

Development Strategy 2026

Development Plan Document

Northolt

Greenford

Perivale

Park
Royal

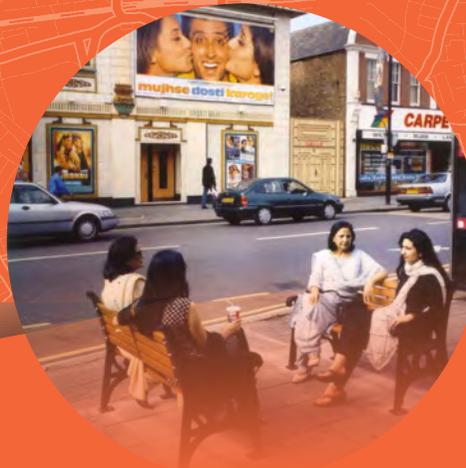
Hanwell

Ealing

Acton

Southall

West
Ealing



Executive Summary

By 2026

- Ealing will comprise a range of prosperous, cohesive and sustainable places and diverse communities and the council will harness opportunities for growth that will provide new homes and sustain and create jobs.
- To support this growth the council will develop and maintain a clear infrastructure delivery plan that will ensure the necessary physical, social and green infrastructure and services are provided and enhanced.
- Ealing Council will monitor and review this plan on an annual basis so as to ensure the levels of growth identified in this plan are sustainable over the plan period.
- Ealing's housing stock will have grown to provide more affordable homes for local people and to accommodate our projected growth in population through new developments in our town centres, the re-modelling of our housing estates and other places with good transport accessibility.
- Ealing Council will promote business and enterprise by securing the stock of employment land, encouraging regeneration and renewal and being responsive to market demands.
- Crossrail will be built and the council will encourage investment that allows our residents to travel north-south across the borough with greater ease and, where appropriate, feeds directly into Crossrail.
- Ealing as a borough will be as self sufficient as possible in the management of our own waste.
- Ealing Council will promote sustainable design and construction in all development to play our part in addressing the global challenge of climate change.
- Ealing Council will ensure that the design of all development achieves the highest standards of quality in design and, in the right circumstances, this will include a number of landmark/tall buildings.
- Ealing's pattern of attractive green and open spaces will not only have been protected but also enhanced.

Contents

Executive Summary	3
Preface	5
Chapter 1: Vision for Ealing 2026	7
Chapter 2: Development in the Uxbridge Road / Crossrail Corridor	20
Chapter 3: Development in the A40 Corridor & Park Royal	27
Chapter 4: Enhancing Residential Hinterlands & North-South Links	32
Chapter 5: Protecting and Enhancing Ealing's Green and Open Spaces	37
Chapter 6: Ensuring Sustainable Delivery	46

List of Maps¹

Map 1 – Ealing in the context of West London	6
Map 2 – The Key Diagram	9
Map 3 – Locations in Ealing with Potential for Employment and Housing Uses	12
Map 4 – The Retail Hierarchy in the London Borough of Ealing	13
Map 5 – Development Areas in Both Corridors	19
Map 6 – Approved, Proposed and Potential Improvements to Transport	36
Map 7 – Green & Open Spaces in Ealing	39
Map 8 – Existing Education, Health and Leisure Facilities in Ealing	48
Map 9 – Proposed New Infrastructure	49
Map 10 – Strategic Diagram for London	54
Map 11 – Public Transport Accessibility Levels in Ealing	55
Map 12 – Neighbourhood Areas in the London Borough of Ealing	56
Map 13 – Mapping the Borough: Acton and Park Royal	60
Map 14 – Mapping the Borough: Ealing and Hanwell	63
Map 15 – Mapping the Borough: Greenford, Northolt and Perivale	67
Map 16 – Mapping the Borough: Southall	69

List of Appendices

Appendix One – A Regional Context: The London Plan	52
Appendix Two – A Local Context: Neighbourhood Profiles	57
Appendix Three – Infrastructure Delivery Schedule (V4 28 Nov 2011)	70
Appendix Four – Local Plan Glossary of terms (separate document)	81
Appendix Five – Endnotes	83

Please note that this document was published and printed in June 2014 and contains formatting changes and minor grammatical modifications from the rough edit version produced in April 2012.

Preface

Ealing is a fantastic place to live and work. It is located where the Thames Valley (the UK's highest performing sub-region) meets metropolitan London between the West End and Heathrow Airport. Map 1 shows Ealing in the context of West London.

Ealing is the third largest London borough in terms of its population and is one of the most ethnically diverse communities in the country. Local analysis shows that the official demographic statistics from the Office of National Statistics underestimate the borough's population and the number of households in Ealing. The GLA estimates Ealing's population at 322,000 in 2011 (with local estimates showing 127,000 households) and expects it to grow to 349,000 (142,500 households) by 2026².

New homes are needed in Ealing to accommodate the borough's projected increases in population. There is a shortage of affordable homes for young families to move into, a general problem of high house prices, and there are too many households that have difficulty in getting access to decent housing.

Ealing has a strong and dynamic economy and is the largest commercial borough in West London³ with over 11,000 businesses and the third highest rate of VAT registrations in London. More than 138,900 people work in the borough⁴ including 33,204 who commute from outside the borough⁵. There are few places in London with a comparable employment base so ensuring there is sufficient employment land and premises to sustain our businesses and encourage new companies to locate and grow here is a high priority. Heathrow Airport provides a total 5,760 jobs for Ealing residents which mean that of the working population in the Borough, 1 in 26 people work at Heathrow⁶.

Ealing boasts excellent transport links with London and the rest of the UK, including direct connections to Heathrow Airport. Transport accessibility and capacity within and through Ealing are key determinants of the planning of the borough. Radial movement to and from the centre of London is highly developed, and accessibility within the two corridors – the Uxbridge Road / Crossrail corridor and the A40 and Park Royal corridor – is excellent. The challenge within these corridors is the capacity of the transport system.

Five Crossrail stations are planned for opening in 2019: four of which will be refurbished, providing increased transport capacity and faster journey times to London and to Heathrow Airport. Outside these corridors, accessibility reduces and there are problems around the viability of improving public transport and particularly of north – south movement in general. Planning of new homes and places of work is sensitive to these transport matters.

New homes, jobs, transport infrastructure, schools, healthcare facilities, open space, public utilities and other community and recreational facilities are needed to support the new population and to improve what is already in the borough. The key challenge is to ensure that development is in the right place. This means that new development is located so it provides the homes that are needed; improves the quality of an area; does not squeeze out local businesses or community facilities needed in the area; protects what is good about Ealing; and that it is accompanied by an improvement in the 'infrastructure' in the area for the benefit of both existing and new residents and users.

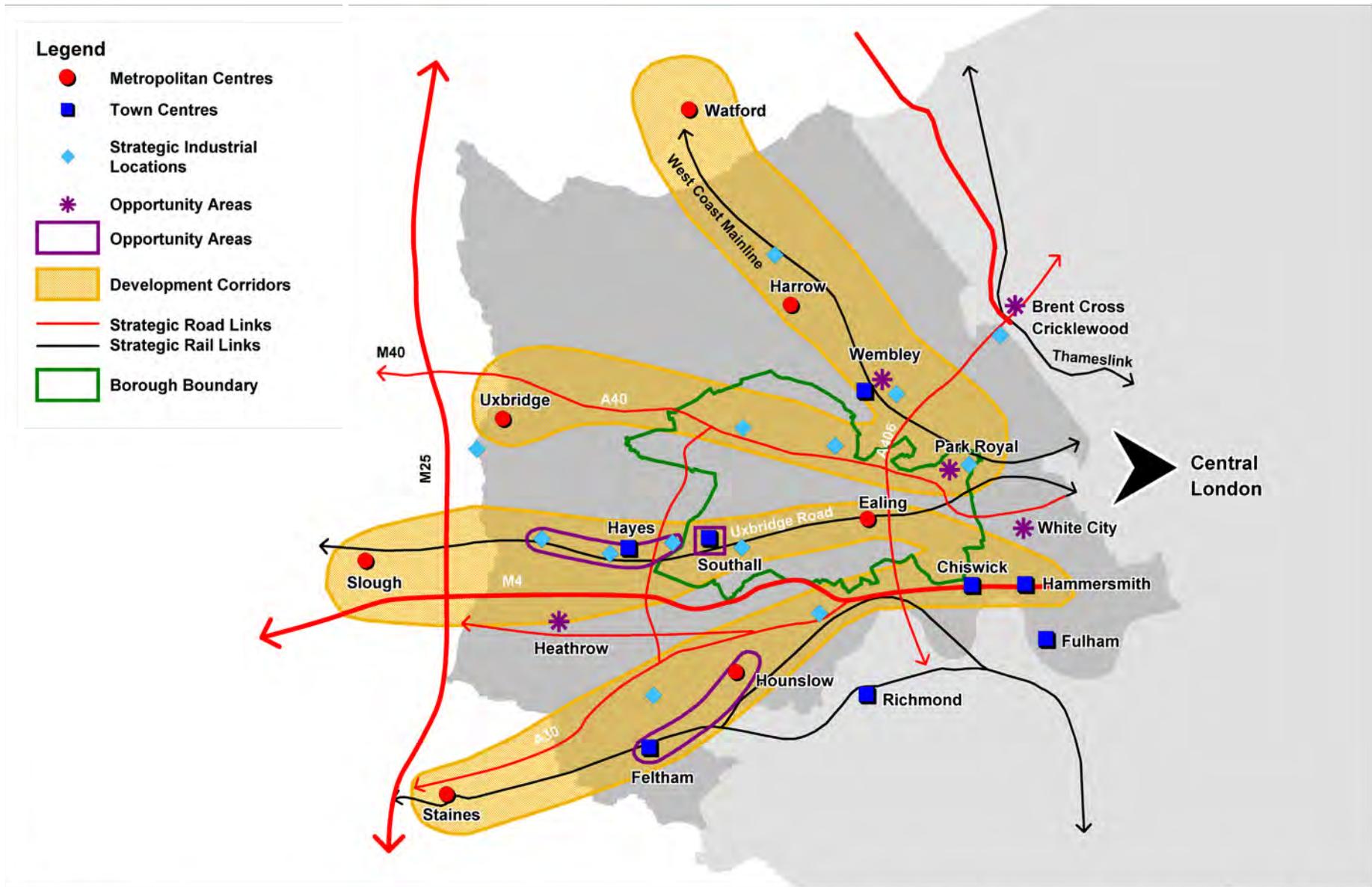
In recent years Ealing has attracted the interest of developers and investors. Recession has resulted in a slowdown in development, however developers believe there are some early signs of economic recovery and some areas will emerge from recession sooner than others. Ealing will be one of those areas that will recover quickly because of its historic strengths including its strong mixed economy, location, highly qualified workforce, excellent transport links and environmental quality⁷.

This Development (or Core) Strategy 2026 will guide the development of Ealing as an attractive place to live and work at the heart of West London. It sets out Ealing Council's vision and policies for the future development of the borough. The proposals set out how, where and when the council, working with statutory bodies, the private sector and voluntary sector, will:

- Provide new housing, especially affordable homes for local families;
- Sustain and create jobs;
- Protect and enhance green and open space and the borough's heritage; and
- Ensure that community facilities, services and transport infrastructure are provided where and when needed.

The Development Strategy 2026 is part of a portfolio of development plans that make up the council's Local Plan. These plans must conform generally with the London Plan produced by the Mayor of London. Appendix 1 shows how the London Plan (2011) provides both a context for and helps complement this strategy.

Map 1: Ealing in the Context of West London



CHAPTER 1: VISION FOR EALING 2026

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The spatial vision supports the overarching vision and goals for Ealing as set out in Ealing's Sustainable Community Strategy, which is that Ealing will be a borough of opportunity where people enjoy:

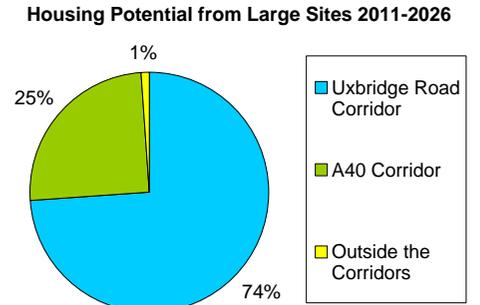
- Health – improving public health and supporting those with specific needs to achieve well-being and independence.
- Safety – working with communities to ensure that everyone is safe and has the support they need.
- Prosperity – securing Ealing as a place where people are able, and want, to live and work.
- High quality of life – making Ealing a place where people enjoy a high quality of life in clean, green and cohesive neighbourhoods.

Underpinning the vision is a commitment by all partners to act according to three values: equality and fairness, engaging and enabling, and value for money. These values are also central to the delivery of the spatial vision for Ealing.

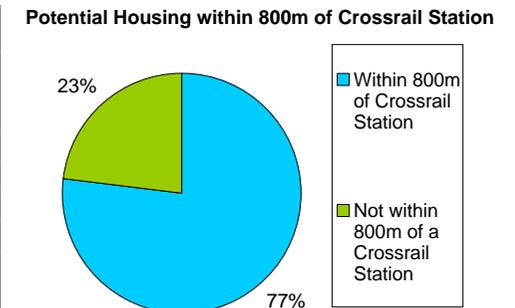
There will be significant change in Ealing over the next 15 years with major new opportunities and challenges that need to be planned for. The spatial vision for Ealing is set out below, together with commentary and policies on how to deliver it. Map 2 provides a diagrammatic interpretation of the spatial strategy in this plan. This Key Diagram shows the development corridors as well as locations for housing and employment development. The summary tables and pie charts show those sites with potential for housing and employment. More detailed policies are provided in the subsequent chapters of this Development Strategy.

The vision is to harness opportunities for growth and development and promote improvement in appropriate locations. These locations are primarily along the Uxbridge Road / Crossrail and the A40 / Park Royal corridors. These two east-west corridors include Ealing's town centres, Park Royal Industrial Estate (the largest in Europe) and the five Crossrail stations. Crossrail will provide a major impetus for growth and development⁹. These growth corridors and their residential hinterlands overlays a pattern of green and open spaces and this attractive and highly valued environment will be protected and enhanced.

