

Appendix 1

Hillingdon Local Plan

Scoping consultation

CONTENT FOR PUBLICATION

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HILLINGDON
LONDON

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Contents

1. Introduction	3
2. How to use this consultation	11
3. Objectives and vision.....	12
4. Growth and spatial strategy	16
5. Design	19
6. Housing	21
7. Social infrastructure.....	23
8. Economy	25
9. Heritage and culture	28
10. Green infrastructure and natural environment.....	30
11. Sustainable infrastructure	33
12. Transport.....	35
13. Integrated Impact Assessment	37
14. Have your say	37
15. Call for Sites	39
16. Glossary	40

1. Introduction

Hillingdon is creating a new Local Plan. The Local Plan will set out the vision for future development in the borough over the next 15 years and will set out planning policies to help achieve this. The Local Plan will set policies to help build new homes, create jobs and provide services to support a growing population. It will also help shape the look and feel of Hillingdon's places, enhancing the environment, with the option to include policies on matters such as tackling climate change and creating sustainable neighbourhoods.

We are inviting engagement from stakeholders through this Scoping Consultation. The consultation has two objectives:

1. To reach out to residents and stakeholders to provide your views on key issues for the Local Plan and what it should contain.
2. To ask how Hillingdon should engage with stakeholders during Local Plan preparation.

About the Local Plan

What is a Local Plan?

The Local Plan is the key document in Hillingdon's development plan. The Development Plan is the group of documents which set out the Council's planning policies. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Council must consider the National Planning Policy Framework in preparing the development plan, and it is a material consideration in planning decisions.

National policy sets out that local planning authorities should prepare Local Plans to provide a positive vision for the future of each area, meet housing needs, address economic, social, and environmental priorities, and provide a platform for residents to shape their surroundings.

The Local Plan guides decisions on future development proposals and addresses the needs and opportunities of the area as part of the borough's statutory development plan. A Local Plan may include policies covering:

- Housing,
- Employment,
- Shops and social infrastructure,
- Developments and design,
- Economy,
- Natural infrastructure,
- Transport, and
- Heritage and culture.

The Local Plan must be prepared with the objective of contributing to the achievement of sustainable development (Planning and Compulsory Purchase Act 2004, Section 39(2)).

Current development plan

The adopted development plan for Hillingdon consists of the following documents:

- The Local Plan Part 1: Strategic Policies (November 2012)
- The Local Plan Part 2: Development Management Policies (January 2020)
- The Local Plan Part 2: Site Allocations (January 2020)
- The West London Waste Plan (July 2015)
- The London Plan (March 2021)

Neighbourhood plans also form part of a local planning authority's development plan, however there are no neighbourhood plans in Hillingdon.

The council is proposing to update and replace the Local Plan. The strategic and development management policies will be combined into a single document alongside the site allocations, in line with government guidance. The West London waste plan will remain as a separate document and is subject to a separate review process.

The London Plan

The Mayor of London adopted the current London Plan in 2021 and forms part of the development plan for the borough. Hillingdon's Local Plan must be in general conformity with the London Plan. The Mayor of London is working on a new London Plan. Consultation on what the new London Plan should contain was undertaken in May to June 2025.

The new London Plan will likely include significant changes from the current plan across a range of policy areas. Chief among these will be the need for the new London Plan to consider the Government's new standard housing need figure of around 880,000 homes within Greater London over ten years¹. This is a very large increase over the current requirement of approximately 522,000 homes over ten years. The London Plan will set individual borough targets for housing to meet the need for London as a whole. Hillingdon will be allocated an apportionment of this Greater London target based on its capacity for growth.

The new London Plan is scheduled for consultation in 2026. As part of the ongoing review of the Local Plan, the council will have to take into

1.1

¹ <https://www.london.gov.uk/programmes-strategies/planning/planning-consultations/towards-new-london-plan#increasing-londons-housing-supply-237815-title>

consideration the new London Plan as the Spatial Development Strategy for Greater London.

- [Towards a new London Plan - consultation | London City Hall](#)

National Planning Policy Framework

The Local Plan must be consistent with the National Planning Policy Framework (NPPF). This sets out the Government's planning policies for England and how they should be applied. It must be considered in the preparation of the Local Plan and is a material consideration when making planning decisions. Separate policy documents deal with other topics that are material to planning, such as waste and traveller sites.

The National Planning Policy Guidance (NPPG) supports the NPPF and is amended frequently. It provides specific guidance on how parts of the Local Plan should be undertaken and is material to the plan-making process.

NPPF Review Consultation

The government published a consultation on a new NPPF in December 2025. The proposed revisions are the largest change to the NPPF since its introduction in 2012. The proposals introduce new plan-making and decision-making policies. The proposed NPPF states that Local Plan policies must not duplicate, substantively restate or modify the content of national decision-making policies. The council is monitoring the progress of the NPPF and will respond appropriately in plan-making for the Local Plan.

Heathrow Airport

Heathrow Airport lies within the London Borough of Hillingdon. The Government has announced support for the expansion of Heathrow Airport for construction of a third runway.

- [Government backs Heathrow expansion to kickstart economic growth - GOV.UK](#)

As currently framed, the third-runway scheme represents the largest infrastructure project in Europe and would generate profound and far-reaching implications for Hillingdon over a prolonged period. The spatial impacts of airport expansion will be far-reaching, with substantial areas of housing, businesses and local open spaces being lost. The proposals also carry significant environmental considerations, particularly relating to air quality, noise, and the scale of construction activity

The government have announced that a revised draft Airports National Policy Statement (ANPS) will be published for consultation by summer 2026 and that it intends a final planning decision on expansion to be possible within the current Parliament. The council will take account of the ANPS consultation in plan-making for the Local Plan.

Why are we reviewing the Local Plan?

In line with the National Planning Policy Framework, Local Plans should be kept up to date with revision at least every 5 years. The Local Plan needs to be updated to respond to changes affecting Hillingdon including in the economy, the population, housing market, environment and to reflect a new London Plan and revisions to national policies.

Without an up-to-date Local Plan, Hillingdon's local planning policies could be considered out of date. In decision making, the council would not be able to place appropriate weight on policies which are out of date, leading to inappropriate development that does not meet the needs of people living, working, and visiting Hillingdon. There is also a risk of intervention by the Government, where plan-making would be taken out of the hands of the local authority and stakeholders.

A review of the Local Plan allows the council to add, remove and improve planning policies.

The new plan-making system

The Hillingdon Local Plan will now be produced under the government's new plan-making system, which was introduced in March 2026. The new system aims to be a faster system and more streamlined approach, with the aim of creating shorter and clearer Local Plans. It includes a 30-month timeline for creating and adopting Local Plans, supporting the Government's commitment to achieving universal Local Plan coverage across England. The new regulations are linked below:

- [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2026](#)

Hillingdon Council published its notice of intention to commence local plan preparation under the new system on 12 May 2026:

- [Notice of Intention to commence local plan preparation \(www.hillingdon.gov.uk\)](#)

More information

The council is publishing its Local Plan evidence base as it is being completed. The following evidence base documents are available for download:

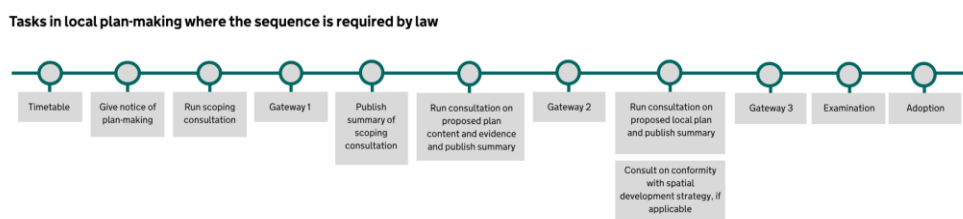
<https://www.hillingdon.gov.uk/local-plan-review>

- Integrated Impact Assessment (IIA) Scoping Report
- Hillingdon Townscape and Character Study 2023 (Urban Initiatives)
- Hillingdon Employment Land and Capacity Study 2023 (Avison Young)
- West London Town Centre Study 2023 (urban Foresight)

Local Plan timetable

The Council has moved the Local Plan timetable into the new plan-making system. The previous programme under the 'legacy' plan making system was undeliverable due to changes to the planning policy context which are beyond the council's control. The Council have adopted a revised programme that shifts the main stages of production and consultation for the Local Plan into 2026-2028, as set out in the table below.

