0	0	0	++	0	0	++	+	++	0	0	+	0	+	0	This is a small scale proposal that will have negligible environmental benefits but will result in a more efficient use of land, improved design and increased amenity.			
SA22 - Martin Close and Valley Road,	0	0	0	0	0	+	0	0	++	0	++	0	0	+	0	0	0	This is a small scale proposal that will result in the same housing land use as present, but with higher design standards.			
SA23 - St Andrew's Park, Uxbridge	-	++	++	+	++	++	0	0	++	+	++	-	+	++	+	+	0	Permission has already been granted for this extensive mixed use development. It replaces an historic RAF base and invariably results in a lower employment offering albeit of a specialist nature. However, environmentally and socially, this allocation scores significantly positively across the objectives apart from those related to transport and air quality. The extensive nature of the development is that additional transport has to be accommodated and it is unlikely to result in net benefits for air quality and transport thus scoring less favourably against these objectives.			
SA24 - Master Brewer and Hillingdon Circus	-	++	++	+	++	++	0	0	++	+	++	-	0	++	0	0	0	The allocation would result in a substantial mixed use development that promotes the positive use of the Green Belt to the west. The development would result in high quality designs and the redevelopment of sites that have been relatively unused for a number of years. There are uncertainties about the impact on the road network and invariably the use of these sites would have a negative impact on air quality.			
SA25 - Cape Boards, Iver Lane, Cowley	-	++	++	+	++	++	0	0	++	+	++	-	0	/	+	0	+	The allocation would result in a substantial mixed use development. It would secure further housing and employment uses on an unused site and therefore results in an efficient use of land. It scores highly against all the environmental objectives but would have air quality and transport impacts. There are also uncertainties about how the development would be compatible with neighbouring waste and industrial developments.			

Sustainability Appraisal Objectives																				
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Skills & Amenity	Design & Growth	Economic	Business Image	Jobs	Provision of
SA26 - Cygnet Way, Hayes	-	++	++	+	++	++	0	0	++	+	++	-	0	+	0	0	0	0	-	-
The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a far more efficient use of land that increases the housing opportunities in the area. It will also result in benefits against many of the environmental objectives.																				
SA27 - Hayes Bridge, Uxbridge Road, Hayes	-	++	+	+	0	++	0	0	++	+	++	-	0	+	0	0	0	0	-	-
The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a far more efficient use of land that increases the housing opportunities in the area. It will also result in benefits against many of the environmental objectives. The location next to the canal is a positive and the policy reflects this.																				
SA28 - Padcroft Works, Tavistock Road, Yiewsley	-	++	++	+	+	++	0	0	++	+	++	-	0	+	0	0	0	0	-	-
The site benefits from an existing planning permission. The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would increase the housing opportunities in the area. It will also result in benefits against many of the environmental objectives. There are uncertainties regarding transport impacts and air quality. On balance the development represents an efficient use of land that will result in a net environmental gain over the existing development.																				
SA29 - Trout Road, Yiewsley	-	++	++	+	+	++	0	0	++	+	++	-	0	+	0	+	0	+	0	0
The loss of industry from this site reduces the opportunity for a future increased provision for jobs albeit the existing uses have been in a historic state of decline. The redevelopment of the site would however result in a mixed use scheme that provides for housing and employment. It will also result in benefits against many of the environmental objectives. There are uncertainties regarding transport impacts and air quality. On balance the development represents an efficient use of land that will result in a net environmental gain over the existing development.																				
SA30 - Uxbridge Health Centre, Chippendale Way, Uxbridge	0	+	0	0	+	++	0	0	+	+	+	0	0	+	0	0	0	0	0	0
The proposal will result in a mixed use development that provides a more efficient land use than present. The development should result in a net gain in environmental and social objectives. The policy requirement for the relocation of the medical facility also ensures a comprehensive improvement.																				
SA31 -	0	+	0	0	+	++	0	0	+	+	+	0	0	+	0	0	0	0	0	0

Sustainability Appraisal Objectives																						
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Change	Climate	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Traffic	Skills & Amenity	Design & Growth	Economic	Image	Business	Provision of Jobs
Odyssey Business Park, South Ruislip	The loss of business park uses from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a mixed use scheme that provides for housing and employment. It will also result in benefits against many of the environmental objectives. The location next to South Ruislip tube station should allow for a reduction in car parking requirements.																					
SA32 - St Andrew's Park, Annington Homes site	-	+	+	0	+	+	0	0	0	++	+	++	0	0	++	0	0	0	0	0	0	0
Rebalancing Employment Land	-	0	0	0	0	++	0	0	0	0	0	0	0	-	0	+	++	++	++	++	++	++
Horton Road, Yiewsley	The plan effectively safeguards this area for employment uses over the course of the plan period. This ensures retention of the existing uses and therefore provides certainty to developers, businesses and residents over the uses acceptable within the area. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts.																					
Stockley Close, Heathrow	-	0	0	0	0	++	0	0	0	0	0	0	0	-	0	+	++	++	++	++	++	++
Prologis Park, Stockley Park, Hayes	-	0	0	0	0	++	0	0	0	0	0	0	0	-	0	/	++	++	++	++	++	++
	The plan effectively safeguards this area for employment uses over the course of the plan period. This ensures retention of the existing uses and therefore provides certainty to																					

Sustainability Appraisal Objectives																							
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Change	Climate	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Skills & Amenity	Design & Growth	Economic	Image	Business	Jobs	Provision of	
	<p>developers, businesses and residents over the uses acceptable within the area. The site borders residential units and as such as the potential to impact on the amenity of residents. Careful consideration needs to be give as to how landscaping could be used to protect the residents from this development site. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts. The site immediately borders the Stockley Park allocation and the cumulative impacts of intensifying employment uses needs to be carefully considered particularly in respect to air quality and transportation.</p>																						
Rigby Lane, Swallowfield Way, Betham Road, Dawley Road West, Hayes	-	/	0	0	0	++	0	0	0	0	0	0	/	0	+	++	++	++	++	++	++	++	++
	<p>The plan effectively safeguards this area for employment uses over the course of the plan period. This ensures retention of the existing uses and therefore provides certainty to developers, businesses and residents over the uses acceptable within the area. The site borders the Grand Union Canal which is a Metropolitan Site of Importance for Nature Conservation. Any further development could assist positively in enhancing the Canal for wildlife. Access to the site is good with improve links forecast with the completion of Crossrail. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts.</p>																						
Blyth Road, Clayton Road, Printinghouse Lane, Hayes	-	/	/	/	0	++	0	0	0	0	0	0	/	0	+	++	++	++	++	++	++	++	++
	<p>The plan makes allowances for mixed use development of these sites. The site is well served by transport links albeit the traffic is partly responsible for adding to the air quality impacts in the area. The site represents a good use of land and will aid the regeneration of Hayes in combination with the improved links from Crossrail. The site is within 250m of a landfill site, opposite the Grand Union Canal, in close proximity to the Greenbelt at Lake Farm, has a conservation area to the south and listed buildings immediately bordering the boundary. The area is already subject to planning permissions for mixed use development and any future intensification must consider the planning constraints carefully.</p>																						
Pump Lane, Hayes	-	0	0	0	0	++	0	0	0	0	0	0	/	0	+	++	++	++	++	++	++	++	++
	<p>The plan effectively safeguards this area for employment uses over the course of the plan period. The intention of the plan is to facilitate a regeneration of this area to improve the current building stock and diversify the range of businesses. This will be an improvement to the existing site. However, any intensification will result in additional air quality impacts. Access to the site could be improved particularly in terms of sustainable transport links. Any future development of this site must result in measures that</p>																						

Sustainability Appraisal Objectives																		
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	encourage sustainable transportation and reduce the air quality impacts.																	
Bulls Bridge, North Hyde Gardens, Hayes	-	0	0	0	0	++	0	0	0	0	0	/	0	+	++	++	++	++
	The plan effectively safeguards this area for employment uses over the course of the plan period. The intention of the plan is to facilitate a regeneration of this area to improve the current building stock and diversify the range of businesses. This will be an improvement to the existing site. However, any intensification will result in additional air quality impacts. Access to the site could be improved particularly in terms of sustainable transport links and the Grand Union Canal could form a major part of that. Any future development of this site must result in measures that encourage sustainable transportation and reduce the air quality impacts.																	
Springfield Road, to the east of Minet Country Park, Hayes	-	/	/	/	0	++	0	0	0	0	0	/	0	+	++	++	++	++
	The plan effectively safeguards this area for employment uses over the course of the plan period. The intention of the plan is to facilitate a regeneration of this area to improve the current building stock and diversify the range of businesses and to improve on vacancy rates. The Yeading Brook runs through the site and is a site of importance for nature conservation, there are landfills on site that pose a risk to human and natural receptors, the site is in close proximity to Minet Country Park and therefore has the potential to impact on area of recreation. The site is also in close proximity to a school which should be considered a sensitive receptor. The plan should result in a more efficient use of land but planning decisions will need to make positive allowances for the constraints and ensure they are integrated into future plans. Any future development of this site must result in measures that encourage sustainable transportation and reduce the air quality impacts.																	
Uxbridge Industrial Estate	-	/	/	/	0	++	0	0	0	0	0	/	0	/	++	++	++	++
	This Strategic Industrial Location contains a number of sensitive receptors but is a long stand non-residential area. The Grand Union Canal runs through the site, with the River Colne bordering to the west and the Fray's River to the east. The site is well connected to Uxbridge although strategic links could be improved. Any future proposals for the site have to be able to accommodate sensitive receptors, and would benefit from utilising the Grand Union Canal for an alternative means of sustainable transportation (for employees). Investigation of the Canal for alternative modes of transport would be encouraged.																	
Stonefield Way, South	-	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	++
	This Strategic Industrial Location contains a limited number of sensitive receptors and is																	

Sustainability Appraisal Objectives																							
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Change	Climate	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Skills & Amenity	Design & Growth	Economic	Image	Business	Jobs	Provision of	
Ruislip	well located in Ruislip. It contains a mix of business and industries and therefore presents a diverse employment provision. The inclusion of this SIL should ensure future investment in the area which is a positive for Ruislip.																						
North Uxbridge Industrial Area	-	/	0	0	0	++	0	0	0	0	0	0	0	/	0	0	++	++	++	++	++	++	++
North Uxbridge Industrial Area	This Strategic Industrial Location contains a limited number of sensitive receptors and is well located in Uxbridge. It will ensure that the population growth of Uxbridge and surrounding areas is supported by a strong and diverse employment provision. The Grand Union Canal runs through the centre of the site and needs to be sensitively incorporated into any future proposals. The Canal could be seen as an ideal opportunity for a sustainable form of transportation for employees.																						
Summerhouse Lane, Royal Quay, Harefield	0	0	0	0	0	++	0	0	0	0	0	0	0	/	0	0	++	++	++	++	++	++	++
Summerhouse Lane, Royal Quay, Harefield	This allocation is relatively small and impacts would be on a lower scale. There are a number of sensitive receptors in the area including the Grand Union Canal and the Colne Valley. Any proposals that come forward as a result of this allocation need to be compatible with these sensitive receptors. The locations of the sites are relatively rural and consideration needs to be given to sustainable transportation.																						
Odyssey Business Park	0	0	0	0	0	++	0	0	0	0	0	0	+	/	0	+	++	++	++	++	++	++	++
Odyssey Business Park	This Strategic Industrial Location contains a limited number of sensitive receptors and is well located in Ruislip. It contains a mix of business and industries and therefore presents a diverse employment provision. The inclusion of this SIL should ensure future investment in the area which is a positive for Ruislip.																						
Stockley Park	0	0	0	0	0	++	0	0	0	0	0	0	0	/	0	0	++	++	++	++	++	++	++
Stockley Park	This is a major business park for the borough and attracts global companies. It is a significant employer for the borough. The site has relatively few constraints with the built development accommodated extensive landscaping. A country park and golf course border the site to the north and the Grand Union Canal to the south. In terms of environmental impacts, there are limited sensitive receptors although as with all the developments in the air quality management area there is a concern about additional traffic. The plan should encourage greater use of the Grand Union Canal towpath for sustainable access to the site.																						
Bath Road, Hayes	-	0	0	0	0	++	0	0	0	0	0	0	0	/	0	0	++	++	++	++	++	++	++
Bath Road, Hayes	There are limited environmental implications for the development of Bath Road as it is a heavily urbanised area. The major issue relates to air quality where levels are considered																						

Sustainability Appraisal Objectives																			
Site Allocation	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Change	Climate	Housing	High Quality	Health, Noise, Safety, Crime	Accessibility	Reduction	Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	to be below minimum levels for health. Nonetheless, the proximity to Heathrow makes Bath Road a viable development corridor to support the ancillary requirements of Heathrow Airport. The plan should require any future development along this road to have no adverse impacts and aim for net gain in air quality improvements.																		
Packet Boat lane, Cowley	-	0	0	0	0	++	0	0	0	0	0	0	/	0	0	++	++	++	++
	This is an existing mixed use site with retail and industrial provision. The site is well connected and provides a diverse provision of employment. It is bordered by the Grand Union Canal which could be encouraged for sustainable transport methods.																		
Braintree Road Industrial Area, South Ruislip	-	0	0	0	0	++	0	0	0	0	0	0	/	0	0	++	++	++	++
	This site contains a limited number of sensitive receptors and is well located in Ruislip. It contains a mix of business and industries and therefore presents a diverse employment provision. The inclusion of this site should ensure future investment in the area which is a positive for Ruislip.																		
Covert Farm, Heathrow	-	0	0	0	0	++	0	0	0	0	0	0	/	0	0	++	++	++	++
	This site contains a limited number of sensitive receptors and is well located with good links. The main issue as with other development around Heathrow is the adverse air quality impact.																		

Conclusions

- 1.1.14. In general, the policies and sites scored well against the sustainability objectives. The plan largely reflects other plans and programmes and also the baseline position set out in the main report and the objectives described in Part 1 of the Local Plan.
- 1.1.15. The appraisal has found that there are three policies that require changes to ensure they are consistent with other plans or programmes or the wider national planning framework. In addition, there are a series of advisory comments to strengthen the policies to reflect better against sustainability objectives.
- 1.1.16. The three recommendations relate to Policies:
- 1.1.17. **DMEI 7: Biodiversity Protection and Enhancement** - The recommendation for this policy relates to the need to reflect the National Planning Policy Framework. The

policy should be strengthened to ensure that development contributes to a net increase in biodiversity value. The policy as written aims to protect only significant features and therefore does not score as strongly against biodiversity objectives as one that requires consideration of all biodiversity.

- 1.1.18. **DMEI 10: Management of Flood Risk** - The recommendation reflects the national planning practice guidance which differentiates between flood zones 3b and 3a. The policy as written implies that development in 3b (functional floodplain) and 3a (area with high probability of flooding) will be considered in the same way. Only certain types of essential infrastructure and water compatible development are appropriate in 3b and the policy should reflect this. In addition, the recommendation also makes specific reference to the need for the flood risk sequential test to be applied for development in critical drainage areas.
- 1.1.19. **DMEI 12 and 13 - Protection of Water Resources** - The recommendation reflects the requirements of the Water Framework Directive and the National Planning Policy Framework. It expands the policy so that there is a clearer framework to manage both water quality and quantity. This provides a natural progression from the water quality policies in Part 1 but also allows greater certainty that the sustainability objectives regarding protection of quality and quantity of water can be achieved.

2. Introduction

2.1. Purpose of this Document

- 2.1.1. This document forms the London Borough of Hillingdon's sustainability appraisal of Part 2 of the Local Plan which is made up of the Development Management Policies and Site Allocations.

2.2. What is Sustainability Appraisal?

- 2.2.1. The National Planning Policy Framework (NPPF) requires Local Planning Authorities to pursue sustainable development through its local plans. It defines sustainable development as achieving three objectives:

***an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

***a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*

***an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

- 2.2.2. Importantly, the NPPF requires these three objectives to be considered jointly and not held in isolation or given preferential weighting:

Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions. (NPPF)

- 2.2.3. The NPPF also re-affirms the Government's commitment to a plan-led system. The adopted Local Plan and the published London Plan together form the 'development plan' for the London Borough of Hillingdon. Section 38(6) of the Planning and Compulsory Purchase Act 2004 makes clear that determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise. The Local Plan is therefore the primary tool for making planning decisions and influencing development growth in the borough.
- 2.2.4. This sustainability appraisal is effectively an audit of the economic, social and environmental performance of Part 2 of the Local Plan to ensure it can deliver sustainable development. It sets out a series of objectives which act as measuring tools to determine the quality of the plan. These objectives cover a broad range of social, economic and environmental aspects. The appraisal will 'score' the plan and will result in recommendations for changes that can increase the performance of the plan.
- 2.2.5. The appraisal therefore helps determine the Local Plan's compliance with the NPPF and in doing so whether the Council can deliver sustainable growth.

2.3. Links to Strategic Environmental Impact Assessment Directive

- 2.3.1. All Local Plans must also be subject to strategic environmental assessment (SEA) as required by the SEA Directive. This form of assessment is largely focussed on environmental effects and therefore does not consider all three principles of sustainable development.
- 2.3.2. As a consequence, the sustainability appraisal process incorporates the requirements of the SEA Directive but goes on to consider wider economic and social issues as well. Appendix 1 demonstrates how SEA has been incorporated in the appraisal of the plan.

3. Process and Methodology

3.1. Sustainability Appraisal Process

3.1.1. The sustainability appraisal has been undertaken in accordance with revised government guidance on sustainability appraisals from March 2014. The guidance sets out a 5 stage process:

Stage	Process Requirement
A	Setting the Context and Objectives, Establishing the Baseline and Deciding on the Scope
1	Identify other relevant policies, plans and programmes, and sustainability objectives
2	Collect baseline information
3	Identify sustainability issues and problems
4	Develop the sustainability appraisal framework
5	Consult the consultation bodies on the scope of the sustainability appraisal report
B	Developing and Refining Alternatives and Assessing Effects
1	Test the Local Plan objectives against the sustainability appraisal framework
2	Develop the Local Plan options including the reasonable alternatives
3	Evaluate the likely effects of the Local Plan and alternatives
4	Consider ways of mitigating adverse effects and maximising beneficial effects
5	Propose measures to monitor the significant effects of implementing the Local Plan
C	Stage C Prepare the Sustainability Appraisal report
D	Stage D Seek representations on the sustainability appraisal report from the consultation bodies and the public
E	Post Adoption Reporting and Monitoring
1	Prepare and publish post-adoption statement
2	Monitor significant effects of implementing the local plan
3	Respond to adverse effects

3.2. Applying the Process to the Local Plan

- 3.2.1. The process outlined in the guidance has to be considered in the context of the development of the Council's Local Plan. The document being appraised for this report is Part 2 and represents the detailed framework for implementing the vision and objectives set out in Part 1. Part 1 has already been subjected to a lengthy sustainability appraisal process.
- 3.2.2. As a consequence, the application of the stages has to reflect the constraint put on Part 2 by the overarching Part 1 objectives. The assessment of Part 2 must consider the context and appraisal framework for Part 1 to ensure consistency. The following sets out the sustainability appraisal process for Part 1 and therefore how it flows into Part 2.

	Stage	Date
Local Plan Part 1	Sustainability Appraisal Scoping Report	November 2004
Local Plan Part 1	Sustainability Appraisal of Preferred Options	October 2005
Local Plan Part 1	Sustainability Appraisal of Revised Core Strategy Preferred Options	January 2007

Sustainability Appraisal Review and Update of Baseline

Local Plan Part 1	Sustainability of the Core Strategy Consultation Draft	June 2010
Local Plan Part 1	Sustainability Appraisal Update	January 2011

Sustainability Appraisal Review and Update of Baseline

Local Plan Part 1	Sustainability Appraisal Submission Document	July 2011
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Sustainability Appraisal Review and Update of Baseline

Local Plan Part 2	Regulation 18 Consultation	December 2012
Local Plan Part 2	Regulation 19 Consultation	This report

3.3. Reviewing the Sustainability Framework

- 3.3.1. The need to keep consistency with the Local Plan Part 1 has meant that the sustainability appraisal has become a 'living document'. Its scope and composition has been kept under review largely through formal consultations. The Council has therefore resisted developing an entirely new framework which has allowed for a more consistent and considered appraisal of the whole plan process.
- 3.3.2. The original framework was developed following lengthy consultation which set the broad framework agenda. The concept of sustainability has not altered fundamentally and the framework has remained largely as first envisaged. However, during the review process objectives relating to climate change have been added. The primary difference though is how the SA framework has been applied to each stage of the development of the plan. Whilst the framework has remained relatively unchanged, its application is informed by relevant plans and programmes which have been kept under review. This means the sustainability appraisal reflects the current principles and objectives for sustainable development.

3.4. Feedback on Sustainability Appraisal through Consultation

- 3.4.1. The decision to keep the appraisal framework under review has effectively been endorsed through the consultations on Local Plan Part 1 which have not raised fundamental concerns with either the process or application of the SA. These consultations effectively asked the questions regarding the scope and content of the SA as well as its application. No objections were received and the inspector found the Sustainability Appraisal and process to be sound for the Local Plan Part 1 in 2012.
- 3.4.2. As a consequence, the Council has undertaken a further review of the SA framework that was found sound by the Planning Inspector and that did not attract any objections. The whole process has been updated to ensure the framework is up to date and the appraisal of the Local Plan Part 2 is consistent with the aims and objectives of other plans and programmes but importantly Part 1 of the Local Plan.