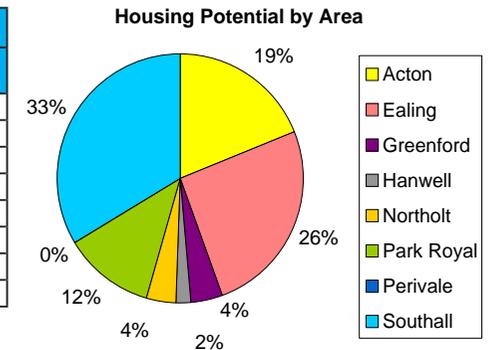
Housing Potential from Large Sites 2011-26		
	Units	% of whole borough
Uxbridge Road Corridor	9,187	74
A40 Corridor	3,110	25
Outside the Corridors	110	1
Within 800m of a Crossrail Station	9,596	77
Whole Borough	12,407	100



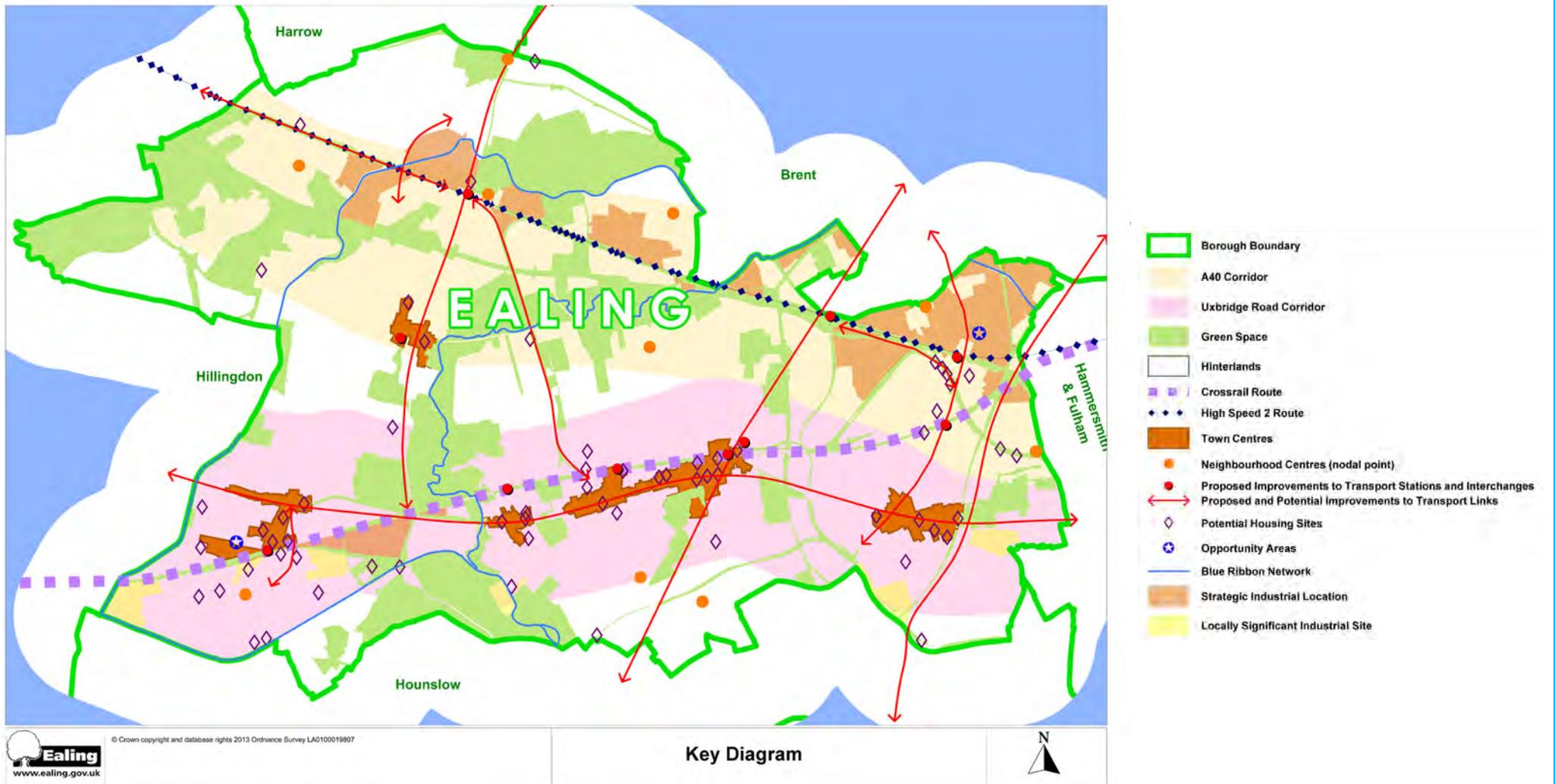
Housing Potential from Large Sites 2011-26		
	Units	% of whole borough
Acton	2,300	19
Ealing	3,200	26
Greenford	470	4
Hanwell	270	2
Northolt	460	4
Park Royal	1,500	12
Perivale	0	0
Southall	4,200	34
Total	12,400	100



Key Employment Statistics by Area			
	Office Floorspace	Office Jobs	Retail Floor-space
Acton		0	10-12,000
Ealing	90,000	6,500	50,000
Greenford		1,000	7-8,000
Hanwell		0	3,300-5,600
Northolt		0	0
Park Royal		2,000	0
Perivale		0	0
Southall		0	24,000-32,000



Map 2: The Key Diagram



To support this growth Ealing will develop and maintain a clear infrastructure delivery plan that will ensure the necessary physical, social and green infrastructure and services are provided and enhanced. This will make certain that Ealing continues to be a successful borough and that all communities have a high quality place to live and to work. These plans will ensure proper investment in the schools, health centres, transport, public utilities and other facilities needed by Ealing's growing population. Wherever development is proposed, the council is also committed to excellence in urban design.

Other considerations in planning for the future of the borough include, for example:

- how to create communities that are healthy, safe, cohesive and engaged;
- how to provide renewable energy sources;
- where to accommodate waste management plants to enable increased recycling and less landfill;
- how to encourage greener transport including electric cars; and
- how to plan for other technological changes that will affect the way we live, travel, work and do business.

The council initially considered a number of different alternative approaches (or "futures") that included following established development plan policies or embracing change or protecting the past. Each of these approaches were based on the principle that we must manage growth in a sustainable way so that we are able to meet our present needs and ensure that future generations are also able to meet their needs¹⁰.

At the same time consideration was given to the future shape of each local area of the borough if one of these alternative futures were chosen. Each of the borough's neighbourhoods has its own particular characteristics and issues to address. Map 12 shows the eight neighbourhoods that make up the borough as currently defined by the Council. Appendix 2 provides a summary of some of their chief characteristics and how the Development Strategy 2026 will impact upon their future development. It was always acknowledged that the best future for Ealing is likely to include elements of all three of these alternative approaches futures. It is evident that although the council has embraced change it will affect each of the localities in very different ways.

This Development Strategy 2026 seeks to identify and promote those areas that can accommodate growth and either have good public transport access, the capacity to accommodate growth, are in need of regeneration, or can deliver jobs and infrastructure. It seeks to ensure that future development contributes to making places where people want to live and work.

Policy 1.1 Spatial Vision for Ealing 2026

(a) By 2026, we aim to provide 14,000 additional homes, 94,500 sqm of new office floorspace, decrease our net stock of industrial floorspace by 57,000 sqm (equivalent to 14 hectares) through managed release¹¹ and provide up to 128,400 gross sqm of new retail floorspace¹².

(b) Development of these new homes, business and retail space will be primarily concentrated in:

- The Uxbridge Road / Crossrail corridor - particularly focused in Acton, Ealing and Southall town centres; around key stations at Acton Mail Line, Ealing Broadway and Southall; and, municipal housing estates including Copley Close, Green Man Lane, Havelock and South Acton.
- The A40 / Park Royal corridor – particularly focused in Greenford town centre; Acton Main Line, Greenford and North Acton stations; Park Royal; and, other industrial estates.

(c) To promote business and enterprise by securing the stock of employment land, encouraging regeneration and renewal and being responsive to market demands. For industrial and warehousing businesses, we will protect our position as one of London's premier locations. For the office market we will reverse our relative underperformance compared to neighbours; with a focus on providing high quality office space in Ealing town centre and capturing benefits afforded by Crossrail.

(d) To ensure the viability and vitality of the borough's town centres in accordance with the established shopping hierarchy¹³.

(e) To be a healthy and safe place to live and ensure that the necessary physical, social and green infrastructure and services as identified in the Infrastructure Delivery Plan are provided and enhanced in the borough¹⁴.

(f) To support sustainable, safe and convenient transport networks to and through Ealing that, in particular, improve north-south transport links between the Uxbridge Road / Crossrail and A40 / Park Royal corridors and to promote healthy travel behaviour and seeks to reduce the need to travel.

(g) To protect and enhance suburban communities, improve public transport, cycle and pedestrian links to the development corridors and neighbourhoods.

(h) To care for the borough's historic character and enhance the significance of heritage assets in regeneration proposals, ensure excellence in urban design and design out crime to make Ealing's environment safe, attractive and accessible for all¹⁵.

(i) To protect and enhance the pattern of green spaces and green corridors, identify and safeguard quiet areas and spaces of relative tranquillity and ensure that new development improves and adds to green space.

(j) To reduce the environmental impact of activities within the borough, protecting and improving air quality and ambient noise levels, achieving and maintaining a clean and healthy environment for all communities to enjoy¹⁶.

(k) To promote sustainable design and construction in all development to play our part in addressing the global challenge of climate change.

Work has been undertaken to verify the potential demographic changes over the plan period and to identify the future needs and demands of Ealing's population¹⁷. By 2026, 14,000 new homes are planned to provide more affordable homes for local people and to accommodate the projected increase in population and households. Map 3 (overleaf) shows housing and employment development sites together with the development corridors and the relationship with Crossrail.

Ealing wants to provide modern, upgraded commercial premises in a quality environment and aims to provide 94,500 sq metres of new office floorspace (creating approximately 5,800 jobs) and decrease the net stock of industrial floorspace by 57,000 sq metres (equivalent to 14 hectares) through managed release¹⁸. Overall, a net increase in 10,600 jobs over the plan period will be supported from changes in office, industrial and other employment sectors¹⁹. This plan aims to ensure that there is sufficient development land capacity to accommodate this growth.

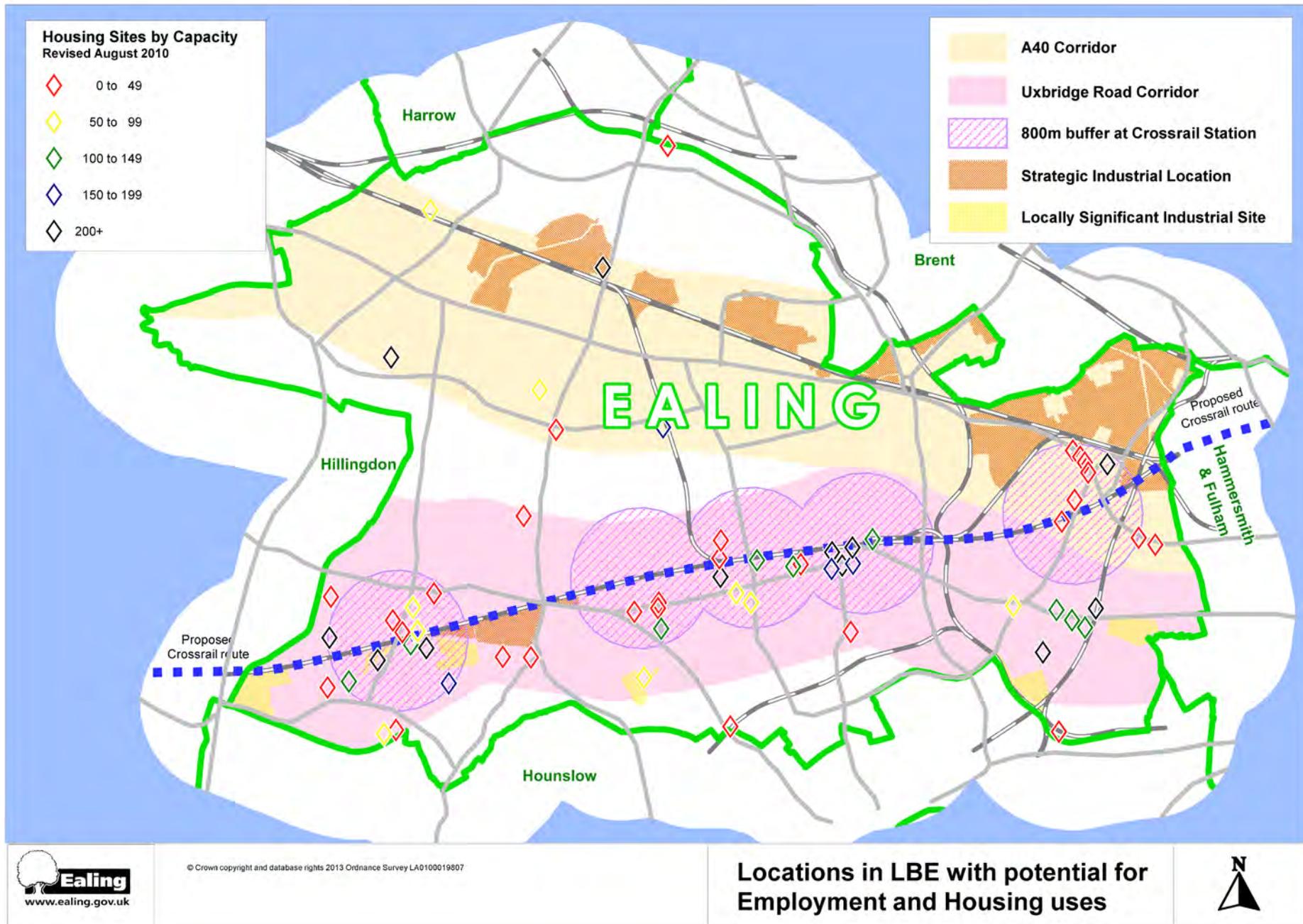
This development strategy is primarily about apportioning the required growth to the right places across the borough, ensuring that it is well related to the provision of infrastructure, that the design is of high quality, and that it tackles social need. Residential and business development will be primarily concentrated in two development corridors – the Uxbridge Road / Crossrail corridor and the A40 / Park Royal corridors – in the following places:

- Town centres within these corridors, in particular those with excellent transport connections and supply of available development sites including Acton, Ealing, Greenford and Southall town centres;
- Park Royal;

- Other places with existing or future good public transport accessibility including the areas around Greenford, North Acton and Acton Mainline stations; and
- Municipal housing estates which need regeneration to improve the quality of life for residents and provide more homes for local families in need of them including Copley Close, Havelock, Green Man Lane and South Acton estates.



Map 3: Locations in Ealing with Potential for Employment and Housing Uses



Another key borough-wide policy that is crucial to the delivery of the strategy is the coordination of major housing and commercial development with the provision of physical, social and green infrastructure. Further work has been undertaken to identify the infrastructure required to deliver the strategy, as well as in identifying when and where this will be and who will provide it. This is set out in the council's Infrastructure Delivery Plan.

Put simply, without the necessary infrastructure needed to support development, then the levels of growth that the plan seeks to achieve by 2026 will not be sustainable. The council will therefore monitor the delivery of infrastructure to support development and will update its plans on an annual basis²⁰. Crucially, this will also examine and review whether or not the levels of residential and commercial development proposed can be reasonably sustained over the plan period.

West London is expected to experience significant growth in consumer expenditure which could generate demand for up to 227,000 sq metres extra comparison goods floorspace by 2016. Ealing will benefit from the substantial growth in capacity gained through Crossrail. There is demand for up to 128,400 gross sq metres of new retail floorspace²¹ in the borough. National and regional guidance directs any new retail floorspace to town centres first.

The hierarchy of town centres is set out in the London Plan and include Ealing (a Metropolitan Centre), Southall (a Major Centre) and Acton, Greenford and Hanwell (District Centres). There are also a further 11 Neighbourhood Centres which provide an important focal point for the local community. Map 4 shows the distribution of retail provision across the borough (excluding local centres)²². To ensure the future viability and vitality of the centres the boundary of the Southall town centre has been reconfigured to include the major retail development on Southall Gas Works site whilst at the same time excluding the area south of The Green. King Street has also been re-branded as a neighbourhood shopping centre serving Southall Green²³. It is also proposed that designated shopping frontages in Hanwell are reduced, while improving the quality of all frontages in the town centre²⁴. Detailed proposals are contained within the Development Management DPD.

The Development Strategy assumes the development of Crossrail and five Crossrail stations²⁵. It also assumes other transport improvements as set out in the Mayor of London's Transport Strategy which will increase the capacity and quality of east-west (radial) public transport to and from central London, and north-south transport linking the radial corridors and improving orbital movement in West London.

There will need to be further proposals to enhance north-south movement where this will facilitate regeneration. Measures will also be adopted that seek to promote healthy travel behaviour and reducing the need to travel. This includes avoiding unnecessary car trips, shopping locally and providing facilities within a certain distance etc. The council will also seek to widen the range of transport choices including improvements to public transport, cycle and pedestrian links. "Smarter travel" initiatives include for example the promotion of car clubs, car sharing, travel awareness and planning, eco driving and the use of electric vehicles. More details are provided in the council's Local Implementation Plan.

The Development Strategy takes proper account of the need for environmental protection in appropriate localities both in growth corridors and in surrounding areas. This is related to the heritage value and character of the places in question. The strategy allows for development that will enable the area to be more sustainable (e.g. facilitating mixed tenure communities and accessible community facilities) while protecting and enhancing the character of a place.