The new plan-making system includes a prescribed sequence of stages, which includes three stages of formal consultation and three 'gateways' which are used to determine readiness to progress to the next stage of plan-making. The sequence is set out in the diagram below.



Source: [30-month local plan process: an overview - GOV.UK](https://www.gov.uk/government/publications/30-month-local-plan-process-an-overview)

The [Planning and Compulsory Purchase Act 2004](#), part 15B(2)(i) requires the Local Plan timetable to specify a timetable for the preparation of the authority's local plan for their area, in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2026, Regulation 4(1). The timetable is set out below.

Notice of intention to commence Local Plan preparation

12 May 2026

Consultation start: Scoping consultation

9 July 2026

Consultation end: Scoping consultation

The date on or before representations on the scoping consultation must be received by Hillingdon Council.

21 August 2026

Gateway 1

17 September 2026

Consultation start: Local Plan content and evidence

5 November 2026

Consultation end: Local Plan content and evidence

The date on or before representations on the proposed local plan content and evidence consultation must be received by Hillingdon Council.

14 January 2027

Gateway 2

1 March 2027

Consultation start: proposed Local Plan

15 June 2027

Consultation end: proposed Local Plan

The date on or before when representations on the proposed Local Plan consultation must be received by Hillingdon Council.

27 August 2027

Gateway 3

1 October 2027

Submission of the proposed local plan to the Secretary of State for independent examination

1 November 2027

Consideration of adoption of the proposed Local Plan

1 May 2028

Links

This Local Plan timetable is also published on the Council website:

- [Local Plan timetable \(www.hillingdon.gov.uk\)](http://www.hillingdon.gov.uk)

Why are we undertaking a scoping consultation?

We are undertaking a scoping consultation to gather up to date views on what the Local Plan should contain, taking into consideration changes in the development context since the Regulation 18 Call for Views consultation in 2024. It is also a statutory requirement under the new plan-making system to undertaking a Scoping Consultation prior to Gateway 1.

Proposed consultation activities

In line with the Statement of Community Involvement, we will, as a minimum, undertake the actions set out in the table below in future stages of consultation on the Local Plan.

We invite you to comment on these consultation proposals and welcome suggestions on further types of consultation that you consider would be effective. This could include in-person events, online sessions, or different types of communication.

ACTION	DESCRIPTION
Online	Website or online engagement platform The consultations for the Draft Plan and Proposed Submission consultations will be run through the Council website or online engagement platform. The platform used will be designed to provide an informative, accessible and user-friendly experience. Social media For all consultations we will post on our social media channels notifying residents and interested parties of the Local Plan consultation and how they can get involved. We will use popular online platforms which could include X, Facebook, Instagram, next-door, Linked-in and YouTube. Feedback on social media via polls or comments will also be factored into the consultation statements produced.
Press	Press release We will publish a press release for the launch of the Draft Plan and Proposed Submission consultations.
Email and letters	On commencement of the consultations, we will send emails to all contacts on the Hillingdon Planning Policy Consultation Database, including statutory consultees. We will send letters to contacts where no email has been provided. We will also use existing channels and groups within the borough such as the weekly teachers email list, residents groups and council connect.
Making documents available	Hard copies of the consultation material will be made available for inspection at the Civic Centre and selected public libraries. Respondents may reply by web, email, or post.

To sign-up to the Council's Planning Policy Consultation Database, please email the Council at

- localplan@hillingdon.gov.uk

Previous engagement

Call for Views consultation 2024

A Regulation 18 'Call for Views' consultation was undertaken by the Council between 29 April 2024 to 24 June 2024. The Council received 141 responses to the consultation from a wide range of stakeholders. The main issues raised in this consultation have been summarised in the Hillingdon Local Plan Consultation Statement (Regulation 18).

Call for sites

The council undertook two 'call for sites' exercises to gather information on land that individuals or organisations may consider having development potential. The calls for sites were run on the following dates:

- Friday 26 May to Friday 29 September 2023, and
- Monday 29 April 2024 to 24 June 2024.

There were 80 sites submitted as part of the call for sites exercise. Alongside this, representations were also made in response to the Local Plan call for views. These representations have been captured and summarised in the Regulation 18 Consultation Statement.

Previous consultation responses will be considered

All responses received in the Regulation 18 Call for Views consultation 2024 and both Call for Sites exercises (2023 and 2024) will be carried forward and considered under this Scoping Consultation. These responses will inform the Local Plan preparation going forward. There is no need to re-submit this material.

2. How to use this consultation

A scoping consultation is an early stage in creating a Local Plan where the council asks the community, businesses, and other stakeholders what issues the plan should focus on. It helps identify the key challenges and opportunities in the area—such as housing, jobs, transport, and the environment—before any detailed policies are written. By gathering views at the start, the council can make sure the Local Plan reflects local priorities and considers the things that matter most to the people who live, work, and invest in the area.

2.1 We have provided the following pages to provide background information on the Local Plan in Hillingdon. This is broken down into the main topics that Local Plans typically cover:

- Objectives and vision
- Growth and spatial strategy
- Design
- Housing
- Social infrastructure
- Economy
- Heritage and culture
- Green infrastructure and natural environment
- Sustainable infrastructure
- Transport

2.2 For each section we have described:

- The **Existing approach**, which summarises the current policy approaches current adopted in Hillingdon Local Plan,
- The **Key Challenges** that the Council has identified through evidence gathering to date, and
- **What the Local Plan could achieve**, which sets out a series of objectives and policies which the Local Plan could incorporate, for your consideration.

You may respond to this information or provide representations on other matters not covered on these pages.

The Council has not made any decisions on what the Local Plan will include and this is your opportunity to help shape the plan.

3. Objectives and vision

The existing Hillingdon Local Plan Strategic Policies identify key challenges, issues and objectives for development in the borough.

There have been significant changes since the Local Plan was adopted which need to be considered as part of the review.

As part of the Local Plan Review the Council will need to create a new shared vision for Hillingdon.

Existing approach

The existing Local Plan Strategic Policies, which were adopted in 2012 contains a seven-point vision for the borough, with the following headlines:

- Hillingdon is taking full advantage of its distinctive strengths regarding its places, communities and heritage.
- The social and economic inequality gaps in Hillingdon are being closed.
- The improved environment and infrastructure is supporting healthier living and helping the borough to mitigate and adapt to climate change.
- Economic growth has been concentrated in Uxbridge, Heathrow and the Hayes/West Drayton Corridor, without ignoring local centres.
- Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents.
- Hillingdon has a reliable network of north/south public transport routes and improved public transport interchanges.
- Hillingdon has continued to prosper from the presence of Heathrow.