4. Sustainability Appraisal Framework

4.1. Methodology

- 4.1.1. The appraisal methodology involves developing a scoring system that can help determine the performance of the Core Strategy. The standard approach is to use a matrix that includes rankings to determine the compatibility with the sustainability objectives; these range from highly positive through to highly negative.
- 4.1.2. The assessment of the Local Plan Part 1 objectives and strategic policies was based on the professional opinion of the officers at the London Borough of Hillingdon. The officer's assessment considered the baseline data, the key sustainability issues, and the evidence base of both the Local Plan and Sustainability Appraisal. This is primarily an objective based approach using opinion; however, an effects led approach (i.e. assessments based on likely measurable outcomes) has been used where appropriate.
- 4.1.3. The same approach has been adopted for Part 2 of the Local Plan. To ensure consistency the same framework is being used as well as the same scoring system. However, there is no need to review the objectives of Part 2 as these are a natural progression of Part 1. Only the policies and site allocations will be considered as part of this appraisal.

4.2. Sustainability Framework

- 4.2.1. The following framework was considered sound in the Local Plan Part 1 examination in public and is appropriate to use to ensure both parts of the Local plan subjected to the same objectives. The full framework used for Part 1 with targets and indicators is attached as appendix 2 of this report.

Sustainability Objectives		Reference in Appraisal
1	To improve air quality to a standard that is acceptable for human and ecological health	Air Quality

2	To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline	Biodiversity
3	To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	Landscape & Heritage
4	To avoid the adverse effects of activities and development on the natural functions of soil and water systems	Soil & Water
5	To reduce contributions towards, and vulnerability to, the effects of climate change	Climate Change
6	To minimise the hazard risk from flooding in Hillingdon	Flood Risk
7	To ensure efficient use of non renewable resources and minimise the production of waste	Resources and Waste
8	To encourage efficient use of available land that will not foreclose on future options	Efficient Land Use
9	To create a variety of high quality residential environments that provides everybody with the opportunity to live in a decent home	High Quality Housing
10	To provide environments that promote healthy and safe living and reduce anti social behaviour	Health, Noise, Safety, Crime
11	To improve the ready access to essential services and facilities for all residents	Accessibility
12	To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment	Traffic reduction
13	To provide residents of all ages with the option to access education and skills based enhancement	Skills & Education
14	To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place	Design & Amenity
15	To promote growth in the economy whilst improving its environmental and social performance	Economic Growth
16	To enhance the image of the borough as a location for new business	Business Image

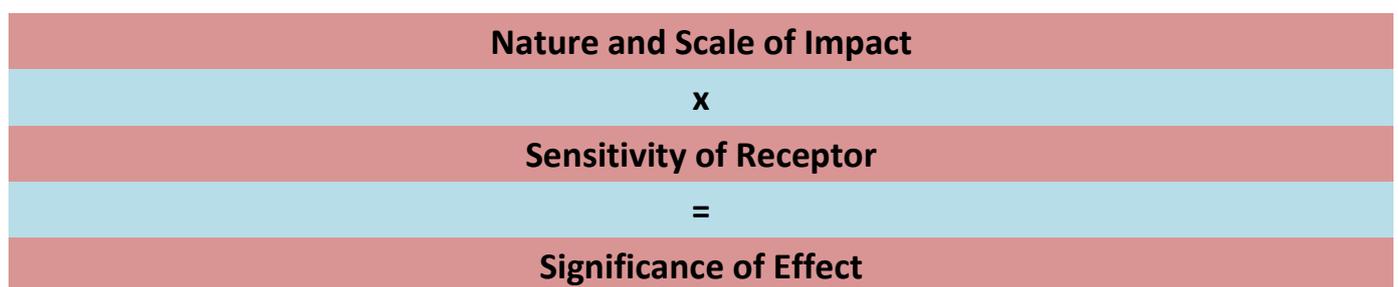
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To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas

Provision of Jobs

4.3. Appraisal Methodology

4.3.1. The purpose of the Sustainability Appraisal including the SEA Directive is to determine the likely significant effects of the Core Strategy. The determination of an effect is set out as:



Nature and Scale of Impact

4.3.2. Environmental assessment uses the following criteria to define the extent and magnitude of an impact:

- Effect duration (whether short, medium or long term)
- Effect nature (whether direct or indirect, reversible or irreversible)
- Whether the impact occurs in isolation, is cumulative or interactive
- Performance against environmental quality standards or other relevant pollution control thresholds
- Compatibility with environmental policies

Sensitivity of Receptor

4.3.3. For the purposes of this report, the receptor is the Sustainability Appraisal objective. Not all the objectives carry the same level of weight; some objectives are more important or cover a more pressing issue for the Borough.

Significance of Effect

4.3.4. The significance of the effect is ranked using the following criteria:

Symbol	Like Effect on the SA Objective
++	A likely highly positive effect
+	A likely positive effect
0	No significant effect or clear link
-	A likely negative effect
--	A likely highly negative effect
?	Uncertain or insufficient information to determine effect
/	Potential positive or negative effect depending on implementation

4.4. Advisory Comments and Recommendations

4.4.1. The outcome of the appraisal process is a series of Advisory Comments and Recommendations that will identify areas for 'sustainability' improvement. These take the form of measures to prevent, reduce and offset the environmental and sustainability impacts associated with implementation. These also constitute mitigation measures as required under the SEA Directive.

4.4.2. The appraisal is a strategic assessment of the plan. It is largely a desk top exercise informed by a series of other plans and programmes, some of which set requirements for local plans and others make recommendations. The appraisal of this plan will consider these and suggestions will be made in two forms, Recommendations and Advisory comments.

Recommendations

- 4.4.3. Recommendations should be treated as required changes, and the recommendation will relate to the wording of the change. However, the recommendation will relate to a policy that has not considered the requirements from other plans and programmes. The authority may not agree with the recommended wording change, or may adopt another approach, however, the principle behind the recommendation cannot be ignored and the plan should be amended to reflect this.

Advisory Comments

- 4.4.4. Advisory comments have been made where there is scope for improving a policy against the sustainability objectives, but a direct conflict with other plans and programmes does not exist. It could be that there is sufficient 'control' embedded within other plans and programmes to ensure future development does not undermine sustainability objectives. In this instance, it might be useful for the Local Plan policy to be all encompassing but not necessary.
- 4.4.5. The main aim is to ensure the development planning framework allows for the sustainability objectives to be achieved. This may mean a 'topic area' is covered by other parts of the planning framework, either through the NPPF, London Plan or Part 1 for example, but is not covered by Part 2.
- 4.4.6. This report will be distributed alongside the Local Plan Part 2 for consultation. This provides an opportunity to comment on the recommendations and advisory comments and for interested parties to suggest others. A final sustainability statement will be produced that will set out where the plan has been improved to consider the recommendations of this appraisal.

4.5. Difficulties Encountered

- 4.5.1. The main difficulty in appraising the Plan is the uncertainty in identifying the future impacts. Part 1 sets a broad spatial vision for the Borough and Part 2 provides more details as to how this can be achieved. Nonetheless, Part 2 is still a policy document covering a vast array of planning matters. It can be aspirational and set a clear framework but these cannot always be easily quantified. This has been countered by

linking the appraisal to the baseline information of the borough and the objectives of other plans and programmes. This allows for a more evidence based assessment of the Plan.

- 4.5.2. Invariably, sustainability appraisals rely on the understanding of the implementation of a policy. It is virtually impossible to have an entirely fact based appraisal as there is simply no way of accurately forecasting when development will come forward or in what context.
- 4.5.3. The consultation provides an opportunity for stakeholders to engage with the sustainability appraisal and challenge officer opinion. Furthermore, through the monitoring or both the plan and the sustainability appraisal objectives, the Council will be able to study and respond to future scenarios that were not envisaged at the plan making stage.

4.6. Monitoring

- 4.6.1. The SEA Directive requires the sustainability appraisal to include the methods for monitoring sustainability objectives. The annual monitoring review for the Local Plan will be the primary method for monitoring performance as well as the framework set out in appendix 3.

5. Other Plans and Programmes

5.1. Background

- 5.1.1. A key part to sustainability appraisal as set out in the regulations and in the SEA Directive is to ensure that the appraised plan reflects the aims and objectives of other plans and programmes.
- 5.1.2. The framework has been designed around other plans and programmes but its application is generally a matter of interpretation. The objectivity of any appraisal can therefore be questioned if there are no guiding principles. To counter this, the appraisal must be able to consider the most relevant plans and programmes which allows both the author and consultees to understand the basis for the appraisal. Other plans and programmes are therefore essential for providing a fair and objective assessment guideline.

5.2. Plans and Programmes Update

- 5.2.1. A review of the most relevant plans and programmes has been undertaken following the previous sustainability appraisal consultation (as part of the Local Plan Part 1 submission version consultation). A full list of the most relevant plans and programmes that have influenced the appraisal is included within appendix 4.

5.3. Relationship with other Relevant Plans

- 5.3.1. The Local Plan Part 2 is effectively the culmination of a series of policy documents that set a framework for development. The development of Part 2 is guided by the preceding documents and its objectives are therefore largely constrained. It provides the detailed policies of how to implement the planning framework, accordingly this appraisal will focus on this relationship with the preceding plans and how it performs in meeting the strategic objectives.



- 5.3.2. SEA requires that the relationship between the relevant plan and other plans and programmes is properly considered and presented. The sustainability appraisal framework incorporates the aims and objectives of other plans and programmes. As a consequence, the relationship of the Local Plan Part 2 to other plans and programmes is therefore 'tested' through the application of the appraisal.
- 5.3.3. Furthermore, it is necessary to establish the link between the sustainability framework and Part 1. This demonstrates how the appraisal framework will ensure compliance between the strategic objectives of Part 1 and the detailed Policies and sites of Part 2.

Sustainability Objective		Link to Local Plan Part 1 Policy
1	To improve air quality to a standard that is acceptable for human and ecological health	E1, E2, E3, BE1, EM1, EM8, T1, T2, T3
2	To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline	EM1, BE1, EM7, EM8

3	To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	BE1, EM1, HE1
4	To avoid the adverse effects of activities and development on the natural functions of soil and water systems	BE1, EM1, EM2, EM3, EM7, EM7
5	To reduce contributions towards, and vulnerability to, the effects of climate change	BE1, EM1
6	To minimise the hazard risk from flooding in Hillingdon	EM6
7	To ensure efficient use of non renewable resources and minimise the production of waste	EM1, EM11, West London Waste Plan
8	To encourage efficient use of available land that will not foreclose on future options	E2, EM1, EM2
9	To create a variety of high quality residential environments that provides everybody with the opportunity to live in a decent home	BE1
10	To provide environments that promote healthy and safe living and reduce anti social behaviour	BE1, EM1, CL2, CL3
11	To improve the ready access to essential services and facilities for all residents	CL1, CL2,
12	To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment	E1, E2, EM1, T1, T2, T3
13	To provide residents of all ages with the option to access education and skills based enhancement	CL3
14	To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place	BE1, CL2, E7
15	To promote growth in the economy whilst improving its environmental and social performance	E1, BE1, E2, E7
16	To enhance the image of the borough as a location for new business	E1, E2, E3, E6, E7
17	To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas	E6, E7

6. Background to the Borough

6.1. Establishing the Baseline

- 6.1.1. SEA requires that the environmental report includes an outline of the environmental baseline. Establishing the baseline is important to ensure that the sustainability appraisal of the Local Plan Part 2 addresses the specific problems within the borough. It helps to ensure the subsequent appraisal is objective and area specific. It is also useful to establish the social and economic baseline position to provide completeness for the appraisal, although this is not specifically required by the SEA Directive.
- 6.1.2. Local Plan Part 1 was developed on the back of a detailed assessment of the needs of the borough. It was supported by a significant evidence base that helped shape the policies and vision. The following is therefore an update of the baseline based on problems identified in Part 1 and its related Sustainability Appraisal.

6.2. 2011 Census Data Overview

- 6.2.1. The primary source of information on the socio economic problems facing the borough can be extrapolated from the 2011 Census data. Factsheets for England, London and Hillingdon are contained in appendix 5. The following socio-economic summary was provided in the Employment Land Study Review 2014:

The population of LB Hillingdon is expected to increase over the planning period. Forecasts by the GLA show that Hillingdon's population is expected to be 9.4% higher in 2026 than in 2011. This will create pressure for new housing and jobs in the borough. In terms of other socio-economic indicators Hillingdon is fairly average in the London context as it has average levels of skills and qualifications and slightly lower average wages. Generally the south of the borough is more deprived and the north is generally more affluent. There is accordingly a need to provide local employment opportunities.

6.2.2. A broad summary and comparison of the 2011 Census results is contained in the table below.

Population	Since the 2001 Census, the borough's population has increased by approx 12.7% (from 243,006 to 273,936); in comparison London's population has increased by 13.97% and England by 7.75%. Hillingdon is a relatively dense borough with an average of 23.7 people per hectare; this places Hillingdon in the top 25% of boroughs in England with regards to population density.
Gender	135,811 of borough residents are male and 138,125 are female.
Age	20.8% of the borough population is under 16, 6.2% over 75 and 73% aged 16-74 (this is defined in the 2011 Census as working age). The 16-24 age group has increased by 32% since 2001.
Ethnicity	Hillingdon's Black, Asian and Minority Ethnic (BAME) community has increased from 27% in 2001 to 47.8% in 2011, this is lower than across London (55%) and considerably higher than across England (20%). In absolute figures the BAME population in Hillingdon has increased by almost 100%, 66,762 to 131,020.
Religion	The predominant religions in the borough are Christian – 134,826 (49.2%), Muslim – 29,090 (10.6%), Hindu – 22,025 (8%) and Sikh – 18,232 (6.6%), we also have a large percentage of residents stating 'no religion' – 46,467 (16.9%).
Economic activity	Based on statistics for the 16-74 age group there has been very little movement in the % of the population in full time employment, from 80,180 in 2001 to 80,835 in 2011, a difference of 0.8% (655).

6.3. Skills deficiency

6.3.1. Hillingdon attracts a wide range of business from small units to multinationals. Heathrow airport and its supporting services provide a wide range of jobs, and the high quality business park at Stockley Park attracts large scale global companies.

6.3.2. The 2011 census shows that Hillingdon has a lower percentage of qualified residents (28%) than the London average (37.7%). Employment related to manufacturing was slightly higher in Hillingdon (5.3%) than London (3.2%). Socio-economic groups also showed a lower percentage in the managerial positions with 10% described as 'higher' and 20% as 'lower' compared to 13.2% and 23.1% for the London average.

6.3.3. The presence of Heathrow in the south provides an extensive source of employment but these are generally lower skilled jobs. The lower rates of qualifications and high grade employment has been identified as a challenge for the Local Plan to tackle.

6.4. Traffic congestion

6.4.1. Much of Hillingdon is included in the Air Quality Management Area. Road traffic and in particular congestion issues are a major contributor to these. Although Hillingdon has good public transport provision the favoured mode for work and school remains private transport. The lack of north south orbital routes is a major factor in limiting public transport use.

6.4.2. The 2011 census data shows that car ownership is higher in Hillingdon than across London and commuting to work via road is considerably higher than the London average (37.2% to 20.5%).

6.4.3. Car parking ratios (parking spaces to bedrooms) is generally higher in the borough than across London despite there being a significant problem with air quality. This is identified as a challenge for the Local Plan.

6.5. Provision of new housing

6.5.1. To comply with the London Plan Hillingdon must provide more than 6000 new homes for the 15 year plan period. The current ratio of housing in the borough is dominated by 'whole houses or bungalows' (73.7%) compared with the London average (48.3%). The need to find additional housing and support a growing population puts pressure on the extensive Green Belt and semi rural areas in the north, and facilities and infrastructure, which are already stretched, in the south.

6.6. Culture and heritage

- 6.6.1. The borough has taken particular interest in the protection of its Heritage landscape, recently increasing the number of designated Areas of Special Local Character. However a proportion (10.7%) of Grade I and II* listed buildings have been identified as being at risk.

6.7. Poor air quality

- 6.7.1. The annual mean objective for nitrogen dioxide, set at 40ug/m³ has not been met in large areas of the Borough, especially the in the south around Heathrow (for NO₂) and along the major roads. Recent forecasts from the EU show that compliance is with the minimum limit will not happen over the plan period. As a result an Air Quality Management Area has been designated for a significant part of the borough.
- 6.7.2. Car ownership and use is high in comparison with other London boroughs and is likely to increase with the number of new jobs and homes to be provided as a requirement of the London Plan.
- 6.7.3. Ensuring air quality is not worsened by new development is particular difficult if it encourages more traffic. However, even if every new development were to demonstrate air quality neutrality (i.e. no worsening of air quality) then there would be no advance on the current situation which is considered to be extremely poor in many areas.
- 6.7.4. The challenge for the Local Plan is to deliver new development that does not add to the problems whilst providing solutions to the current adverse impacts.

6.8. Maintenance of the quality of sites designated for their biodiversity value

- 6.8.1. The Borough contains many designated sites of interest to nature conservation (SINCS) that require conservation. In general the quality of these has been identified as good. The promotion of biodiversity in non-designated sites (such as parks, gardens and cemeteries) is included within the Hillingdon Biodiversity Action Plan (BAP) and the value of these sites should be considered alongside those of SINCS. Furthermore the Borough contains several other designated sites including a

National Nature Reserve and sites of Metropolitan and Borough importance for nature conservation.

6.9. Water Resources

- 6.9.1. The borough has a number of rivers, watercourses and aquifers that have been identified as increasing flood risk. Flood risk and flood events are likely to increase with the effects of climate change.
- 6.9.2. The 2010 Flood and Water Management Act identified the Council as a Lead Local Flood Authority. It now has responsibility for managing surface water flooding. However, ensuring there is a partnership approach to managing surface water is difficult with many disparate groups having some role to play.
- 6.9.3. The Plan therefore has to establish ground rules to managing surface water flooding and then the annual monitoring has to measure the implementation of these.
- 6.9.4. Whilst flood risk and flood events are an increasing threat, ironically so are water shortages and droughts. The borough is identified as being in a severely water stressed area. This means consumption outweighs natural recharging of water resources. Managing too much and too little water will be a principle factor for new development. In terms of new development this means developers are likely to have to go beyond minimum building regulation requirements.

6.10. Threats posed by Climate Change

- 6.10.1. Climate change is a factor that in general is beyond the control of Hillingdon and outside of the controls of the Core Strategy. However, the effects of climate change are an influence on planning. Rising temperatures, building subsidence, flooding and increased precipitation will affect buildings, people and the environment of the borough.
- 6.10.2. Hillingdon can contribute to reducing its impacts on climate change by seeking reductions in emissions as a result of fewer vehicle movements and from buildings by increasing energy efficiency.

6.11. Energy Efficiency of Existing Development

- 6.11.1. New development will be subjected to improved building regulations which have energy efficiency embedded within. However, the vast majority of the buildings to be used over the plan period already exist and have done for some time. This older stock is likely to have poor energy efficiency credentials and contributes significantly to the total carbon emissions from built development.
- 6.11.2. Generally, forward plans consider only the quality of new development with limited scope for improving existing stock. In terms of energy though, even if all new development were zero carbon and highly energy efficiency, the borough would still be unable to reduce its current carbon footprint associated with energy.
- 6.11.3. The challenge is for the development planning framework to find a method for ensuring new development does not increase the problems whilst seeking methods to upgrade and improve efficiencies in existing buildings.

6.12. Access to Open Space

- 6.12.1. The southern part of the borough has been identified as having a poor open space offering. Access to recreational space is at a premium and it is envisaged that this will come under increasing pressure as a growing population is to be accommodated. The challenge is therefore to increase the open space offering whilst preserving the viability of new development.

6.13. Healthy Living

- 6.13.1. The London Borough of Hillingdon has some of the highest adult obesity rates in England. The Local Plan therefore has to set a planning framework that can facilitate a healthier lifestyle.

6.14. Noise

- 6.14.1. Noise on many of the boroughs roads exceeds 80dB. Large areas of housing experience noise levels over 70dB. Aircraft noise associated with Heathrow airport

has been identified as a significant historic problem. However, further studies now reveal that noise disturbance goes beyond simply impacting on amenity and the quality of life. Research has now revealed that noise disturbance can pose a significant threat to health. This increases the importance of managing and mitigating noise.

6.15. Challenges

- 6.15.1. The baseline environmental, economic and social position was considered in Part 1 of the Local Plan. As result the following challenges were identified in the sustainability appraisal. In turn, these challenges must be considered in the appraisal of Part 2.

Economy

London Plan requirement to accommodate a proportion of 9-11,000 new jobs in Heathrow Opportunity Area

London Plan requirement to adopt a 'Limited Approach' to the transfer of industrial sites to other uses

London Plan requirement to deliver a proportion of new hotel growth

Resident working age population has below average qualifications and a low number of adult learners

Pockets of deprivation within the borough

Low level of business start ups and small affordable business units

Continued pressure for expansion at Heathrow Airport with economic benefits at a national level but significant adverse local impacts

Pressure on employment land for other uses

Threat to market position of Uxbridge through increased competition from other major retail centres

Threats to the viability and vitality of town and neighbourhood centres

Housing

Overall housing needs and affordable housing in the borough

Insufficient appropriate forms of affordable tenure, particularly intermediate housing

A proposed significant increase in Hillingdon's London Plan annual housing monitoring target

The need to agree a borough affordable housing target

The requirement in the London Plan for an increased number of gypsy and traveller pitches

Retention of indicative housing density targets Delivery of energy efficient housing

Community Facilities

Need to provide sufficient community infrastructure to underpin growth, as defined in the Strategic Infrastructure Plan (SIP)

Opportunity to improve access to community infrastructure, particularly for residents in areas of identified need.