It is expected that the design of all development will achieve high standards of sustainability and provide for climate change adaptation and mitigation. In addition new development will be expected to contribute to improving the quality of life in the borough through the reduction of noise pollution, protecting soundscape quality, reducing pollutant emissions and minimising public exposure to pollution. The Development Strategy should sustain busy and prosperous communities in both new and well-established urban localities.

The pattern of growth corridors and residential hinterlands overlays a pattern of green spaces and green corridors, and 'greening' (e.g. addressing open space deficiency) is a vital element of the strategy. Indeed, development is expected to yield resources to enhance and improve the quality of green and open space. Ealing's reputation as a green borough will be improved as the Development Strategy is implemented and biodiversity will increase during this period. Open spaces also provide an oasis of calm and tranquillity for residents from the bustle of city life, beneficial to health. Preserving these quiet areas will protect this vital but overlooked amenity.

To further enhance the development of sustainable communities within the borough, Ealing Council carried out a heat mapping study in collaboration with the GLA and LDA to identify potential opportunities for decentralised energy network(s) within the borough²⁶. It will help to meet the local and regional CO2 reduction targets as well as the Mayor of London's target for 25% of London's energy supply to come from

decentralised sources by 2025. The results are available online via the London Heat Map tool²⁷. Developed by the Mayor, this tool will help developers identify decentralised opportunities within Ealing borough and the wider London area.

By 2026, the borough should comprise a range of prosperous and cohesive communities - sustainable communities - developed on the basis of balanced growth, protection and greening. Key localities for growth will have been regenerated, and careful development management will have enhanced the character of all areas and green spaces across the borough.

Policy 1.2: Delivery of the Vision for Ealing 2026

A range of other local development framework documents and procedures will aid the delivery of the Development Strategy 2026. In particular, Ealing's Development Strategy must also have regard to the Sustainable Community Strategy, produced by local strategic partners in the borough – i.e. the local authority (with its range of service responsibilities) other agencies involved in housing, health, education, employment, and community safety, and representatives of the local community and voluntary sector. The local strategic partners produce Local Area Action Plans to deliver their community priorities. Ealing Council has also produced a Statement of Community Involvement which sets out arrangements for involving the community in all parts of the Local Plan and in development management decisions²⁸.

It is therefore vital for the local authority to work closely with business, local strategic partners, and to ensure that Ealing's Development Strategy is in tune with the GLA's evolving London Plan and the investment plans of the agencies that work alongside. It is essential to ensure that development has appropriate transport access and capacity. This may rely on improvements to underground and overground railways, road improvements, better buses, improvements to interchanges, creation and improvement of off-road walking and cycling routes and other measures to promote sustainable travel. In addition, the council's own Local Implementation Plan is a key document.

Key policies that will help deliver Ealing Council's spatial vision include:

1.2 (a) At least 50% of the housing developed in the borough up to 2026 will be affordable housing, as defined in the London Plan, to achieve mixed communities with a range of housing types across the borough and to meet need.

The Council's Strategic Housing Market Assessment (SHMA, 2009) identifies a significant shortfall of affordable homes, particularly family homes. Contributions to

affordable housing will be sought on all new developments comprising 10 units or more, with a tenure split of 60 percent provision of social/affordable rented accommodation and 40 percent intermediate provision. The Borough Housing Strategy identifies the requirements for unit sizes across both tenures.

Contributions from private residential and mixed use schemes will be negotiated on the basis of seeking the maximum reasonable amount of affordable housing, taking account of the specific circumstances of the site (including financial viability)²⁹. The starting point for negotiations will be a contribution of 50 percent affordable housing provided on-site.

1.2 (b) To apply a sequential approach to the location of new office development with the primary focus being at Ealing town centre, a secondary focus at Park Royal and with some provision at Greenford. Employment land will be categorised for short, medium or long-term protection.

A net increase in office floorspace of up to 90,000 sq metres will be encouraged in Ealing town centre to ensure the office market there maintains a sustainable critical mass. Park Royal and, to a lesser extent, Greenford will also see a net increase in office floorspace. Whilst office development can still be suitable in other areas, there will not be an overall net increase in other areas during the plan period³⁰.

Managed release of employment sites will involve categorising employment sites into three broad categories:

- Long-term protection – Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSISs) comprise the borough's strategic employment land and are the primary focus for general industrial and warehousing uses. Where appropriate, these sites may also accommodate office development. Proactive management of these areas will involve the limited transfer of 14 hectares to mixed use development over the plan period, coordinated through the Development Sites DPD and the Opportunity Area Planning Frameworks for Park Royal and Southall.
- Medium-term protection – Smaller sites that may have conflicts with neighbouring uses. To achieve the efficient use of land these will be protected by criteria-based development management policies, allowing release to non-employment uses only if a lack of demand is demonstrated³¹.
- Short-term protection – Smaller sites that have either been lost to residential or so heavily diluted by other uses to no longer function effectively as employment land. Where appropriate, these will be allocated for alternative use through the Development Sites DPD.

1.2 (c) To maintain and increase the supply of retail floorspace across the borough to meet identified demand and to sustain the vitality and viability of the retail hierarchy, by encouraging up to 98,500 sqm (gross) floorspace of comparison retail floorspace and up to 29,900 sqm (gross) convenience retail floorspace over the plan period.

This is to be delivered through the area based policies 2.2(b) for Acton, 2.5(a) for Ealing Metropolitan Centre, 2.7(b) for Hanwell, 2.8(b) for Southall and 3.5(a) for Greenford³². The delivery of and demand for retail floorspace will be reviewed through the AMR and updated retail needs study respectively.

Furthermore, a review of the designated shopping frontages across the borough informs policies in the Development Management DPD, to provide convenient access to local shops from all residential areas.

1.2 (d) To make provision of appropriate physical, social and green infrastructure in the right locations and at the right time to support the levels of housing and employment growth to be delivered in Ealing³³, and maintenance of an Infrastructure Delivery Plan and Schedule, indicating the phasing and funding of infrastructure development.

The council has produced an Infrastructure Delivery Plan which will help:

- To engage with infrastructure providers.
- To deliver the right levels of infrastructure for growth.
- To coordinate the provision of different types of infrastructure.
- To direct the right level of employment growth and housing development in the right place.
- To bid for funding from other infrastructure agencies.

Related to this, a clear framework for negotiations on planning obligations is essential, including developers' contributions towards requirements such as affordable housing, public transport, schools etc, and more specific requirements that are necessary for approval of the development. There is more detail on the provision of infrastructure in Chapter Six and a separate supplementary planning document on The Community Infrastructure Levy, Planning Obligations and Legal Agreements.

1.2 (e) To support opportunities from Crossrail and High Speed 2 (HS2) working closely with Crossrail and HS2 planners to ensure the benefits to the borough are maximised. These benefits include improved accessibility, greater public transport capacity on the key east/west radial corridor in the borough, and a major potential contribution to the regeneration and economic development in town centres and other sites along routes.

Crossrail³⁴ will boost London's rail capacity by 10% when it opens in 2019. Accessibility of Central London for passengers from Ealing would be significantly improved, with journey times from Southall to the West End, for example, being only 19 minutes³⁵. The council are required to collect s106 contributions towards Crossrail on behalf of the GLA for developments of over 500 sq metres and within 1 kilometre of a Crossrail station for offices and retail development³⁶.

Proposals for HS2 may offer a variety of opportunities for Ealing if the project goes ahead³⁷. The route as currently proposed is likely to connect with Crossrail at Old Oak Common before traversing the Borough via the Chiltern Line alongside the Central Line London Underground. HS2 will inform land use plans when the scheme is finalised.

1.2 (f) To ensure that future development achieves the highest standard of sustainable design and construction, including construction of the public realm, highways and other physical infrastructure. In this regard, the council will seek to reduce energy usage in buildings by requiring all development to demonstrate that it has minimised on-site carbon dioxide emissions by using less energy through maximising energy efficiency, supplying energy efficiently using low carbon heating and cooling systems and using on-site renewable energy generation. The council will work with partners to promote and develop decentralised energy (DE) networks with a particular focus on those parts of the borough with the greatest potential for such networks.

Sustainable design and construction standards are set out in a separate energy evidence base report³⁸. This sets minimum and advisory targets for reducing carbon dioxide emissions from all development, while setting requirements for establishing potential low carbon heat distribution networks. The council will work with partners to promote and develop decentralised energy (DE) networks with a particular focus on those parts of the borough with the greatest potential for such networks³⁹. More detailed policies will be contained within the Development Management DPD.

1.2 (g) To support the proactive conservation and enjoyment of Ealing's heritage assets and their significance. In this regard the Council will continue to update and revise its evidence relating to the Borough's designated and undesignated heritage assets. In particular, we will regularly review our Conservation Area Appraisals and Management Plans and review and update our Register of Local Heritage Assets to ensure that local assets are identified and their significance properly understood during the planning process. In addition to promote heritage led regeneration, ensure a balanced approach to climate change measures, encourage greater understanding and access to heritage assets and reduce the number of assets at risk.

In addition to the identification and review of evidence relating to significant heritage assets, the primary method for the delivery of Ealing's heritage strategy will be area specific planning documents such as SPDs/AAPs. The level of detail contained in these documents is best suited to achieving a heritage-driven urban design programme of place shaping. Development management policies will ensure that proper consideration will be given to heritage matters when determining planning applications, and applications for listed building consent and conservation area consent.

1.2 (h) To support higher densities in areas of good public transport accessibility. Whilst proper regard shall be made to relevant London Plan policies, the council will take into account primarily the quality of the design, the location of the site and the need to provide a suitable housing mix. Tall buildings are acceptable where they contribute positively to the urban environment and do not cause harm to existing heritage assets. The quality of the design solution proposed, especially in relation to its context, and the accessibility of its location are the overriding considerations in the assessment of any proposed development. Tall buildings may be suitable in specified sites within Acton, Ealing and Southall town centres, gateways to Park Royal and identified development sites only. Specific locations identified as suitable for tall buildings will be designated through the Development Sites DPD and also through SPDs/AAPs. In these documents additional work to refine suitable sites and formations with particular regard to heritage assets and their settings will be undertaken. Policies for the management of tall buildings will be developed in the Development Management DPD.

Whilst proper regard shall be made to relevant London Plan policies⁴⁰ which support higher densities in areas of good public transport accessibility, the density matrix should not be applied mechanistically and the council will, in particular, take into account primarily the quality of the design, the context of the site and the need to provide a suitable housing mix. It is important to acknowledge that higher density housing does not automatically equate to a requirement for high-rise development. However, tall buildings can be appropriate and enhance townscape providing they are of high quality design and in suitable locations. The identification of areas suitable for tall buildings

will help to promote appropriate sites, deliver housing targets and direct such developments away from less appropriate/more sensitive locations (i.e. those considered vulnerable by virtue of their location, existing use or design). Policies for the management of tall buildings will be developed in the Development Management DPD.

1.2 (i) To make provision to manage 455,000 tonnes of waste per annum⁴¹, or put arrangements in place to ensure that the pooled waste management requirements of Ealing, Brent, Harrow, Hillingdon, Hounslow and Richmond are accommodated within the six boroughs by 2026. It will give priority to waste reduction, recycling and composting.

In West London, six Boroughs have joined together to plan for the management of future waste⁴². The West London Waste Plan (WLWP) aims to identify and safeguard sufficient sites for waste management facilities in the area to satisfy the waste apportionment targets established in the London Plan (2011). The plan aims to maximise the use of the existing sites in the area, including changing some waste transfer sites into waste management sites. London Plan (2011) Policy 5.17H requires boroughs to safeguard existing waste management sites. This policy will be applied in Ealing unless the impact from continuing waste operations is considered to be unacceptable and alternative sites of an equivalent compensatory nature can be secured.

In addition, the plan recognises the need to identify a number of new sites in the area to satisfy the apportionment target. The WLWP will also comprise policies to guide/ manage the determination of planning applications for waste management facilities. The most recent information from official sources showed that West London currently produces just over two million tonnes of municipal and commercial waste each year. This waste comes from homes, businesses, hospitals and other facilities. It is expected that this amount will increase to 2.11 million tonnes by 2026⁴³. At the moment 70% is transferred to sites outside London⁴⁴.



1.2 (j) Note - This policy is intentionally blank.

1.2 (k) To promote and install a network of electric vehicle charging points across the borough.

The Mayor of London also proposes to promote increased and more widespread use of electric vehicles, for example, by securing charging points in car parks through parking standards or in some cases, on-street where appropriate. Ealing's Electric Vehicle Charging Points (EVCP) Policy supports the Mayor's plan to deliver a network of charging points across London by 2015. Works has commenced to install the first tranche of EVCPs which are planned to be ready in 2011 and the Local Implementation Plan will set out the timetable of any future instalments. The council will promote further schemes to broaden this network over the plan period.

1.2 (l) Whilst recognising the need to contribute towards the supply of land won aggregates in West London, the council will resist the extraction of mineral aggregates on sites where this would have an adverse impact on the local environment and amenity. The council will also seek to minimise the movement of aggregates by road, maximise the movement of aggregates via rail or the canal network and will encourage aggregates recycling at depot sites in Ealing – including at Horn Lane and Park Royal.

Although Ealing is identified as a borough with remaining aggregate resources in London, the location of these reserves in sensitive localities means that it is highly unlikely that Ealing will be able to contribute to meeting the supply of land won aggregates in West London. A number of sites in the Osterley area of the borough were identified as having un-worked reserves, although it is proposed that none of these sites be taken forward for mineral workings because of their existing open space status, their heritage value, and their strategic role for sports/recreation. The council will however continue to ensure that the distribution of aggregates throughout the borough is done so through the most sustainable methods, and with minimal impact on the environment and the amenity of its residents.

1.2 (m) To reduce the overall level of flood risk in the borough and beyond, through the layout and form of new development, and the appropriate application of sustainable drainage techniques. All new development, including the consideration of sites forming part of the Development Sites DPD, will be the subject of a sequential test, which will seek to direct new development to areas of least risk.

With regards to flood risk, all new development, including the consideration of sites forming part of the Development Sites DPD, will be the subject of a sequential test, which will seek to direct new development to areas of least risk⁴⁵.

1.2 (n) To protect the existing Gypsy and Traveller site at Bashley Road, Park Royal, and to consider additional provision subject to local evidence of need.