Council Strategy vision

The Council Strategy outlines its vision of putting residents first. It sets 5 commitments:

- **Safe and strong communities**
Hillingdon is a safe place with resilient, strong communities with access to good quality, affordable housing.
- **Thriving, healthy households**
Children, young people, their families and vulnerable adults and older people live healthy, active and independent lives.
- **A green and sustainable borough**
Hillingdon will be a sustainable, carbon-neutral borough, protecting Hillingdon's heritage, built environment and valued green spaces. Residents will live in pleasant neighbourhoods with access to sustainable waste management and transport.
- **A thriving economy**
We are actively working with local businesses and partners to create

a borough where businesses grow within a strong economy and local people can improve their skills and enjoy good quality jobs.

- **A digital-enabled, modern, well-run council**
We are a well-run, sustainable council with sound financial management, achieving positive outcomes for residents.

Hillingdon Growth Plan

The Council has created a growth plan, to shape the economy to benefit residents, businesses and the community. The growth plan is based around three principles:

- Innovate: Growing new sectors,
- Connect: North of Hillingdon with the south and match skills with businesses and
- Thrive: Support town centres, build housing, support healthy lifestyles and public spaces.

The Growth Plan focuses on four areas of opportunity:

- Creative industries and technology,
- Frontier innovation,
- The experience economy and
- Enabling skills and infrastructure.

This growth is then planned spatially with the following clusters:

- Hayes, Stockley Park and the Old Vinyl Factory as a creative cluster and frontier innovation,
- Uxbridge and Brunel as the WestTech Corridor,
- Heathrow Economic Activity Zone for modern logistics and supply chains and
- Ruislip, Northwood and Harefield as a unique city experience.

The Hillingdon Growth Plan also marks the first step in establishing a Heathrow Economic Activity Zone.

Local Plan challenges

As part of the evidence gathering stage, the Council has prepared the following challenges for the Local Plan. We welcome your views on whether these challenges should be inform the Draft Local Plan.

Climate change

In 2020 Hillingdon Council declared a climate emergency and committed to be carbon neutral by 2030. In 2021 Hillingdon Council adopted the Strategic Climate Action Plan, which sets a vision for Hillingdon to become the greenest London borough, to protect and enhance the environment, and to provide a brighter prospect for future generations. There is a need to

create greater resilience to the effects of climate change, including flood risk and excessive heat.

A growing population

Hillingdon's population is growing at a higher rate than the London average. Between 2011 and 2021, the population of Hillingdon increased by 11.7%, from just over 273,900 to around 305,900 (Census 2023). That was a greater increase than London (7.7%) and the overall population of England (6.6%). The growing population demands more homes, jobs, infrastructure, and needs for services and leisure.

A shortage of housing

The cost of housing in Hillingdon is high and increasing, and there are more than 3,400 households on the social housing register. The ratio of median earnings to house prices in Hillingdon is 11.95 which is significantly higher than the England average at 7.8. The London Plan 2021 sets a housing target of 1,083 homes per year and a strategic target for 50 per cent of all new homes to be genuinely affordable. The Government has committed to a very ambitious target to build 1.5 million homes during this parliament. This means Hillingdon's housing target is likely to increase significantly when a new London Plan is published.

Economic disparities

Hillingdon has a large economy, with over 14,300 businesses supporting approximately 203,000 jobs. This is significantly more than neighbouring local authorities, and Hillingdon has more jobs than working age residents. However, 11% of Hillingdon are income deprived and there are areas of deprivation, particularly across the south of the borough, with localities among the 20% most income deprived in the England. There is a significant opportunity to get the economy working for the most income deprived.

Health and wellbeing

As with the UK, Hillingdon has an aging population with health and wellbeing needs are growing increasingly complex. 28% of adults in Hillingdon live with excess weight which contributes to serious health outcomes and there is a need to tackle childhood obesity to establish healthy habits and lifestyles over the long term. There is also a pressing need to improve mental health and reduce social isolation. There is significant health inequality within the borough with life expectancy lower in deprived areas particularly in the south of the borough. The health and wellbeing strategy priorities include supporting children and young people, tackling inequality, preventing long term health conditions including dementia and heart disease, supporting people to live well, independently, and longer, improving mental health services.

Transport

Public transport accessibility varies across the borough, however large areas have relatively low levels. A high proportion of Hillingdon's residents travel by private car, significantly higher than the Outer London average. There is significant congestion during peak times on the Strategic Road Network, with some of the busiest sections in the country. There are also significant opportunities to improve cycle infrastructure in the borough.

Central and southern Hillingdon are well served by the public transport services in comparison to the north, which is less densely built up and the sparse distribution of facilities and services leads to longer trip lengths. There is an opportunity to further improve north to south orbital connections.

Air quality

Air pollution is associated with adverse health impacts and is linked to the major health challenges. The southern two thirds of Hillingdon is within an Air Quality Management Area (AQMA) for levels of for nitrogen dioxide (NO₂) above legal limits. There are also 10 Air Quality Focus Areas (AQFA) in Hillingdon, which are locations that exceed the EU annual mean limit value for nitrogen dioxide (NO₂) and have high level of human exposure.

Protecting open spaces and nature

Hillingdon is the second largest of London's 32 boroughs over half of which is a mosaic of countryside including canals, rivers, parks and woodland. Hillingdon has 4,870 hectares of Green Belt which comprises 42% of the borough. Hillingdon also has Metropolitan Open Land, Green Chains, playing fields, and river and canal corridors. The Colne Valley Regional Park stretches north to south along the western edge of the borough. Biodiversity is under threat and there is an urgent need to reverse loss of flora and fauna. The government have changed national planning policy on protection of Green Belt to unlock development. The Local Plan needs to ensure strong protection for the Green Belt and take an evidence based and plan led approach.

Heathrow Airport

Heathrow Airport is Europe's busiest airport. The airport is essential national infrastructure and plays an important role in the economy of Hillingdon, London and the nation. The airport is the largest single site employer in the country and supports over 75,000 jobs on site and 40,000 more through its supply chain. However, areas around Heathrow airport are some of the most deprived in London indicating that not all the economic benefits are reaching the local areas. Heathrow Airport is a major source of adverse air quality in the borough through aviation activities and associated infrastructure and transport. In January 2025 the government said it would support proposals for a third runway at Heathrow airport.

4. Growth and spatial strategy

The existing Hillingdon Local Plan sets out the Council's spatial strategy, which includes:

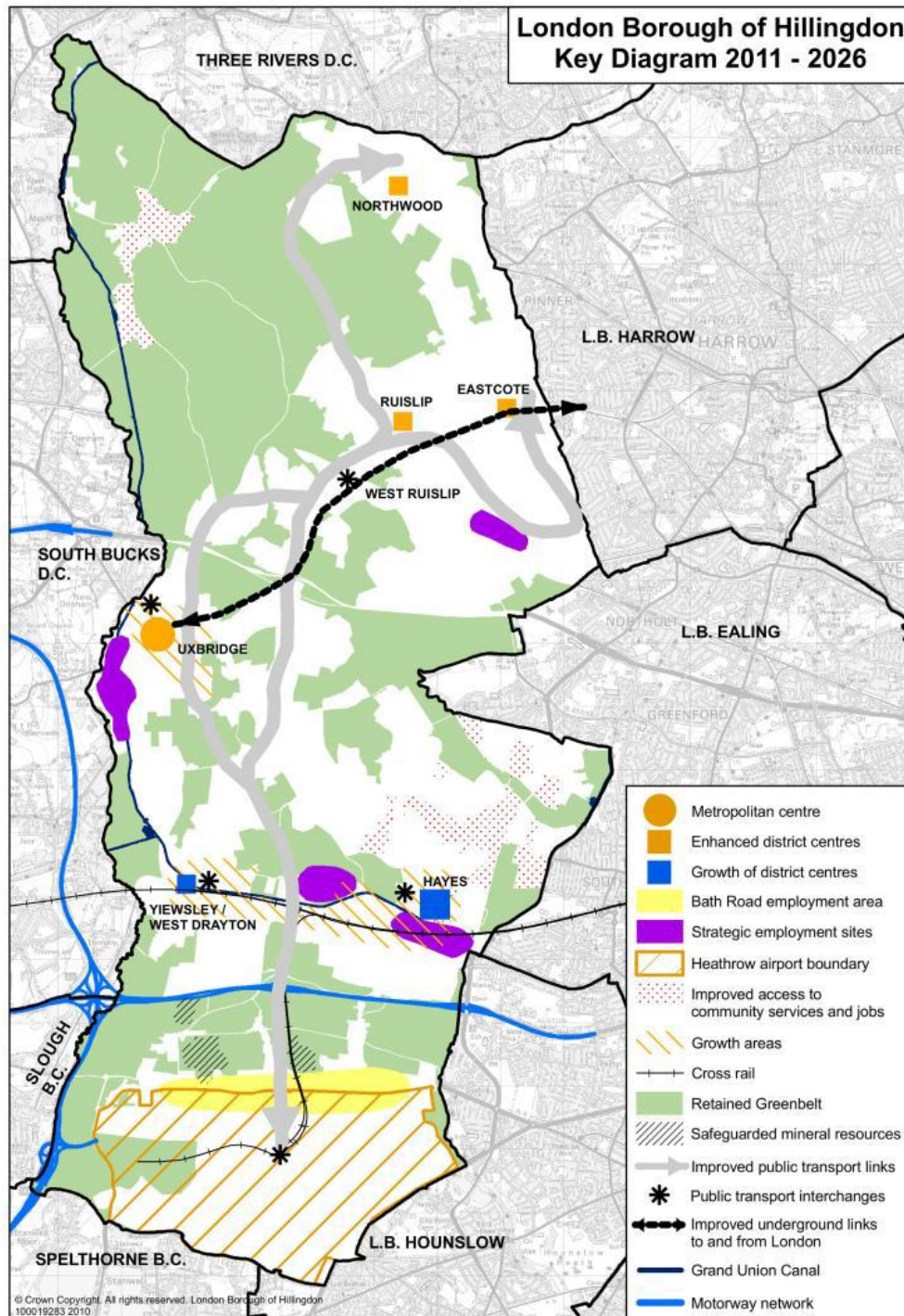
- Setting out where new homes and new employment floorspace will be developed,
- Designating industrial areas to be retained and improved,
- Designating/retaining areas to be protected from inappropriate development, such as Green Belt, Metropolitan Open Land (MOL) and open space, and
- Identifying corridors where public transport links should be improved.

Existing approach

The Key Diagram sets out the existing overall growth strategy for Hillingdon. The spatial strategy of the existing plan includes:

- **Uxbridge** as the main urban centre and an aim for this role to be strengthened. Growth of retail, leisure, and employment uses are encouraged. The Town Centre was expanded to include former RAF Uxbridge (now St Andrew's Park) and part of the Uxbridge Industrial Estate, within which more homes have and are being built.
- The role of **Heathrow Airport Opportunity Area** as an employment area is to be strengthened, provided environmental conditions are improved. More hotels, office space, industrial and commercial uses are to be developed within the Heathrow Opportunity Area.
- The **Hayes and West Drayton Corridor** will be a key location for employment growth in the Heathrow Opportunity Area, and some employment sites have been released for residential led mixed use development.
- To tackle deprivation in **Hayes End and Yeading**, the Local Plan targets improving access to open spaces, key employment areas and community facilities in these areas.
- **Stockley Park** is currently designated as a strategic employment site.
- The green and open character of the area to the **north of the A40** will be enhanced.

Key Diagram



Map 4.1 Local Plan (2012)

The existing Local Plan includes 32 strategic policies. Policies of particular importance to the overall strategy and those related to employment growth and the Green Belt are:

- Employment growth is directed to the Heathrow Opportunity Area, Strategic Industrial Locations, Locally Significant Employment Locations, Locally Significant Industrial Sites, Uxbridge Town Centre and Hayes Town Centre (Policy E2).
- The Council seeks to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains (Policy EM2).

Key challenges

The key challenges for the new Local Plan are thought to include:

- Making the best use of previously developed land by enabling brownfield development and utilising existing and planned infrastructure to optimise density,
- Providing a plan-led approach to reviewing the Green Belt, taking into consideration changes to national policy, the introduction of 'Grey Belt', consideration of Green Belt assessments and evidence, and identifying sustainable locations for development,
- Protecting valued open spaces from inappropriate development and setting a plan-led approach to protection of open space including Green Belt land, Metropolitan Open Land (MOL) and Local Green Spaces,
- Building a range of market and affordable homes of different types,
- Providing sufficient employment and industrial space in the right locations and responding to the growth opportunities identified in the Growth Plan.
- Ensuring a town centre first approach is taken to certain types of development and reviewing the potential of the borough's only Metropolitan Town Centre (Uxbridge),
- Reviewing the growth potential of the Hayes and Heathrow Opportunity Areas and
- Managing the impacts arising from Heathrow Airport.

What the new Local Plan could achieve

The Local Plan needs to accommodate new development, including homes and space for businesses to grow, while protecting the green open spaces that are valued in Hillingdon.

The plan needs to respond to emerging issues, like supporting growth sectors and clusters, the changing office market, data centres, and the impacts of any new major infrastructure projects.

5. Design

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- The design of new buildings and spaces,
- Creating high quality, safe, inclusive and welcoming places for everyone,
- The location and design of tall buildings,
- Alterations to existing buildings,
- Crime prevention through urban design, and
- The design of shopfronts and advertisements.

Existing approach

A strategic objective of the Local Plan is to create sustainable neighbourhoods of high quality design, that have regard for their historic context and use, address environmental issues and which are sensitive and responsive to the significance of the historic character, are distinctive, safe, functional and accessible.

Relevant existing development management policies include:

- Policy DMHB 11 seeks quality contextual design in all development,
- Policy DMHB 10 set out where tall buildings may be located and how they should be designed,
- Policy DMHB 12 relates to the design streets and the public realm,
- Policy DMHB 13 and 13A controls the design of shopfronts and advertisements,
- Policy DMHB 14 protects trees and seeks landscaping, trees, green roofs and walls in development,
- Policy DMHB 15 seeks to prevent crime through urban design measures,
- Policy DMHB 16 sets minimum housing standards and DMHB 17 requires that development considers the London Plan Residential Density Matrix, and
- Policy DMHB 18 requires provision of private outdoor amenity space in new housing.

Key challenges

The new Local Plan needs to ensure good design in buildings and the public realm that is not only attractive, but also highly functional. This may include design that helps mitigate the effects of climate change, encourages active travel (walking and cycling), and is accessible, adaptable, healthy and safe.