Environmental Management

The need to improve the quality of and access to open spaces, rivers and canals for all groups of people in the community

The need to improve the quality of and access to open spaces, rivers and canals for all groups of people in the community

Pressure to balance the demands of growth and the impacts of flood risk with minimal harm on the environment

Pressure for release of green belt land, Metropolitan Open Land and Green Chains for other uses

The need to mitigate noise and air quality impacts, especially around Heathrow and the major road network

National and EU requirements to meet climate change and carbon dioxide emission targets

Threats to the biological and geological interests of the borough from development pressures and climate change

The need to meet the London Plan mineral apportionment figures

The need to minimise waste

Housing and Built Environment

The need to maintain the character, identity, suburban qualities and historic fabric of the Borough's places and buildings

Pressure for high density residential developments

Loss of local characteristics through unsympathetic design

Balancing new sustainability requirements to combat climate change whilst protecting the existing character of places, in particular within conservation areas

Demand for large scale commercial/ mixed use developments particularly in the southern part of the Borough on the fringe of Green Belt and/ or Conservation Areas.

Transportation

Poor north/south public transport links

Slow and deficient public transport access between Uxbridge and central London and other key centres

Delivery of planned public transport improvements at Heathrow, Hayes, West Drayton, Uxbridge and West Ruislip.

Congestion causing traffic delays, particularly in the 30 identified congestion hotspots

Pressures on the road and public transport network from the high volume of vehicles associated with Heathrow Airport

Poor and unsustainable access to and from local destinations, including shopping centres, employment and leisure concentrations/areas

High dependency on private vehicles and low proportion of trips made by cycling, walking and public transport.

6.16. Objectives for the Plan

- 6.16.1. The objectives for the Local Plan were set out in and established through consultation for Part 1 and are replicated below. These objectives are aimed at addressing the challenges outlined above. Part 2 of the Local Plan contains the detailed policies and sites that provide a clearer framework as to how these objectives. In turn, it is essential that the sustainability appraisal has consideration of these objectives when assessing the detailed policies and sites.

Hillingdon is taking full advantage of its distinctive strengths with regard to its places, communities and heritage	
SO1	Conserve and enhance the borough's heritage and their settings by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.
SO2	Create neighbourhoods that are of a high quality sustainable design, that have regard for their historic context and use sustainability principles which are sensitive and responsive to the significance of the historic environment, are distinctive, safe, functional and accessible and which reinforce the identity and suburban qualities of the borough's streets and public places, introduce public art to celebrate civic pride and serve the long-term needs of all residents.
SO3	Improve the quality of, and accessibility to, the heritage value of the borough's open spaces, including rivers and canals as areas for sports, recreation, visual interest, biodiversity, education, health and well being. In addition, address open space needs by providing new spaces identified in Hillingdon's Open Space Strategy.
SO4	Ensure that development contributes to a reduction in crime and disorder, is resilient to terrorism, and delivers safe and secure buildings, spaces and inclusive communities.
SO5	Safeguard and promote areas of geological importance and make a proportionate contribution to West London's target to extract 0.5 million tonnes of minerals.
The social and economic inequality gaps in Hillingdon are being closed	
SO6	Promote social inclusion through equality of opportunity and equality of access to

	social, educational, health, employment, recreational, green space and cultural facilities for all in the borough, particularly for residents living in areas of identified need.
SO7	Address housing needs in Hillingdon using appropriate planning measures.
Improved environment and infrastructure is supporting healthier living and helping the borough to mitigate and adapt to climate change:	
SO8	Protect and enhance biodiversity to support the necessary changes to adapt to climate change. Where possible, encourage the development of wildlife corridors.
SO9	Promote healthier and more active lifestyles through the provision of access to a range of sport, recreation, health and leisure facilities.
SO10	Improve and protect air and water quality, reduce adverse impacts from noise including the safeguarding of quiet areas and reduce the impacts of contaminated land.
SO11	Address the impacts of climate change, and minimise emissions of carbon and local air quality pollutants from new development and transport.
SO12	Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.
SO13	Support the objectives of sustainable waste management.
Economic growth has been concentrated in Uxbridge, and the Heathrow and Hayes/West Drayton Corridor without ignoring local centres	
SO14	Provide 9,000 new jobs and accommodate most economic growth in Uxbridge and the Heathrow Opportunity Area.
SO15	Protect land for employment uses to meet the needs of different sectors of the economy. Manage the release of surplus employment land for other uses.
SO16	Manage appropriate growth, viability and regeneration of town and neighbourhood centres.
Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents	
SO17	Link deprived areas with employment benefits arising from the development of major sites and existing key locations.
SO18	Improve access to local services and facilities, including health, education,

	employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.
SO19	Meet the current London Plan target to provide 425 new homes per annum.
SO20	Improve facilities at bus and underground/ rail interchanges to promote sustainable growth in Uxbridge, Heathrow, the Hayes/ West Drayton Corridor and accessibility to other town centres.
Hillingdon has a reliable network of north/south public transport routes and improved public transport interchanges	
SO21	Improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip, Hillingdon Hospital, Brunel University, Stockley Park and Heathrow Airport.
SO22	Promote efficient use of public transport and in particular the enhancement of Underground services to Uxbridge and faster services to central London.
Hillingdon has prospered from the presence of Heathrow	
SO23	Develop and implement a strategy for the Heathrow Opportunity Area, in order to ensure that local people benefit from economic and employment growth and social and environmental improvements including reductions in noise and poor air quality.
SO24	Optimise the potential employment and educational benefits of Heathrow airport for local residents.
SO25	Maintain support for operational uses within the existing airport boundary that do not increase environmental impacts and continue to reduce existing impacts.

7. The Appraisal of Policies

7.1. Development Management Policies

7.1.1. The following table lists the development management policies subjected to sustainability appraisal in accordance with the methodology outlined in chapter 3.

Economy	
DME 1	Employment Uses in Designated Sites
DME 2	Employment Uses Outside of Designated Sites
DME 3	Office Development
DME 4	Visitor Attractions
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
Town Centres	
DMTC 1	Town Centre Development
DMTC 2	Primary and Secondary Shopping Areas
DMTC 3	Maintaining the Viability of Local Centres and Local Parades
DMTC 4	Location and Concentration of Town Centre Uses
DMTC 5	Shopfronts
New Homes	
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 3	Office Conversions
DMH 4	Residential Conversions
DMH 5	Houses in Multiple Occupation
DMH 6	Garden and Backland Development
DMH 7	Provision of Affordable Housing
DMH 8	Sheltered Housing and Care Homes

Historic and Built Environment	
DMHB 1	Heritage Assets
DMHB 2	Scheduled Ancient Monuments
DMHB 3	Archaeological Priority Areas
DMHB 4	Listed Buildings
DMHB 5	Locally Listed Buildings
DMHB 6	Conservations Areas
DMHB 7	Areas of Special Local Character
DMHB 8	Gatehill Farm Estate and Copse Wood Estate Areas of Special Local Character
DMHB 9	Registered Historic Parks, Gardens and Landscapes
DMHB 10	War Memorials
DMHB 11	Heritage at Risk
DMHB 12	High Buildings and Structures
DMHB 13	Design of Development
DMHB 14	Streets and Public Realm
DMHB 15	Planning for Safer Places
DMHB 16	Living Walls and Roofs
DMHB 17	Residential Amenity
DMHB 18	Housing Standards
DMHB 19	Private Outdoor Amenity Space
DMHB 20	Residential Density
DMHB 21	Play Space
DMHB 22	Alteration and Extensions to Residential Dwellings
DMHB 23	Outbuildings
DMHB 24	Basement Development
DMHB 25	Moorings
DMHB 26	Telecommunications
Environmental Improvements	
DMEI 1	Sustainable Design Standards

DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 4	Development in the Green Belt or on Metropolitan Open Land
DMEI 5	Development in Green Chains
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Farm Diversification
DMEI 10	Management of Flood Risk
DMEI 11	Water Management
DMEI 12	Water Quality
DMEI 13	Protection of Ground Water Resources
DMEI 14	Water Efficiency
DMEI 15	Water Efficiency in Homes
DMEI 16	Water Efficiency in Non-Residential Developments
DMEI 17	Development of Land Affected by Contamination
DMEI 18	Air Quality
MIN 1	Safeguarded Areas for Minerals
MIN 2	Additional Safeguarded Sites for Minerals
MIN 3	Prior Extraction
MIN 4	Minerals Capacity
MIN 5	Use of Farmland
MIN 6	Water Areas
MIN 7	Ready Mixed Concrete Plants
MIN 8	Landfilling
MIN 9	Effects on the Hydrogeological Regime
MIN 10	Noise Impacts
Community Infrastructure	
DMCI 1	Retention of Existing Community, Sport and Education Facilities

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Children's Play Areas
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Promoting Participation
DMCI 8	Planning Obligations and Community Infrastructure Levy
Transport and Aviation	
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Public Transport
DMT4	Pedestrians and Cyclists
DMT 5	Vehicle Parking
DMT 6	Freight
DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMAV 3	RAF Northolt

Sustainability Appraisal Objectives																		
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs	
DME1 Employment Uses in Designated Sites	+	/	+	/	/	++	0	0	0	+	+	+	0	/	++	++	++	<p>The policy provides more clarity on the approach to employment land set out in Part 1. The location of the sites in existing industrial and well connected areas promotes growth in suitable locations. The policy provides clarity about the location of employment uses and importantly includes requirements (part e of policy) for proposals in close proximity. This should help locate suitable neighbouring development and avoid the risk of incompatible developments.</p>
DME2 Employment Uses Outside of Designated Sites	0	/	+	/	/	++	0	0	0	+	+	/	0	+	++	+	++	<p>The policy provides criteria for justifying the loss of employment land. Developers may see value in changing uses from industrial to residential but this policy insures that employment land is given every opportunity to succeed. This is good for economic stability and provision of jobs. The caveat in the policy that industrial development that has historic negative impacts will be acceptable for change is also welcomed. This could have the positive impact of using new development to improve existing areas.</p>
DME3 Office Development	+	0	+	0	+	++	0	+	0	+	0	+	++	+	++	++	++	<p>This policy prioritises the location of office space in highly accessible areas. This reduces the pressure on the Council finding sites in less accessible areas. The focus on Stockley Park, Uxbridge and Heathrow ensures that office development will be located in areas most suited with appropriate servicing. The policy also ensures other types of office space will not be lost to other forms of development unless it can be proven there is no market demand. This provides a strong statement to prospective residential builders that office development is important to the borough and it cannot simply be removed.</p>

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
DME4 Visitor Attractions	-	+	+	0	/	/	0	0	0	0	0	-	/	+	+	+	+
<p>The policy could be strengthened to actively encourage new visitor centres, and in turn address Policy 4.6 (d) of the London Plan. This is particularly important given that Part 1 includes requirements to encourage visitors to the Colne Valley Park. This is referenced in the supporting text of Part 2 but not in the policy.</p> <p>Advisory Comment 1: The policy could be expanded to consider encouraging the provision of visitor attractions, particularly in reference to the Colne Valley which is an objective of Part 1.</p>																	
DME 5 Hotels and Visitor Accommodation	--	0	0	0	0	+	0	-	0	0	0	-	0	+	++	++	++
<p>This is predominantly an economic based policy albeit with requirements for good quality design. Importantly though, it is acknowledged that this policy is unlikely to result in improvements to air quality and may have detrimental impacts by virtue of increasing the amount of visitors particular around Heathrow.</p> <p>Advisory Comment 2: Specific air quality criteria could be included particularly given the baseline air quality position around Heathrow.</p>																	
DME 6	0	0	0	0	0	0	0	0	0	0	++	0	0	+	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Accessible Hotels and visitor Accommodation	This policy makes suitable provision for the inclusion of accessibility within hotels and visitor accommodation.																
DMTC 1 Town Centre Development	-	0	+	0	0	+	0	0	0	+	+	0	0	+	+	++	+
	This policy should ensure that Town Centres are still the focus for 'town centre uses' and therefore protects areas from having disparate, poorly connected and sprawling centres. However, it must be recognised that much of the town centres suffer from poor air quality and the policy therefore has the negative impact of intensifying development in these areas.																
DMTC 2 Primary and Secondary Shopping Areas	0	0	0	0	0	0	0	0	0	-	0	0	0	0	++	+	+
	The policy provides flexibility for shop owners and potential businesses in separating and diversifying. It therefore promotes economic flexibility. However, it is not clear how the policy considers recent impact studies on hot food outlets such as the GLA's Takeaway Toolkit. The Plan needs to consider the growing problem of obesity. The GLA study makes recommendations about restricting hot food outlets in close proximity to schools and educational establishments.																
	See Advisory Comment 3 for DMTC4																
DMTC 3	0	0	+	0	0	+	0	0	0	-	+	0	0	+	+	++	+

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Maintaining the Viability of Local Centres and Local Parades	This policy should ensure that Local Centres are still the focus for local centre uses and therefore protects areas from having disparate, poorly connected and sprawling centres. However, as set out above (DMTC2), it is recommended that the GLA's Takeaway Toolkit has been considered in relation to A5 hot food outlets particularly near schools. See Advisory Comment 3 for DMTC4																
DMTC 4 Location and Concentration of Town Centre Uses	0	0	0	0	0	0	0	0	0	+	0	0	0	+	+	+	0
	This policy should have a positive economic and health impact despite being quite broad nature. The Council could consider the GLA's Takeaway Toolkit and the potential for explicit restrictions near to schools in particular. Advisory Comment 3: This policy could be expanded to consider the research contained in the GLA's Takeaway Toolkit. The Policy could contain a caveat that the 15% could be restricted further for proposals within close proximity to schools where appropriate.																
DMTC 5 Shopfronts	0	0	0	0	0	0	0	0	0	0	0	0	0	++	+	++	0
	The policy suitably controls shop fronts and is likely to result in improved designs and in turn maintain and enhance the business image across the borough.																
DMH 1	-	0	0	0	0	0	0	0	/	0	/	-	0	+	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Safeguarding Existing Housing	<p>The policy includes allowances for increased amounts of vehicles which is inherently bad for transport and air quality. The caveats related to car parking allowances should make reference to public transport or sustainable transportation.</p> <p>Advisory Comment 4: The policy could be expanded to include lower parking ratios for subdivision in areas well served by public transport to reduce impacts on air quality.</p>																
DMH 2 Housing Mix	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0	0
	The policy provides suitable flexibility for ensuring diversification in housing mix.																
DMH 3 Office Conversions	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
	<p>Part B of the policy refers to other design standards in the plan which is supported. There is a concern that the ability to deliver amenity space in office conversions to the level set out elsewhere in the plan maybe restricted whilst the proposals on balance are otherwise beneficial. For example, office redevelopments are unlikely to have balconies or open space as these would not have been a requirement when the office was first constructed. Meeting amenity space standards could therefore be very restricted onsite.</p> <p>Advisory Comment 5 (as above): The policy could be expanded to set out alternative approaches for amenity space provision for office redevelopments if it cannot be secured onsite, for example through the encouraging offsite provisions.</p>																
DMH 4	-	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Residential Conversions	<p>Amenity space is referred to in the policy but is not linked to policy DMHB19 which refers to table 2 of the Plan which sets specific amenity space standards. Both policies refer to residential conversions but have slightly different criteria.</p> <p>Advisory Comment 5 (as above): The policy could be expanded to set out alternative approaches for amenity space provision for office redevelopments if it cannot be secured onsite, for example through the encouraging offsite provisions.</p>																
DMH 5 Houses in Multiple Occupation	-	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
	<p>The policy requires amenity space to be retained which is supported. However, if a house is converted to a HMO then invariably retaining the existing amenity space provision will not be able to meet the standards in Table 2. The Advisory Comment set out above is also made for this policy.</p> <p>Advisory Comment 5 (as above): The policy could be expanded to set out alternative approaches for amenity space provision for office redevelopments, for example through the encouraging offsite provisions.</p>																
DMH 6 Garden and Back land Development	0	+	+	0	0	0	0	0	0	0	0	0	0	+	0	0	0
	<p>Evidence from Greenspace Information for Greater London shows that the loss garden space significantly contributes to the reduction in wildlife, particularly in urban settings. The policy provides support for ensuring biodiversity is protected. The following Advisory Comment is provided to give further weight to biodiversity protection.</p> <p>Advisory Comment 6: The policy could be strengthened to reflect the National Planning Policy Framework objective to provide a</p>																

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	net gain for biodiversity from new development. The following bullet point is recommended: <i>'Proposals demonstrate a net gain in biodiversity value'</i> (see Recommendation 1 which relates to a broader biodiversity policy)																
DMH 7 Provision of Affordable Housing	0	0	0	0	0	0	0	0	++	+	+	0	0	+	0	0	0
This policy promotes and provides for equality in housing provision within the borough.																	
DMH 8 Sheltered Housing and Care Homes	0	0	0	0	0	0	0	0	++	+	+	0	0	+	0	0	0
This policy provides for sheltered housing in an appropriate manner.																	
DMHB 1 Heritage Assets	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0
This policy protects the heritage assets of the borough. Importantly it reflects the need to consider the balance between heritage protection and achieving design standards that meet future environmental targets.																	
DMHB 2	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Scheduled Ancient Monuments	This policy protects scheduled ancient monuments in the borough.																
DMHB 3 Archaeological Priority Areas	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DMHB 3 Archaeological Priority Areas	This policy protects the archaeology of the borough.																
DMHB 4 Listed Buildings	0	0	++	0	0	0	0	/	0	0	0	0	0	0	0	0	0
DMHB 4 Listed Buildings	It is assumed that the caveat in DMHB1 (Part B) which applies to heritage assets inherently includes Listed Buildings.																
DMHB 5 Locally Listed Buildings	0	0	++	0	0	0	0	/	0	0	0	0	0	0	0	0	0
DMHB 5 Locally Listed Buildings	It is assumed that the caveat in DMHB1 (Part B) which applies to heritage assets inherently includes Locally Listed Buildings.																
DMHB 6	0	0	++	0	0	0	0	/	0	0	0	0	0	0	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Conservations Areas	It is assumed that the caveat in DMHB1 (Part B) which applies to heritage assets inherently includes Conservation Areas.																
DMHB 7 Areas of Special Local Character	0	0	++	0	0	0	0	/	0	0	0	0	0	0	0	0	0
	It is assumed that the caveat in DMHB1 (Part B) which applies to heritage assets inherently includes Areas of Special Local Character.																
DMHB 8 Gatehill Farm Estate and Cope Wood Estate Areas of Special Local Character	0	0	++	0	0	0	0	/	0	0	0	0	0	+	0	0	0
	It is assumed that the caveat in DMHB1 (Part B) which applies to heritage assets inherently includes these listed areas.																
DMHB 9 Registered Historic Parks, Gardens and Landscapes	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	This policy protects registered historic parks, gardens and landscapes																
DMHB 10	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Local Plan Part 2 Policy	Sustainability Appraisal Objectives																	
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs	
War Memorials	This policy protects and makes provisions for war memorials																	
DMHB 11 Heritage at Risk	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	The policy makes suitable provision for heritage assets at risk																	
DMHB 12 High Buildings and Structures	/	+	/	/	/	/	0	/	0	0	+	-	0	+	0	0	0	0
	The policy references some environmental criteria e.g. biodiversity, watercourses and heritage assets but does not consider air quality or contaminated land. This is a concern given that high buildings will result in significant intensification and most likely be found in existing urban areas with poor air quality.																	
	Advisory Comment 7: The policy could be revised to clarify some of the requirements (i.e. what is meant by human scale at ground level and what is covered by the microclimate) and include all environmental matters, with an emphasis on air quality which is likely to be a more significant matter than biodiversity - alternatively, the environmental objectives could be left to other policies in the plan.																	
DMHB 13	0	0	0	0	0	0	0	0	+	0	0	0	0	+	0	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Design of Development	This policy sets out generic design aspirations that reiterates and reflects the requirements of Part 1, the London Plan and the National Planning Policy Framework. The use of the phrases 'highest quality design standards' (part A) and 'major development' (part B) could be reviewed. Highest design standards would be BREEAM Outstanding and Code for Sustainable Homes, and major development is deemed any proposals over 10houses or 1000m2. The use of the phrases 'highest quality design standards' (part A) and 'major development' (part B) could be reviewed. Highest design standards would be BREEAM Outstanding and Code for Sustainable Homes, and major development is deemed any proposals over 10houses or 1000m2.																
DMHB 14 Streets and Public Realm	0	0	+	0	0	0	0	0	0	0	+	0	0	+	0	+	0
	This policy makes suitable provision for the public realm.																
DMHB 15 Planning for Safer Places	0	0	0	0	0	0	0	0	+	++	0	0	0	+	0	+	0
	This policy makes suitable provision for safer places																
DMHB 16	+	+	+	0	+	0	0	+	0	+	0	0	0	+	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Living Walls and Roofs	<p>The policy makes suitable provision for Living Walls and Roofs although there is no reference to biodiversity, climate change, water resources, or flood risk in the policy. The supporting text would benefit from expansion to include the rationale why they are being sought as with other design related policies and therefore provide a stronger justification. The text could make the link between air quality management and living walls and roofs providing developers with a clearer steer as to what is expected of them.</p> <p>Advisory Comment 8: The policy could be expanded to refer to Living Screens which are a much cheaper and more viable alternative to living walls. As such they are more likely to be feasible. The supporting text could be expanded to link the benefits of livings walls and roofs with air quality improvements. This would provide greater justification for their use in air quality management areas and provide a stronger basis for their implementation during the development of planning proposals.</p>																
DMHB 17 Residential Amenity	/	/	0	0	0	0	0	0	+	+	0	0	0	+	0	0	0
	This policy provides further broad design criteria for development.																
DMHB 18 Housing Standards	0	0	0	0	0	0	0	0	+	+	++	0	0	++	0	0	0
	This policy makes suitable provision for improved housing standards.																
DMHB 19	0	0	0	0	0	0	0	0	++	+	0	0	0	++	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Private Outdoor Amenity Space	The policy makes suitable provision for amenity space but must be linked to earlier policies on residential conversions and housing in multiple occupation.																
DMHB 20 Residential Density	0	0	0	0	0	0	0	0	+	0	+	0	0	+	0	0	0
	This policy makes suitable provision for a suitable housing density.																
DMHB 21 Play Space	0	0	0	0	0	0	0	0	+	+	+	0	+	++	0	0	0
	<p>This is a progressive policy that scores well against a range of sustainability objectives. However, the policy could be strengthened further to reflect the recommendations of the Hillingdon Open Space Strategy that describes existing deficiencies in open and play space provision across the borough. In addition, this policy makes a broad statement in relation to the provision for play space in new development but is not clear as to when it is triggered. For example it is required when there is a 'significant' increase in child yield but does not expand on this.</p> <p>Advisory Comment 9: The policy could be strengthened to ensure that all major residential developments contribute to a play space provision, either onsite or offsite. This would allow plan to not only meet future demand but to ensure the current deficiencies are also addressed.</p>																
DMHB 22	0	/	0	0	0	+	0	0	+	0	0	0	0	+	0	0	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Alteration and Extensions to Residential Dwellings	This policy makes suitable provision for residential dwelling extensions and alterations but must not be read as priority over other policies. For example, policies on loss of garden and wildlife space must be considered when appraising applications for extensions.																
DMHB 23 Outbuildings	0	/	0	0	0	+	0	0	+	0	0	0	0	+	0	0	0
	As above - This policy makes suitable provision for outbuildings but must not be read as priority over other policies. For example, policies on loss of garden and wildlife space must be considered when appraising applications for extensions.																
DMHB 24 Basement Development	0	0	0	+	++	0	0	0	0	0	0	0	0	+	0	0	0
	This policy makes suitable provision for basements																
DMHB 25 Moorings	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
	The policy makes suitable provision for new moorings but needs to consider the compatibility with neighbouring developments as with any other residential developments.																
DMHB 26	0	0	++	0	0	0	0	0	0	0	0	0	0	+	0	0	0