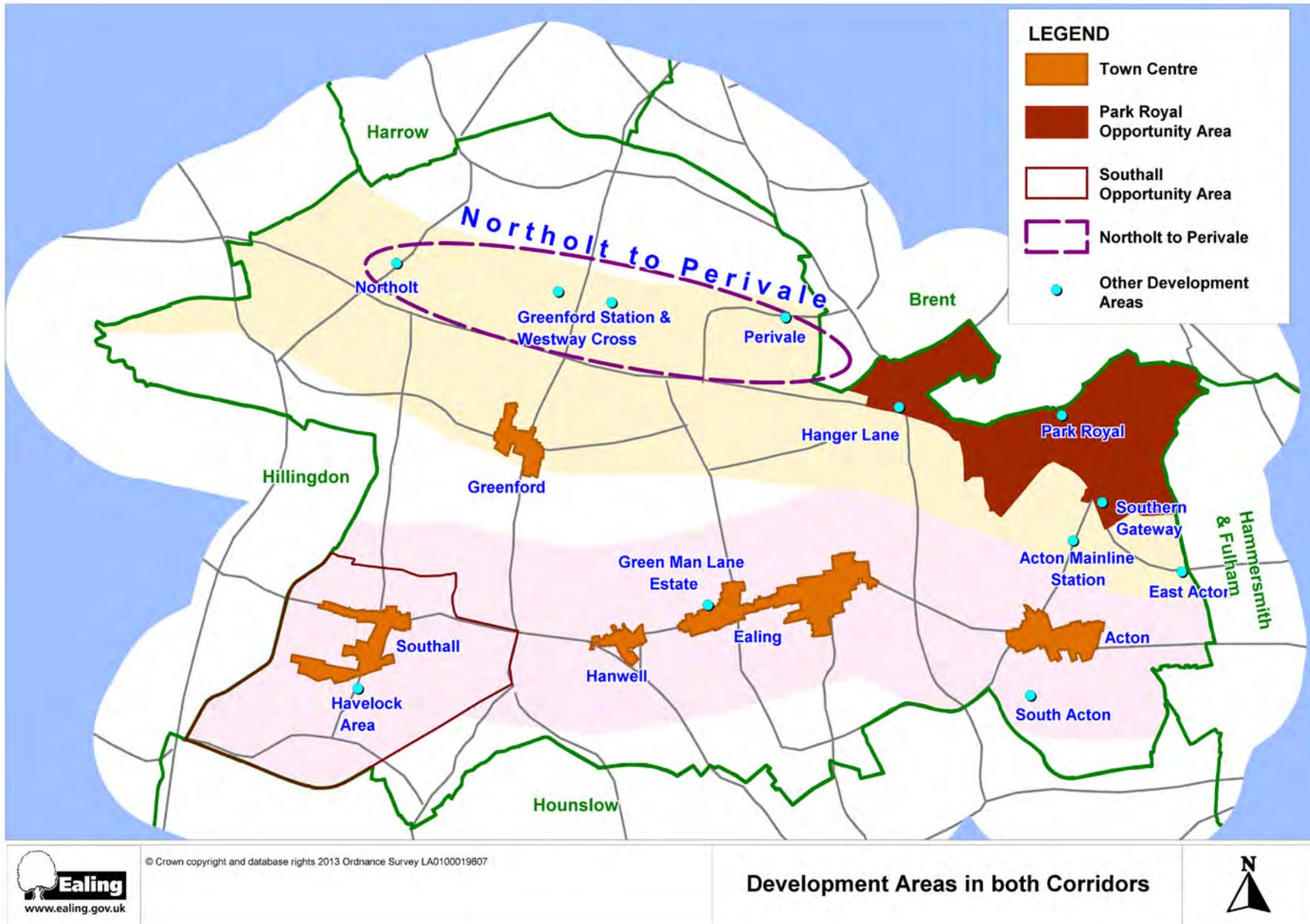
The Council's reputation as a local and regional support hub for gypsies and travellers facing accommodation related issues is based on the high quality of service provision in supporting gypsies and travellers looking for accommodation suited to their needs. Historical trends show that there is sufficient churn at the Bashley Road site to cope with the current waiting list as of 2011, with no identified need for provision of an additional site in the short to medium term. The Council will therefore only contribute towards the provision of additional pitches in Ealing based on strong evidence of need, balanced against general housing priorities, availability of funding and the feasibility of identifying an appropriate site. Planning applications for the provision of additional Gypsy and Traveller sites will be determined against the criteria based policy included in the Development Management DPD.

1.2 (o) To acknowledge the need to monitor and review performance. Measures from the core and local indicators together with an updated Infrastructure Delivery Planning Schedule will be included in the Authorities' Monitoring Report. In particular, given the difficulties of forecasting retail needs over a 15-year period, the council will commission a retail needs update within five years of the adoption of this strategy.

Finally, a clear monitoring process is necessary, to understand progress in the supply of land, premises and transport and to ensure that development proceeds in a co-ordinated fashion. The council's Authorities' Monitoring Reports on the local development framework will be the key instruments in this process.



Map 5: Development Areas in Both Corridors



CHAPTER 2: DEVELOPMENT IN THE UXBRIDGE ROAD / CROSSRAIL CORRIDOR

CHAPTER 2: DEVELOPMENT IN THE UXBRIDGE ROAD / CROSSRAIL CORRIDOR

The Uxbridge Road (A4020) is one of West London's major roads. It passes through four town centres in the borough as well as large residential districts. It is well served with bus routes and provides several transport connections for commuters with London Underground and rail stations situated either on it or within walking distance. It is also the main east-west cycle route in the borough.

The main intercity railway line which traverses the borough, runs parallel to the Uxbridge Road in central Ealing (Ealing Broadway station is effectively adjacent to the Uxbridge Road), and runs north-eastward through Acton to Paddington, and south-westward through Southall to Slough, Heathrow, Reading, the West of England and South Wales. This line currently provides direct and fast services, and is to be upgraded to provide Crossrail services from Heathrow to the West End and the City of London.

Crossrail will be a substantial addition to Ealing's transport infrastructure. It will not only underpin physical, economic and social change in this corridor but will fundamentally alter the overall demand for new development and its spatial distribution at each of the five proposed Crossrail stations in Ealing⁴⁶.

Policy 2.1 Realising the potential of the Uxbridge Road/ Crossrail Corridor

- (a) By 2026, seek the development of over 9,000⁴⁷ extra housing units (74 per cent of the borough's total net increase in housing development).
- (b) To supplement the introduction of Crossrail, seek improvements in bus services, capacity and servicing arrangements along the Uxbridge Road / Crossrail corridor.
- (c) To achieve an appropriate balance in localities within the corridor between regeneration objectives and the conservation of the built and natural environment.
- (d) To improve the conditions for cycling on the corridor, and development of four-cycle hubs in Southall, Hanwell, Ealing and Acton with improved north-south cycle access⁴⁸.
- (e) To establish a decentralised energy network(s) within Ealing Town Centre with a potential connection to the Green Man Lane Estate and further explore opportunities for creating a district energy network for other areas with high/medium potential in the corridor.
- (f) To work with Thames Water and other stakeholders to support the timely implementation of the Thames Tideway Sewer Tunnel project, including connection of the combined sewer outflows in the borough.

The corridor is defined with an approximate boundary of one kilometre either side of the Uxbridge Road (roughly a 12 minute walk or four minute cycle ride). It includes Acton, Ealing, Hanwell and Southall town centres, several municipal housing estates and five Crossrail stations at Acton Mainline, Ealing Broadway, West Ealing, Hanwell and Southall – with the greatest development potential at Ealing and Southall. The Uxbridge Road / Crossrail Corridor have high accessibility by public transport⁴⁹ and the whole area is attractive to development. Within the corridor, the Development Strategy differentiates between efforts to promote regeneration and to conserve the built and natural environment.

The Uxbridge Road / Crossrail corridor has a significant role to play in establishing decentralised energy network(s)⁵⁰. Ealing Town Centre, Green Man Lane Estate, South Acton and Southall town centre all have high potential for developing such networks. Further information on each of the areas identified for potentially developing a low carbon heat network is provided under the relevant policy section below and more detail is provided in an evidence base background document. The Ealing Hospital Area has also been identified by the heat mapping study to have a medium potential for developing a decentralised energy network. The hospital site is adjacent to an extensive number of residential properties with a light industrial estate to the west. Although there are not currently any proposals for the specific site, the hospital would form an ideal anchor load for any development in this area.

The Thames Tunnel project will help to reduce and limit pollution from the sewerage system for the whole of London. The Council will work with Thames Water and other stakeholders to identify any work site needs within the borough and resolve local matters, for example design, construction, traffic management, remediation and mitigation⁵¹.



The following policies relate to different parts of the Uxbridge Road / Crossrail corridor and Map 5 above shows those areas referred to:

Policy 2.2: Revitalise Acton Town Centre

- (a) To regenerate Acton Town Centre leading to the provision of 550⁵² additional mixed tenure homes and allow residential and other uses on Uxbridge Road, east of the old town hall.
- (b) Development of up to 10-12,000 gross sqm of retail floor space⁵³, additional food and drink outlets, a new swimming pool and improved cultural and community facilities at prime sites, including Morrisons, The Oaks, Beechworth House and the Town Hall site whilst drawing on the high quality of the historic environment.
- (c) To improve the public domain, including the market square at The Mount, King Street, High Street and Churchfield Road and ensure that design has proper regard to the conservation area and listed building designations throughout the town centre.
- (d) To make provision for improved public transport, pedestrian and cycling and urban realm enhancements including improvement of pedestrian and cycle access to and from South Acton estate and the retention of existing levels of town centre parking in Acton.
- (e) To improve open spaces and habitats including the provision of new children's play space in association with new residential development, enhanced links to Acton Park and play facilities in Woodlands Park.

These policies reflect the opportunities identified in the Acton Town Centre Development Framework (2008), as well as the requirements identified by transport planners, health services, leisure services and housing officers within the council. They also reflect views expressed in the various Local Plan consultation exercises, the Acton Town Centre consultation in the summer of 2008 and a Supplementary Planning Document for Acton Town Hall and environs that was consulted upon in 2010.

Policy 2.3: Regenerate South Acton

- (a) To regenerate South Acton to achieve an attractive and popular residential locality, integrating the municipal and owner occupied residential areas and creating easy pedestrian access to Acton town centre. This will lead to the provision of 862⁵⁴ additional mixed tenure homes.
- (b) To further explore opportunities for creating a district energy network.

South Acton has been a regeneration priority for the council for some time, due to the poor condition of the housing and blocks, poor layout, lack of cohesion on the estate and disintegration with the surrounding locality, including the High Street, and its status as a largely mono-tenure estate and associated stigma. It also has low levels of resident satisfaction with the estate both as a place to live and with the management of homes, and also performs poorly on socio-economic measures.

The council's Estates Review Report⁵⁵ confirmed that South Acton is in need of a holistic approach to the regeneration of the estate to create a new neighbourhood and tackle to problems above. Regeneration will also integrate the area with Acton town centre and contribute to the economic regeneration of the area, while increasing the supply of private and affordable homes.

The South Acton Area and South Acton Estate have been identified, through the heat mapping study, as having a high potential for establishing a decentralised energy network. More specifically, the South Acton Estate can initiate an energy network, which is a substantial development with a total of 2,662 residential dwellings. Other developments in the vicinity which can act as catalysts are the Oaks Shopping Centre, Bollo Lane and Acton Town Hall Complex. Further information on establishing a district-heating network within this area can be found in the evidence base document⁵⁶.

Policy 2.4: Regenerate the Acton Main Line station area

- (a) To permit modifications to the Acton Main Line station to cater for Crossrail services to provide additional capacity at the station and improved passenger facilities. In addition, improved bus links to Park Royal, Acton Town and South Acton will be explored along with enhanced interchange facilities and key access routes to the station.
- (b) To promote a mixed-use regeneration of the area to the south of the station.
- (c) To retain the aggregates and cement works to the north of the station, as this is an important railhead for the distribution of construction materials in West London. Opportunities will be sought to reduce further the environmental impact of the industrial activities on the surrounding residential areas.

These policies seek to explore the development opportunities surrounding the station in association with the refurbished Crossrail station at Acton Main Line. In so doing this will create more of a sense of place at or near the station and help maximise the use and attractiveness of Crossrail for Acton residents. The policies also seek to consolidate and maximise existing freight use for aggregates and waste. There is also potential for improved bus interchange facilities⁵⁷.

Policy 2.5: Revitalise Ealing Metropolitan Town Centre

(a) To regenerate Ealing Town Centre and develop a vibrant and diverse range of new homes, shops, offices, sport and leisure and other public facilities leading to the provision of 2,580⁵⁸ additional mixed tenure homes up to 90,000 sqm increased office space providing up to 6,500 potential office jobs⁵⁹, and up to 50,000 sqm of gross retail floor space⁶⁰. Development sites will be specified in the Development Sites DPD and will include:

- Dickens Yard;
- Arcadia;
- Lamertons;
- Ealing Broadway Shopping Centre; and,
- the office quarter along the Uxbridge Road (between Ealing Broadway and West Ealing).

(b) To define and reinforce the distinctive character and roles of different parts of the town centre and assess the best distribution of development to match the needs of the catchment population. The metropolitan centre comprises different quarters with different roles and characteristics including:

- Ealing Broadway – a high quality retail destination;
- Ealing Green – a cultural and community quarter with Pitzhanger Manor, the cinema, the film studios and important university functions;
- Uxbridge Road between Ealing Broadway and West Ealing – high quality head offices and ancillary functions; and
- West Ealing – value and convenience goods and a wide range of eating-places.

(c) To strengthen and extend the retail core of the town centre leading to an increase in the quantum, quality and diversity of the existing retail/leisure offer and sustain the town centre's position in the retail hierarchy.

(d) To retain and attract new business development by retaining a sufficient supply of premises and encouraging sustainable, commercial development and improvements to access and amenity, in particular, in the office quarter.

(e) To protect and enhance the quality of the existing townscape and historic character including:

- to enhance historic buildings and frontages that contributes to the character and appearance of the town centre including removing/mitigating aspects of the built form that have a negative impact;
- to introduce new town squares and public spaces;
- to improve permeability with the introduction of a high quality pedestrian-orientated

retail circuit linking Ealing Broadway and the Haven Green transport interchange with the various retail destinations throughout this part of the town centre;

- to use the form and height of new development to create a coherent townscape across the different quarters of the town centre, but recognise that taller elements that respond to surrounding scales and features are possible in defined key locations;
- to introduce high quality buildings that are well designed, environmentally sustainable and which meet the needs of modern occupiers, in particular, to provide landmark buildings in gateway locations; and,
- to develop a “boulevard” along the Uxbridge Road with an increase in the number of street trees, other planting and active ground floor frontages.

(f) To modify Ealing Broadway and West Ealing stations to cater for Crossrail services including enhanced bus interchange facilities (at Ealing Broadway) and facilities for cycling and walking to and from the town centre, improvements to the public realm including enhancement of the streetscape, upgrading the quality of existing open spaces in the vicinity of the town centre, improved signage, street furniture, lighting and public art.

(g) To provide a comprehensive range of cultural, heritage, social, sport and leisure facilities, including:

- to create a new health centre;
- to make improvements to the Questors Theatre (in conjunction with development of a neighbouring site with an Uxbridge Road frontage);
- to refurbish Ealing Town Hall and Pitzhanger Manor to provide a new landmark focus for civic, community and cultural activities;
- to provide for a boutique hotel;
- to provide for a cinema; and
- to encourage the promotion of additional restaurants and cafés.

(h) To establish a decentralised energy network(s) within Ealing Town Centre with a potential connection to Green Man Lane Estate.

In September 2010, the council published “Ealing Metropolitan Town Centre Spatial Development Framework”. Produced by a team of consultants, led by Tibbalds Planning and Urban Design, it explored the potential of Ealing Town Centre and refreshed the May 2008 version⁶¹. The strategy will help guide and inform the development of the town centre over the plan period and the council intends to use it as the basis of a separate supplementary planning document that will be adopted in due course.

In August 2010, a report⁶² was produced which provides options for enhancing the interchange at Ealing Broadway. This work will help the council put forward a first phase Major Scheme bid to Transport for London for enhancing the interchange.

The heat mapping study, undertaken through a collaborative project between Ealing Council and GLA / LDA, identified Ealing Town Centre as having the highest potential for developing a low carbon distribution network⁶³. A network in this area could be initiated by two new developments: Arcadia and Dickens Yard. Those are large mixed-use development with a proposed community heating schemes. In the future, this network can encompass the Ealing Council building and other premises in the vicinity. Further information can be found in the evidence base background document.

Policy 2.6: Regenerate the Green Man Lane Estate

- (a) To regenerate the Green Man Lane Estate and achieve an attractive and popular residential locality, stitching together the municipal and owner occupied residential areas and integrating the new development into West Ealing Broadway. This will lead to the provision of 242 additional mixed tenure homes.
- (b) To further explore opportunities for creating a district energy network.

Green Man Lane was identified as in need of regeneration in 2005. Work with residents identified that they felt unsafe on the estate, many people were overcrowded, crime and security were key issues, and the majority of residents were dissatisfied with the quality, condition and management of the homes and the estate generally as a place to live. In addition, there were fundamental design and construction issues with Green Man Lane.

Comprehensive redevelopment was confirmed as the most appropriate solution in January 2008, to address the issues identified above and increase the supply of private and affordable housing, while contributing to the regeneration of West Ealing Broadway. A Master Plan for the redevelopment was approved in 2010, and in 2011

the Council secured the required Compulsory Purchase Orders and put in place a legal agreement and delivery partnership. The first occupants are expected to move in Spring 2012, with full completion of the redevelopment programme completed within five to seven years.

