TOWN AND COUNTRY PLANNING ACT 1990

PUBLIC FOOTPATH DIVERSION AND STOPPING UP ORDER 2026

(FOOTPATH U34)

Made 11th November 2026

The London Borough of Hillingdon makes this Order in exercise of its powers under section 257 of the Town and Country Planning Act 1990 ("the Act ") and all other powers enabling it in that behalf:

1. The London Borough of Hillingdon authorises the diversion and stopping up of a section of footpath U34 as described in the Schedule to the Order and shown on the attached Plan in order to enable development to be carried out in accordance with the deemed planning permission granted under Section 20 of the High-Speed Rail (London - West Midlands) Act 2017.

2. Where immediately before the date of this Order there is any apparatus of statutory undertakers under, in, on, over, along or across any part of the footpaths authorised to be diverted and stopped up pursuant to this Order then, those undertakers shall have the same rights as respects that apparatus after the footpaths are stopped up as they had immediately beforehand.

3. In this Order:

"Plan" means the plan at appendix 1 signed by authority of the Director of Planning and Sustainable Growth and deposited at the London Borough of Hillingdon offices at Main Reception, Civic Centre, High Street, Uxbridge UB8 1UW.

4. This Order shall come into force on the date on which the notice that it has been made is first published in accordance with section 252(10) of the Act and may be cited as the "Footpaths U34 Public Footpaths Diversion and Stopping Up Order 2026".

Dated: 11th November 2026

Deputy Chief Executive and Corporate Director of Residents Services On behalf of the LONDON BOROUGH OF HILLINGDON

THE SCHEDULE

DESCRIPTION OF FOOTPATH TO BE DIVERTED AND STOPPED UP

- The diverted route is shown in blue on the Plan. From the northernmost point of the realignment (at 51.582944, -0.479470), the new route of U34 extends eastwards for 75m (and 51.58268, -0.47854) before meandering south. The diverted route meanders south and east for 446m (to 51.579559, -0.476315) to join a path adjacent to Dews Lane in an eastwards direction for 30m before crossing south at Dews Lane (at 51.579639, -0.47594). The route continues eastwards for 388m, rejoining the realigned Harvil Road (at 51.579772 , -0.4708996). The total length of the diverted route is approximately 940 metres.

- The section of the route to be stopped up is shown in pink on the Plan. The section to be permanently stopped up extends from the eastern point (at 51.578017, -0.471045), where the footpath previously connected to the now realigned Harvil Road. The extinguished route extends approximately 340m westwards (to 51.577699, -0.475947). From there, it turns north and continues for approximately 600m to 51.582944, -0.479470, where it meets the unaltered section of the footpath. The total length of the extinguished route is approximately 945 metres.

Appendix 1 - Plan