Sustainability Appraisal Objectives																	
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Telecommunications	The policy makes suitable provision for telecommunications																
DMEI 1 Sustainable Design Standards	+	+	+	+	+	0	+	+	++	+	+	0	+	++	-	0	0
	The policy presents another on housing standards, but importantly sets specific criteria. The required design standards should ensure new development is of a high quality (albeit not the highest quality which would result in a worse score against economic growth). The policy does score negatively against economic growth due to the additional cost the standards have for developers. However, the additional cost of reaching code level 4 or Breeam very good are considered to be very low in the Government's own assessment.																
DMEI 2 Reducing Carbon Emissions	0	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0
	This policy solely relates to carbon emissions and reflects the requirements of Part 1 and the London Plan. However, importantly it provides clearer policy requirements on the measures to be taken if the carbon reduction targets are not met. The offsite contributions are referenced in the preceding development plans but not described.																
	Advisory Comment 10: The Policy or supporting text could be expanded to address the cost for offsite contributions and how the funds will be spent by the authority.																
DMEI 3	/	0	0	0	0	+	0	++	+	0	0	0	0	0	+	+	0

Sustainability Appraisal Objectives																	
Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Decentralised Energy	The policy makes suitable provision for decentralised energy networks.																
DMEI 4 Development in the Green Belt or on Metropolitan Open Land	0	/	/	/	/	/	0	0	0	/	/	-	0	0	/	0	/
	There is inherent uncertainty in this policy as it restricts development in the Green Belt unless there are 'very exceptional circumstances'. The implementation of the policy is therefore entirely reactive which makes its performance difficult to score. Nonetheless, if very exceptional circumstances are presented, development should only be allowed where it does score highly against the SA objectives.																
DMEI 5 Development in Green Chains	0	+	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0
	This policy suitably protects the green chains but could be bolder in requiring proposed development to result in net biodiversity gains in accordance with the National Planning Policy Framework. In addition, the policy should reflect the GLA's SPG, All London Green Grid and make provision for the London vision.																
	Advisory Comment 11: The policy could be expanded to ensure development will only be supported where it results in a net environmental gain. The policy could require new development, where appropriate, to contribute to the All London Green Grid relevant to the scale and nature of the development.																
DMEI 6	0	+	++	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sustainability Appraisal Objectives																	
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Development in Green Edge Locations	This policy makes suitable provision for green edge locations but could be strengthened to ensure new development contributes to a net environmental gain.																
	Advisory Comment 12: The policy could be expanded to ensure development will only be supported where it results in a net environmental gain.																
DMEI 7 Biodiversity Protection and Enhancement	/	/	+	0	/	0	0	/	0	0	0	0	0	/	0	0	0
	This policy has the potential to be positive or negative. The main issues stems from the focus on 'significant existing features of biodiversity value'. The implication that features with little or limited value can be removed and not compensated for. As a consequence, it is possible that the borough will continue to see a reduction in important habitats and features that do not currently benefit from wildlife protection.																
	The policy therefore should consider the evidence base across collected in the GLA research paper, London Garden City? (London Wildlife Trust, 2010) which shows a significant reduction in wildlife habitat across London particularly as a result of the loss of features that are unlikely to be considered 'significant'. The policy could therefore be strengthened to ensure protection of all features and that the plan will facilitate a net gain in ecological features as envisioned by the National Planning Policy Framework. As a consequence, the policy could have a detrimental impact on biodiversity as a whole by only protecting significant features.																
	Recommendation 1: The policy could be revised to ensure that it requires a net environmental gain in line with the National Planning Policy Framework. Whilst it is acknowledged that not all ecological features can be preserved or retained, any																

Sustainability Appraisal Objectives

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	<p>development that results in a loss of ecological features must include at least a like for like replacement and aim for improvements within the development or seek offsite provisions. The revised policy could also apply to the predevelopment scenario and factor in any site clearance undertake prior to planning submissions. The policy could be reworded in accordance with the following:</p> <p><i>All development proposals should aim to achieve a net improvement in biodiversity value. The design and layout of new development should retain and enhance any existing features of biodiversity value within the site. Where the loss of existing features is unavoidable, replacement features of the equivalent or higher value should be provided on site. Where development is constrained and cannot provide high quality biodiversity enhancements on site, then appropriate contributions will be sought to deliver offsite improvements.</i></p> <p><i>Proposals for development that are likely to have an impact on features of ecological value either onsite, or in close proximity, must be accompanied by appropriate habitat assessments. The proposals will only be acceptable if it can be demonstrated that there will be no unavoidable adverse impacts on biodiversity features and that there will be a net gain in biodiversity value. Consideration of the wildlife value of a site prior to a submission will be factored into the determination of the impact of a proposal.</i></p> <p><i>Development that has a negative impact on designated sites, protected species, sites of importance for nature conservation areas, and/or biodiversity action plans species and habitats shall be resisted.</i></p> <p><i>All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to</i></p>																

Sustainability Appraisal Objectives																	
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	<i>contribute to the additional biodiversity improvements.</i>																
DMEI 8 Waterside Development	0	/	0	0	/	0	0	0	0	0	0	0	0	/	0	0	0
	<p>This policy contains a repetition of the original Part 1 policy (EM3 - Blue Ribbon Network) as well as the same requirements as DMEI8. Importantly though it needs to reflect and reference the Blue Ribbon Network so that the vision of that plan can be delivered through the Part 2 development control policies. The policy should also reference the All London Green Grid SPD and provide the link with the Blue Ribbon Network.</p> <p>Advisory Comment 13: The policy could be revised so that it reflects the specific requirements of the All London Green Grid and the Blue Ribbon Network. By reflecting these 'other plans and programmes' more closely, the policy will be strengthened in relation to the sustainability objectives.</p>																
DMEI 9 Farm Diversification	0	0	+	0	0	+	0	0	0	0	0	0	0	0	0	0	0
	The policy makes suitable provision for farm diversification.																
DMEI 10	0	0	0	+	++	0	0	0	0	0	0	0	0	+	0	0	0

Sustainability Appraisal Objectives

Local Plan Part 2 Policy	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Management of Flood Risk	<p>This policy is broadly compliant with other plans and programmes but there is a concern that flood zone 3b is given similar treatment to flood zone 3a. 3b is defined as functional floodplain and where water 'has to flow or be stored' in times of flood. Development in these areas is wholly restricted to essential infrastructure and water compatible uses and all other development should be resisted. The policy implies that if a developer can submit a FRA and demonstrate that the development is resilient then it would be appropriate. This is contrary to the NPPF planning guidance. Furthermore the policy does not reference the sequential test or exception test set out in the guidance. Whilst the NPPF and Part 1 reference the sequential test, this policy needs to provide a direct reference back to the other documents.</p> <p>Recommendation 2: This policy should be expanded to ensure consideration of Flood Zone 3b is different to other flood zones. Development in flood zone 3b should be entirely resisted for 'incompatible' types of development as identified in table 3 of the practice guidance (Flood Risk and Coastal Change). The policy needs to be changed in line with the following recommendation:</p> <p><i>All development proposals in flood risk zones 2 and 3a as well as all those over 1 hectare will be required to be accompanied by a flood risk assessment (FRA) to demonstrate that the development is resistant and resilient to all relevant sources of flooding including surface water flooding. Critical Drainage Areas (CDA) as defined by the Local Authority will be treated the same way as flood zone 3a. The flood risk sequential test will therefore be applicable to all development proposals in CDAs. Developments may be required to make contributions to addressing surface water flood risk, where offsite mitigation measures are required.</i></p> <p><i>Proposals that result in an increased risk of flooding, onsite or offsite, will be resisted. All proposals should aim for a net improvement to flood risk management.</i></p>																

Sustainability Appraisal Objectives																	
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DMEI 11 Water Management (SUDS)	0	0	0	+	++	0	0	+	0	0	0	0	0	+	0	0	0
<p>This policy broadly makes suitable provision for SUDS but could be stronger against the sustainability objectives. In particular the links between biodiversity enhancements and SUDS are not clearly referenced in the policy. Furthermore, development in critical drainage areas needs to be given higher priority. Critical drainage areas are defined as being the most at risk regarding surface water flooding. Development in these areas must be likened to development in flood zone 3 and must be treated accordingly.</p> <p>Advisory Comment 14: The policy could include the objective for all new development to result in net-benefits for surface water flooding. The policy could then be expanded to ensure all built development (not just major) within critical drainage areas reduce the run-off to the levels set out in the plan for major development. The policy could also explicitly link SUDS to landscape and biodiversity provision and require developers to integrate drainage proposals into landscaping and for biodiversity enhancements.</p>																	
DMEI 12 Water Quality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<p>This policy has not scored as having a significant effect against sustainability objectives as it is unclear how it could be implemented. The level of information being requested is not normally submitted as part of a planning application and if it was and objectives subsequently set against these targets, it is not clear how it would be practically enforced.</p> <p>See Recommendation 3 below:</p>																	
DMEI 13	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

Sustainability Appraisal Objectives																	
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Protection of Ground Water Resources	<p>The policy refers only to areas around water abstractions (source protection zones [SPZ], water protection zones and safeguard zones). The policy does not differentiate between the grades within these zones, for example, SPZ1s (high risk) are treated very differently by the Environment Agency than SPZ3 (lower risk). Furthermore, the policy relates to designated groundwater resources. It should also consider aquifers and other groundwater features. It could be expanded to protect the quality of all controlled waters and therefore be amalgamated with DMEI12.</p> <p>Recommendation 3: DMEI 12 on Water Quality is not related to Part 1 of the Local Plan. It is not clear how it would be feasibly considered at a planning application stage and therefore does not score positively against sustainability objectives. It could therefore be amalgamated with DME 13 to ensure a single policy on the protection of water quality and all controlled waters. This would remove the need for a separate policy on water quality. DMEI 12 and 13 could be reworded as follows:</p> <p><i>Protection of Water Resources</i></p> <p><i>Developments within source protection zones 1 and 2 will be strongly resisted unless it can be demonstrated that there is no risk to the quality or yield of the water resources. Developments within source protection zone 3, Safeguard Zones and Water Protection Zones will only be permitted if the risk to the relevant ground and surface water resource can be managed to appropriate levels throughout construction and operation.</i></p> <p><i>In general, development will not be permitted which would constitute a risk to the quality and/or quantity of water by means of:</i></p>																

Sustainability Appraisal Objectives																	
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	<p><i>i. Pollution from development or as a result of the disturbance of contaminated land;</i></p> <p><i>ii. Water abstraction unless adequate measures are taken to reduce this risk to an acceptable level.</i></p> <p><i>iii. Significant water consumption unless it can be demonstrated that mitigation measures will reduce the consumption to an acceptable level relevant to the resource available.</i></p>																
DMEI 14 Water Efficiency	0	0	0	+	+	0	+	++	0	0	0	0	0	+	-	0	0
DMEI 15 Water Efficiency in Homes	<p>The following three policies have been considered as one as they cover the same issues and could be amalgamated into one. DMEI 14 provides a useful broad policy that meets the objectives of other plans and programmes. DMEI 15 expands on this and requires development to meet the highest possible rating in the Code for Sustainable Homes. There is a concern that whilst this may appear 'more sustainable' that it will have a negative economic impact and be too onerous for new development. The requirement for Code Level 4 (105 litres per person per day) is set elsewhere in the Plan and represents a balance between what can be practically delivered and securing water efficiency. Code Level 6 (80 litres per person per day) can be more costly to deliver and the reduction measures can be more difficult to live with (low capacity baths for example). Finally, the policy needs to relate to water efficient designs as well as technology that reuses collected water (either rainwater or grey water). Water efficiency can be achieved through the use of low flush toilets but more is needed in terms of technology to ensure the reuse of water.</p>																
DMEI 16 Water Efficiency in Non-Residential Developments																	
	<p>Advisory Comment 15: Policy DMEI 14 could be merged with DMEI 16 and 15 could be deleted. The policy could then be expanded to ensure new development achieves reductions in potable water through water efficient design and the reuse of collected grey water or rainwater (or both).</p>																

Sustainability Appraisal Objectives																	
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DMEI 17 Development of Land Affected by Contamination	0	0	0	/	0	+	+	0	0	+	0	0	0	0	0	0	0
<p>This policy broadly makes suitable provision for development on contaminated land. However the policy needs to be expanded to consider the implications for groundwater protection and not just made suitable for the end users of the relevant development.</p> <p>Advisory Comment 16: No changes to this policy are recommended assuming that Recommendation 2 is adhered to. Land contamination and remediation needs to sufficiently consider the impacts on controlled waters. This forms part of Recommendation 2 and therefore there is no need for a duplicate provision in this policy.</p>																	
DMEI 18 Air Quality	++	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0
<p>Air quality is one of the biggest environmental issues for the borough. Much of the borough is designated as an air quality management area with many of the major roads exceeding minimum air quality standards (set at EU level). This policy could be strengthened to ensure developers actively contribute to air quality management. The target of air quality neutrality is supported, but it is not clear from the supporting text what this means. The policy could also refer to green travel plans, and contributions from developers for the provision of offsite measures to improve air quality.</p> <p>Advisory Comment 17: The policy could be expanded to make it a requirement for developers to place air quality improvements at the heart of green travel plans and for contributions to be sought from developments that result in a net increase in air quality impacts. The policy could include support for additional vegetation through living walls and roofs, and include provisions for offsite measures to improve air quality if onsite measures cannot be delivered.</p>																	

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MIN 1 Safeguarded Areas for Minerals	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0	0	The policy makes suitable provision for minerals sites.
MIN 2 Additional Safeguarded Sites for Minerals	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0	0	The policy makes suitable provision for future minerals sites.
MIN 3 Prior Extraction	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0	0	The policy makes suitable provision for the protection of minerals sites.
MIN 4 Minerals Capacity	0	+	0	+	0	0	+	0	0	0	0	0	0	0	0	0	0	The policy makes suitable provision for the future working of land.

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MIN 5 Use of Farmland	0	+	0	+	0	0	+	0	0	0	0	0	0	0	+	0	0
This policy makes suitable provision for the mineral working on farmland.																	
MIN 6 Water Areas	0	++	++	+	+	0	+	+	0	0	0	0	0	0	+	0	0
This policy makes suitable provision for the restoration of minerals site for water based activity.																	
MIN 7 Ready Mixed Concrete Plants	0	0	+	0	0	+	+	0	0	0	0	0	0	0	+	0	0
This policy makes suitable provision for ready mixed concrete plants.																	
MIN 8 Landfilling	0	0	0	+	0	0	0	0	0	+	0	0	0	0	0	0	0
The policy makes suitable provision for landfilling proposals (which are largely subjected to the West London Waste Plan policies).																	

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MIN 9 Effects on the Hydrogeological Regime	0	0	0	++	0	0	0	0	0	+	0	0	0	0	0	0	0	The policy makes suitable provision for the effects of the Hydrogeological regime in landfilling proposals.
MIN 10 Noise Impacts	0	0	0	0	0	0	0	0	0	++	0	0	0	0	0	0	0	The policy makes suitable provision for noise impacts from minerals developments.
DMCI 1 Retention of Existing Community, Sport and Education Facilities	0	0	+	0	0	0	0	0	0	++	0	0	0	++	0	0	0	This policy suitably protects existing community, sport and education provision in line with the London Plan, Part 1 and other plans and programmes.
DMCI 2 New Community Infrastructure	0	0	0	0	0	0	0	0	0	++	+	0	+	+	+	+	0	This policy makes suitable provision for new community infrastructure.

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DMCI 3 Public Open Space Provision	0	+	+	0	0	+	0	0	0	++	+	0	+	++	0	0	0
	This policy makes suitable provision for open space provision.																
DMCI 4 Open Spaces in New Development	0	+	+	0	0	+	0	0	0	++	+	0	+	++	0	0	0
	This policy includes reference to mitigating deficiencies in existing provision which is supported.																
DMCI 5 Children's Play Areas	0	0	0	0	0	+	0	0	0	++	+	0	++	0	0	0	0
	This policy makes suitable provision for children's play areas. The inclusion of mitigating existing deficiencies is supported and will help in tackling growing obesity rates.																
DMCI 6 Indoor Sports and Leisure Facilities	0	0	0	0	0	+	0	0	0	++	+	0	++	0	0	0	0
	This policy makes suitable provision for indoor sports and leisure facilities.																

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DMCI 7 Promoting Participation	0	0	0	0	0	+	0	0	0	++	+	0	++	0	0	0	0	This policy makes suitable provision for promoting participation in sports.
DMCI 8 Planning Obligations and Community Infrastructure Levy	0	0	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0	This policy makes suitable provision for planning obligations and CIL.
DMT 1 Managing Transport Impacts	/	0	0	0	0	0	0	/	0	+	++	++	0	0	0	0	0	This policy makes suitable provision for transport impacts.
DMT 2 Highways Impacts	+	0	0	0	0	0	0	+	0	+	++	++	0	0	0	0	0	This policy makes suitable provision for highways.

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DMT 3 Road Safeguarding	0	0	0	0	0	0	0	0	0	+	++	++	0	0	0	0	0	This policy suitably safeguards the Hayes Bypass Link
DMT 4 Public Transport	+	0	0	0	0	0	0	+	0	+	++	++	0	0	0	0	0	This policy makes suitable provision for public transport.
DMT 5 Pedestrians and Cyclists	+	0	0	0	0	0	0	0	0	+	++	++	0	0	0	0	0	This policy makes suitable provision for pedestrians and cyclists. The Grand Union Canal could be specifically referenced in part (B) of the policy. Advisory Comment 18: The policy could Include reference to the Grand Union Canal in part B of the policy as this contains an existing cycle highway that could benefit from significant improvements.
DMT 6	--	0	0	0	0	0	0	0	+	-	++	-	0	0	++	+	0	

Sustainability Appraisal Objectives																	
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Vehicle Parking	<p>This policy has to balance the requirements of an outer London borough and the problems with air quality as a result of transportation. The car parking ratio for Hillingdon is slightly higher than the recommended levels set out in the London Plan. Hillingdon is not an inner London Borough and does not have the same level of connections throughout the borough. This in turn requires a higher parking ratio to allow the borough to meet the demands of residents and commuters. Conversely, this promotes additional traffic on the roads which has a negative impact on air quality. On balance the policy scores positively against the sustainability objectives.</p> <p>Advisory Comment 19: The supporting text implies that the parking standards could be varied if wider planning objectives can be demonstrated. The Policy could include specific reference to air quality objectives as a reason for varying conditions given the prominence of air quality problems in the borough largely related to transport.</p>																
DMT 7 Freight	/	0	0	0	0	0	0	0	0	0	0	+	0	0	+	0	0
	<p>Part (A) of this policy should be expanded to ensure that development proposals for logistics and freights include clear objectives to minimise the impacts on air quality.</p> <p>Part (B) of this policy includes reference to the Blue Ribbon Network for freight. In Hillingdon the Blue Ribbon Network includes a number of smaller watercourses and rivers which are not appropriate for the movement of freight. Reference to the Blue Ribbon Network should be replaced by sole reference to the Grand Union Canal. The use of this for freight, particularly the Paddington Branch of the canal, has been identified by the GLA as having potential for the movement of freight. The policy should include support for large scale development on the Grand Union Canal to investigate the options for freight transportation.</p>																

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	Advisory Comment 20: The policy could be expanded to include an air quality objective in Part A of the policy.																
DMAV 1 Safe Operation of Airports	0	0	0	0	0	0	0	0	0	++	0	0	0	0	0	0	0
	The policy makes suitable provision for the safe operation of airports.																
DMAV 2 Heathrow Airport	/	0	0	0	0	0	0	0	0	0	0	0	0	+	++	+	0
	This policy could be strengthened to seek improvements to air quality and not just minimise further impacts.																
	Advisory Comment 21: Change (A)iv to - 'there is consistency with Council's Air Quality Management Plan objectives and there is a net improvement to air quality'																
DMAV 3 RAF Northolt	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0
	This policy makes suitable provision for RAF Northolt.																