Together with Ealing Metropolitan Town Centre, Green Man Lane is considered is considered to have the second highest potential for developing a district energy network. The energy centre at the Green Man Lane redevelopment has been designed to allow for future connection to any decentralised energy network, and any developments that come forward in close proximity to Green Man Lane will also have to demonstrate the same. Further information on how a potential network could be established can be found in the borough’s Heat Map study⁶⁴.

Policy 2.7: Enhance & Consolidate Hanwell Town Centre

- (a) To enhance and consolidate Hanwell Town Centre leading to the provision of 109⁶⁵ additional mixed tenure homes
- (b) To enhance all heritage assets that contributes to the character and appearance of the town centre.
- (c) To promote development of up to 3,300-5,600 gross sqm retail⁶⁶ to meet the retail needs of the Hanwell area and to consolidate designated shopping frontages in the town centre.
- (d) To make station improvements, including opening southern access for easier pedestrian access to The Broadway and to enable Crossrail, provide improved facilities for cyclists, better bus links to key destinations such as Ealing Hospital and seek improvements in accessibility.
- (e) To promote improvements in the street scene, to local green space and to private forecourts and parking provision.

These policies were identified as part of an extensive consultation process, which included a public meeting, a household survey and a business survey. The consultation process identified a number of priorities for the town centre regeneration programme. These included the need to improve the retail offer in Hanwell, improvements to local green spaces, improved car parking provision, maintaining the distinct character of the town centre, improvements to the street scene and to develop a vision for Hanwell. The policies will be complemented by improved public transport with the arrival of Crossrail.

Policy 2.8: Revitalise Southall Town Centre

(a) To regenerate Southall Town Centre leading to the provision of up to 3,320⁶⁷ additional mixed tenure homes.

(b) To re-configure the boundaries of Southall Town Centre to incorporate the major retail development on Southall Gas Works site whilst at the same time excluding the area south of The Green. The centre will provide a high quality mainstream retail offer to complement the Asian offer elsewhere within the centre including the development of up to 24-32,000 sqm of gross retail floor space⁶⁹, provision of town centre parking on the Southall Gas Works site and a package of bus improvement measures so that visitors can visit other parts of the centre. King Street has been re-branded as a neighbourhood shopping centre serving Southall Green.

(c) To promote The Broadway, South Road and The Green as an 'Asian Gateway' with a strong cultural offer for banqueting, conferencing, festivals and performing arts, along with Asian retailing and restaurants.

(d) To modify Southall station to cater for Crossrail services to provide increased capacity, improved facilities, enhanced station integration and interchange, to widen the South Road bridge to facilitate bus movement and a high quality pedestrian environment and to permit high densities appropriate for development in the vicinity subject to improvement of physical infrastructure in the station area.

(e) To provide additional community facilities – including a new community hub comprising a library and health centre, extended schools facilities and a new two or three form entry primary school with community access.

(f) To build up to 2,620 new homes on the Southall Gas Works site by 2026 (out of a planned total of 3,750) with a balance of market, affordable housing and family housing with bigger unit sizes to reflect household characteristics in Southall and the borough's housing needs, to provide a range of supporting physical, social and green infrastructure and to implement a Low Emission Strategy.

(g) To make junction and wider improvements along the South Road corridor to improve capacity and journey time reliability.

(h) To further explore opportunities for creating a district energy network.

(i) To cater for and enhance Southall's heritage assets through proposals such as the refurbishment of the Manor House, Southall Town Hall and the Himalaya cinema to accommodate a range of retail and community uses whilst establishing linkages to wider regeneration proposals affecting the town centre.

These proposals mark major changes for Southall Town Centre – taking advantage of the redevelopment of the station as a Crossrail station and the opportunities provided by the development of the Southall Gas Works site to the west of the existing centre. The proposals must be accompanied by improved public transport and travel demand management measures to deliver modal shift away from the car to reduce traffic congestion and delays. The Mayor of London has identified Southall as an Opportunity Area in the London Plan and has worked with Ealing Council to produce the Opportunity Area Planning Framework (OAPF) for the area.

At the Southall Gas Works site, up to 2,620 new homes out of a total of 3,750 will be provided by 2026, with a balance of market and affordable housing, and family housing with bigger unit sizes to reflect household characteristics in Southall. This site is within close proximity to the improved town centre. The development and implementation of a low emission strategy for the site will ensure air quality impacts will be minimised, and measures introduced will aim to provide a significant contribution to improving air quality for the area as a whole.

Although Southall wider area has been identified as having a low potential due to various constraints, the study found that there might be an opportunity for an initial district energy network. The development of a network would need to be based around a large site, most likely Southall Gas Works. The development of a network would need to be based around Southall Gas Works or Southall College. Even more important is the fact that this network could be supplied with waste heat from the proposed Blue-NG power station, immediately in the vicinity of the Southall Gas Works development. The Southall Gas Works network could extend south and east to Suterwalla site which is earmarked as a large mixed-use development area (including Dominion House and Phoenix House), the White Hart and a number of smaller development areas⁷⁰.



Policy 2.9: Regenerate the Havelock Area

(a) To redevelop and refurbish the Havelock Estate to achieve an attractive and popular residential locality, with improved public transport accessibility and easy pedestrian access to Southall Town Centre. This will lead to the provision of 193⁷¹ additional mixed tenure homes.

(b) To improve the overall quality of Southall's green space, upgrade the security of the existing park between railway and canal with cycle access at all entrances and introduce new residential and canal development with residential moorings, workshops and facilities. The Metropolitan Open Land and Public Open Space designations at Glade Lane will all be retained.

(c) To regenerate the Middlesex Business Centre and environs with a mixed employment and other uses, possibly including housing provision but retaining job potential equivalent to the existing provision.

(d) To improve the towpath, including creating a bypass for the steep ramp by the lock for cycles and wheelchairs.

The Havelock area is beyond the catchment area for the railway station and is relatively isolated from public transport and pedestrian routes to the town centre. It is proposed that bus routes to Southall station and Southall Gas Works sites are created and that walking and cycling routes are improved.

Much of the housing stock in the Havelock Estate is poorly maintained and in need of improvement. The estate lacks the facilities that an estate of this size would usually have. There is only one access route into and out of the estate and this contributes to a range of problems for the residents.

The release of Middlesex Business Centre from its SIL designation will be managed through the Southall Opportunity Area Planning Framework (OAPF).

There will be an increasing public open space deficiency over the plan period which will be addressed through the forthcoming Southall OAPF. Measures will include improvements to quality, quantity and accessibility of provision.

Policy 2.10: Residential Neighbourhoods

To protect the residential character of much of the wider Uxbridge Road Corridor whilst providing for further residential development, including affordable housing, largely at identified locations, and including proposals for the regeneration of municipal housing estates.

This policy recognises the existence of distinctive residential neighbourhoods. Some of these have a particular character that is valued by local residents. Others need improvement, and may be areas where residents face deprivation. This policy is to enhance these residential neighbourhoods, protecting their character wherever appropriate, and to encourage development that will ensure that the urban fabric is properly maintained, that they remain fit for purpose (with sufficient schools, health facilities etc), and that, through the development process, the communities in the Uxbridge Road Corridor all contain a mix of tenures and unit types and sizes by the end of the plan period.



CHAPTER 3: DEVELOPMENT IN THE A40 CORRIDOR & PARK ROYAL

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The landmarks along the A40 indicate the mix of uses that make the Corridor distinctive. These vary from industrial heritage buildings like the Aladdin Tower and the Hoover Building, to the woods of Horsenden Hill, Northolt Church, and the newer Northala Fields landscaped mounds. The A40 and Central Line gave rise to extensive twentieth century industrial and residential development, and there are now problems of ageing industrial stock, peripheral housing estates, and traffic congestion.

In the north-east of the borough is Park Royal, Europe's largest industrial business park. It covers 650 acres and is well related both to Central London and to Heathrow Airport. Park Royal sustains a substantial proportion of London's industry and commerce, and businesses based here provide important linkages which support a range of other employment locations across the borough.

The following spatial policies set out the strategic framework for promoting and managing development along the A40 Corridor and Map 5 above shows those areas referred to:

Policy 3.1: Realising the potential of the A40 Corridor & Park Royal

- (a) By 2026, seek the development of over 3,000⁷² additional homes (25 per cent of the boroughs' net gain in housing).
- (b) To achieve an appropriate balance in localities within the corridor between regeneration objectives and the conservation of the built and natural environment.
- (c) To enhance greening opportunities along the A40 corridor, develop two cycle hubs in Greenford and Northolt⁷³ and create new cycle/pedestrian routes parallel to the A40 but separated by trees and shrubs where opportunities exist (e.g. Pitshanger, Perivale, Acton).
- (d) To further explore opportunities for creating a district energy network at Southern Gateway and Greenford town centre.
- (e) To further explore opportunities to reduce exposure to air and noise pollution for existing residents.

The A40 Corridor straddles the A40 and the Grand Union Canal, and reaches north to the Central Line and south to the Ruislip Road. It includes the Park Royal Industrial Estate and Greenford town centre. The development proposals indicated above are all approximately within one kilometre of either side of the A40 (roughly a 12 minute walk or four minute cycle ride).

The corridor provides employment areas from Park Royal in the east to Northolt in the west. There is an emphasis on maintaining a portfolio of business land⁷⁴, and modernising business premises, infrastructure and amenities. The corridor interweaves residential and green space with business land, and includes Greenford Town Centre as well as other neighbourhood shopping centres and transport interchanges. It also includes the travellers' site at Bashley Road, north of Gypsy Corner in Park Royal. The Development Strategy differentiates between efforts to promote development and to conserve the built and natural environment.

The area located within Farrier Road/ Union Road, which falls within the A40 corridor, has been identified in the heat mapping study as having potential for a decentralised energy network which can be manageable and cost-effective due to its scale. A number of council-owned estates are densely located in this area that benefit from communal boiler systems. This presents an ideal opportunity to link these together. Properties nearby including the local school could also be drawn into a small network. Further information can be found in the evidence base document⁷⁵.

The following policies relate to different parts of the A40 Corridor & Park Royal:

Policy 3.2: From Northolt to Perivale, Safeguard Employment Land Along the A40 Corridor

- (a) To retain and attract new business development along the A40 Corridor by maintaining a sufficient supply of industrial land, and encouraging sustainable, commercial development and improvements to access and amenity.
- (b) To promote and enhance the use of the Grand Union Canal for freight transport, walking and cycle access to employment, including creation of additional towpath access points.

The London Plan specifies the retention of 'strategic industrial locations' in Northolt - Greenford - Perivale, comprising industrial areas developed in the inter-war years. These areas continue to meet demands for business premises and employment opportunities in Ealing and outer West London.

More generally, opportunities will be sought to enable goods transport to use the Grand Union Canal, which crosses these strategic industrial locations, as well as to enhance the canal as a conservation area and green corridor (see Chapter 5). Proposals to improve public transport links from the residential hinterlands to these employment opportunities are indicated in Chapters 4 and 6.

Policy 3.3: Promote Business & Industry in Park Royal

- (a) To retain business and industry throughout the Park Royal industrial estate, encouraging sustainable, economic development and improvements to access and amenity.
- (b) To promote Park Royal as a centre for green industry in the borough.
- (c) To improve cycle access to employment, including one-way exemptions, off-road routes and better towpath access.
- (d) To promote the use of the Grand Union Canal for freight transport.

Park Royal is the closest industrial and warehousing area to central London and the West End and also serves Heathrow. It houses nearly 2,000 businesses – more than any other industrial estate in Europe – providing around 40,000 jobs. Over the years it has maintained its position as a preferred location for businesses through continued private sector investment. Now it is home to the growing economic clusters of food and drink, transport and logistics and TV and film that also capitalise on the strong linkages to Heathrow Airport.

Park Royal spans Brent, Ealing (which has the largest part) and Hammersmith and Fulham boroughs. It is an 'opportunity area' in the London Plan, and the Mayor has produced a planning framework for the area⁷⁶. These policies are consistent with these wider contextual documents.

Initiatives aimed at facilitating business and employment, while tackling climate change will be encouraged along with projects to establish Park Royal as a centre for high-tech green industries. The borough's commitment to tackling climate change through new development means that Ealing is well placed to accommodate expansion of the green business sector, with particular opportunities in the manufacture of renewable energy equipment, low carbon technologies, other sustainable solutions, and waste management. In line with the policies of the London Plan (2011), the council will promote a 'Green Enterprise District' in Park Royal.

The best standards of design will improve the public realm, protect the residential enclaves in Park Royal, and deliver flexible premises that meet current and future needs. New entrepreneurial activity will be supported by centres of excellence and managed affordable workspace.

The borough will work with stakeholders to further investigate options for an interchange station serving both the Central and Piccadilly Underground Lines at Park Royal, to serve residents, employees and visitors in this area. The borough will also work with stakeholders to investigate options and for a further rail interchange station in the east of Park Royal, linking London Underground and railway lines, and meeting future business demand for more intensive employment uses in Park Royal.

Traffic movement through Park Royal is a key challenge, and it is vital that public transport serving the area is improved. A potential opportunity is the development of an interchange station linking Park Royal Piccadilly line station with the Central Line, adjacent to the A40. Another potential project is the consideration of a further interchange station in the east of Park Royal. This idea was raised in the Park Royal Opportunity Area-Planning Framework and would open up parts of Park Royal to more intensive employment development. There are also specific policies below in respect of Southern Gateway (Gypsy Corner), the Park Royal neighbourhood centre (junction of Park Royal Road and Coronation Road), the travellers' site at Bashley Road, and (in chapter 5) Metropolitan Open Land at Twyford Abbey⁷⁷.

Policy 3.4: Southern Gateway, Park Royal

- (a) To create an improved southern gateway to Park Royal, with efficient movement to and from the strategic industrial location and a clear, safe relationship and routes between the tube, the buses, heavy goods vehicles and the surrounding area and an important focal point for business in its own right, with up to 2,000 potential office jobs⁷⁸. This could lead to 1,500⁷⁹ residential units in a place where residents choose to live, because it is convenient and has good facilities and a decent environment.
- (b) To redevelop North Acton station and environs with a mix of commercial development and in a setting at Victoria Road with shops, restaurants, cafés and leisure to support the gateway and the wider Park Royal area, and improved bus, cycle and pedestrian facilities and access routes.
- (c) To create a network of green space, with safe, attractive footpaths and featuring at least two new public open spaces.
- (d) To further explore opportunities for creating a district energy network.

Southern Gateway is already a mixed-use development area including high-density housing. This policy covers the area in and around the traffic gyratory at Gypsy Corner, extending from the former 'Perfume Factory' to the vacant site at the junction of Horn Lane and the A40. The proposal is to transform the area into a lively and liveable place at Park Royal – recognisable, attractive and providing the facilities, services and high quality environment the area currently lacks⁸⁰.

The mix of employment and residential uses respects constraints within the Southern Gateway. Accordingly, residential uses should not be accommodated along Western Avenue, and elsewhere across the site vertical mixing of uses may be required in order to mitigate noise and air quality issues. It should include an appropriate quantum of development to achieve employment objectives and the gateway function of the site, whilst accommodating a suitable proportion of other uses, such as residential and commercial. Supporting retail uses and community infrastructure should be accommodated in accessible locations, in and around areas of public space.

The Southern Gateway area was identified as having a lower potential for establishing a low carbon distribution network due to various constraints of the area, such as extensive rail infrastructure, highways restrictions etc. However if a network is linked with Park Royal there might be a greater potential for an energy from waste (EfW) network. The Southern Gateway area may be of interest because of a proposed EfW facility declared cooperation between Ealing and Brent Councils, and a high level of interest from the Park Royal Partnership. Further information can be found in the evidence base document⁸¹.

Policy 3.5: Enhance and Consolidate Greenford Town Centre

- (a) To promote the development of schemes that will create an attractive and safe town centre environment, help relieve congestion and improve bus operation and facilities and provide up to 7-8,000 gross sqm of additional retail development⁸² and 45 additional mixed tenure homes⁸³.
- (b) To further explore opportunities for creating a district energy network.