Key challenges to delivering high quality design in Hillingdon are thought to include:

- Improving the design quality of new development,
- Ensuring design responds to environmental issues including flooding, noise, urban heat island effect, and air pollution,
- Exploring opportunities for new public realm and ensuring it is inclusive, and places can be accessed by all residents,
- Proactively planning for appropriate tall buildings, while addressing local constraints such as context, airports and the desire for an interesting skyline,
- Accommodating the desire to extend and alter properties, whilst ensuring harmful externalities are avoided, such as those related to loss of privacy, daylight, basements and urban greening.
- Creating streets which are pleasant, attractive, safe, healthy and which mitigate climate change impacts,
- Ensuring development strengthens waterways such as canal edges and rivers,
- Ensuring new development strengthens and integrates built heritage, and
- Creating distinct public places, where identity is inspired by local cultural heritage.
- Taking account of emerging government design guidance, including the Design and Placemaking Planning Practice Guidance.

What the new Local Plan could achieve

A key commitment from the Council Strategy is for a green and sustainable borough, where Hillingdon will be a sustainable, carbon-neutral borough, protecting Hillingdon's heritage, built environment and valued green spaces. Residents will live in pleasant neighbourhoods with access to sustainable waste management and transport.

The Local Plan needs to focus on what is distinctive to Hillingdon, rather than restating generic principles of high-quality design which are already covered in national guidance. This means the need to address issues of local character and identity, area-specific townscape, landscape, heritage, or urban form priorities, and design responses to local constraints or opportunities.

The Local Plan could also consider mechanisms for ensuring the principles of good design are embedded, such as requirements around masterplanning and design codes, the use of design review processes and expectations around community engagement in design.

6. Housing

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Maximising housing supply,
- Provision of affordable housing,
- Protecting existing homes,
- Meeting housing needs in terms of type and size,
- Providing housing for different groups including older people, student housing, homeless, and gypsy and traveller sites, and
- Accessible and adaptable housing.

Existing approach

Housing is a key priority in the existing Local Plan. The existing Local Plan sets out where housing is to be developed. Most delivery is in large sites below the A40 including in the areas of Uxbridge, the Hayes / West Drayton Corridor, the Heathrow Opportunity Area, with a smaller proportion in sites north of the A40. Key housing policies include:

- Strategic Policy H1 states that the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies,
- Policy DMH7 requires a minimum 35% affordable housing on all self-contained housing developments of 10 units or more, as well as a preferred tenure split,
- Policy DMH 4 sets limits on the conversion of homes into flats to protect the supply of large family homes,
- Policy DMH 5 sets limits on houses in multiple occupation, and
- Policy DMH 6 controls garden and backland development to protect garden space and impacts on character and amenity.

Key challenges

Key challenges to delivering housing are thought to include:

- Meeting new housing targets which are set by the new London Plan during the plan-making period. The new London Plan will seek to meet the Government's new standard housing need figure of around 880,000 homes within greater London over ten years, a large increase over the current London Plan target for 522,000 homes over ten years. A proportion of this target will be allocated to Hillingdon based on our development capacity.
- High demand for homes of a sufficient quality and type.
- The cost of housing in Hillingdon is high and increasing and there are more than 3,400 households on the social housing register. The ratio of median earnings to house prices in Hillingdon is 11.95 which is significantly higher than the England average at 7.8.

- Hillingdon's population is growing at a higher rate than the London average. Between 2011 and 2021, the population of Hillingdon increased by 11.7%, from just over 273,900 to around 305,900 (Census 2023). That was a greater increase than London (7.7%) and the overall population of England (6.6%).
- Meeting the strategic target for 50 per cent of all new homes to be genuinely affordable, which consists of both low-cost rented homes and intermediate housing products. The viability of delivering this often needs to be balanced against the need for additional considerations, such as different housing sizes, types, design and new infrastructure.
- While Hillingdon is a large borough, there are significant constraints on development, such as local character, airports, and large quantities (42%) of Green Belt.

What the new Local Plan could achieve

A key commitment from the Council Strategy is for safe and strong communities, where Hillingdon is a safe place with resilient, strong communities with access to good quality, affordable housing.

The Local Plan will need to be updated to meet the new London Plan housing targets and to identify new locations for development.

The new Local Plan will also need to seek a range of housing types, sizes, accessibility and affordability to meet the needs of different groups.

New housing will help tackle inequality and overcrowding, create sustainable and resilient neighbourhoods, improve health and wellbeing and secure homes suitable for individuals and families on low and middle incomes.

The Local Plan needs to work towards meeting the London Plan strategic target for affordable homes.

7. Social infrastructure

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Developing, retaining and enhancing important social infrastructure,
- Protecting public and private open space,
- Providing new open spaces and play spaces in major developments,
- Protection and provision of leisure and indoor sports facilities, and
- Protection and provision of play spaces.

Existing approach

Community facilities, culture and leisure is a key priority in the existing Local Plan. Key policies include:

- Policy DMCI 1 protects existing community facilities from redevelopment unless the use or site is no longer needed,
- Policy DMCI 1A supports the development of new schools subject to their impacts including on open space, character, accessibility and the environment,
- Policy DMCI 2 supports development of community infrastructure where it is close to the community it supports, is accessible and inclusive and directs large uses to Town Centres,
- Policy DMCI 3 protects public open space from development and sets the rules for development next to open spaces,
- Policy DMCI 4 requires major new residential development to provide or enhance open space, and
- Policy DMCI 5 requires major housing developments to provide children's play areas.

Key challenges

Key challenges for the new Local Plan are thought to include:

- Ensuring the social infrastructure needs of the borough are considered when meeting growth targets and working with infrastructure providers to meet any new needs.
- Ensuring that delivery mechanisms for social infrastructure are effective.
- Maximising social infrastructure by allowing new models of public and community provision and co-location.
- Hillingdon is home to many valued sports and leisure facilities, including playing fields. These types of uses and spaces are often under pressure and can be at risk of redevelopment for higher value uses, in particular housing.

- The borough is home to educational facilities including Brunel University of London, Uxbridge College and Buckinghamshire New University. The plan should protect these uses and facilitate their economic potential in clustering knowledge economy uses.
- The borough has a large amount of highly valued parks and open spaces, covering approximately 1,800 acres. These spaces need to be protected and enhanced while ensuring development helps improve open space provision and biodiversity value.
- Improving health is a key priority – and the plan should help promote active and healthy lifestyles through provision of community facilities, quality accessible open space and a range of sports facilities and play spaces.
- The new Local Plan will need to reflect the limitations of the new Use Class Order and permitted development rights, which makes protection of certain types of infrastructure less achievable through the planning system.

What the new Local Plan could achieve

The Council Strategy set ambitions for residents including that they:

- live active and healthy lives,
- enjoy access to green spaces, leisure activities, culture and arts, and
- achieve well in education, with opportunities for learning at all ages.

The Local Plan will need to promote social interaction and enable and support healthy lifestyles in line with national policy and the London Plan.

The Local Plan will also need to protect and enhance existing social infrastructure within the borough to develop inclusive and strong communities which brings people together and provides opportunities for social, educational, health, recreational and cultural activities.

8. Economy

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Promoting economic development and employment in Hillingdon,
- Supporting businesses of a range of sizes to grow and invest,
- The provision and protection of employment premises and sites,
- Supporting job creation and opportunities for training and skills development,
- Supporting tourism and providing visitor accommodation, and
- Protecting the vitality and viability of town centres, high streets and local parades.