8. Appraisal of Policies Conclusions

8.1. General Comments

- 8.1.1. In general, the policies score well against the sustainability objectives. The plan largely reflects other plans and programmes and also the baseline position set out in this report and objectives described in Part 1 of the Local Plan.
- 8.1.2. The appraisal has found that there are three policies that require changes to ensure they are consistent with other plans or programmes or the wider national planning framework. In addition, there are a series of advisory comments to strengthen the policies to reflect better against sustainability objectives.
- 8.1.3. The table below summarises the appraisal and provides an overall 'score' for each policy. The recommendations include specific policy rewording which could be adopted or provide the basis for a policy review. In addition the advisory comments are included under the relevant policy, and if followed will help the plan perform even more positively against the sustainability objectives. The three recommendations relate to Policies:
- 8.1.4. **DMEI 7: Biodiversity Protection and Enhancement** - The recommendation for this policy relates to the need to reflect the National Planning Policy Framework. The policy should be strengthened to ensure that development contributes to a net increase in biodiversity value. The policy as written aims to protect only significant features and therefore does not score as strongly against biodiversity objectives as one that requires consideration of all biodiversity.
- 8.1.5. **DMEI 10: Management of Flood Risk** - The recommendation reflects the national planning practice guidance which differentiates between flood zones 3b and 3a. The policy as written implies that development in 3b (functional floodplain) and 3a (area with high probability of flooding) will be considered in the same way. Only certain types of essential infrastructure and water compatible development are appropriate in 3b and the policy should reflect this. In addition, the recommendation also makes specific reference to the need for the flood risk sequential test to be applied for development in critical drainage areas.

- 8.1.6. **DMEI 12 and 13 - Protection of Water Resources** - The recommendation reflects the requirements of the Water Framework Directive and the National Planning Policy Framework. It expands the policy so that there is a clearer framework to manage both water quality and quantity. This provides a natural progression from the water quality policies in Part 1 but also allows greater certainty that the sustainability objectives regarding protection of quality and quantity of water can be achieved.

Economy			
DME 1	Employment Uses in Designated Sites		++
DME 2	Employment Uses Outside of Designated Sites		++
DME 3	Office Development		++
DME 4	Visitor Attractions	<i>Advisory Comment 1: The policy needs could be expanded to consider encouraging the provision of visitor attractions, particularly in reference to the Colne Valley which is an objective of Part 1.</i>	+
DME 5	Hotels and Visitor Accommodation	<i>Advisory Comment 2: Specific air quality criteria could be included particularly given the baseline air quality position around Heathrow.</i>	+
DME 6	Accessible Hotels and Visitor Accommodation		++
Town Centres			
DMTC 1	Town Centre Development		++
DMTC 2	Primary and Secondary Shopping Areas	<i>Advisory Comment 3: This policy could be expanded to consider the research contained in the GLA's Takeaway Toolkit. The Policy could contain a caveat that the 15% could be restricted further for proposals within close proximity to schools where appropriate.</i>	+
DMTC 3	Maintaining the Viability of Local Centres and Local Parades		
DMTC 4	Location and Concentration of		

	Town Centre Uses		
DMTC 5	Shopfronts		
New Homes			
DMH 1	Safeguarding Existing Housing	<i>Advisory Comment 4: The policy could be expanded to include lower parking ratios for subdivision in areas well served by public transport to reduce impacts on air quality.</i>	+
DMH 2	Housing Mix		++
DMH 3	Office Conversions	<i>Advisory Comment 5: The policy could be expanded to set out alternative approaches for amenity space provision for office redevelopments if it cannot be secured onsite, for example through the encouraging offsite provisions.</i>	+
DMH 4	Residential Conversions		+
DMH 5	Houses in Multiple Occupation		+
DMH 6	Garden and Backland Development	<i>Advisory Comment 6: The policy could be strengthened to reflect the National Planning Policy Framework objective to provide a net gain for biodiversity from new development. The following bullet point is recommended: 'Proposals demonstrate a net gain in biodiversity value'</i>	+
DMH 7	Provision of Affordable Housing		++
DMH 8	Sheltered Housing and Care Homes		
Historic and Built Environment			
DMHB 1	Heritage Assets		++
DMHB 2	Scheduled Ancient Monuments		++
DMHB 3	Archaeological Priority Areas		++
DMHB 4	Listed Buildings		++

DMHB 5	Locally Listed Buildings		++
DMHB 6	Conservations Areas		++
DMHB 7	Areas of Special Local Character		++
DMHB 8	Gatehill Farm Estate and Copse Wood Estate Areas of Special Local Character		++
DMHB 9	Registered Historic Parks, Gardens and Landscapes		++
DMHB 10	War Memorials		++
DMHB 11	Heritage at Risk		++
DMHB 12	High Buildings and Structures	<i>Advisory Comment 7: The policy could be revised to clarify some of the requirements (i.e. what is meant by human scale at ground level and what is covered by the microclimate) and include all environmental matters, with an emphasis on air quality which is likely to be a more significant matter than biodiversity - alternatively, the environmental objectives could be left to other policies in the plan.</i>	+
DMHB 13	Design of Development		+
DMHB 14	Streets and Public Realm		+
DMHB 15	Planning for Safer Places		++
DMHB 16	Living Walls and Roofs	<i>Advisory Comment 8: The policy could be expanded to refer to Living Screens which are a much cheaper and more viable alternative to living walls. As such they are more likely to be feasible. The supporting text could be expanded to link the benefits of livings walls and roofs with air quality improvements. This would provide greater justification for their use in air quality management areas and provide a stronger basis for their implementation during the development of planning proposals.</i>	+
DMHB 17	Residential Amenity		?

DMHB 18	Housing Standards		++
DMHB 19	Private Outdoor Amenity Space		++
DMHB 20	Residential Density		++
DMHB 21	Play Space	<i>Advisory Comment 9: The policy could be strengthened to ensure that all major residential developments contribute to a play space provision, either onsite or offsite. This would allow plan to not only meet future demand but to ensure the current deficiencies are also addressed.</i>	+
DMHB 22	Alteration and Extensions to Residential Dwellings		++
DMHB 23	Outbuildings		++
DMHB 24	Basement Development		++
DMHB 25	Moorings		++
DMHB 26	Telecommunications		++
Environmental Improvements			
DMEI 1	Sustainable Design Standards		++
DMEI 2	Reducing Carbon Emissions	<i>Advisory Comment 10: The Policy or supporting text could be expanded to address the cost for offsite contributions and how the funds will be spent by the authority.</i>	+
DMEI 3	Decentralised Energy		++
DMEI 4	Development in the Green Belt or on Metropolitan Open Land		++
DMEI 5	Development in Green Chains	<i>Advisory Comment 11: The policy could be expanded to ensure development will only be supported where it results in a net environmental gain. The policy could require new development, where appropriate, to contribute to the All London Green Grid relevant to the scale and nature of the</i>	+

		<i>development.</i>	
DMEI 6	Development in Green Edge Locations	<i>Advisory Comment 12: The policy could be expanded to ensure development will only be supported where it results in a net environmental gain.</i>	+
DMEI 7	Biodiversity Protection and Enhancement	<p>Recommendation 1: The policy could be revised to ensure that it requires a net environmental gain in line with the National Planning Policy Framework. Whilst it is acknowledged that not all ecological features can be preserved or retained, any development that results in a loss of ecological features must include a like for like replacement within the development or seek offsite provisions. The revised policy could also apply to the predevelopment scenario and factor in any site clearance undertake prior to planning submissions. The policy should be reworded in accordance with the following:</p> <p><i>All development proposals should aim to achieve a net improvement in biodiversity value. The design and layout of new development should retain and enhance any existing features of biodiversity value within the site. Where the loss of existing features is unavoidable, replacement features of the equivalent or higher value should be provided on site. Where development is constrained and cannot provide high quality biodiversity enhancements on site, then appropriate contributions will be sought to deliver offsite improvements.</i></p> <p><i>Proposals for development that are likely to have an impact on features of ecological value either onsite, or in close proximity, must be accompanied by appropriate habitat assessments. The proposals will only be acceptable if it can be demonstrated that there will be no adverse impacts on biodiversity features or that there will be a net gain in biodiversity value.</i></p> <p><i>Development that has a negative impact on designated sites, protected species, sites of importance for nature conservation areas, and/or biodiversity action plans species and habitats shall be resisted.</i></p> <p><i>All development alongside, or that benefits from a frontage on to a main river or the Grand Union</i></p>	+

		Canal will be expected to contribute to the additional biodiversity improvements.	
DMEI 8	Waterside Development	<i>Advisory Comment 13: The policy could be revised so that it reflects the specific requirements of the All London Green Grid and the Blue Ribbon Network. By reflecting these 'other plans and programmes' more closely, the policy will be strengthened in relation to the sustainability objectives.</i>	+
DMEI 9	Farm Diversification		++
DMEI 10	Management of Flood Risk	<p>Recommendation 2: This policy should be expanded to ensure consideration of Flood Zone 3b is different to other flood zones. Development in flood zone 3b should be entirely resisted for 'incompatible' types of development as identified in table 3 of the practice guidance (Flood Risk and Coastal Change). The policy needs to be changed in line with the following recommendation:</p> <p><i>All development proposals in flood risk zones 2 and 3a as well as all those over 1 hectare will be required to be accompanied by a flood risk assessment (FRA) to demonstrate that the development is resistant and resilient to all relevant sources of flooding including surface water flooding. Critical Drainage Areas (CDA) as defined by the Local Authority will be treated the same way as flood zone 3a. The flood risk sequential test will therefore be applicable to all development proposals in CDAs.</i></p> <p><i>Developments may be required to make contributions to addressing surface water flood risk, where offsite mitigation measures are required.</i></p> <p>Proposals that result in an increased risk of flooding, onsite or offsite, will be resisted. All proposals should aim for a net improvement to flood risk management.</p>	+
DMEI 11	Water Management	<i>Advisory Comment 14: The policy could include the objective for all new development to result in net-benefits for surface water flooding. The policy could then be expanded to ensure all built development (not just major) within critical drainage areas reduce the run-off to the levels set out in the plan for major development. The policy could also explicitly link SUDS to landscape and biodiversity provision and require developers to integrate drainage proposals into landscaping and for biodiversity enhancements.</i>	+
DMEI 12	Water Quality	Recommendation 3: DMEI 12 on Water Quality is not related to Part 1 of the Local Plan. It is not	-

DMEI 13	Protection of Ground Water Resources	<p>clear how it would be feasibly considered at a planning application stage and therefore does not score positively against sustainability objectives. It could therefore be amalgamated with DME 13 to ensure a single policy on the protection of water quality and all controlled waters. This would remove the need for a separate policy on water quality. DMEI 12 and 13 could be reworded as follows:</p> <p><i>Protection of Water Resources</i></p> <p><i>Developments within source protection zones 1 and 2 will be resisted unless it can demonstrated that there is no risk to the quality or yield of the water resources.</i></p> <p><i>Developments within source protection zone 3, Safeguard Zones and Water Protection Zones will only be permitted if it the risk to the relevant ground and surface water can be managed to appropriate levels throughout construction and operation.</i></p> <p><i>In general, development will not be permitted which would constitute a risk to the quality and/or quantity of water by means of:</i></p> <ul style="list-style-type: none"> <i>iv. Pollution from development or as a result of the disturbance of contaminated land;</i> <i>v. Water abstraction unless adequate measures are taken to reduce this risk to an acceptable level.</i> <i>vi. Significant water consumption unless it can be demonstrated that mitigation measures will reduce the consumption to an acceptable level relevant to the resource available.</i> 	+
DMEI 14	Water Efficiency	<p><i>Advisory Comment 15: Policy DMEI 14 could be merged with DMEI 16 and 15 could be deleted. The policy could then be expanded to ensure new development achieves reductions in potable water through water efficient design and the reuse of collected grey water or rainwater (or both).</i></p>	+
DMEI 15	Water Efficiency in Homes		
DMEI 16	Water Efficiency in Non-Residential Developments		

DMEI 17	Development of Land Affected by Contamination	<i>Advisory Comment 16: The policy should include provision for groundwater protection.</i>	+
DMEI 18	Air Quality	<i>Advisory Comment 17: The policy could be expanded to make it a requirement for developers to place air quality improvements at the heart of green travel plans and for contributions to be sought from developments that result in a net increase in air quality impacts. The policy should include support for additional vegetation through living walls and roofs, and include provisions for offsite measures to improve air quality if onsite measures cannot be delivered.</i>	+
MIN 1	Safeguarded Areas for Minerals		++
MIN 2	Additional Safeguarded Sites for Minerals		++
MIN 3	Prior Extraction		++
MIN 4	Minerals Capacity		++
MIN 5	Use of Farmland		++
MIN 6	Water Areas		++
MIN 7	Ready Mixed Concrete Plants		++
MIN 8	Landfilling		++
MIN 9	Effects on the Hydrogeological Regime		++
MIN 10	Noise Impacts		++
Community Infrastructure			
DMCI 1	Retention of Existing Community, Sport and		++

	Education Facilities		
DMCI 2	New Community Infrastructure		++
DMCI 3	Public Open Space Provision		+
DMCI 4	Open Spaces in New Development		++
DMCI 5	Children's Play Areas		++
DMCI 6	Indoor Sports and Leisure Facilities		++
DMCI 7	Promoting Participation		++
DMCI 8	Planning Obligations and Community Infrastructure Levy		+
Transport and Aviation			
DMT 1	Managing Transport Impacts		+
DMT 2	Highways Impacts		++
DMT 3	Road Safeguarding		++
DMT4	Public Transport		
DMT 5	Pedestrians and Cyclists	<i>Advisory Comment 18: The policy could include reference to the Grand Union Canal in part B of the policy as this contains an existing cycle highway that could benefit from significant improvements.</i>	++
DMT 6	Vehicle Parking	<i>Advisory Comment 19: The supporting text implies that the parking standards could be varied if wider planning objectives can be demonstrated. The Policy could include specific reference to air quality objectives as a reason for varying conditions given the prominence of air quality problems in the borough largely related to transport.</i>	+

DMT 7	Freight	<i>Advisory Comment 20: The policy could be expanded to include an air quality objective in Part A of the policy.</i>	+
DMAV 1	Safe Operation of Airports		++
DMAV 2	Heathrow Airport	<i>Advisory Comment 21: Change (A)iv to - 'there is consistency with Council's Air Quality Management Plan objectives and there is a net improvement to air quality'</i>	+
DMAV 3	RAF Northolt		++

9. Appraisal of Site Allocations

9.1. Introduction

- 9.1.1. The main purpose of the Site Allocations Plan is to provide a spatial framework for how the Council will deliver housing, employment, retail, transport, education, health, community facilities, sport and leisure, over the plan period.
- 9.1.2. The Allocations are therefore an integral part of the plan making process and also are required to be subjected to the sustainability appraisal framework.

9.2. Methodology

- 9.2.1. The same appraisal framework is applied to the site allocations as that for the policies. However, the selection of sites is inherently constrained by a number of other factors, most of which are set out in the supporting documents, i.e. the employment land study or the open space strategy. Furthermore, restrictions are placed on the suitability of land by its viability and deliverability.
- 9.2.2. The following appraisal will therefore consider each of the proposed employment and housing allocations against the sustainability framework. However, it acknowledges the impact on the allocations of the background documents and the strategic objectives set out in Part 1.

9.3. Application of Other Policies

- 9.3.1. All the sites appraised will be come forward through the planning application process and therefore will be subjected to the other policies in this plan. The appraisal will therefore take into account the application of these policies and what should be delivered through a planning application.
- 9.3.2. Specific comments will be provided where there are particular concerns with a site that may score highly against a number of objectives, but requires a site specific policy to compensate for a particularly low score against other objectives. In this instance, the reliance on the policy framework may not be sufficient.

Sustainability Appraisal Objectives	
Site Allocation	Air Quality Biodiversity Landscape & Heritage Soil & Water Flood Risk Efficient Land Use Resources and Waste Climate Change High Quality Housing Health, Noise, Safety, Crime Accessibility Traffic Reduction Education Skills & Amenities Design & Aesthetics Economic Growth Business Image Provision of Jobs
Housing Allocations	- 0 / 0 0 ++ 0 0 ++ 0 + / 0 / + 0 -
SA1 - Enterprise House, Hayes	<p>This allocation would make an efficient use of an underused building and a brownfield site. Conversion and reuse of the existing building would constrain design although would maintain the existing relationship with the neighbouring listed building; a complete rebuild would result in a more modern efficiency structure but could conflict with the listed buildings and the conservation area it is within. Housing on the site would likely generate more traffic impacting on air quality objectives. On balance the development makes effective use of brownfield land increasing housing opportunities and maintaining the character of the area.</p>
SA2 - Old Vinyl Factory and Gatefold Building, Hayes	- 0 + + + ++ 0 0 ++ + + / 0 ++ ++ + / <p>This extensive site already benefits from a planning permission which incorporates the existing listed structures into the design and provides for high quality development that is accessible to all. The loss of industry from this site reduces the opportunity for a future increased provision for jobs although it is recognised that the extensive construction time period would provide a temporary increase in employment. The increase in traffic is concern in the air quality management area.</p>
SA3 - Eastern end of Blyth Road, Hayes	- 0 + + + ++ 0 0 ++ + + / 0 ++ ++ + / <p>As above</p>