These policies reflect the opportunities and improvements offered by the Good for Greenford Town Centre Regeneration programme⁸⁴ and other schemes to deliver a vibrant and sustainable town centre, an improved retail offer, improved public transport facilities and encourage modal shift away from the car to reduce traffic congestion and delays.

The heat mapping study identified Greenford area having a low potential for developing a district heating network due to the absence of large heat users and a number of buildings within the area that are not in a close proximity with each other. However, future regeneration proposals for the area may offer an opportunity for establishing a decentralised energy network in the future.

Policy 3.6: Greenford Station and Westway Cross

To promote the potential for high-density development at Greenford Station and the land to the north⁸⁵. Any scheme should provide for a mixed-use development including offices, housing, leisure, community and improved transport interchange facilities. It is important that good public transport, cycling and pedestrian links are established to and from the regeneration area to the north and to Westway Cross shopping centre, as well as south to Greenford Town Centre.

In Greenford and Northolt, the Central Line effectively forms the northern edge of the A40 Corridor. Greenford station is a key nodal point within the corridor, and a focus for north-south links (see Chapter 4). There is potential for relatively high density development immediately to the north of the station, and it will be important to exploit the potential for public transport links to Westway Cross neighbourhood shopping centre. This is currently an out-of-centre mall, and this policy will enable these facilities to serve their neighbourhood in Greenford's existing residential areas, and to serve new residential and business development in the vicinity. To help guide and inform the development of the area over the plan period the council intends to produce a separate supplementary planning document.



Policy 3.7: Neighbourhood Shopping Centres at East Acton, Park Royal, Perivale & Northolt

- (a) To promote retail and other appropriate development in the neighbourhood shopping centres at East Acton, Park Royal, Perivale and Northolt, together with improvement packages to facilitate walking and cycling from their neighbourhoods.
- (b) To promote Park Royal neighbourhood shopping centre and enhance the area around the ASDA superstore by creating a new pedestrian square, junction improvements, development of offices, restaurants and associated uses⁸⁶.
- (c) To promote Northolt Village centre including extending the boundary to include a new leisure and housing development, and south to Target Roundabout and make improvements to the centre especially at Eastcote Lane & Mandeville Road junction.

The Development Strategy recognises that neighbourhood shopping centres, as focal points for shops and services, are best located at nodes for public transport serving the immediate neighbourhood and beyond. The enhancement of public transport, as well as cycle and pedestrian routes to and from these centres, is relevant to all neighbourhood centres. There are particular imperatives to improve Park Royal centre, as befits the centre of an important and prestigious strategic industrial location (see earlier policies for Park Royal and Southern Gateway). Northolt is a vital suburban neighbourhood centre, and this policy signals the improvements to the attractiveness of the centre, and of public transport links to and through the centre.



Policy 3.8: Residential Neighbourhoods

To protect the residential, suburban, character of much of the wider A40 Corridor whilst providing for further residential development, including affordable housing, largely at identified locations, and including proposals for the regeneration of municipal housing estates.

This policy complements the policy for the promotion of business development in the A40 Corridor. It recognises the existence of distinctive residential neighbourhoods. Some of these have a particular character that is valued by local residents. Others need improvement, and may be areas where residents face deprivation. Most of these areas will be around 100 years old by the end of the plan period (2026). Poor air quality and high ambient noise levels are recognised as major challenges to improvements in the residential environment within the corridor. This policy is to enhance these residential neighbourhoods, protecting their character wherever appropriate, and to encourage development that will ensure that the urban fabric is properly maintained, that they remain fit for purpose (with sufficient schools, health facilities etc), and that, through the development process, the communities in the A40 Corridor all contain a mix of tenures and unit types and sizes by the end of the plan period.

CHAPTER 4: ENHANCING RESIDENTIAL HINTERLANDS AND NORTH – SOUTH LINKS

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The residential hinterlands are located between and outside the two broad A40 and Uxbridge Road / Crossrail Corridors. This chapter emphasises the importance of north-south public transport movement and the need to improve it so that there is ultimately a more comprehensive transport network covering the borough and West London. The need for the links is based on the needs of the communities referred to below, many of which are relatively inaccessible by public transport. This is particularly the case in the north and west of the borough, and less significant in the south of the borough from Northfields to Southfield, where there is proximity to a radial corridor spanning the Heathrow branch of the Piccadilly Line and the A4 Great West Road (in Hounslow).

Policies include enhancing the residential hinterlands, renewing employment sites, regenerating the Greenford Green and Greenford Depot sites, promoting quick north-south links to interchanges in the established radial corridors and enhanced links between town centres in West London. Equally important in planning for the future of the hinterland communities is the provision of the full range of local facilities within these neighbourhoods, to minimise the need to travel.

Policy 4.1: Enhance Residential Hinterlands

- (a) By 2026, development of over 100⁸⁸ extra homes (one per cent of the boroughs' net gain in housing).
- (b) To ensure appropriate infrastructure development, keeping pace with residential and commercial development in the residential hinterlands, as well as on-going investment in service planning to ensure sustainable communities in Ealing.
- (c) To enhance neighbourhood centres in the hinterlands – Sudbury Hill, Bilton Road, Pitshanger Lane, Northfields, South Ealing, so that they are attractive, provide for a wide range of shopping needs, and are as accessible as possible by public transport, walking and cycling.
- (d) To protect the character of suburban neighbourhoods in the borough's residential hinterlands, while providing for further development, including affordable housing, largely at identified locations, and including proposals for the regeneration of municipal housing estates, local shops and business premises.
- (e) To further explore opportunities for creating a decentralised energy network(s) within the Hanwell suburban area.
- (f) To promote cycling and walking by retaining and upgrading off-road links, creating new ones, and making the roads safer.

Ealing's residential hinterlands appear, at first glance on the map, to form three corridors located between and beyond the corridors referred to above. However, they are not corridors. Movement is generally constrained, particularly at peak hours, to and from these 'hinterland' neighbourhoods. They comprise suburban residential localities interspersed with green space with one industrial area at Greenford Green. In the latter case, and at some of the municipal housing estates, there is potential for change and improvement. In most other residential areas, the priority is to protect and enhance their existing character, while improving the sustainability of these communities. Horsenden Hill is a Site of Regional Importance for Geodiversity and is part of the borough's Metropolitan Open Land.

These hinterlands are traversed by the following north - south links: A406 (North Circular Road), A4000 (Horn Lane), A4127 (Greenford Road), A312 (west of Southall), the North London Line, the Piccadilly (Rayners Lane branch) line, the Ealing – Greenford branch line, and the Grand Union Canal (principally for leisure and amenity). Where development is proposed in the hinterlands, it will need transport improvements - particularly links to transport modes within the A40 and Uxbridge Road corridors.

Copley Close Estate (which falls within Hobbayne and Cleveland wards) has been identified by the heat mapping study as having a medium to high potential for developing a low carbon heat distribution network. Although a planning application has not been submitted yet, there are a number of buildings currently connected to community heating schemes. These schemes can be linked to form an initial network that could be expanded to the wider area. Further information can be found in the evidence base document.

Policy 4.2: Regenerate Greenford Green and Renew Employment Sites

To promote regeneration proposals on key sites - including at Butlers Wharf and GSK sites for appropriate mixed use development (including housing and appropriate infrastructure) and at Westway Cross shopping centre – and improve the public transport network with links to the A40 Corridor at Greenford station.

This policy highlights the Greenford Green industrial area, and also refers to smaller employment sites throughout the hinterland area. Greenford Green is bound by the Central Line to the south, Oldfield Lane North to the west and north, and Greenford Road to the east. Delivery of the regeneration proposals for this area will be facilitated by the Development Sites DPD and a separate supplementary planning document. The latter will provide planning policy and land use guidance for a number of sites in the Greenford Green area and will guide development and sets out the council's vision

for the area and its expectations in regard to land uses, the form and layout of the area, design principles, and guidance regarding planning obligations and the phasing of development. The retention of employment on this site will be strongly encouraged. The role of the canal as a catalyst for development is recognised, and proposals should realise this potential.

Policy 4.3: Regenerate Greenford Depot

To sensitively redevelop Greenford Depot to meet its potential for local services, in the context of its location in a residential area, and adjacent to the Brent River Park.

The policy is to ensure that the Council's Greenford depot site, which currently hosts a range of Council run waste, environmental and transport services, is developed to its optimum potential during the plan period for those uses. The Council will seek to ensure that any development is sensitive to its setting within a residential area and adjacent to Metropolitan Open Land (see proposals in Chapter 5). The site is currently safeguarded for waste use in the London Plan. Further detail on the future of the site will be considered in the West London Waste Plan and in the council's Development Sites DPD, both of which complement this Development Strategy.

Policy 4.4: Promote North-South Links⁸⁹

- (a) To seek improvements to the North London Line / London Overground stations and services in the borough.
- (b) To further explore opportunities for a high frequency bus route between Ealing and Wembley Park via Park Royal, with bus priority measures introduced along the route where appropriate.
- (c) To further explore opportunities for improving orbital journeys from South-West London through Ealing Broadway to north London.
- (d) To work with Network Rail to explore the improvement of rail services from Greenford station to West Ealing on the Greenford branch line.
- (e) To work with Network Rail to explore the extension of rail services from Greenford station, alongside the Central Line to Northolt and on to Ruislip, and interchange with the Chiltern Line.
- (f) To seek improvement of bus services and cycling facilities along Greenford Road, related to the travel planning requirements of the Greenford Green regeneration, linking Sudbury Hill and Greenford station; further improvements to services from Greenford station – through Greenford Town Centre to Iron Bridge.

(g) To further explore opportunities for a Greenford – A40 road freight link taking heavy lorries off streets with residential frontages.

(h) To make public transport improvements north-south from the Yeading Lane / Willow Tree Lane neighbourhoods.

Congestion on orbital (north-south) routes is a feature of Ealing rush hours. The impact of this is heightened whenever there is an accident or blockage on the key radial routes as traffic spills out into orbital roads with commuters seeking an alternative route. These problems disproportionately affect residents of Ealing's residential hinterlands, particularly since these residents are disproportionately dependent on cars for movement from home to work and to other destinations. Clearly, these factors in combination conspire to make it more difficult to achieve sustainable communities in these hinterland locations. Map 6 shows approved, proposed and potential improvements to transport in Ealing.

Studies have indicated that in general, in West London, public transport journeys originating and ending at points located away from the established radial public transport routes, take up to five times as long as car journeys⁹⁰. The improvement of orbital public transport links between interchanges on the radial routes is vital as a means of facilitating the improved sustainability of these hinterland communities.

Initial feasibility work is emerging for proposals for the east of the borough, with improvements to the North London (overground) line, the introduction of a dedicated 'high frequency' bus route between Wembley and South Acton, the improvement of public transport movement along the Greenford – West Ealing branch line, and a new 'West London Orbital' underground line, promoted by West London Business, which would go through Ealing Broadway station and link north and south west London.

More generally, improved bus services on north-south routes are necessary, as are improved public transport interchange facilities where these intersect with radial routes. Proposals are less well advanced in the north and west of the borough. A 'high frequency bus route' approach might receive further consideration as a means of improving public transport accessibility for these suburban hinterlands. Clearly, the success of the proposed mixed-use regeneration of Greenford Green north of the station will depend on achieving sustainable north-south public transport links.

Freight movement by road adds to congestion and pollution and is particularly problematic where freight routes pass residential property. Proposals have been made to improve access from the business areas north of the Central Line in Greenford to the A40.

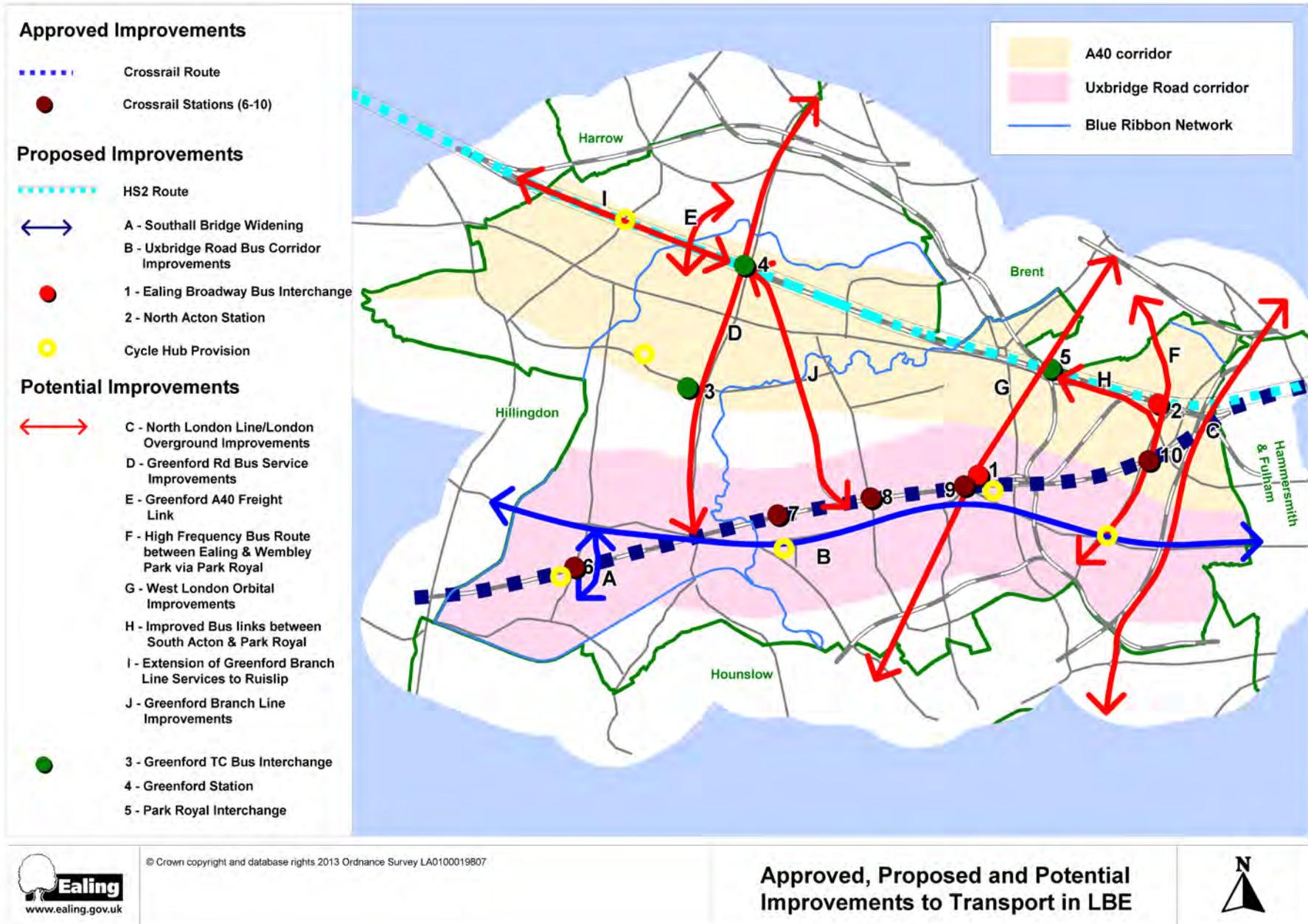
The key concern of local people has been the impact of heavy goods vehicles on residential amenity in these localities. The Greenford Green to A40 freight road link study presents an opportunity for a new route through industrial areas directly to the Western Avenue.

In Park Royal and other parts of the borough, measures to mitigate the environmental impacts of heavy goods movement by road include lorry routing and signing and loading plans. It is also proposed to encourage transfer of goods to rail and canal where this is possible.

The delivery of the improved north-south transport links will require inclusion of transport projects and service improvements in TfL's (Transport for London) service planning.



