

Annex 3 - Alternatives to green belt sites which we believe should be / should have been investigated as part of the preparation of the Hounslow West of Borough Local Plan Review

FELTHAM (sites for proposed 'Future Feltham' developments)

The majority of the proposed redevelopment does not encroach onto Green Belt but we believe that alternatives could be found to using the old railway sidings.

- Land could be reclaimed at the Poplar Way roundabout and land to the East of Poplar way could be intensified
- E.g. a number of smaller sites could be found e.g. land contained within Sunbury Road, the A244 and Spring Road; reclaim road at the corner of Sheringham Road and High St; also the opposite corner, land around existing buildings (reconfigure parking arrangements);

LAND NORTH EAST OF BEDFONT ROAD (proposed site for 'Bedfont Lakes' development)

Alternative sites to the Green Belt sites at Bedfont Road

We have major concerns about development at Bedfont lakes:

1. The proposed development is away on the edge of residential area and away from a town centre: this does not appear to be a sustainable location.
2. The proposed encroachment to the North of the Bedfont Lakes Green Belt site is worrying because it compromises the openness when looked at in tandem with the (incongruous) site Slivergray Carriages in the middle of this piece of green belt area. Further development to the north will impact on the overall openness to the extent that the rest of the Green Belt north of Bedfont Road will be compromised.
3. The other major concern is the proposal to place large amounts of housing very close to Heathrow Airport with associated noise and air pollution.

For the reasons above – we believe alternative, more sustainable, site(s) should be found for any major housing development.

- E.g. further south, for example by creating a new town centre at Hampton Road West, where excessive road space could be reclaimed and the low-rise, low-density commercial/industrial estate could be reconfigured. This could be connected via cycle and walking routes to Feltham or Fulwell train stations which are a 10 minute cycle or 30/35 minute walk away.
- Smaller sites could also be found within the nearby area for infill e.g. where Saxon Avenue / Normal Avenue meet.

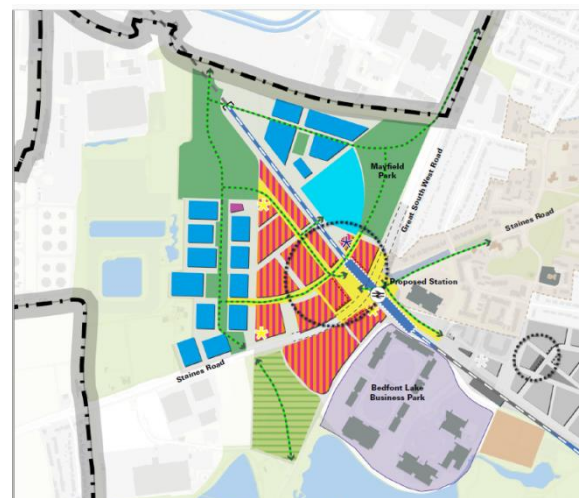
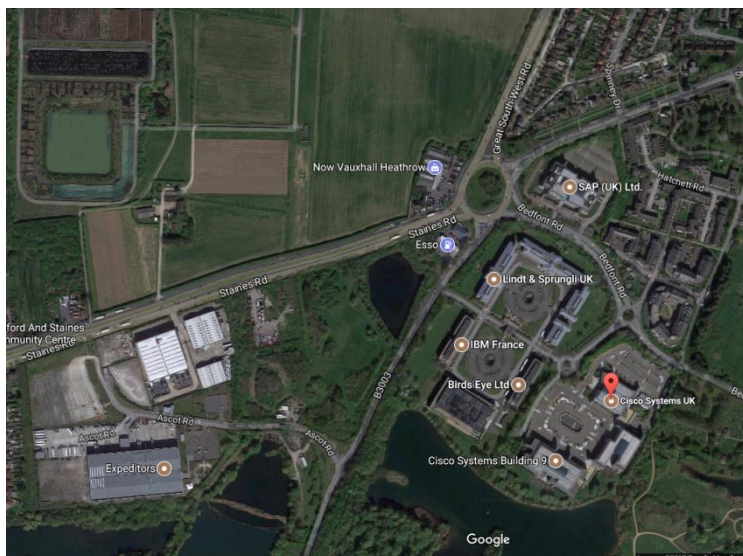
We would not normally advocate building on green space or in a conservation area BUT there are small sites nearby in East Bedfont which collectively could provide space for housing. It is not clear why these sites might be considered inappropriate, while Green Belt (which has the strongest protection) is considered appropriate, for housing. Some of the sites are:

- Land at the bend in Imperial Road
- Land in the middle of land bounded by Southville Rd to the south and Colonial Rd to the north
- Strip of green space to the north of Staines Road between Page Rd and Burlington Close
- Strip of green space at Grovestile Way
- Land bounded by Staines Road and Elm Road (with Grovestile Way to the west)
- Intensification of space between Burlington close and Staines Road
- Land at Fawns Manor road (the roundabout and the land to the west of it)
- Land at Sherborne Road

SOUTH OF STANWELL ROAD (proposed site for 'Heathrow Gateway' development)

Alternative sites to the large Green Belt site South of Stanwell Road

- Intensification of Bedfont Lake Business Park – this does not appear to be allocated for intensification but this would be a clear alternative. The google earth image shows that much of the site is surface car park (see the buildings directly south of the roundabout which are shown shaded in mauve in the other image.) The image to the right shows the Council's plan for the area: the site listed at 'Bedfont Lakes Business Park' is not (as far as we know) listed for intensification / remodelling to make better use of the space, but provides a clear alternative to developing the Green Belt land to the north.
- SAP UK Ltd site - This is another site to the North which also has surface car park but does not appear to be listed at all, whether for intensification or otherwise. It appears to be part of a conservation area but it is not clear, from looking at it, why this should be considered more important than Green Belt which has the strongest protection from development.
- Ascot Road site (can be seen at the bottom left of the google earth image) – also has major potential for intensification but does not appear to be listed
- Roundabout land There is an opportunity to reclaim some of the road space as it is reconfigured to accommodate the new railway station
- Strip of green space along the north of Staines Road which might lend itself to the development of a 'high street' with mixed residential and some local convenience retail.
- Large surface car park to the North of this Green Belt site (listed as T4 long stay) which, though outside of the borough boundary, could be intensified to create space. There are also some areas to the west of the site shown on the same image which could be intensified.