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
SA4 - Packet Boat House, Cowley	-	0	0	0	0	++	0	0	++	0	+	/	0	+	+	0	-
	On balance this allocation will result in an efficient use of land. The only negatives stem from the loss of non-residential uses potentially resulting in a reduced provision for housing. Additional traffic would also be expected in the air quality management area although there are strong and accessible transport links. High quality and accessible design with limited environmental impacts render this site positive on balance.																
SA5 - Olympic House, Grove Lane, Hillingdon	0	0	0	0	+	++	0	0	++	0	+	/	0	+	0	0	0
	On balance an effective and efficient use of land that will replace an underused existing land use. Limited environmental impacts, combined with good transport links renders this site an allocation that scores positively.																
SA6 - Initial House, Field End Road, Eastcote	0	0	0	0	+	++	0	0	++	0	+	/	0	+	0	0	0
	Planning approval has been awarded for this site. It results in the reuse of a site that accommodated offices but was redundant for many years. The site is next to a conservation area but with good transport links, an increase in landscaped areas should result in a net reduction in surface water runoff.																
SA7 - 119 - 137 Charville Lane, Hayes	0	+	+	+	+	++	0	0	++	+	+	/	0	++	0	0	0
	This allocation makes a positive use of an existing site that whilst benefiting from having a planning permission it has not yet been implemented. Aerial photographs show the site to have been used for incongruous uses and the delivering of this proposed allocation would see this well connected site be positively used.																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
SA8 - no allocation																	
SA9 - Porter's Way, West Drayton	-	+	+	+	+	++	0	0	++	+	+	/	0	++	0	0	0
	This site benefits from an extensive planning permission that is part complete. The allocation reflects the efficient use of an area with extensive hardstanding. The inclusion of green and garden space improves biodiversity as well as the reduction in runoff. Additional traffic and impacts on air quality are the main negatives.																
SA10 - Land to south of railway (including Nestles), Hayes	-	+	/	+	+	++	0	0	++	+	+	/	+	++	-	0	-
	This allocation results in the reuse of a site that has been predominantly sources of employment in recent years. The site includes listed buildings and is in a conservation area. The combined loss of the employment opportunity from this site and the neighbouring Blythe Road development is a concern. The policy requires the inclusion of a mixed use scheme but on balance the employment offer for the site is likely to be lower. However, the proposal would result in positive benefits for ecology and flood risk and will be an efficient use of brownfield land. The policy inclusion for education facilities on the site also scores positively. Environmentally and socially this development scores high, although the integration of the conservation area and listed building will be dependent on implementation of the relevant policies. The increase in traffic in Hayes is a concern given the baseline air quality position. On balance the site scores positively against the SA objectives.																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
SA11 - Western Core, Hayes	-	+	/	+	+	++	0	0	++	+	+	/	0	++	+	+	+
	The allocation will result in an intensification of the existing uses. The site benefits from ground floor retail units which has employment and community benefits. The corresponding policy requires the inclusion of housing and retail and therefore replicates and enhances the current site uses. On balance this is a positive allocation.																
SA12 - Field End Road, Eastcote	0	+	0	0	0	+	0	0	+	+	+	0	0	+	0	0	0
	This is a relatively small site and therefore will not score significantly positive or negatively. It is however a good use of an existing site, well connected and with limited environmental impacts.																
SA13 - Charles Wilson Engineers, Uxbridge Road, Hayes	-	+	0	0	0	+	0	0	+	+	+	0	0	+	0	0	-
	This is a relatively small site and therefore will not score significantly positive or negatively. It is however a good use of an existing site, well connected and with limited environmental impacts. It will replace an existing non-residential use resulting in the reduced provision for employment.																
SA14 - Royal Quay, Summerhouse Lane, Harefield	0	/	/	0	0	++	0	0	+	+	+	0	0	+	0	0	0
	This site benefits from an extant permission. It is a relatively small site with impacts expected low. Nonetheless there is a conservation designation on the site and nature conservation interested in the surrounding area. The allocation will result in the efficient reuse of the site. However, there are concerns over links to sustainable transportation and regards to design. On balance this site scores positively as provides much needed housing but																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	there are environmental uncertainties.																
SA15 - Royal Sorting Office, Ruislip Manor	0	+	+	0	0	++	0	0	+	/	+	0	0	+	0	0	-
	A relatively small site that scores positively against the environmental objectives and provides additional housing opportunities. However, it will result in the loss of a site that has some employment generating benefits.																
SA16 - West End Road, South Ruislip	0	+	+	0	0	++	0	0	+	+	+	0	0	/	0	0	-
	A relatively small site that scores positively against the environmental objectives particularly as it would result in the loss of a builder's yard with associated environmental impacts. The allocation also provides additional housing opportunities. There is uncertainty about the relationship with amenity, health and noise objectives given the site is in close proximity to RAF Northolt which has been granted consent to increase the amount of flights. The development will result in the loss of a site that has some employment generating benefits. On balance the site scores positively but careful consideration over the relationship with RAF Northolt needs to be considered through implementation.																
SA17 - Braintree Road, South Ruislip	-	+	+	+	0	++	0	0	++	+	++	-	0	+	0	0	-
	The allocation results in a balanced mixed use scheme that attempts to increase accessibility for recreational uses, provides for employment and results in additional housing. The increase in traffic is a concern as is the air quality impact. Environmentally, the allocation should result in a net gain although there could be a lower																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	provision of employment opportunities.																
SA18 - Chailey Industrial Estate, Pump Lane, Hayes	-	+	+	+	0	++	0	0	++	+	++	-	0	+	0	0	-
	The allocation results in a balanced mixed use scheme that attempts to increase accessibility for recreational uses, provides for employment and results in additional housing. The increase in traffic is a concern as is the air quality impact. Environmentally, the allocation should result in a net gain although there could be a lower provision of employment opportunities.																
SA19 - Silverdale Road/Western View, Hayes	-	+	+	+	+	++	0	0	++	+	++	-	0	+	0	0	-
	The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a far more efficient use of land that increases the housing opportunities in the area. It will also result in benefits against many of the environmental objectives. With regards to air quality, it is likely the development will increase traffic. The policy accepts that PTAL ratings are high which justifies a higher density but then also states that car parking requirements set out in the Plan Policies should be adhered. These allowances are already higher than the London average and a reduction in the ratio should be acceptable for sites with high PTAL ratings. Justifying high densities because of good transport connections conflicts with the policy requirements to have high parking ratios.																

Site Allocation	Sustainability Appraisal Objectives																		
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education	Skills & Amenity	Design & Amenity	Economic Growth	Business Image	Provision of Jobs	
SA20 - Long Lane, Hillingdon	0	0	0	0	0	++	0	0	++	+	++	0	0	+	0	0	0	0	This is a small scale proposal that should result in a net gain in environmental benefits.
SA21 - High Street, 25-30 Baker's Road, Uxbridge	0	0	0	0	0	++	0	0	++	+	++	0	0	+	0	+	0	This is a small scale proposal that will have negligible environmental benefits but will result in a more efficient use of land, improved design and increased amenity.	
SA22 - Martin Close and Valley Road,	0	0	0	0	0	+	0	0	++	0	++	0	0	+	0	0	0	This is a small scale proposal that will result in the same housing land use as present, but with higher design standards.	
SA23 - St Andrew's Park, Uxbridge	-	++	++	+	++	++	0	0	++	+	++	-	+	++	+	+	0	Permission has already been granted for this extensive mixed use development. It replaces an historic RAF base and invariably results in a lower employment offering albeit of a specialist nature. However, environmentally and socially, this allocation scores significantly positively across the objectives apart from those related to transport and air quality. The extensive nature of the development is that additional transport has to be accommodated	

Site Allocation	Sustainability Appraisal Objectives																	
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education	Skills & Amenities	Design & Growth	Economic Image	Business Image	Provision of Jobs
	and it is unlikely to result in net benefits for air quality and transport thus scoring less favourably against these objectives.																	
SA24 - Master Brewer and Hillingdon Circus	-	++	++	+	++	++	0	0	++	+	++	-	0	++	0	0	0	0
	The allocation would result in a substantial mixed use development that promotes the positive use of the Green Belt to the west. The development would result in high quality designs and the redevelopment of sites that have been relatively unused for a number of years. There are uncertainties about the impact on the road network and invariably the use of these sites would have a negative impact on air quality.																	
SA25 - Cape Boards, Iver Lane, Cowley	-	++	++	+	++	++	0	0	++	+	++	-	0	/	+	0	0	+
	The allocation would result in a substantial mixed use development. It would secure further housing and employment uses on an unused site and therefore results in an efficient use of land. It scores highly against all the environmental objectives but would have air quality and transport impacts. There are also uncertainties about how the development would be compatible with neighbouring waste and industrial developments.																	
SA26 - Cygnet Way, Hayes	-	++	++	+	++	++	0	0	++	+	++	-	0	+	0	0	0	-
	The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a far more efficient use of land that increases the housing opportunities in the area. It will also result in benefits against many of the environmental objectives.																	

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
SA27 - Hayes Bridge, Uxbridge Road, Hayes	-	++	+	+	0	++	0	0	++	+	++	-	0	+	0	0	-
	The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a far more efficient use of land that increases the housing opportunities in the area. It will also result in benefits against many of the environmental objectives. The location next to the canal is a positive and the policy reflects this.																
SA28 - Padcroft Works, Tavistock Road, Yiewsley	-	++	++	+	+	++	0	0	++	+	++	-	0	+	0	0	-
	The site benefits from an existing planning permission. The loss of industry from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would increase the housing opportunities in the area. It will also result in benefits against many of the environmental objectives. There are uncertainties regarding transport impacts and air quality. On balance the development represents an efficient use of land that will result in a net environmental gain over the existing development.																
SA29 - Trout Road, Yiewsley	-	++	++	+	+	++	0	0	++	+	++	-	0	+	0	+	0
	The loss of industry from this site reduces the opportunity for a future increased provision for jobs albeit the existing uses have been in a historic state of decline. The redevelopment of the site would however result in a mixed use scheme that provides for housing and employment. It will also result in benefits against many of the environmental objectives. There are uncertainties regarding transport impacts and air quality. On balance the development represents an efficient use of land that will result in a net environmental gain over the existing development.																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
SA30 - Uxbridge Health Centre, Chippendale Way, Uxbridge	0	+	0	0	+	++	0	0	+	+	+	0	0	+	0	0	0
	The proposal will result in a mixed use development that provides a more efficient land use than present. The development should result in a net gain in environmental and social objectives. The policy requirement for the relocation of the medical facility also ensures a comprehensive improvement.																
SA31 - Odyssey Business Park, South Ruislip	0	+	0	0	+	++	0	0	+	+	+	0	0	+	0	0	0
	The loss of business park uses from this site reduces the opportunity for a future increased provision for jobs. The redevelopment of the site would however result in a mixed use scheme that provides for housing and employment. It will also result in benefits against many of the environmental objectives. The location next to South Ruislip tube station should allow for a reduction in car parking requirements.																
SA32 - St Andrew's Park, Annington Homes site	-	+	+	0	+	+	0	0	++	+	++	0	0	++	0	0	0
	Permission has already been granted for this extensive mixed use development. It replaces an historic RAF base and invariably results in a lower employment offering albeit of a specialist nature. However, environmentally and socially, this allocation scores significantly positively across the objectives apart from those related to transport and air quality.																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Rebalancing Employment Land	-	0	0	0	0	++	0	0	0	0	0	-	0	+	++	++	++
Horton Road, Yiewsley	The plan effectively safeguards this area for employment uses over the course of the plan period. This ensures retention of the existing uses and therefore provides certainty to developers, businesses and residents over the uses acceptable within the area. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts.																
	-	0	0	0	0	++	0	0	0	0	0	-	0	+	++	++	++
Stockley Close, Heathrow	The plan effectively safeguards this area for employment uses over the course of the plan period. This is ensures retention of the existing uses and therefore provides certainty to developers, businesses and residents over the uses acceptable within the area. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts. The site immediately borders the Prologis Park allocation and the cumulative impacts of intensifying employment uses needs to be carefully considered particularly in respect to air quality and transportation.																
	-	0	0	0	0	++	0	0	0	0	0	-	0	/	++	++	++
Prologis Park, Stockley Park, Hayes	The plan effectively safeguards this area for employment uses over the course of the plan period. This is ensures retention of the existing uses and therefore provides certainty to developers, businesses and residents over the uses acceptable within the area. The site borders residential units and as such as the potential to impact on the																

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	amenity of residents. Careful consideration needs to be give as to how landscaping could be used to protect the residents from this development site. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts. The site immediately borders the Stockley Park allocation and the cumulative impacts of intensifying employment uses needs to be carefully considered particularly in respect to air quality and transportation.																
Rigby Lane, Swallowfield Way, Betham Road, Dawley Road West, Hayes	-	/	0	0	0	++	0	0	0	0	0	/	0	+	++	++	++
	The plan effectively safeguards this area for employment uses over the course of the plan period. This is ensures retention of the existing uses and therefore provides certainty to developers, businesses and residents over the uses acceptable within the area. The site borders the Grand Union Canal which is a Metropolitan Site of Importance for Nature Conservation. Any further development could assist positively in enhancing the Canal for wildlife. Access to the site is good with improve links forecast with the completion of Crossrail. The site is within an air quality management area and therefore cannot score positively against the air quality objectives unless there significant redevelopment of the site comes forward that reduces air quality impacts.																
Blyth Road, Clayton Road, Printinghouse Lane, Hayes	-	/	/	/	0	++	0	0	0	0	0	/	0	+	++	++	++
	The plan makes allowances for mixed use development of these sites. The site is well served by transport links albeit the traffic is partly responsible for adding to the air quality impacts in the area. The site represents a good use of land and will aid the regeneration of Hayes in combination with the improved links from Crossrail. The site is within 250m of a landfill site, opposite the Grand Union Canal, in close proximity to the Greenbelt at Lake Farm,																

Site Allocation	Sustainability Appraisal Objectives																	
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education	Skills & Amenity	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
	has a conservation area to the south and listed buildings immediately bordering the boundary. The area is already subject to planning permissions for mixed use development and any future intensification must consider the planning constraints carefully.																	
Pump Lane, Hayes	-	0	0	0	0	++	0	0	0	0	0	/	0	+	++	++	++	++
	The plan effectively safeguards this area for employment uses over the course of the plan period. The intention of the plan is to facilitate a regeneration of this area to improve the current building stock and diversify the range of businesses. This will be an improvement to the existing site. However, any intensification will result in additional air quality impacts. Access to the site could be improved particularly in terms of sustainable transport links. Any future development of this site must result in measures that encourage sustainable transportation and reduce the air quality impacts.																	
Bulls Bridge, North Hyde Gardens, Hayes	-	0	0	0	0	++	0	0	0	0	0	/	0	+	++	++	++	++
	The plan effectively safeguards this area for employment uses over the course of the plan period. The intention of the plan is to facilitate a regeneration of this area to improve the current building stock and diversify the range of businesses. This will be an improvement to the existing site. However, any intensification will result in additional air quality impacts. Access to the site could be improved particularly in terms of sustainable transport links and the Grand Union Canal could form a major part of that. Any future development of this site must result in measures that encourage sustainable transportation and reduce the air quality impacts.																	

Site Allocation	Sustainability Appraisal Objectives																
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Skills & Education	Design & Amenity	Economic Growth	Business Image	Provision of Jobs
Springfield Road, to the east of Minet Country Park, Hayes	-	/	/	/	0	++	0	0	0	0	0	/	0	+	++	++	++
	<p>The plan effectively safeguards this area for employment uses over the course of the plan period. The intention of the plan is to facilitate a regeneration of this area to improve the current building stock and diversify the range of businesses and to improve on vacancy rates. The Yeading Brook runs through the site and is a site of importance for nature conservation, there are landfills on site that pose a risk to human and natural receptors, the site is in close proximity to Minet Country Park and therefore has the potential to impact on area of recreation. The site is also in close proximity to a school which should be considered a sensitive receptor. The plan should result in a more efficient use of land but planning decisions will need to make positive allowances for the constraints and ensure they are integrated into future plans. Any future development of this site must result in measures that encourage sustainable transportation and reduce the air quality impacts.</p>																
Uxbridge Industrial Estate	-	/	/	/	0	++	0	0	0	0	0	/	0	/	++	++	++
	<p>This Strategic Industrial Location contains a number of sensitive receptors but is a long stand non-residential area. The Grand Union Canal runs through the site, with the River Colne bordering to the west and the Fray's River to the east. The site is well connected to Uxbridge although strategic links could be improved. Any future proposals for the site have to be able to accommodate sensitive receptors, and would benefit from utilising the Grand Union Canal for an alternative means of sustainable transportation (for employees). Investigation of the Canal for alternative modes of transport would be encouraged.</p>																

Site Allocation	Sustainability Appraisal Objectives																	
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education Skills & Amenities	Design & Amenity	Economic Growth	Business Image	Provision of Jobs	
Stonefield Way, South Ruislip	-	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This Strategic Industrial Location contains a limited number of sensitive receptors and is well located in Ruislip. It contains a mix of business and industries and therefore presents a diverse employment provision. The inclusion of this SIL should ensure future investment in the area which is a positive for Ruislip.</p>
North Uxbridge Industrial Area	-	/	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This Strategic Industrial Location contains a limited number of sensitive receptors and is well located in Uxbridge. It will ensure that the population growth of Uxbridge and surrounding areas is supported by a strong and diverse employment provision. The Grand Union Canal runs through the centre of the site and needs to be sensitively incorporated into any future proposals. The Canal could be seen as an ideal opportunity for a sustainable form of transportation for employees.</p>
Summerhouse Lane, Royal Quay, Harefiled	0	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This allocation is relatively small and impacts would be on a lower scale. There are a number of sensitive receptors in the area including the Grand Union Canal and the Colne Valley. Any proposals that come forward as a result of this allocation need to be compatible with these sensitive receptors. The locations of the sites are relatively rural and consideration needs to be given to sustainable transportation.</p>

Site Allocation	Sustainability Appraisal Objectives																	
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education Skills & Amenities	Design & Amenity	Economic Growth	Business Image	Provision of Jobs	
Odyssey Business Park	0	0	0	0	0	++	0	0	0	0	+	/	0	+	++	++	++	<p>This Strategic Industrial Location contains a limited number of sensitive receptors and is well located in Ruislip. It contains a mix of business and industries and therefore presents a diverse employment provision. The inclusion of this SIL should ensure future investment in the area which is a positive for Ruislip.</p>
Stockley Park	0	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This is a major business park for the borough and attracts global companies. It is a significant employer for the borough. The site has relatively few constraints with the built development accommodated extensive landscaping. A country park and golf course border the site to the north and the Grand Union Canal to the south. In terms of environmental impacts, there are limited sensitive receptors although as with all the developments in the air quality management area there is a concern about additional traffic. The plan should encourage greater use of the Grand Union Canal towpath for sustainable access to the site.</p>
Bath Road, Hayes	-	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>There are limited environmental implications for the development of Bath Road as it is a heavily urbanised area. The major issue relates to air quality where levels are considered to be below minimum levels for health. Nonetheless, the proximity to Heathrow makes Bath Road a viable development corridor to support the ancillary requirements of Heathrow Airport. The plan should require any future development along this road to have no adverse impacts and aim for net gain in air quality improvements.</p>

Site Allocation	Sustainability Appraisal Objectives																	
	Air Quality	Biodiversity	Landscape & Heritage	Soil & Water	Flood Risk	Efficient Land Use	Resources and Waste	Climate Change	High Quality Housing	Health, Noise, Safety, Crime	Accessibility	Traffic Reduction	Education Skills & Amenities	Design & Amenity	Economic Growth	Business Image	Provision of Jobs	
Packet Boat lane, Cowley	-	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This is an existing mixed use site with retail and industrial provision. The site is well connected and provides a diverse provision of employment. It is bordered by the Grand Union Canal which could be encouraged for sustainable transport methods.</p>
Braintree Road Industrial Area, South Ruislip	-	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This site contains a limited number of sensitive receptors and is well located in Ruislip. It contains a mix of business and industries and therefore presents a diverse employment provision. The inclusion of this site should ensure future investment in the area which is a positive for Ruislip.</p>
Covert Farm, Heathrow	-	0	0	0	0	++	0	0	0	0	0	/	0	0	++	++	++	<p>This site contains a limited number of sensitive receptors and is well located with good links. The main issue as with other development around Heathrow is the adverse air quality impact.</p>

9.5. School Sites

- 9.5.1. There are three school sites proposed all of which have received planning permission.

9.6. Minerals Safeguarding

- 9.6.1. Minerals safeguarding relates to existing resources and is influenced by the London Plan. These sites have not been appraised the requirement to safeguard them is set through the London Plan. Furthermore, the identification of these sites is influence solely by the location of aggregates and therefore there are no alternatives.
- 9.6.2. The extraction and working of mineral sites will be subjected to the policies set out earlier in Part 2.

9.7. Land Designations

- 9.7.1. Part 2 of the Local Plan contains a number of land designations that may become a planning constraint in subsequent planning decision. These designations, such as conservation areas, archaeological priority areas, sites of importance for nature conservation and flood zones stem from evidenced based studies.
- 9.7.2. The designation of these sites is not appraised because they are inherently based within the sustainability framework. For example, whether a site should be a flood zone is not an option for this plan, however, whether an allocation is sited in the floodplain is a key objective of the framework.