Map 6: Approved, Proposed and Potential Improvements to Transport in the London Borough of Ealing



CHAPTER 5: PROTECTING AND ENHANCING EALING'S GREEN AND OPEN SPACES

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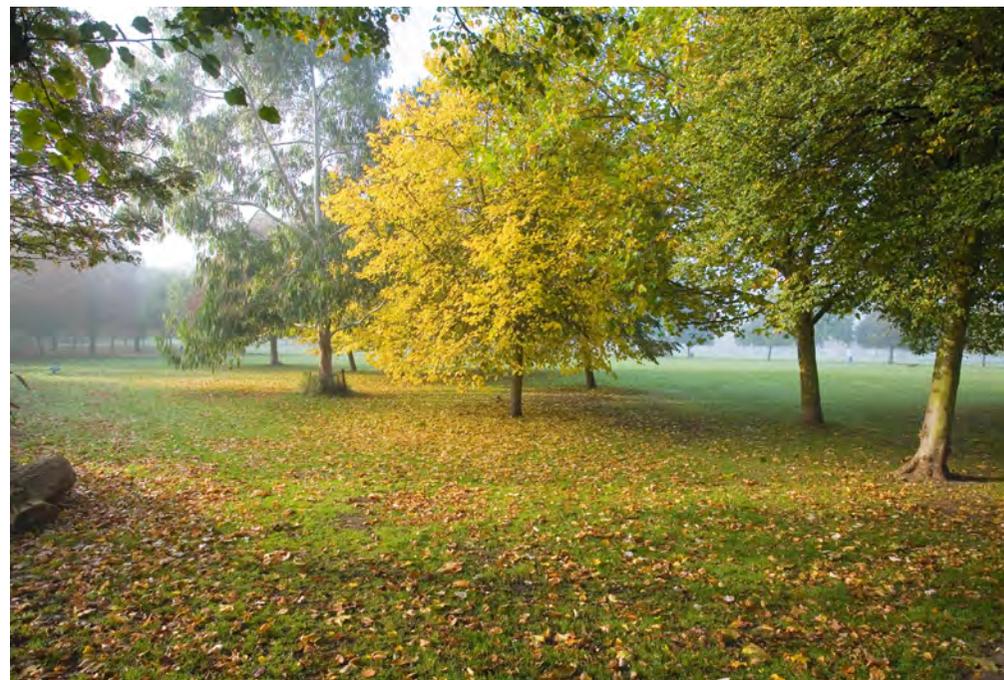
The amount and quality of green space in Ealing is considered to be one of its many attractions. There are 19 major open areas in the borough (designated green belt or metropolitan open land) and a total of 9.75 square kilometres of parks and green spaces – 17 per cent of the total borough's land. There are some 10 miles of canals in the borough as well as the rivers Brent and Crane and other smaller rivers and tributaries. Map 7 shows green and open space in the borough.

Ealing's metropolitan open areas and green corridors provide the boundaries of residential and business areas, and enhance the A40 and Uxbridge Road corridors. There are also many valuable parks and small incidental green spaces which add distinctive character to the borough's neighbourhoods; provide recreation and children's play space; provide an opportunity for food growing; form a habitat for wildlife; contribute to the historic environment; and are also important in addressing climate change forming an important carbon sink, and improve air quality

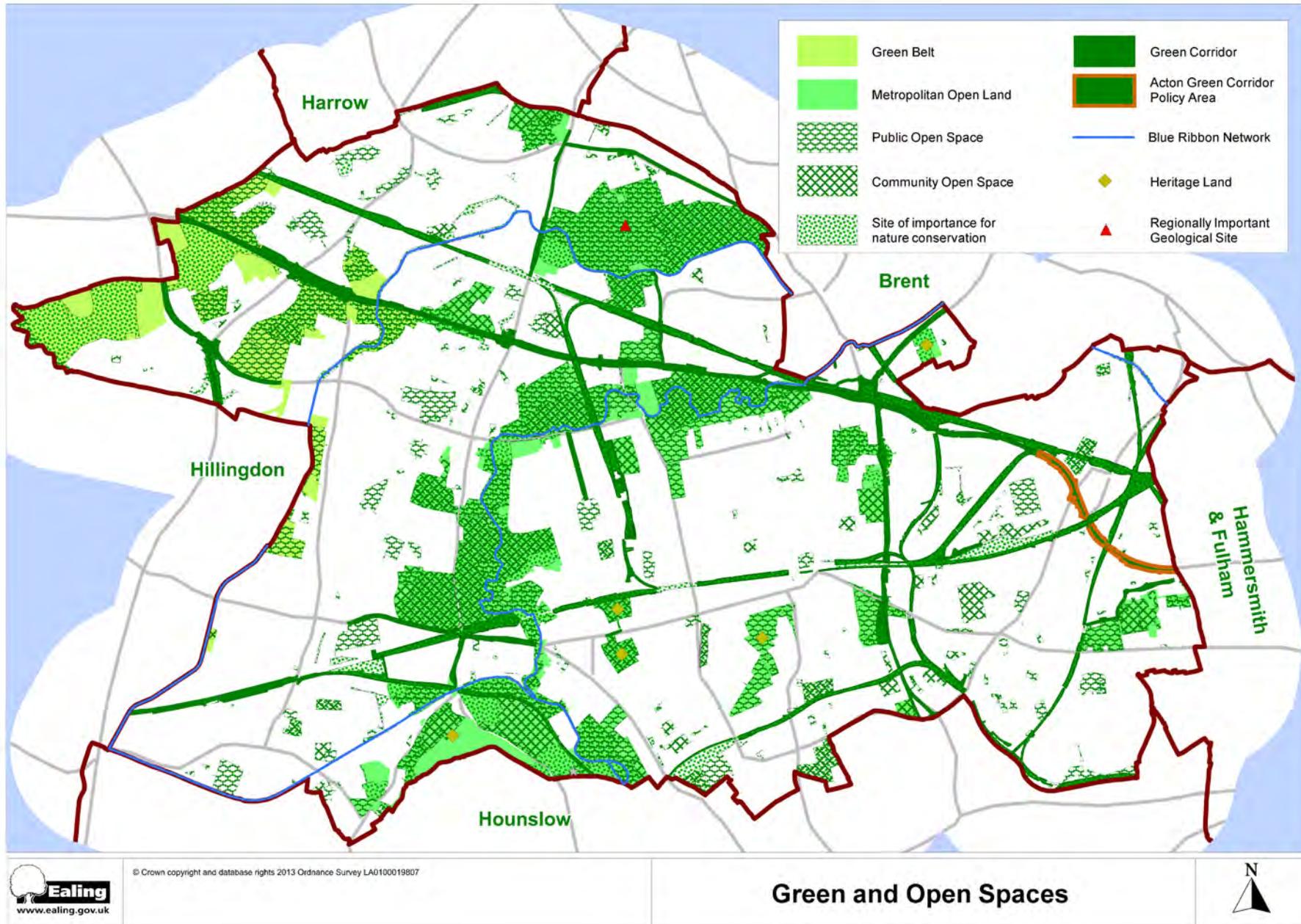
Open spaces provide a respite from the hustle and bustle of city life, which is beneficial to health and can instil a sense of calm into the lives of people visiting them. Quiet or relative quiet can be key in determining the tranquillity of an open space. Preserving this quiet through the identification and designation of quiet areas or zones is an important step in ensuring that residents enjoy this important amenity on their doorsteps.

As Ealing becomes more densely developed, the need for open space will inevitably grow and green space will become an ever more valuable resource. The need to protect established sites, enhance the quality and value of existing sites, including improving access to this network and identifying new green spaces will be essential. The 'Ealing Green Space Strategy (2012-2022) provides a framework through which the Council and its partners can prioritise investment and actions in order to address deficiency in the provision and quality of open space in the borough.

This Development Strategy recognises the constraints on creating new open space, both physical and budgetary. Safeguarding and improving existing open space will therefore often take priority over the creation of new areas. Plans for building much needed housing and other development will not mean building on green space.



Map 7: Green and Open Spaces in Ealing



Policy 5.1: Protect and Enhance Metropolitan Green Belt

The council in seeking to enhance the network of Green Belt in the borough will promote the following proposals:

- (a) Land in Northolt South
 - Down Barns & Willow Tree Open Space: management for agriculture (Down Barns), West London Shooting Range (Down Barns), landscape interest and protection of moated manor site (Down Barns).
- (b) Land around the A40 – Northolt, Greenford
 - Land from Lime Trees Park to the A40: management of recreational open space, golf course and education site;
 - Western Avenue Parkway from borough boundary east to Long Drive: landscaping of open land; creation of cycle routes.
 - Northolt and Greenford Countryside Park: Management as a Metropolitan Park; development of a unified parkland area, and visitor centre at Northala Park.
 - Northolt Golf Course and Medlar Fields – golf, new wetland/watercourses.
 - Rectory Field – development of play facilities and five-a-side football.
 - Islip Manor: management of recreation & education open space (as District Park).
- (c) Land in Greenford Southall Borders
 - Spike's Bridge – King George's field: development of a district park linking with open space across the canal in Hillingdon, including the refurbishment or replacement of the sports pavilion and other buildings.

In addition to projects and management matters referred to above, all Green Belt sites will be managed for informal recreation uses, the protection of nature conservation interests and the council will seek to enhance pedestrian and cycle links.



Policy 5.2: Protect and Enhance Metropolitan Open Land (MOL)

The council in realising the potential of the network of Metropolitan Open Land in the borough will promote the following proposals:

- (a) Acton Park – Management as public parkland and private playing fields.
- (b) Land in Park Royal:
 - Twyford Abbey – promote public access to the grounds, consistent with Heritage Land designation.
- (c) Land along A406:
 - Hanger Hill – development of a district park, encompassing the public park, former Fox Reservoir and playing fields (St Augustines and Barclays Sports Ground); management of the remainder of the land for nature conservation, and tree planting alongside North Circular Road.
 - Ealing Common – management for informal recreation, amenity nature conservation and occasional public events.
- (d) Ealing Green, Walpole Park, Culmington tennis enclosure and Lammas Park – integrated management as a district park, protecting its historic park and heritage land status (Walpole Park). Refurbishment of Buildings at Lammas Park.
- (e) Hanwell cemeteries: maintenance of nature conservation value and dignity of secluded cemeteries with eventual possibility of open space use; public realm improvements along A4020 frontages.
- (f) Brent River Park and adjacent MOL (see also Policy 2.9 above):
 - Brent River Park (BRP) - sensitive management of this public parkland for amenity, nature conservation use, and as flood plain; scope for more intensive outdoor recreation uses in the vicinity of Gurnell pool, subject to addressing flood risk issues; improved athletics track and sports facilities. Refurbishment of stable block and animal centre
 - Norwood Green – Osterley: farm management to enhance nature conservation, education, tourism and recreation, including respecting heritage land designation due to association with Osterley Park.
- (g) Horsenden Hill Metropolitan Park: management for nature conservation and informal recreation; protection and enhancement of the canal side, with improved community facilities at Horsenden Farm. Refurbishment of bowling green clubhouse and changing rooms, and installation of a MUGA.
- (h) Land around the A40 – Greenford:
 - Management for recreation, nature conservation and flood risk management.

Ealing comprises a number of strategic areas of open space, comprising Green Belt (whose purpose is set out in paragraph 30 of the NPPF), and Metropolitan Open Land (London Plan (2011) Policy 7.17). The primary function of Green Belt is to check unrestricted sprawl. Once designated as Green Belt, this land can fulfil other objectives, including providing opportunities for recreation and nature conservation. Metropolitan Open Land (MOL) is a London wide concept and is recognised as land which contributes to the physical structure of London, provides opportunities for open-air recreation, or contains features or landscape of metropolitan or national significance. Whilst the criteria for identifying Green Belt and MOL are distinct, the London Plan confirms that the principles of control over development in the Green Belt set out in NPPF applies equally to MOL.

Policy 5.3: Protect & Enhance Green Corridors

The council in seeking to protect and enhance the network of Green Corridors and Blue Ribbon Network in the borough will promote the following proposals for enhancement:

- (a) Grand Union Canal (including the towpath, associated land and small-related areas): protection as a nature conservation Site of Metropolitan Importance and an urban conservation area, and towpath upgrades and promotion as a cycle route for both leisure and commuting.
- (b) Railway lines i.e. 'overground' lines (main inter-city line, Greenford Branch Line, North London Line, Marylebone Line and Brentford Line) and London Underground lines (Central, District and Piccadilly lines): management of green cuttings, embankments and verges with broadening when adjacent to green space.
- (c) Road Network: protection and enhancement of landscaped corridors, including additional planting where possible. Where feasible footpaths and cycle paths to be incorporated within the corridor, with landscaping providing a buffer between road edge and paths.
- (d) River Brent: management of the corridor (including the river itself) from the northern boundary of Brent River Park to the borough boundary particularly for nature conservation and flood management purposes. Where possible, creation of cycle routes along the river will be considered.

Green Corridors provide important links between networks of strategic open space in the borough. They comprise roads, railways, walking and cycle routes and corridors for the movement of wildlife.

Whilst the vast majority of the Green Corridor network already exists on the ground, and will continue to be safeguarded as such, a section of the corridor just east of Guinness Mounds to East Acton remains unimplemented. This is illustrated on Map 7. The delivery of this section of the Green Corridor, in the form of an enhanced landscape strip, improved cycleway/pedestrian route, and an improved noise environment will most likely be dependent on and enabled by some development on parts of the land defined as Green Corridor. The delivery of this corridor should contribute to the following key objectives/aims:

- Through enhanced landscaping transform this section of the A40, in order to deliver improvements to the appearance and quality of the experience of the A40 for all users, including residents, drivers, pedestrians, cyclists and wildlife passing along or crossing the A40.
- Reduce the adverse effects arising from the A40, particularly in terms of noise and air quality.
- Improve personal security – actual and perceived.
- Enhance biodiversity.
- Promoting alternative transport, particularly through an improved walking/cycling environment.

The delivery of these Green Corridor objectives however also need to be balanced against the need to create quality development, including the need to provide for adequate servicing, private amenity space, and to maintain adequate separation distances in the interests of privacy. In this regard development proposals will also need to be judged against the Development Sites DPD, which provide further detail with regard to the type and scale of development which may be considered acceptable in relation to individual sites along this stretch of the Green Corridor.

Policy 5.4: Protect the Natural Environment – Biodiversity and Geodiversity

(a) To protect and promote the network of Nature Conservation sites in the borough, through enhancing the natural value of existing sites, and improving access particularly in areas of deficiency. Biodiversity will be considered in the management of all green spaces and the network of waterways, including parks, gardens, private amenity space, cemeteries, green corridors and other incidental areas, and where development is proposed in or adjacent to such spaces.

(b) To protect and enhance Horsenden Hill as a Regional Important Geological Site.

(c) To identify open spaces such as parkland, playing fields, canal and river corridors that are valued for their tranquillity, and designate them as quiet areas in recognition of their intrinsic value and to protect them for future generations

There are 102 nature conservation sites in the borough. The majority of these sites are located within parks and open spaces, others are found along rivers, canals and railway lines. Some parks are predominately managed for nature conservation, such as Horsenden Hill. Others have small areas designated as nature conservation areas but are principally a formal urban park. The network of sites for nature conservation indicated in the Development Strategy are based on the Mayor of London's study (2007) and the consideration of the study during the 2007 and 2009 Local Plan consultation. Particular priority will also be placed on the protection of sites not formally designated for nature conservation importance, including gardens and private amenity space.

The promotion of biodiversity in Ealing includes the protection of habitats of value (as described above), and of priority species identified in Biodiversity Action Plans⁹¹. The protection of these species is the primary reason for having a policy of managing green space throughout the borough in a way that is sensitive to conservation of the natural environment. These measures also seek to address the issue of deficiency in access to nature.

The Mayor has identified areas of deficiency in access to nature for all boroughs in London including Ealing (as part of the London Plan Implementation Report 'Access to nature'). These are defined as localities that are more than one kilometre walking distance from a publicly accessible Site of Borough (Grades I or II) or Metropolitan Importance for Nature Conservation. Sites with restricted access have been excluded from this exercise. Within Ealing there are notable deficiencies to the east of the borough, and in pockets of Southall, including in particular Acton Central, East Acton (part), Ealing Common (part), Ealing Broadway (part), Walpole (part), Perivale (part) and in Southall Broadway.