Hounslow council's diagram of the plans for the Green Belt site south of Stanwell Road

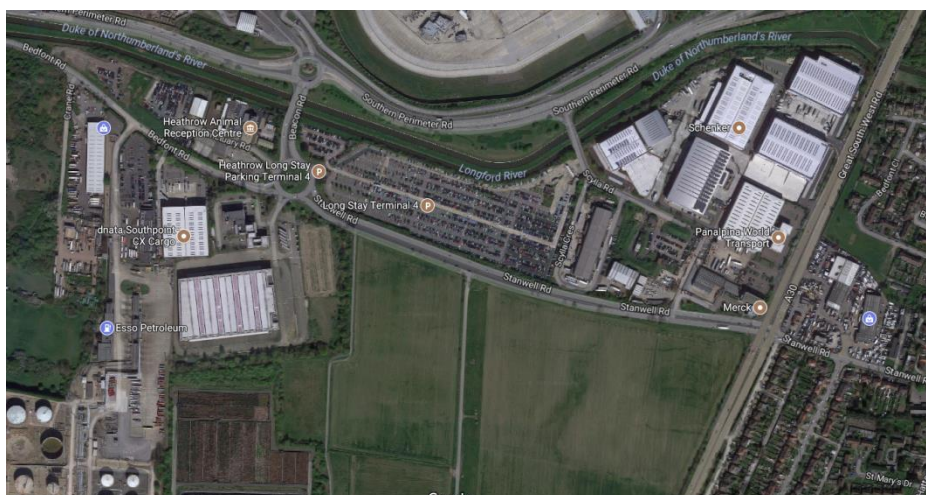


Image showing the large surface car park to the north of the proposed Heathrow Gateway

SOUTH OF HATTON ROAD (proposed site for 'Airport Business Park' development)

There are clear alternatives to this site within very close reach:

- Intensify the industrial estate to the east of Fagg's Road. Much of this estate is low-density, low-rise and surface car park which could be remodelled to double or triple existing floor space (see below images from Google Streetview showing (a) low-intensity use (b) old buildings in need of replacement)
- Albeit these are out of Borough, there are two very large surface car parks to the east and west of Hatton Cross which could be intensified to create more space – note there is a 7 storey hotel adjacent to one of the car parks giving an indication of the potential for these sites



Image showing low-intensity use of the industrial estate to the East of Fagg's Rd, next door to the Green Belt site proposed for the 'Airport Business Park' development



Image showing old buildings in need of replacement at the industrial estate directly to the East of the Green Belt site proposed for the 'Airport Business Park' development

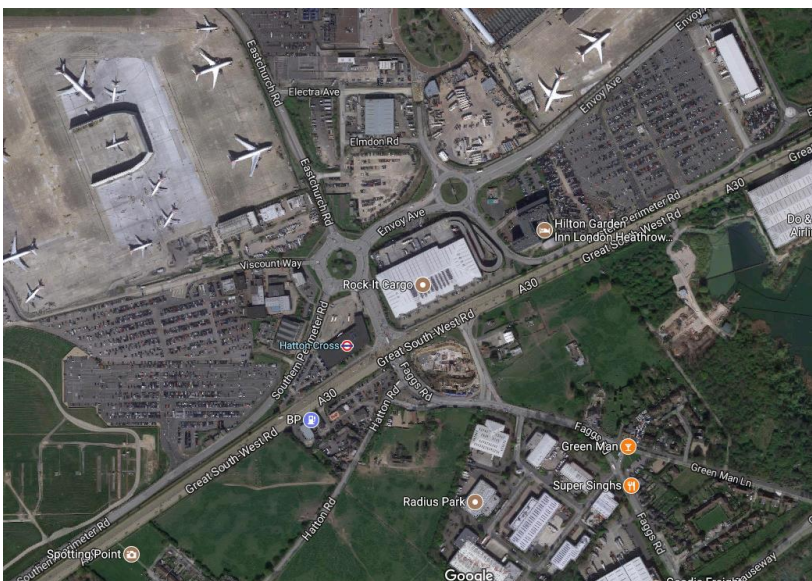


Image showing large surface car parks to the north of the Green Belt site proposed for the 'Airport Business Park' development, which could be remodelled to provide commercial / industrial space

CRANFORD & HESTON

Alternative sites to the Green Belt site north of the M4 and to the east of The Parkway

- The image below shows the industrial estate to the north of the proposed site(both sides of Hayes Road): this has large areas of surface car park and buildings which could be remodelled to create more floor space
- Hayes Road also appears to be unnecessarily wide: it goes from one lane to two lanes at the industrial estate. A lane could be recovered from each side to create more space



The image shows the industrial site to the north of the Green Belt site which Hounslow council proposes to allocate for development. This industrial estate has large areas given over to surface car parks and is made up of low-rise buildings. This could be intensified.