10. Appendix 1: Links to SEA Directive

The information to be included in the Environmental Report	Relevant section in the report
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Section 5 Section 7 Appendix 4
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Section 6
c) The environmental characteristics of areas likely to be significantly affected;	Section 7
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Section 5 Section 6 Section 7 Appendix 5
e) The environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Section 5 Section 7 Appendix 4
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, & fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Section 7
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 7
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Section 4 Section 7
i) a description of measures envisaged concerning monitoring in accordance with Article 10;	Section 2 Appendix 3
j) a non-technical summary of the information provided under the above headings.	Section 1

11. Appendix 2: Sustainability Appraisal Framework

SA Objectives	Sub Questions	Indicators	Targets
To improve air quality to a standard that is acceptable for human and ecological health	Will it improve air quality?	<ul style="list-style-type: none"> • NO_x / NO₂ level • PM10 levels • Existence of Air Quality Management Plan 	<p>A reduction in NO_x and Particulates in line with the Air Quality Action Plan</p> <p>Reversion of the AQMA</p>
To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline	Will it maintain and enhance sites designated for their nature conservation interest?	<ul style="list-style-type: none"> • Percentage of SSSIs in good condition • Number/area of LNR and wildlife heritage sites • Number of developments within sites of nature conservation interest 	PSA target of 95% of the SSSI area in favourable or recovering condition by 2020.
	Will it conserve and enhance species diversity, and in particular avoid harm to protected species?	<ul style="list-style-type: none"> • Percentage of BAP habitats and species implemented 	Existence of a Biodiversity Action Plan
To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	Will it reduce the amount of derelict, degraded and underused land?	<ul style="list-style-type: none"> • Percentage Of total length of footpaths/ other rights of way which are easy to use 	87% of footpaths
	Will it improve the aesthetics of the borough?	<ul style="list-style-type: none"> • No indicator Identified 	No Target Identified

SA Objectives	Sub Questions	Indicators	Targets
	Will it protect and enhance sites, features and areas of archaeological and cultural value?	<ul style="list-style-type: none"> Percentage of grade I and grade II* properties at risk 	No Target Identified
To avoid the adverse effects of activities and development on the natural functions of soil and water systems	Will it improve the quality of water?	<ul style="list-style-type: none"> Percentage of rivers and canals with good or fair biological water quality Percentage of rivers and canals with good or fair chemical water quality 	94% good or fair water quality to be achieved
	Will it reduce water consumption?	<ul style="list-style-type: none"> Total Water Leakages (Distribution losses+ Total supply pipe losses) 	8.6% reduction in leakage by 2010 from year 2003-04
	Will it improve soil quality?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it minimise the loss of soils to development?	<ul style="list-style-type: none"> Percentage of mineral site area restored Net loss of soils to development 	No Target Identified
To reduce contributions towards, and vulnerability to, the effects of climate change	Will the policy result in a decrease in green house gases?	<ul style="list-style-type: none"> Reduction in CO2 emissions (tonnes) 	20% reduction in carbon emissions by 2015
	Will it reduce energy consumption?	<ul style="list-style-type: none"> Percentage improvement in energy efficiency (Housing sector) Energy Efficiency- average SAP rating of authority dwellings 	20% increase in renewable energy generation by 2020

SA Objectives	Sub Questions	Indicators	Targets
	Will it lead to an increased proportion of energy needs being met by renewable sources?	<ul style="list-style-type: none"> Percentage of Energy from Renewable Sources. 	10% electricity to come from renewable-2010 and 15% by 2015
	Will it reduce emissions of ozone depleting substances?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it reduce the risk of subsidence?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it reduce the risk of damage from storm events?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
To minimise the hazard risk from flooding in Hillingdon	Will it minimise the risk of flooding?	<ul style="list-style-type: none"> Number of properties at risk from flooding 	No Target Identified
	Will it reduce threats to floodplains?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will development increase the amount of impermeable surfaces?	<ul style="list-style-type: none"> Number of developments incorporating SUDS 	No Target Identified
To ensure efficient use of non renewable resources and minimise the production of waste	Will it reduce consumption of materials and resources?	<ul style="list-style-type: none"> Waste production by type 	No Target Identified
	Will it reduce household waste?	<ul style="list-style-type: none"> Waste production kg/head/year 	530 kg set by the borough
	Will it reduce construction waste?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified

SA Objectives	Sub Questions	Indicators	Targets
	Will it increase waste recovery and recycling	<ul style="list-style-type: none"> Percentage of waste recycled or composted waste Percentage of waste land filled 	To recover value from 40% of municipal waste by 2005, 45% by 2010, 67% by 2015 75% of the total amount of biodegradable municipal waste landfilled in 1995 by 2006, 50% by 2009, 35% by 2016
	Will it reduce hazardous waste?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
To encourage efficient use of available land that will not foreclose on future options	Will it encourage the use of previously developed land?	<ul style="list-style-type: none"> Percentage of new homes built on previously developed land Number of private sector vacant dwellings that are returned into occupation or demolished during 2004/05 as a direct result of action by local authority Vacancy levels in Industrial and Business Areas 	60% of new homes to be built on previously developed land
	Will it limit land use options for future use?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
To create a variety of high quality residential environments that provide everybody with the opportunity to live in a decent home	Will it increase the range and affordability of housing for all social groups?	<ul style="list-style-type: none"> Number of affordable homes Number of housing completions 	Current borough target of 130 affordable home completions per year GLA Target of 5,800 more homes by 2016

SA Objectives	Sub Questions	Indicators	Targets
	Will it reduce the number of unfit homes?	<ul style="list-style-type: none"> • Proportion of local authority homes which were non-decent • Number of unfit homes 	15% of LA homes
	Will it reduce homelessness?	<ul style="list-style-type: none"> • Number of homeless households 	No Target Identified
	Will it benefit the image of the area as a place to live?	<ul style="list-style-type: none"> • No indicator Identified 	No Target Identified
To provide environments that promote healthy and safe living and reduce anti social behaviour	Will it promote safer environments?	<ul style="list-style-type: none"> • Road injuries deaths and seriously injured 	Current borough target of 170/year
	Will it encourage Healthy lifestyles?	<ul style="list-style-type: none"> • No indicator Identified 	No Target Identified
	Will it reduce illness and death rates?	<ul style="list-style-type: none"> • Percentage of population in good health • Number of GP's per 1000 population 	No Target Identified
	Will it reduce actual levels of crime?	<ul style="list-style-type: none"> • Domestic burglaries per 1000 households • Violent crimes/1000 population • Robberies/1000 households • Vehicle crimes/1000 population • Racial incidents/100,000 households 	No Target Identified
	Will it reduce the fear of crime?	<ul style="list-style-type: none"> • No indicator Identified 	No Target Identified
	Will it reduce noise levels and concerns?	<ul style="list-style-type: none"> • DEFRA road and air noise mapping 	No Target Identified

SA Objectives	Sub Questions	Indicators	Targets
To improve the ready access to essential services and facilities for all residents	Will it improve accessibility to key local services?	<ul style="list-style-type: none"> Percentage of the borough area with an increased Public Transport Accessibility Level 	No Target Identified
	Will it improve investment in key community services?	<ul style="list-style-type: none"> Visits to libraries Number per capita Number of visits to/usage of museums/1000 population 	No Target Identified
	Will it improve accessibility to major retail and business centres?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it make access more affordable?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it make access easier for those without a car?	<ul style="list-style-type: none"> Commuting mode School Journey Mode 	No Target Identified
	Will it improve access for those with disabilities?	<ul style="list-style-type: none"> Percentage of local authority buildings suitable for and accessible by disabled people 	No Target Identified
To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment	Will it help reduce traffic volumes?	<ul style="list-style-type: none"> Road Traffic growth 	No Target Identified
	Will it provide mixed-use development?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it provide new public transport routes?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it locate large trip generators land uses near existing transport interchanges?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified

SA Objectives	Sub Questions	Indicators	Targets
	Will it reduce the effect of HGV's on people and the environment?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it reduce the length of trips?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it increase the proportion of journeys using modes other than the car?	<ul style="list-style-type: none"> Commuting mode School Journey Mode 	No Target Identified
	Will it reduce the need to travel, including overseas?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
To provide residents of all ages with the option to access education and skills based enhancement	Will it improve the qualifications and skills of young people?	<ul style="list-style-type: none"> Percentage of pupils achieving 5 or more GCSEs at grades A* - C or equivalent 	No Target Identified
	Will it improve the qualifications and skills of adults?	<ul style="list-style-type: none"> Percentage of population with no qualification Unemployment Level 	No Target Identified
To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place	Will it create places and spaces that will enhance community ownership?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it attract people and business to the area?	<ul style="list-style-type: none"> No indicator Identified 	No Target Identified
	Will it improve the visual amenity of the area?	<ul style="list-style-type: none"> Percentage of applications submitted with a design statement 	No Target Identified

SA Objectives	Sub Questions	Indicators	Targets
To promote growth in the economy whilst improving its environmental and social performance	Will it reduce incidents of pollution and contamination?	• No indicator Identified	No Target Identified
	Will it encourage good employee relations and management practices?	• Business recognised as investors in people	No Target Identified
	Will it promote growth?	• Net growth in business (VAT registered business)	No Target Identified
To enhance the image of the borough as a location for new business	Will it attract new investment to the borough?	• VAT registered businesses	No Target Identified
	Will it attract skilled workers to the area?	• Percentage of economically active people	No Target Identified
To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas	Will it encourage new and innovative business?	• Jobs Density (total jobs to Working age population)	No Target Identified
	Will it diversify the employment market?	• Percentage of working population with NVQ 1-2, 3-4 or apprenticeship	No Target Identified
	Will it encourage indigenous business?	• No indicator Identified	No Target Identified
	Will it encourage inward investment?	• No indicator Identified	No Target Identified
	Will it create land for business development?	• No indicator Identified	

12. Appendix 3: Monitoring

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
To improve air quality to a standard that is acceptable for human health and ecological health	Air Quality	NOx/NO2 level	Air Quality and emissions national targets already set	Compilation of local emissions inventory	Varied	When air quality targets are not met	Consult Air Quality Action Plan to implement further measures
		PM10 levels	Air Quality and emissions national targets already set	Compilation of local emissions inventory	Varied	When air quality targets are not met	Consult Air Quality Action Plan to implement further measures
		Existence of AQMA plan	An Air Quality Action Plan has already been implemented.	London Borough of Hillingdon	Varied	When air quality targets are not met	Investigate causes of air pollution and investigate new measures to overcome it.

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
To ensure sustainable management and conservation of wildlife and habitats representative of the borough and reverse those in decline	Enhancement of nature conservation and wildlife	Percentage of SSSIs in good condition	Local data will be fed into Recorder 2000, UK BAP.	London Borough of Hillingdon	Varied	When SSSIs health are beginning to decline	Investigate the deficiencies in current policies and amend accordingly
		Number/area of LNR and wildlife heritage sites	Local indicators will be collected from Hillingdon's Biodiversity Action Plan	London Borough of Hillingdon	Varied	When LNR and wildlife heritage sites show signs of decline	Investigate the deficiencies in current policies and amend accordingly
		Number of developments within sites of Nature conservation interest	The number of planning applications for all developments within sites of nature conservation interest will be taken from database software already used in collecting data from planning applications.	London Borough of Hillingdon	Annually April - March	When the SINC sites shows signs of decline	Investigate the deficiencies in current policies and amend accordingly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
To protect and preserve landscape character, historic buildings, archaeological sites and cultural features of importance to the community	Landscape, Historic buildings and Archaeological sites	Percentage Of total length of footpaths/ other rights of way which are easy to use	Current GIS data and on site confirmation by LBH officers.	Joint agreement between Green spaces, Transport and PEP to gather information	Annually	If the Percentage of total length of footpaths should diminish below the current 87% target.	Investigate the deficiencies in current policies and amend accordingly
		Percentage of grade I and grade II* properties at risk	The number of Listed Building applications for all developments will be taken from database software already used in collecting data from planning applications.	English Heritage buildings at risk register	Annually	If the number of buildings at risk increases	Investigate the deficiencies in current policies and amend accordingly
To avoid the adverse effects of activities and development on the natural functions of soil and water systems	Soil and water system	Percentage of rivers and canals with good or fair biological water quality	Recorded by the General Quality Assessment (GQA) Scheme	Environment Agency	Annually	When there are signs of low macro-invertebrate wildlife would be on or below grade f	Investigate the deficiencies in current policies and amend accordingly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		Percentage of rivers and canals with good or fair chemical water quality	Recorded by the General Quality Assessment (GQA) Scheme	Environment Agency	Annually	When current levels decrease and the target of 94% Rivers and Canals to be of good to fair quality	Investigate the deficiencies in current policies and amend accordingly
		Total Water Leakages (Distribution losses+ Total supply pipe losses)	Comparative leakage performance measured on all water companies	Office for Water Services	Annually	When current levels decrease and the target of 94% Rivers and Canals to be of good to fair quality	Fines imposed on Water bodies that consistently fail to reduce the amount of water leakage.
		Percentage of Mineral sites restored	The number of planning applications for all developments regarding the restoration of mineral sites will be taken from database software already used in collecting data from planning applications.	PEP - London Borough of Hillingdon	Annually	By way of breach of conditions.	Enforcement action if necessary.

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		Net loss of soils to development	Approved applications containing Greenfield/ Open spaces etc	London Borough of Hillingdon	Annually	When the percentage of brownfield development drops below the current 100% level	Investigate the deficiencies in current policies and amend accordingly
To reduce contributions towards, and vulnerability to, the effects of climate change	Green House gas emissions	Reduction in CO2 emissions (tonnes)	Data from these indicators will be fed into the compilation of local emissions inventory for Hillingdon and this will then be used as a more accurate basis for the review of air quality	London Borough of Hillingdon	Annually	Where levels of greenhouse gas would exceed the current level by of emissions	Consult Air Quality Action Plan to implement further measures
		Percentage improvement in energy efficiency (Housing sector)	The Borough presently has an energy efficient homes of 1.5Percentage	London Borough of Hillingdon (Housing, Building Control & EPU)	Annually	When SAP ratings are reduced or if the 30% target for 2010 doesn't appear to be achievable.	Review of the policy and implementation methods to ascertain the shortfall. Invoke rewards or

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
							schemes to encourage residents to become more energy efficient.
		Energy Efficiency-average SAP rating of authority dwellings	Based on a rating of between 1 and 120. The higher the number the more efficient the home is. The Borough is currently at 68.2	London Borough of Hillingdon (Housing, Building Control & EPU)	Annually	When SAP ratings are reduced	Review of the policy and implementation methods to ascertain the shortfall. Invoke rewards or schemes to encourage residents to become more energy efficient.
To minimise the hazard risk from flooding in Hillingdon	Flooding Rate	Number of properties at risk from flooding	Currently 12,000 properties are at risk from flooding	Environment Agency	Annually	If the number of properties at risk increase	Investigate the deficiencies in current policies and amend accordingly
		Number of developments	All applications incorporating	Environment Agency	Annually	When proposal in flood risk	Investigate the deficiencies in

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		incorporating SUDS	sustainable urban drainage systems within their proposal.			areas do not propose any alleviation measures.	current policies and amend accordingly
To ensure efficient use of non renewable resources and minimise the production of waste	Waste produced and Percentage of waste composted and recycled	Waste production by type	Assessed with regard to: Amount of municipal waste, Amount of non-household waste and amount of household waste	London Borough of Hillingdon-Waste department	Annually	If the target for waste recycling and composting doesn't meet the national targets of 25% by 2005, 30% by 2010 and 33% by 2015.	Investigate the deficiencies in current policies and amend accordingly
		Waste production kg/head/year	Target of 530kg not to be exceeded. Hillingdon is currently at 528kg/head/year. The waste department already records information is a best value indicator. (BV 84).	London Borough of Hillingdon-Waste department	Annually	If the target for waste recycling and composting doesn't meet the national targets of 530kg/head/year	Investigate the deficiencies in current policies and amend accordingly
		Percentage of waste recycled	Already recorded by the waste department,	London Borough of	Annually	If the target for waste recycling	Investigate the deficiencies in

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		or composted waste	as this is a best value indicator. (BV 82a +b)	Hillingdon-Waste department		and composting doesn't meet the national targets of 25% by 2005, 30% by 2010 and 33% by 2015.	current policies and amend accordingly
		Percentage of waste land filled	Already recorded by the waste department.	London Borough of Hillingdon-Waste department	Annually	If the target for waste recycling and composting doesn't meet the national targets of 25% by 2005, 30% by 2010 and 33% by 2015.	Investigate the deficiencies in current policies and amend accordingly
To encourage efficient use of available land that will not foreclose on future options	Effective Land use of previously developed land	Percentage of new homes built on previously developed land	The target is to reach 60% by 2008. This indicator is already recorded as a best value (BV 106)	London Borough of Hillingdon	Annually	When the amount of development on Green field land drops significantly beneath the current 100%	Investigate the deficiencies in current policies and amend accordingly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
						levels and 65%	
		Number of private sector vacant dwellings that are returned into occupation or demolished during 2004/05 as a direct result of action by local authority	The target is to reach 300. This indicator is already recorded as a best value (BVPI 64)	London Borough of Hillingdon	Annually	When the number does not reach the 320 target for 2007/08	Investigate the deficiencies in current policies and amend accordingly
		Vacancy levels in industrial and business areas	The indicator depends on surveys being taken	London Borough of Hillingdon	Varied	When long term vacancies are noted	Investigate the deficiencies in current policies and amend accordingly
To create a variety of high quality residential environments that provide everybody with the opportunity to live in a decent home	Affordable housing	Number of affordable homes	The current target is 130 a year. This will have to increase to fulfil London Plan obligation	London Borough of Hillingdon Best Value Performance	Annually	When completions are below targets	Investigate the deficiencies in current policies and amend accordingly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
				Indicator			
		Number of housing completions	The data is collected by housing services annual monitoring programme	London Borough of Hillingdon Housing survey	Annually	When completions are identified to be below need	Investigate the deficiencies in current policies and amend accordingly
		Proportion of local authority homes which were non-decent	The current target is 15% for 2007/08	London Borough of Hillingdon Best Value Performance Indicator	Annually	If the target is not achieved	Investigate the deficiencies in current policies and amend accordingly
		Number of unfit homes	The data is collected by housing services annual monitoring programme	London Borough of Hillingdon Housing survey	Annually	When the number of unfit homes increases significantly	Investigate the deficiencies in current policies and amend accordingly
		Number of homeless households	The data is collected by housing services annual monitoring programme	London Borough of Hillingdon Housing survey	Annually	When the number increases significantly	Review of policies on the provision of affordable housing

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
To provide environments that promote healthy and safe living and reduce anti social behaviour	Health and Crime	Road injuries deaths and seriously injured	Road deaths and injuries have increased in recent years	London Borough of Hillingdon Best Value Performance Indicator	Annually	If the 170 target for 2004/2005 is exceeded	Investigate the deficiencies in current policies and amend accordingly
		Percentage of population in good health	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If other health indicators indicate declining levels of health	Investigate the deficiencies in current policies and amend accordingly
		Number of GP's per 1000 population	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If a significant number of health facilities close and population increases	Investigate the deficiencies in current policies and amend accordingly
		Domestic burglaries per 1000 households	The number of incidents has decreased from previous years	London Borough of Hillingdon Best Value Performance Indicator	Annually	If the target of 19.8 is exceeded	Investigate the deficiencies in current policies and amend accordingly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		Violent crimes/1000 population	The number of incidents has decreased from previous years	London Borough of Hillingdon Best Value Performance Indicator	Annually	If the target of 2.1 is exceeded	Investigate the deficiencies in current policies and amend accordingly
		Robberies/1000 households	No trend has been identified	London Borough of Hillingdon Best Value Performance Indicator	Annually	If the target of 2.2 is exceeded	Investigate the deficiencies in current policies and amend accordingly
		Vehicle crimes/1000 population	The number of crimes has increased in recent years	London Borough of Hillingdon Best Value Performance Indicator	Annually	If the target of 2.2 is exceeded	Investigate the deficiencies in current policies and amend accordingly
		Racial incidents/100,000 households	The number of incidents has been highlighted as a key issue as they are much larger than national and regional averages	London Borough of Hillingdon Best Value Performance Indicator	Annually	If numbers continue to increase	Amend policies to encourage more inclusion of ethnic groups in the borough

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		DEFRA road and air noise mapping	GIS data	DEFRA	Varied	When noise levels exceed 80 decibels in residential areas	Implement measures to further promote public transport and identify why traffic is taking those routes
To improve the ready access to essential services and facilities for all residents	Accessibility	Percentage of the borough area with an increased Public Transport Accessibility Level	Data supplied by TFL for GIS	TFL	Varied	If accessibility decreases	Amend policies and review accessibility arrangements in policy
		Visits to libraries Number per capita	Current levels are above targets	London Borough of Hillingdon Best Value Performance Indicator	Annually	When the number reduces	Check policies and accessibility of services
		Number of visits to/usage of museums/1000	Currently Hillingdon has no museum	London Borough of Hillingdon Best	Annually	Not Applicable	Promotion of the construction of museums

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
		population		Value Performance Indicator			
		Commuting mode	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If the modal split fails to shift to public transport, walking and cycling	Investigate the deficiencies in current policies and amend accordingly
		School Journey Mode	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If the modal split fails to shift to public transport, walking and cycling	Investigate the deficiencies in current policies and amend accordingly
		Percentage of local authority buildings suitable for and accessible by disabled people	The level is currently significantly below national and regional averages	London Borough of Hillingdon Best Value Performance Indicator	Annually	If levels fail to increase	Undertake enforcement activities of the DDA requirements

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
To promote methods to reduce dependence on private transport and manage the effects of traffic on the environment	Road Traffic growth	Road Traffic growth	The data comes from the statistics data	Office for National Statistics (ONS)	Every 10 years	If there is an increase in the road traffic growth with respect to traffic congestion level or air quality	Promote and focus on sustainable transport
		Commuting mode	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If the modal split fails to shift to public transport, walking and cycling	Investigate the deficiencies in current policies and amend accordingly
		School Journey Mode	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If the modal split fails to shift to public transport, walking and cycling	Investigate the deficiencies in current policies and amend accordingly
To provide residents of all ages with the option to access education and skills based enhancement	Education level	Percentage of pupils achieving 5 or more GCSEs at grades A* - C or equivalent	Current levels are below national and regional averages and need to improve	London Borough of Hillingdon Best Value Performance	Annually	If levels fail to rise	Investigate the deficiencies in current policies and amend accordingly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
				Indicator			
		Percentage of population with no qualification	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for education and skills based training and amend
		Unemployment Level	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for employment and amend
To encourage built environments of high quality urban design that assists in enhancing areas amenity value and promote community sense of place		Percentage of applications submitted with a design statement	Design statements will be a requirement for applications as instructed by the HDAS	London Borough of Hillingdon	The indicator could be monitored annually	If applications are approved without statements	Undertake enforcement of the policies
To promote growth in the economy whilst improving its environmental and social performance	Growth of businesses	Business recognised as investors in people	Investor in People will enhance the environmental and social performance by	Quality of life counts	Varied	If the number of businesses accredited under Investor	Encourages the businesses to undertake the people-friendly

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
			enhancing the businesses through people.			in People is decreasing	approach.
		Net growth in business (VAT registered business)	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for employment and amend
To enhance the image of the borough as a location for new business	Business growth	VAT registered businesses	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for employment and amend
		Percentage of economically active people	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for employment and amend

Objective	What needs to be monitored	Indicators	Notes	Where does monitoring data come from?	How often?	At what point, additional action to be considered	What could be done if a problem is identified
To encourage business to provide a range of jobs and services that will support and enhance existing residential and employment areas	Percentage of increase in jobs	Jobs Density (total jobs to Working age population)	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for employment and amend
		Percentage of working population with NVQ 1-2, 3-4 or apprenticeship	The data comes from the census which is only collected every 10 years	Office for National Statistics (ONS)	Every 10 years	If current levels increase	Investigate deficiencies in policies for employment and amend

13. Appendix 4: Plans and Programmes

Relevant Plans and Programmes: International

Renewed EU Sustainable Development Strategy 2006

Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (The EC Habitats Directive)

Directive on the Conservation of Wild Birds (79/409/EEC)

Water Framework Directive (2000/60/EC)

Ambient Air Quality Directive (2008/50/EC)

Landfill Directive 1999/31/EC

Relevant Plans and Programmes: National

UK Strategy for Sustainable Development: 'Securing the Future' (March 2005)

National Planning Policy Framework (NPPF)

Planning Policy for Traveller Sites

National Flood and Coast Erosion Management Strategy

Flood and Water Management Act 2010

Climate Change Act 2008

Energy Act 2011

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, 2007)

Air Quality Standards Regulation 2010

Working with the grain of nature: a Biodiversity Strategy for England, October 2002

Biodiversity Action Plan 1994

The Conservation (Natural Habitats, &c.) Regulations 1994 as amended by The Conservation (Natural Habitats, &c.) (Amendment) (No. 2) Regulations 2009

Building a Low-Carbon Economy – The UK’s Contribution to Tackling Climate Change (Committee on Climate Change, 2008) and the Fourth Carbon Budget: Reducing Emissions Through the 2020s (CCC, 2010)

The Government’s Statement on the Historic Environment

Energy Efficiency and Historic Buildings

Environment Agency Flood Risk Management Plans

Relevant Plans and Programmes: Regional

The London Plan 2011

Mayor's Air Quality Strategy 2010

Mayor's Biodiversity Strategy 2002

Mayor's Climate Change Adaptation Strategy

Delivering London's energy future - Mayor's Climate Change Mitigation and Energy Strategy

Mayor's ambient noise strategy 2004

Mayor's Housing Strategy and Draft London Housing Strategy

London's wasted resource - Mayor's waste strategy

Securing London's water future - the Mayor's water strategy

Mayor's Transport Strategy 2010

Mayor's Cultural Strategy 2010

London Freight Plan 2007

Archaeology and Planning in Greater London: A charter for the Greater London
Archaeology Advisory Service

London Housing Design Guide 2010

Emerging West London Waste Plan 2014

Draft London Housing Strategy 2014

Relevant Plans and Programmes: Local

Local Plan Part 1 2011 (including listed evidence base)

Emerging Flood Risk Management Plan

Air Quality Strategy 2002

Noise Plan 2006

Sustainable Communities Strategy 2008-2018

Employment Land Review - 2014

Gypsy and Travellers Study - 2014

Open Space Strategy 2011-2026

Townscape Character Study - 2013

Archaeological Desk Based Assessment - 2014

Accessible Hillingdon Supplementary Planning Guidance

Additional plans and programmes are listed as part of the evidence base for the Local Plan Part 1 and set out in Government Guidance on other plans and programmes.