Existing approach

Key policies include:

- Policy DME 1 protects industrial uses in Strategic Industrial Locations, Locally Significant Industrial Sites and Locally Significant Employment Locations,
- Policy DME 2 facilitates the reuse of employment land outside of designated areas subject to certain criteria,
- Policy DME 3 supports and protects offices in preferred locations, including town centres, Uxbridge and Stockley Park and establishes a sequential approach for office development outside of these locations,
- Policy DME 4, 5, and 6 sets out where visitor attractions and accommodation should be located, limiting impacts, and ensuring accessibility,
- Policy DMTC 1 directs retail and town centre uses to Hillingdon's network of town centres and high streets,
- Policy DMTC 2 balances the mix of uses in primary and secondary frontages in designated centres, with DMTC 3 protecting local centres and parades, and
- Policy DMTC 4 protects the amenity of town centres by controlling uses with potential negative externalities such as hot food takeaways, night clubs, and betting shops.

Key challenges

Key challenges for the new Local Plan are thought to include:

- Harnessing Hillingdon's strategic location in West London to boost high productivity growth sectors and to support economic clusters in line with the Hillingdon Growth Plan, London Growth Plan, and Invest 2035 (the Government's plan for growth).

- Consideration of the range of impacts arising from proposals for expansion of Heathrow Airport, taking account of a revised Airports National Policy Statement which is expected to be published in 2026.
- The office market has changed following the COVID-19 pandemic, with businesses seeking less floorspace overall, located in highly accessible locations and in high quality buildings.
- Understanding and accommodating any new and evolving needs for commercial, business and service floorspace.
- Hillingdon has a large amount of industrial land with relatively low vacancies, which should be protected and intensified in accordance with the London Plan.
- Data centres are an essential piece of digital infrastructure to support the UK's service-based economy. Demand for data centres has increased in recent years in Hillingdon, with impacts on industrial sites, character and amenity, and the energy network.
- Demand for serviced accommodation linked to Heathrow Airport is strong, with impacts on the transport network and land for other uses.
- Ensuring town centres and high streets are vital and viable places for certain uses against out of centre retail competition, changing consumer preferences and the rise of online shopping.
- Managing town centres so they can host daytime, evening and night-time activities when appropriate.
- Reviewing the role of local parades, local and district town centres to ensure they remain important destinations for residents, who may otherwise face poor access to services.

What the new Local Plan could achieve

One of the commitments of the Council strategy is for a thriving economy, where businesses grow within a strong economy and local people can improve their skills and enjoy good quality jobs.

The Local Plan could:

- Implement the vision of the Hillingdon Growth Plan of ‘global gateway meets local opportunity’, by supporting:
 - The Creative Cluster and frontier innovation at Hayes, Stockley Park, and the Old Vinyl Factory,
 - The WestTech London corridor at Uxbridge and the Brunel Quarter,
 - Modern logistics and supply chains at the Heathrow Economic Activity Zone and
 - Unique urban and village experience at Ruislip, Northwood and Harefield.
- Protect and modernise offices and industrial in key locations to support the economy,
- Ensure that data centres and other unique uses are located and designed appropriately,
- Manage the development of tourist accommodation, particularly around Heathrow Airport, and
- Protect and enhance town centres, ensuring they remain busy, vibrant and valued centres of the community.

9. Heritage and culture

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Conserving and enhancing historic assets, including listed buildings, conservation areas, archaeological priority areas, areas of special local character, registered parks and gardens, ancient monuments and war memorials,
- The role of heritage is to inspire new development with distinctive appearance and character, and
- How community facilities, including cultural uses (relating to recreation such as sport, performance, religion, art, music or food) are protected from loss, and where new community facilities may be developed.

Existing approach

Key policies include:

- Policies DMHB 1 to 9 protect heritage assets, including listed buildings and conservation areas, locally listed buildings, areas of special local character, registered historic parks, gardens and landscapes, and war memorials.
- Policy DME 4 supports development of visitor attractions, subject to criteria, and
- Policy DMCI 1 protects existing community facilities, including cultural uses, and Policy DMCI 2 directs new cultural facilities to town centres.

Key challenges

Key challenges to support built historic heritage in Hillingdon are thought to include:

- Protecting heritage assets, including preventing any incremental harm that could arise over time,
- Strengthening Hillingdon's unique built heritage relating to industrial, transport, communication, educational, cultural, civic, retail, faith and technical infrastructure,
- Encouraging restoration of heritage assets at risk,
- Protecting locally significant views, particularly those which positively frame historic assets, and
- Protecting valued cultural facilities where viable, such as public houses and theatres, from loss and developing new facilities to boost the cultural offer of Hillingdon.

What the new Local Plan could achieve

A key commitment of the Council Strategy is protecting Hillingdon's heritage and valued green spaces.

The Local Plan should set out a positive strategy for the conservation and enjoyment of the historic environment, as required by the NPPF (Chapter 16).

The Local Plan should set out a positive, locally distinctive strategy for the conservation, enhancement and enjoyment of Hillingdon's historic environment. This means identifying and responding to the borough's specific heritage assets and characteristics, including designated and non-designated assets, conservation areas, archaeological interest and heritage at risk, and clearly articulating how these contribute to the spatial strategy, growth locations and place-making priorities.

The Local Plan could also establish the key mechanisms and evidence needed to support this approach, such as maintaining an up-to-date historic environment record, preparing and reviewing conservation area appraisals and management plans, and identifying non-designated heritage assets through a local list. It can set expectations for proactive asset management, the reuse and enhancement of heritage assets, and the integration of heritage considerations into masterplanning and site allocation processes, ensuring that heritage is embedded early in plan-making rather than addressed solely at application stage.

10. Green infrastructure and natural environment

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Protecting the Green Belt and Metropolitan Open Land,
- Protecting green and blue infrastructure and securing new areas of urban greening in development,
- Protecting open space and securing new open spaces in development,
- Protecting ecological sites and securing net biodiversity gain in developments,
- Protecting trees of value and requiring new trees in development,
- Protecting agricultural land, allotments and geodiversity.

Existing approach

The protection and enhancement of green infrastructure and the natural environment is important nationally, regionally and locally. The existing Local Plan affords significant protection to the existing green infrastructure network and natural environment. Key policies include:

- Policy DMEI 1 requires all major development proposals are required to incorporate living roofs or walls into the development unless there is suitable justification.
- Policy DMEI 4 protects against inappropriate development in the Green Belt or Metropolitan Open Land, unless very special circumstances apply.
- Policy DMEI 5 sets out that development in Green Chains, which provide physical links between wildlife and recreation sites in the borough, are only supported if they conserve and enhance the visual amenity and nature conservation value of the landscape.
- Policy DMEI 6 seeks that development at Green Edge locations (adjacent to the Green Belt, MOL, Green Chains, SINC's, nature reserves, countryside, green spaces or the Blue Ribbon Network) is landscaped to assimilate into the surrounding area.
- Policy DMEI 7 protects and enhances biodiversity value in development.
- Policy DMEI 8 sets out a range of measures to protect watercourses by controlling waterside development.
- Policy DMEI 10 requires development to control water run-off, including incorporating Sustainable Urban Drainage Systems (SUDS).
- Policy DMHB 11 requires that development is of the highest standards of design including landscaping and tree planning to enhance amenity, biodiversity and green infrastructure.