14. Appendix 5: Census Factsheets

The following factsheets have been taken from:

<http://www.hillingdon.gov.uk/article/7629/Facts-and-statistics-about-the-London-Borough-of-Hillingdon>

Data for each ward is also available using this link.

Hillingdon Borough (2011 Census Factsheet)

1 Resident population		
Total	273,936	
Male	133,811	
Female	138,125	
Residents - in households	267,227	
- in communal establishments	6,709	
Students not at home	3,371	

2 Resident population age structure		
	No	%
0 - 4 year olds	19,704	7.2
5 - 15 year olds	37,189	13.6
16 - 24 year olds	37,570	13.7
25 - 59 year olds	131,509	48.0
60 - 74 year olds	30,847	11.3
75 + year olds	17,117	6.2

3 Ethnic group		
	No	%
White	166,031	60.6
Mixed	10,479	3.8
Asian or Asian British	69,253	25.3
Black or Black British	20,082	7.3
Arab or other	8,091	3.0

4 Country of Birth		
	No	%
United Kingdom	191,851	70.0
Europe (incl EU)	20,651	7.6
Africa	17,226	6.3
Middle East & Asia	39,339	14.4
Other	4,792	1.8

5 Language – Top 5 Languages spoken (% of all aged over 3) - 261,989 residents

	No	%
Total number of languages spoken	80+	
English	212,834	81.2
Punjabi	8,837	3.4
Polish	3,994	1.5
Tamil	3,556	1.4
Urdu	3,344	1.3
Remaining languages	29,424	11.2

6 Proficiency		
	No	%
Main Language English	212,834	81.2
Speak English well / very well	40,915	15.6
Can't speak English / not well	8,240	3.1

7 Religion		
	No	%
Christian	134,813	49.2
Buddhist	2,386	0.9
Hindu	22,033	8.0
Jewish	1,753	0.6
Muslim	29,065	10.6
Sikh	18,230	6.7
Other	1,669	0.6
No religion	46,492	17.0
Not stated	17,495	6.4

8 Residents with limiting long-term illness (LLTI) & general health of all

	No	%
People with LLTI	39,179	14.3
General health		
Very good/good	230,274	84.0
Fair	31,492	11.5
Very bad/bad	12,170	4.4

9 Unpaid Carers		
	No	%
Provides no unpaid care	248,031	90.5
Provides 1-19hrs p/wk	16,563	6.0
Provides 20-49 hrs p/wk	3,816	1.4
Provides 50+ hrs p/wk	5,526	2.0

10 Households		
	No	%
Total number of households	103,990	
With residents	100,214	
With no permanent residents	3,776	
Average household size	2.7	
Density	23.7	
Occupancy rates	No	%
Over-occupying	15,891	15.9
Under-occupying	60,442	60.3

11 Household & family types		
	No	%
One person household	25,290	25.5
Married couple: with dependent children	21,713	21.7
Married couple: no dependent children	24,974	24.9
Civil partnership couples	133	0.1
Co-habiting couple: with dependent children	3,630	3.6
Co-habiting couple: no dependent children	5,567	5.6
Lone parent: with dependent children	9,773	9.8
Lone parent: no dependent children	4,847	4.8
Other households	4,287	4.3

12 Housing tenure		
	No	%
Owner occupied	63,011	62.9
Shared ownership	1,280	1.3
Local Authority rented	10,481	10.5
Private rented	18,141	18.1
Housing Associations	6,271	6.3
Rent free	1,030	1.0

13 Dwelling type		
	No	%
Whole house or bungalow	73,831	73.7
Flat, maisonette or apartment	26,131	26.1
Other	156	0.25

14 Car ownership		
	No	%
No car/van in household	22,716	22.7
1 car/van in household	43,942	43.8
2+ cars/vans in household	33,556	33.4

15 Travel to work (aged 16-74) – 199,926		
	No	%
Car/M/cycle/Taxi/Van	74,545	37.2
Public Transport	38,832	19.4
Foot	9,192	4.6
Cycle/Other	2,600	1.3
Work at home	5,121	2.6

16 Economic activity (% of all aged 16-74)		
	Male	Female
Economically active	76.6	65.1
Economically inactive	23.4	34.9

17 Economically active (% of all aged 16-74)		
	Male	Female
Working full-time	47.1	33.9
Working part-time	5.8	17.9
Self-employed	14.1	4.6
Unemployed	4.7	4.0
Full-time student	5.1	4.6

18 Econ. inactive (% of all aged 16-74)		
	Male	Female
Long term sick/disabled	2.9	3.0
Retired	8.7	11.6
Looking after home/family	0.8	9.5
Students	8.9	7.9
Other	2.1	2.9

19 Weekly hours worked (main job) %		
	Male	Female
15 hours & under	3.4	6.0
16 - 30 hours	5.3	12.0
31 - 48 hours	35.9	25.5
49+ hours	9.3	2.7

20 Qualified residents (% aged 16+) – 217,043		
	No	%
Level 4 and above	60,854	28.0
Level 3	27,094	12.5
Level 1 or 2	61,189	28.2
Apprenticeships	6,316	2.9
Other	20,042	9.2
No qualifications	41,548	19.1

21 Occupations (% of all aged 16-74 in work)		
	No	%
Managerial	13,353	10.2
Professional & technical	39,198	30.1
Admin & secretarial	17,313	13.3
Skilled trades	13,565	10.4
Caring, Leisure etc	11,542	8.9
Services & sales	11,242	8.6
Plant & machine operatives	9,716	7.5
Elementary occupations	14,361	11.0

22 Socio-economic group (% of all aged 16-74) – 199,926		
	No	%
Higher managerial	19,992	10.0
Lower managerial	39,908	20.0
Intermediate occupations	28,793	14.4
Small employers	17,701	8.9
Lower supervisory	13,303	6.7
Semi-routine occupations	23,348	11.7
Routine occupations	17,518	8.8
Never worked	10,039	5.0
Long term unemployed	3,499	1.8
Full time students	25,825	12.9

23 Industries – 130,290		
	No	%
Energy, agriculture, mining	1,424	1.1
Manufacturing	6,978	5.3
Construction	10,567	8.1
Hotels & catering	7,540	5.8
Transport & Comms	21,482	16.5
Repair of motor vehicles	20,635	15.8
Finance	4,864	3.7
Property management	1,708	1.3
Public Admin & defence	14,995	11.5
Education	12,350	9.5
Health & social work	13,392	10.3
Other	14,355	11.0

Source:
[Office for National Statistics - 2011 Census](#)



London (2011 Census Factsheet)

1 Resident population

Total	8,173,941
Male	4,033,289
Female	4,140,652
Residents - in households	8,073,700
- in communal establishments	100,241
Students not at home	99,779

2 Resident population age structure

	No	%
0 - 4 year olds	591,495	7.2
5 - 15 year olds	1,033,273	12.6
16 - 24 year olds	1,008,032	12.3
25 - 59 year olds	4,293,802	52.5
60 - 74 year olds	815,648	10.0
75 + year olds	431,691	5.3

3 Ethnic group

	No	%
White	4,887,435	59.8
Mixed	405,279	5.0
Asian or Asian British	1,511,546	18.5
Black or Black British	1,088,640	13.3
Arab or other	281,041	3.4

4 Country of Birth

	No	%
United Kingdom	5,175,677	63.3
Europe (incl EU)	955,488	12.2
Africa	621,613	7.6
Middle East & Asia	966,990	11.8
Other	414,147	5.1

5 Language – Top 5 Languages spoken (% of all aged over 3) - 7,809,942 residents

	No	%
Total number of languages spoken	79+	
English	6,083,420	77.9
Polish	147,816	1.9
Bengali	114,267	1.5
Gujarati	101,676	1.3
French	84,191	1.1
Remaining languages	1,278,572	16.3

6 Proficiency

	No	%
Main Language English	6,083,420	77.9
Speak English well / very well	1,406,912	18.0
Can't speak English / not well	319,610	4.1

7 Religion

	No	%
Christian	3,957,984	48.4
Buddhist	82,026	1.0
Hindu	411,291	5.0
Jewish	148,602	1.8
Muslim	1,012,823	12.4
Sikh	126,134	1.5
Other	47,970	0.6
No religion	1,694,372	20.7
Not stated	692,739	8.5

8 Residents with limiting long-term illness (LLTI) & general health of all

	No	%
People with LLTI	1,157,165	14.1

General health

	No	%
Very good/good	6,853,433	83.8
Fair	915,035	11.2
Very bad/bad	405,473	5.0

9 Unpaid Carers

	No	%
Provides: no unpaid care	7,483,968	91.6
1-19hrs p/wk	435,278	5.3
20-49 hrs p/wk	105,399	1.3
50+ hrs p/wk	149,296	1.8

10 Households

Total number of households	3,387,255
With residents	3,266,173
With no permanent residents	121,082
Average household size	2.5
Density	52.0
Occupancy rates	No %
Over-occupying	707,437 21.7
Under-occupying	1,666,514 51.0

11 Household & family types

	No	%
One person household	1,030,558	31.6
Married couple: with dependent children	560,627	17.2
Married couple: no dependent children	609,346	18.7
Civil partnership couples	10,122	0.3
Co-habiting couple: with dependent children	101,065	3.1
Co-habiting couple: no dependent children	234,944	7.2
Lone parent: with dependent children	325,806	10.0
Lone parent: no dependent children	153,753	4.7
Other households	239,952	7.3

12 Housing tenure

	No	%
Owner occupied	1,576,207	48.3
Shared ownership	42,108	1.3
Local Authority rented	439,727	13.5
Private rented	819,085	25.1
Housing Associations	346,226	10.6
Rent free	42,780	1.3

13 Dwelling type

	No	%
Whole house or bungalow	1,579,008	48.3
Flat, maisonette or apartment	1,649,118	50.5
Other	38,047	1.2

14 Car ownership

	No	%
No car/van in household	1,357,251	41.6
1 car/van in household	1,324,032	40.5
2+ cars/vans in household	584,890	17.9

15 Travel to work (aged 16-74)

	No	%
Car/M/cycle/Taxi/Van	1,256,775	20.5
Public Transport	1,996,588	32.6
Foot	352,612	5.8
Cycle/Other	190,243	3.1
Work at home	202,679	3.3

16 Economic activity (% of all aged 16-74)

	Male	Female
Economically active	77.5	66.0
Economically inactive	22.5	34.0

17 Economically active (% of all aged 16-74)

	Male	Female
Working full-time	44.8	35.0
Working part-time	6.7	15.0
Self-employed	16.1	7.3
Unemployed	5.8	4.6
Full-time student	4.1	4.0

18 Econ. inactive (% of all aged 16-74)

	Male	Female
Long term sick/disabled	3.9	3.6
Retired	7.1	9.6
Looking after home/family	0.9	9.5
Students	7.9	7.7
Other	2.8	3.6

19 Weekly hours worked (main job) %

	Male	Female
15 hours & under	3.2	5.4
16 - 30 hours	6.2	10.8
31 - 48 hours	32.7	25.7
49+ hours	11.2	4.6

20 Qualified residents (% aged 16+) – 6,549,173

	No	%
Level 4 and above	2,470,225	37.7
Level 3	685,508	10.5
Level 1 or 2	1,478,615	22.6
Apprenticeships	107,665	1.6
Other	654,643	10.0
No qualifications	1,152,517	17.6

21 Occupations (% of all aged 16-74 in work)

	No	%
Managerial	464,272	11.6
Professional & technical	1,549,076	38.7
Admin & secretarial	466,488	11.7
Skilled trades	322,674	8.3
Caring, Leisure etc	314,023	7.9
Services & sales	299,222	7.5
Plant & machine operatives	189,123	4.7
Elementary occupations	384,019	9.6

22 Socio-economic group (% of all aged 16-74) – 6,117,482

	No	%
Higher managerial	807,936	13.2
Lower managerial	1,410,785	23.1
Intermediate occupations	723,354	11.8
Small employers	575,331	9.4
Lower supervisory	305,781	5.0
Semi-routine occupations	633,790	10.4
Routine occupations	453,923	7.4
Never worked	381,748	6.2
Long term unemployed	124,542	2.0
Full time students	700,292	11.4

23 Industries – 3,998,897

	No	%
Energy, agriculture, mining	32,534	0.8
Manufacturing	128,905	3.2
Construction	262,356	6.6
Hotels & catering	251,574	6.3
Transport & Comms	476,691	11.9
Repair of motor vehicles	522,204	13.1
Finance	306,443	7.7
Property management	79,520	2.0
Public Admin & defence	435,736	10.9
Education	384,156	9.6
Health & social work	428,586	10.7
Other	690,192	17.3

Source:
[Office for National Statistics - 2011 Census](#)



HILLINGDON
LONDON

England & Wales (2011 Census Factsheet)

1 Resident population		
Total	56,075,912	
Male	27,573,376	
Female	28,502,536	
Residents - in households	55,071,113	
- in communal establish	1,004,799	
Students not at home	685,206	

2 Resident population age structure		
No	%	
0 - 4 year olds	3,496,750	6.2
5 - 15 year olds	7,082,382	12.6
16 - 24 year olds	6,658,636	11.9
25 - 59 year olds	26,237,909	46.8
60 - 74 year olds	8,229,995	14.7
75 + year olds	4,370,240	7.8

3 Ethnic group		
No	%	
White	48,209,395	86.0
Mixed	1,224,400	2.2
Asian or Asian British	4,213,531	7.5
Black or Black British	1,864,890	3.3
Arab or other	563,696	1.0

4 Country of Birth		
No	%	
United Kingdom	48,570,902	86.6
Europe (incl EU)	2,748,455	4.9
Africa	1,312,617	2.3
Middle East & Asia	2,587,066	4.6
Other	856,774	1.5

5 Language – Top 5 Languages spoken (% of all aged over 3) – 53,961,451 residents		
Total number of languages spoken	79+	%
English	49,808,185	92.3
Polish	546,174	1.0
Punjabi	273,231	0.5
Urdu	268,680	0.5
Bengali	221,403	0.4
Remaining	2,843,778	5.3

6 Proficiency		
No	%	
Main Language English	49,808,185	92.3
Speak English well / very well	3,290,116	6.1
Can't speak English / not well	863,150	1.6

7 Religion		
No	%	
Christian	33,243,175	59.3
Buddhist	247,743	0.4
Hindu	816,633	1.5
Jewish	263,346	0.5
Muslim	2,706,066	4.8
Sikh	423,158	0.8
Other	240,530	0.4
No religion	14,097,229	25.1
Not stated	4,038,032	7.2

8 Residents with limiting long-term illness (LLTI) & general health of all		
No	%	
People with LLTI	10,048,441	17.9
Very good/good	45,529,229	81.2
Fair	7,401,881	13.2
Very bad/bad	3,144,802	5.6

9 Unpaid Carers		
No	%	
Provides: no unpaid care	50,275,666	89.7
1-19hrs p/wk	3,665,072	6.5
20-49 hrs p/wk	775,189	1.4
50+ hrs p/wk	1,359,985	2.4

10 Households		
Total number of households	24,429,618	
With residents	23,366,044	
With no permanent residents	1,063,574	
Average household size	2.4	
Density	3.7	
Occupancy rates	No	%
Over-occupying	1,995,860	8.5
Under-occupying	17,070,912	73.1

11 Household & family types		
No	%	
One person household	7,067,261	30.2
Married couple: with dependent children	3,797,364	16.3
Married couple: no dependent children	6,292,369	26.9
Civil partnership couples	36,680	0.1
Co-habiting couple: with dependent children	1,004,254	4.3
Co-habiting couple: no dependent children	1,587,840	6.8
Lone parent: with dependent children	1,854,883	7.9
Lone parent: no dependent children	901,362	3.9
Other households	824,031	3.5

12 Housing tenure		
No	%	
Owner occupied	14,858,678	63.6
Shared ownership	178,236	0.8
Local Authority rent	2,208,080	9.4
Private rented	3,900,178	16.7
Housing Assoc	1,910,381	8.2
Rent free	315,491	1.4

13 Dwelling type		
No	%	
Whole house or bungalow	18,371,818	78.6
Flat, maisonette or apartment	4,829,325	20.7
Other	164,901	0.7

14 Car ownership		
No	%	
No car/van	5,989,770	25.6
1 car/van in household	9,861,642	42.2
2+ cars/vans in household	7,514,632	32.2

15 Travel to work (aged 16-74)		
No	%	
Car/M/cycle/Taxi/Van	16,974,039	41.3
Public Transport	4,349,267	10.6
Foot	2,846,588	6.9
Cycle/Other	933,734	2.3
Work at home	1,422,708	3.5

16 Economic activity (% of all aged 16-74)		
	Male	Female
Economically active	74.9	64.5
Economically inactive	25.1	35.5

17 Economically active (% of all aged 16-74)		
	Male	Female
Working full-time	46.6	30.5
Working part-time	6.1	21.2
Self-employed	13.8	5.7
Unemployed	5.3	3.5
Full-time student	3.2	3.7

18 Econ. inactive (% of all aged 16-74)		
	Male	Female
Long term sick/disabled	4.4	3.9
Retired	11.9	15.7
Looking after home/family	0.8	7.8
Students	6.0	5.7
Other	2.0	2.4

19 Weekly hours worked (main job) %		
	Male	Female
15 hours & under	3.0	6.5
16 - 30 hours	5.2	14.3
31 - 48 hours	34.5	23.2
49+ hours	10.1	3.1

20 Qualified residents (% aged 16+) – 45,496,780		
No	%	
Level 4 and above	12,383,477	27.2
Level 3	5,617,802	12.3
Level 1 or 2	12,985,817	28.5
Apprenticeships	1,631,777	3.6
Other	2,570,580	5.7
No qualifications	10,307,327	22.7

21 Occupations (% of all aged 16-74 in work) – 26,526,336		
No	%	
Managerial	2,860,702	10.8
Professional & tech	7,982,072	30.1
Admin & secretarial	3,034,637	11.4
Skilled trades	3,041,957	11.5
Caring, Leisure etc	2,492,117	9.4
Services & sales	2,240,869	8.4
Plant & machine operatives	1,919,017	7.2
Elementary occup's	2,954,965	11.1

22 Socio-economic group (% of all aged 16-74) – 6,117,482		
No	%	
Higher managerial	4,220,766	10.3
Lower managerial	8,571,458	20.8
Intermediate occup's	5,240,440	12.7
Small employers	3,872,779	9.4
Lower supervisory	2,857,185	6.9
Semi-routine occup's	5,789,519	14.1
Routine occupations	4,564,916	11.1
Never worked	1,594,690	3.9
Long term unemployed	706,924	1.7
Full time students	3,707,863	9.0

23 Industries – 26,526,336 residents		
No	%	
Energy, agriculture, mining	612,431	2.3
Manufacturing	2,369,998	8.9
Construction	2,043,229	7.7
Hotels & catering	1,484,838	5.6
Transport & Comms	2,368,672	8.9
Repair motor vehicles	4,220,124	15.9
Finance	1,145,488	4.3
Property management	384,499	1.4
Public Admin & defence	2,885,402	10.9
Education	2,628,063	9.9
Health & social work	3,318,464	12.5
Other	3,065,128	11.6

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