Key challenges

Key challenges for the new Local Plan are thought to include:

- National policy on the development of Green Belt has been significantly reformed, with more changes planned during 2026. The NPPF provides a wider range of circumstances where Green Belt may be developed, including the introduction of 'Grey Belt' land. The Local Plan will have to respond to this new framework for development with a strategic plan-led approach to reviewing the Green Belt. This will include identifying Green Belt land for protection, including redesignating it as Metropolitan Open Land or Local Green Space, and considering appropriate locations for Green Belt release for development in sustainable locations.
- Air quality has improved significantly over the last few decades, however Hillingdon's air still does not meet WHO guidelines for some pollutants. Water quality too needs to be improved. Green infrastructure can play an important role in filtering pollutants from the air and ground.
- Green infrastructure and the natural environment are valuable in storing carbon, cooling the climate and filtering the air and water. A key challenge is building for a growing population whilst also improving on the network of green infrastructure, including through urban greening.
- Health issues such as diabetes, obesity and heart disease, which can be significantly influenced by lifestyle and the environment, are prevalent in the borough. Spaces for physical activity and relaxation are not spread equally around the borough, with some areas deficient in these types of spaces.
- Access to nature and open space is unequal in the borough, with some areas enjoying good access while others are deficient. There is a need to improve the quality of and access to open spaces, rivers and canals for all groups of people in the community.
- Biodiversity may suffer because of urban activity, climate change, and new development if left unmitigated. The Council needs to meet the needs of a growing population whilst protecting wildlife habitats and enhancing biodiversity.
- Recognising existing geodiversity within the borough and ensuring planning decisions protect and enhance this.
- Ensuring the number and quality of trees in the borough increases to increase the extend of London's urban forest.
- Exploring the viability and need for greater food production in the Borough.
- There is significant pressure on water resources which will increase as the population grows.

What the new Local Plan could achieve

A key commitment from the Council Strategy is for a green and sustainable borough, where Hillingdon will be a sustainable, carbon-neutral borough, protecting Hillingdon's heritage, built environment and valued green spaces.

Green infrastructure is instrumental in tackling the effects of climate change, providing habitat for biodiversity, and improving health and mental wellbeing. The Local Plan could:

- Provide a bold new vision to permanently protect Hillingdon's network of parks, rivers and green open spaces, including designating areas as Metropolitan Open Land or Local Green Space.
- Integrate biodiversity and nature recovery throughout the plan, from the spatial strategy to requirements for development, including:
 - Protecting areas of existing biodiversity value including Sites In Nature Conservation,
 - Seeking the maximum practical provision of green infrastructure from new development,
 - Protect trees and require new development to provide new trees and
 - Reducing water run-off from developments by requiring Sustainable Urban Drainage Systems (SUDS) to tackle flooding and climate change impacts.

11. Sustainable infrastructure

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Ensuring new buildings are energy efficient and low carbon,
- Expanding decentralised energy networks,
- Minimising flood risk, and reducing water run off through Sustainable Urban Drainage Systems (SUDS),
- Protecting ground water, remediating contaminated land, managing waste and improving air quality, and
- Controlling mineral extraction, aggregates, landfilling, and telecommunications infrastructure.

Existing approach

Key elements of the Local Plan policies on sustainable infrastructure include:

- Policy DMEI 2 requires that new developments to reduce carbon emissions in line with London Plan targets and seeking offsite contributions if required.
- Policy DMEI 3 requires major developments to be designed to be able to connect to a decentralised energy network, with those within 500 metres of an existing network required to connect.
- Policy DMEI9 requires developments within flood risk zones 2 and 3a demonstrate there are no suitable sites in areas of lower flood risk, and no development is permitted within flood risk zone 3b.
- Policy DMEI 10 requires all new development to use SUDS, and all major development and all minor development in Critical Drainage Areas or areas at risk of surface water flooding to reduce surface water run off to greenfield rate in a 1:100 year storm scenario, with allowance for climate change.
- Policy DMEI 11 requires development within a Source Protection Zone, Safeguard Zone or Water Protection Zone to assess and protect against harm to groundwater resources.
- Policy DMEI 12 requires development to mitigate or remediate contaminated land.
- Policy DMEI 13 controls developments that import waste.
- Policy DMEI 14 seeks that development is air quality neutral.

Key challenges

The challenges for sustainable infrastructure are very significant and are thought to include:

- In 2020, Hillingdon declared a climate emergency and set ambitious targets to become carbon neutral by 2030. There is also a need for

buildings to be designed to adapt to climate changes, such as managing the risk from rising heat levels.

- Air pollution is a major health challenge. Two thirds of the borough have been designated an Air Quality Management Area (AQMA) since 2003 due to high levels of nitrogen dioxide. Despite measures to reduce pollution, in parts of the borough, particularly close to Heathrow, levels remain above legislative air quality limits.
- Hillingdon has large areas at risk of flooding, including from watercourses and surface water. Several critical drainage areas have also been identified. Flood events will worsen due to climate change.
- Parts of the borough have a known issue with obtaining electricity connections and infrastructure requirements are needed to facilitate growth in certain locations.
- The need for digital infrastructure will likely continue to ensure global competitiveness, however this need must be balanced against any harm arising, particularly to the existing local context.
- The borough will continue to be required to supply aggregates to support construction, both in terms of hosting land-won aggregate sites and the facilities required to process and transport aggregates.

What the new Local Plan could achieve

A key commitment from the Council Strategy is for a green and sustainable borough, where Hillingdon will be a sustainable, carbon-neutral borough.

The Local Plan should:

- Help meet net zero carbon targets by lowering the carbon impacts of the built environment,
- Improve the energy efficiency of both new and existing buildings,
- Set out a positive framework for generation of sustainable energy including solar and air and ground source heat pumps, and encouraging use of decentralised energy networks,
- Meet new London Plan requirements, including for zero carbon, carbon offsetting, whole life-cycle carbon assessments on development referable to the Mayor of London.
- Continue to direct new development away from high flood risk areas and require sustainable urban drainage in new developments.
- Ensure that development is located and designed to improve air quality.

12. Transport

The existing Hillingdon Local Plan sets out the Council's policy approach to:

- Promoting walking and cycling,
- Reducing car dependency,
- Improving the north-south connections in the borough,
- Managing car parking in development, and
- Managing the impact of Heathrow Airport on road networks and air quality.

Existing approach

Key transport policies include:

- Policy DMT 1 requires most development to be accessible by public transport.
- Policy DMT 2 controls impacts on the highway including amenity and congestion and requires provision of access for cyclists and pedestrians.
- Policy DMT 4 requires developers mitigate impacts of their scheme by improving local public transport facilities.
- Policy DMT 5 ensure that development provides safe, direct and accessible links for pedestrians are provided in development.
- Policy DMT 6 sets parking standards for developments the criteria for considering any variation from the standard. A minimum of 5% of car parking should provide electric vehicle charging points.
- Policy DMT7 that developments which generate freight movements are well connected to the strategic road network.
- Policy DMAV 1 relates to airports and protects against development that is hazardous to aircraft and stops development where potentially it poses a risk to safety or is significantly impacted by noise.

Key challenges

Key challenges for the transport policies are thought to include:

- The Mayor of London's strategic target for trips undertaken by walking, cycling and public transport.
- How to balance this target with the low levels of public transport accessibility for large areas in Hillingdon, with 86% of the population in an area of PTAL 2 or lower, significantly lower than the average for London (49%).
- Some parts of the borough are remote and do not benefit from existing or planned public transport, potentially making the inappropriate from some uses.
- Levels of walking and cycling are low in Hillingdon, with only 2.4% of journeys to work by walking and 0.5% by bicycle.

- While connections to Central London are good, public transport connections within the borough and north and south are limited.
- Traffic congestion and its impacts on pollution, amenity and journey times are problematic in many areas.
- In addition to the movement of people, the borough needs to accommodate freight movement by both rail and road.
- There are areas of poor air quality, focused on the road network and Heathrow Airport.
- There are significant challenges with children's health, with 1 in 3 children living with overweight or obesity by year 6 of school. Active travel options (walking and cycling) can help reduce levels of overweight and obesity.

What the new Local Plan could achieve

A key commitment from the Council Strategy is for residents to live in pleasant neighbourhoods with access to sustainable transport.

- Development should be integrated with transport access and capacity, and safeguard land for transport infrastructure.
- The Local Plan needs to make better use of land, reduce car dependency, improve urban greening and biodiversity.
- In line with the London Plan, the Local Plan should seek to rebalance the transport system towards walking, cycling and public transport. The Mayor of London has set out an ambitious target for Hillingdon for 75% of all trips to be by public transport, cycling or walking by 2041.
- Following the London Plan 'Healthy Streets' approach, the Local Plan should deliver patterns of development which allow short journeys by walking and cycling and create streets which are safe and pleasant to use.
- The Local Plan will need to respond to new London Plan priorities to seek lower provision of car parking in new development where alternatives allow.
- New development should provide charging facilities for electric vehicles where car parking is provided. The current target of 5% of parking spaces is below the 20% outlined in the London Plan.
- Managing overspill traffic from motorway impacting on local neighbourhoods.

13. Integrated Impact Assessment

The Local Plan will be subject to Integrated Impact Assessment (IAA), which combines Sustainability Appraisal, Equalities Impact Assessment, Health Impact Assessment, and Community Safety Impact Assessment. The IIA process is carried out alongside the plan production process and helps direct the plan toward achieving sustainable development.

The first stage of the IIA is the preparation of a scoping report which sets the context, objectives, establishes baseline information, and sets sustainability issues and the appraisal framework. The IIA Scoping Report has been consulted on by statutory consultation bodies.

The IIA Scoping Report is available for view here:

www.hillingdon.gov.uk/local-plan-review

You are invited to comment on the report.

Any other comments

You may use this section to respond to with comments related to:

- Any topics not covered in the preceding sections, or
- Any matter related to a specific location not covered above.

14. Have your say

Help shape planning policy in Hillingdon by sharing your thoughts on the Local Plan consultations.

You can make your voice heard and help shape planning policy in Hillingdon by participating in the Local Plan consultations. Your views can help create a shared vision for the future of our borough and help make Hillingdon a better place to live, work in and visit.

If an interpreter is needed, see our Translation guide.

https://www.hillingdon.gov.uk/media/12061/Translation-guide/pdf/riTranslation_guide.pdf

If you have a response which cannot be submitted using the questionnaire you may email or post your response:

- **Email**
localplan@hillington.gov.uk
- **Post**
Planning Policy, Residents Services, Civic Centre, High Street,
Uxbridge Middlesex UB8 1UW

Responses must be submitted by **5pm 21 August 2026**.

Printed copies

Printed copies of the consultation information are available for inspection at the following locations:

Hillingdon Council offices

Civic Centre
High Street
Uxbridge
UB8 1UW

9am to 5pm, Monday to Friday

<https://www.hillingdon.gov.uk/civic-centre>

Selected Hillingdon Council libraries

- Uxbridge Library, Civic Centre, High Street, Uxbridge, UB8 1UW
- Botwell Green Library, East Avenue, Hayes, UB3 2HW
- Ruislip Manor Library, Linden Avenue, Ruislip Manor, HA4 8TW

Privacy

Please note: If you respond to the consultation your name may be published with the representation on the council's website. We will not publish contact details of individual residents. Representations including your contact details may also be passed on to the Planning Inspectorate as part of the examination in public.

Download the Planning Privacy Notice for more information.

- <https://www.hillingdon.gov.uk/privacy>

This consultation is held under Regulation 20 of [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2026](#).

Keep in touch

If you would like to be informed about future stages of the Local Plan then please send the following information to localplan@hillingsdon.gov.uk:

- full name
- email address
- confirmation that you would like to receive regular updates regarding the Local Plan.

Please note: you can remove yourself from the consultation list at any time by emailing the same address.

15. Call for Sites

The council undertook two call for sites exercises to gather information on land that individuals or organisations may consider having development potential. These ran from:

- Friday 26 May to Friday 29 September 2023, and
- Monday 29 April 2024 to 24 June 2024.

Submitted sites form evidence for the review of the Local Plan. The council has opened the call for sites again as part of this consultation. The scope and process remains the same as the previous exercises.

All sites submitted in both Call for Sites exercises will be carried forward and inform the Local Plan preparation going forward, unless you request that it is not. There is no need to re-submit this material.

You are also welcome to submit new call for sites or related information.

Scope and process

During the consultation period the Council will accept the submission of further sites that meet the following criteria:

- the site is wholly or partially within the London Borough of Hillingdon; and

The site meets one of the following:

- it is greater than or equal to 0.25 ha
- it could accommodate 10 or more self-contained dwellings
- it could accommodate 1,000 sqm or more of non-residential floorspace.

Anyone can submit a site as part of the exercise, subject to it meeting the requirements above. One does not need to own the land or have a financial interest in it, however the form will require you to establish your relationship with the land, so that the council can distinguish who has submitted the site.

Each site submission will require the completion of a separate return. We encourage those submitting large, strategic scale sites to work collaboratively with adjoining landowners or their agent, where appropriate, to ensure that a coordinated and comprehensive approach is taken in establishing their development potential.

Please note that all submissions will in time be made public, as their appropriateness is assessed by officers in the council. This document will form part of the publicly available evidence base for the Local Plan. Whilst contact details will be removed, information on who submitted the site and their relationship to it will need to be published in the final document.

Assessing sites

Please note that the submission of a site does not automatically mean that it will be allocated in the Local Plan or receive planning permission for development. All sites submitted in response to the exercise will subsequently be assessed by the council. If they are considered potentially suitable for an allocation within the Local Plan, they will then be subject to public consultation and, if necessary, further scrutiny during the public examination stage.

Officers will not be able to assess submissions that contain missing or inaccurate information. Please read the questions carefully and respond to the best of your ability. If you have any concerns, please contact localplan@hillingdon.gov.uk

16. Glossary

A glossary has been added utilising the latest definitions held within the adopted Development Plan. The aim is to provide definitions for key terms used within the consultation to improve public engagement. The Council is not bound by these definitions when drafting policies and it may be beneficial to utilise alternatives at that stage.

Affordable housing: homes based on social rent levels, including Social Rent, London Affordable Rent, London Living Rent and London Shared Ownership as defined in the London Plan.

Air Quality Neutral: An Air Quality Neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NO_x and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.

Air Quality Management Area: An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Biodiversity: This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

Data centre: A building used to house computer systems and associated components, such as telecommunications and storage systems. Data centres are generally developed in industrial premises and locations.

Digital Infrastructure: Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.

Geodiversity: The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.

Green infrastructure: Comprises the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.

Heritage assets: Valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by a local authority (including local listing) during the process of decision-making or plan making.

Permitted Development Rights: A general planning permission granted not by the local authority but by Parliament. Legislation (currently the Town and Country Planning (General Permitted Development (England) Order 2015) sets out classes of development for which a grant of planning permission is automatically given, provided that no restrictive condition is attached or that the development is exempt from the permitted development rights.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public realm: Publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces.

Public Transport Access Levels (PTALs): Public Transport Access Levels (PTALs) are calculated across London using a grid of points at 100m intervals. For each point walk time to the public transport network is combined with service wait time (frequency) to give a measure of public transport network density.

Strategic Industrial Locations: London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy.

Urban greening: Describes the act of adding green infrastructure elements. Due to the morphology and density of the built environment in London, green roofs, street trees, and additional vegetation are the most appropriate elements of green infrastructure in the city.