The problem is somewhat masked in Southall with the only access to nature being the narrow canal side green corridor skewing deficiency mapping. Access to nature in the borough will be improved through the following means:

- improving the natural value of an accessible site, or creating new open space, to provide significant experience of nature;
- creating new access points to a site providing a significant experience of nature, or opening up access to a previously restricted site; and,
- improving the walking access through areas surrounding a site, extending the catchment area.

The use of planning gain will also be considered with respect to the creation, improvement and management of wildlife sites.

Within Ealing, a key tool to redress this deficiency has been to identify further sites of Local Importance for Nature Conservation. These are defined as the best available to alleviate geographic deficiency in access. These sites have also been selected for their potential for enhancement. In this regard, the Mayor of London has identified priority sites for reducing areas of deficiency. These are sites of Local Importance which have potential to be enhanced to Borough Importance for nature conservation. The following sites have been identified in Ealing for this purpose:

- Walpole Park & Lammas Park
- Southall Park Nature Conservation Area
- Rectory Park nature area



Other priority sites for improving access to nature in areas of deficiency in Ealing are identified as follows:

- Pitshanger Park
- Havelock Cemetery
- Acton Park
- Trinity Way Nature area
- North Acton Cemetery
- Southfields Rec. Nature Area
- Ealing Common
- North Acton Playing Fields

The development of opportunity areas⁹², including in particular Southall, must also demonstrate that they would not cause an adverse impact on any European site of nature conservation importance, located in neighbouring boroughs, notably the South West London Water Bodies.

The planning of new development and regeneration should also have regard to the conservation of geological features, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where development is proposed which would affect an identified geological site (including in particular Horsenden Hill) the approach should be to seek to avoid adverse impact on the geological interest, and if this is not possible, the approach should be to minimise such impact and seek mitigation of any residual impacts. Horsenden Hill is designated as a Regionally Important Geological Site (RIGS). RIGSs are identified and designated for their strategic importance for geodiversity (variety of rocks, fossils, minerals, landforms and soils that give character to the natural landscape and environment) across London.

Many people suffer from unwanted noise. Road traffic is a significant source, but aircraft noise and commercial development can also contribute to the ambient noise experienced by many people. Many of the open spaces within the borough provide a refuge from urban noise, and in many cases, it is this absence or the perception of relative quiet that is a key factor in determining whether the area is regarded as tranquil. Identifying and designating quiet areas, in line with the requirements of the Environmental Noise Directive, will provide a level of protection against the encroachment of unwanted noise.

Policy 5.5: Promoting Parks, Local Green Space and Addressing Deficiency

The council will seek:

- (a) To protect open space of local value required for informal recreation, including for walking, jogging, gardening and food growing.
- (b) To address deficiency in access to open space in the borough, and to meet the open space needs arising from new development, including in particular at Southall Gas Works and the Southern Gateway (Park Royal). Key priorities in terms of proposals for addressing deficiency are identified through the Green Space Strategy.
- (c) To secure developer contributions to provide a key funding source for the delivery of the above proposals.
- (d) To make provision for a network of green ways through parks and open spaces as a means of encouraging walking, cycling and running for recreation and to get to and from local destinations.
- (e) To promote the use of parks for events and other activities, providing this is managed in a sensitive and compatible manner.

These policies are based on the council's Green Space Strategy (2012-2022) and their application should also be informed by emerging work on an All London Green Grid. The former comprises a quantitative and qualitative audit of green space, and an assessment of current and future needs over the plan period. This assessment also considered open space outside of the borough boundary, including land jointly managed by Ealing Council, such as Gunnersbury Park, whose catchment extends into Ealing. Whilst falling outside the remit of Ealing's Core Strategy, the Council recognises the value of space in neighbouring boroughs in satisfying the needs of its residents, and through working jointly with colleagues in neighbouring boroughs will seek to ensure that this value is maximised.

The All London Green Grid will create a network of interlinked, multifunctional and high quality open and green spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, rivers and major employment and residential areas. Ealing is an important part of two 'area frameworks' the River Brent Plateau framework and the Colne and Crane framework. The project is being rolled out by Design for London (DfL), and provides the sub regional context in which the green space strategy shall be embedded.

The policies to enhance green space, improve access to this space and where possible to create new green spaces respond to the deficiency areas identified in the strategies referred to above, as follows:

- In quantity terms, as a proportion of public open space per head of population, Ealing Broadway and South Acton Wards are particularly deficient. Over the plan period this position may also worsen in relation to Southall Green and Southall Broadway wards.
- In terms of deficiency in access:
 - Local Park deficiency throughout the borough, but particularly through the centre of Ealing.
 - District Park deficiency in the east of the borough and across much of Southall
 - Deficiency in both local and district park provision particularly in Acton (East Acton and South Acton) and Southall.
 - Metropolitan Park deficiency particularly in the Hanger Hill ward.
- There is a lower density of play opportunities through the centre and east of the borough, in particular the wards of Ealing Common, Ealing Broadway, Hanger Hill and the western side of East Acton.
- There is a notable gap in provision of MUGA's and play opportunities for older children in the Hanger Hill area.

Provision standards to help alleviate deficiency in relation to allotment provision are detailed in the Development Management DPD.

The Green Space Strategy identifies priority parks for investment to help redress this deficiency. Policy 7.18 of the London Plan (2011) also seeks to ensure that future open space needs are considered in planning policies for opportunity Areas (Park Royal and Southall). In this regard, new public open space provision is proposed as part of the Southern Gateway site and Southall Gas Works.

Policy 5.6: Outdoor Sports and Active Recreation

The council will:

- Protect and promote a network of sports grounds and other active recreation areas in the borough. Sites identified as being of strategic and local importance for outdoor sports will be protected and promoted primarily for this function.
- Seek to develop a sports hub as part of this network, with a range of sports provision in the Gurnell area, and the development of several strategic 'satellite sites' located strategically to serve communities across the borough.
- Seek to secure developer contributions to provide a key funding source for the delivery of various priority projects.

The council's Facilities Strategy (2011) (Incorporating the Playing Pitch and Outdoor Sports Strategy (2007) and updates (2010) provides an analysis of both existing and future needs over the lifetime of the plan, identifying areas of deficiency in terms of access. At a borough wide level, this Development Strategy identifies a requirement of 0.82ha of outdoor sports pitches per 1,000 people in the borough by 2021. This standard has been revised and is superseded by Policy 7.0 of the Development Management DPD.

The council's emerging Facilities Strategy will also sets out an action plan to promote this network, and to address deficiency in terms of physical access, quantity of provision, and in terms of quality of facilities. As a tool for alleviating deficiency, this strategy identifies a hierarchy of sites in the borough for sports and active recreation, defining sites of strategic and local importance and distinguishing between sites of single and multi sports use, and identifies opportunities for future development/enhancement.

These are sites which comprise a number of pitches, and accommodate a range of sports, often used by a significant number of organisations and clubs. These sites will be primarily safeguarded and protected for outdoor sports related activities. Some ancillary development on these sites may be necessary and desirable to enhance the primary active recreation function of these sites.

Key priority projects include the promotion of a 'sports hub' facility at Perivale Park encompassing the Perivale Athletics Field (a National Throw Centre), a new outdoor gym, a Golf Range and Junior Gold Development Centre, tennis courts, new multi-use games areas (MUGAs) and dedicated pitches for football and rugby. The centre will also link to the Gurnell Swimming Pool. It also proposes developing smaller 'satellite' hub facilities at strategic sites in the borough. The following proposals have also been identified for key sports fields in the borough:

- Rectory Park Playing Fields, Northolt – the establishment of a centre of football excellence in the park and the replacement of changing facilities.
- Ealing Central Sports Ground, Perivale – replacement or refurbishment of the pavilion and changing rooms.
- Spikesbridge Park, Southall – the development of a new pavilion incorporating community uses and possibly replacement accommodation for the Cornucopia Centre on the edge of the park.
- Warren Farm – improved changing rooms, outdoor sports areas and social facilities.

All sports grounds in the borough are currently designated and safeguarded as Community Open Space.

Policy 5.7: Provide Additional Burial Land

The Council will seek to protect existing sites, maximise their use (including consideration for reuse), and identify additional burial land located to serve those parts of the borough experiencing significant shortage.

There are five cemeteries run by the council in the borough at present (Acton, Greenford Park, Havelock, Hortus and South Ealing) and three other cemeteries (Westminster, Kensington & Chelsea and Gunnersbury) either under different management, or located outside the borough. Of the cemeteries located in the borough under the management of the council, only Greenford has remaining capacity. Whilst it is predicted that Greenford will have remaining capacity to cover the plan period for the borough as a whole, and has potential if extended further to provide a further 15 years (i.e. 30 years in total), this would not address the acute local need for burial space in certain parts of the borough. The beliefs of different community groups are an important consideration in planning for cemetery space as religious and cultural traditions and aspirations determine preferred funeral rites. In this regard there is a particular requirement from the Muslim community for additional services and facilities to be provided somewhere in Southall. Work is underway to understand the spatial variation in this demand. Any deficit in need will primarily be met through the application of CIL, and in the case of strategic planning applications through a requirement to provide for on-site provision. Further detail is provided in the Development Management DPD. Further consideration will also be given to the identification of sites for woodland burials. All cemeteries located in the borough are currently designated as Community Open Space.



CHAPTER 6: ENSURING SUSTAINABLE DELIVERY

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Existing communities and residents coming into new development in the borough will need additional health facilities, schools, leisure, transport, utility and community facilities. As indicated in Chapter One, the sustainable delivery of the Development Strategy requires good infrastructure planning. This chapter provides more information on infrastructure requirements and delivery.

The Infrastructure Delivery Plan: Delivering Infrastructure for Sustainable Communities

To create sustainable communities, providing housing and employment opportunities alone is not sufficient. There is a need to provide the necessary supporting 'infrastructure' of transport, schools, open space, community, health, utilities and leisure services etc to support the local population and those who visit or work in the borough. A range of organisations provide these services but there is currently little or no integration of that provision meeting neither the needs of existing communities nor those of the future⁹³.

Infrastructure planning is the integrated investment and delivery of land and buildings to create places and provide services. In Ealing we are looking at ways to make our existing infrastructure work better for us, as well as identifying the need for and securing delivery of additional provision.

The council will provide appropriate social, physical and green infrastructure in the right locations and at the right time to support the levels of housing and employment growth to be delivered in Ealing. To do this, we have produced an Infrastructure Delivery Plan. This comprises:

- **Infrastructure Delivery Plan (IDP)** - this sets out how infrastructure planning and delivery is working at the local level, drawing upon the service delivery plans/ estates strategies of the council and other infrastructure providers, and an
- **Infrastructure Delivery Schedule (IDS)** - an evidence-based schedule which summarises the planned infrastructure, phasing, delivery mechanism and contingencies outlined in the IDP.

The IDP covers the same 15-year timescale as the Development Strategy, with most detail provided on delivery of the infrastructure planned within the first 5 years. The IDP lists the type of infrastructure required by type (e.g. education, health, sports and leisure) and by area of the borough. It also includes sensitivity testing of the provision around high/low population projections, as well as identifying risks to delivery and contingencies (e.g. around delivery of Crossrail).

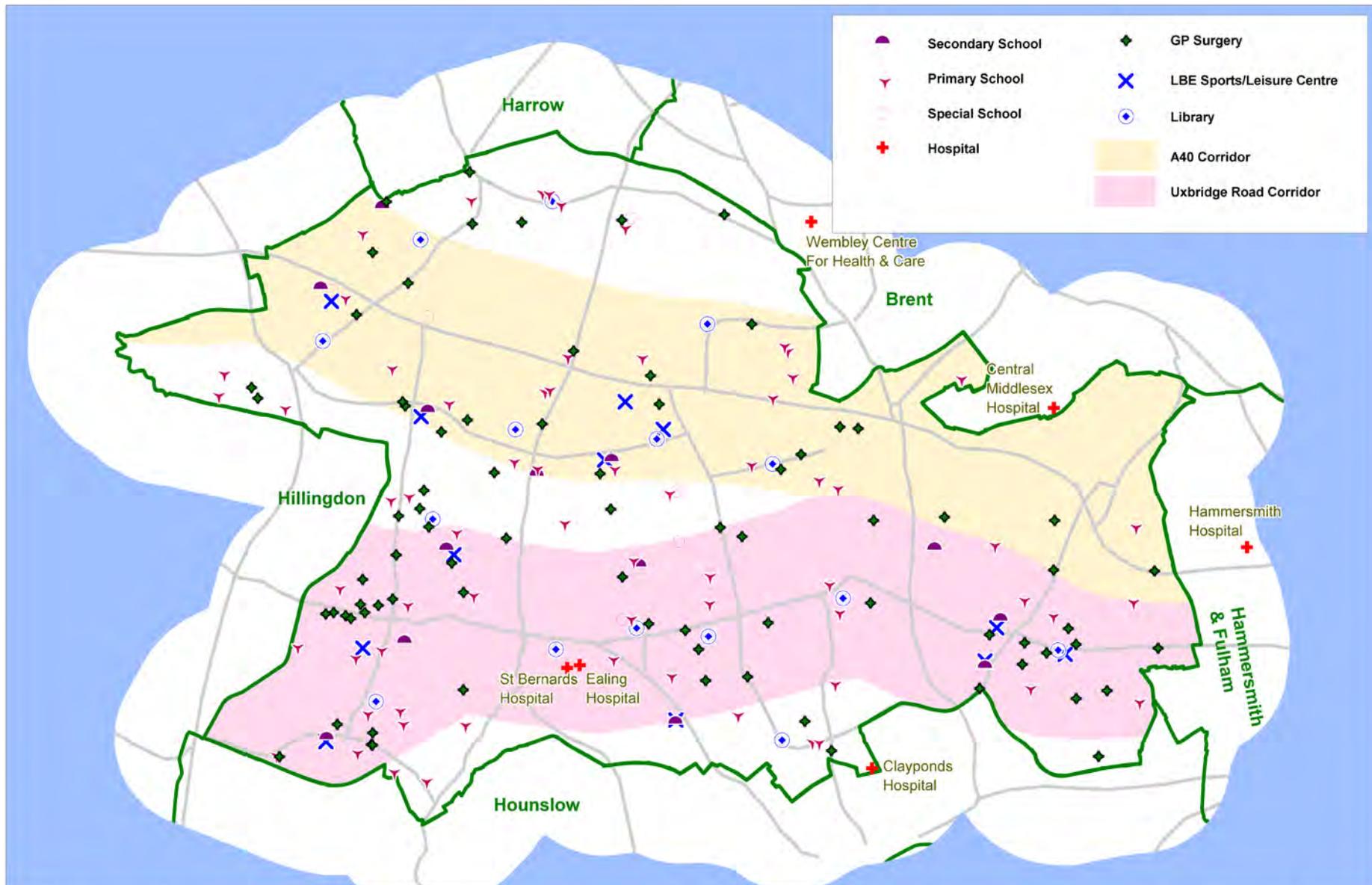
Key infrastructure projects required to meet the needs of the projected growth are included in the policies for the different areas of the borough in the preceding chapters of the Development Strategy. In addition to identifying these key projects, the IDP sets out the infrastructure required to support existing and new development. It indicates what, when and where this will be provided. It also sets out the amount and potential sources of required funding⁹⁴.

Before granting planning permission for large-scale residential, commercial and mixed-use development, the council will seek to ensure that the infrastructure requirements arising from the scheme will be met by time of occupation. In addition to increases in efficiencies in use of the council's own assets, financial contributions will be sought from developers if their projects give rise to the need for new infrastructure. Alongside developer contributions, the IDP will include details of the anticipated funding for infrastructure from government and other sources, which represent the majority of funding for infrastructure.

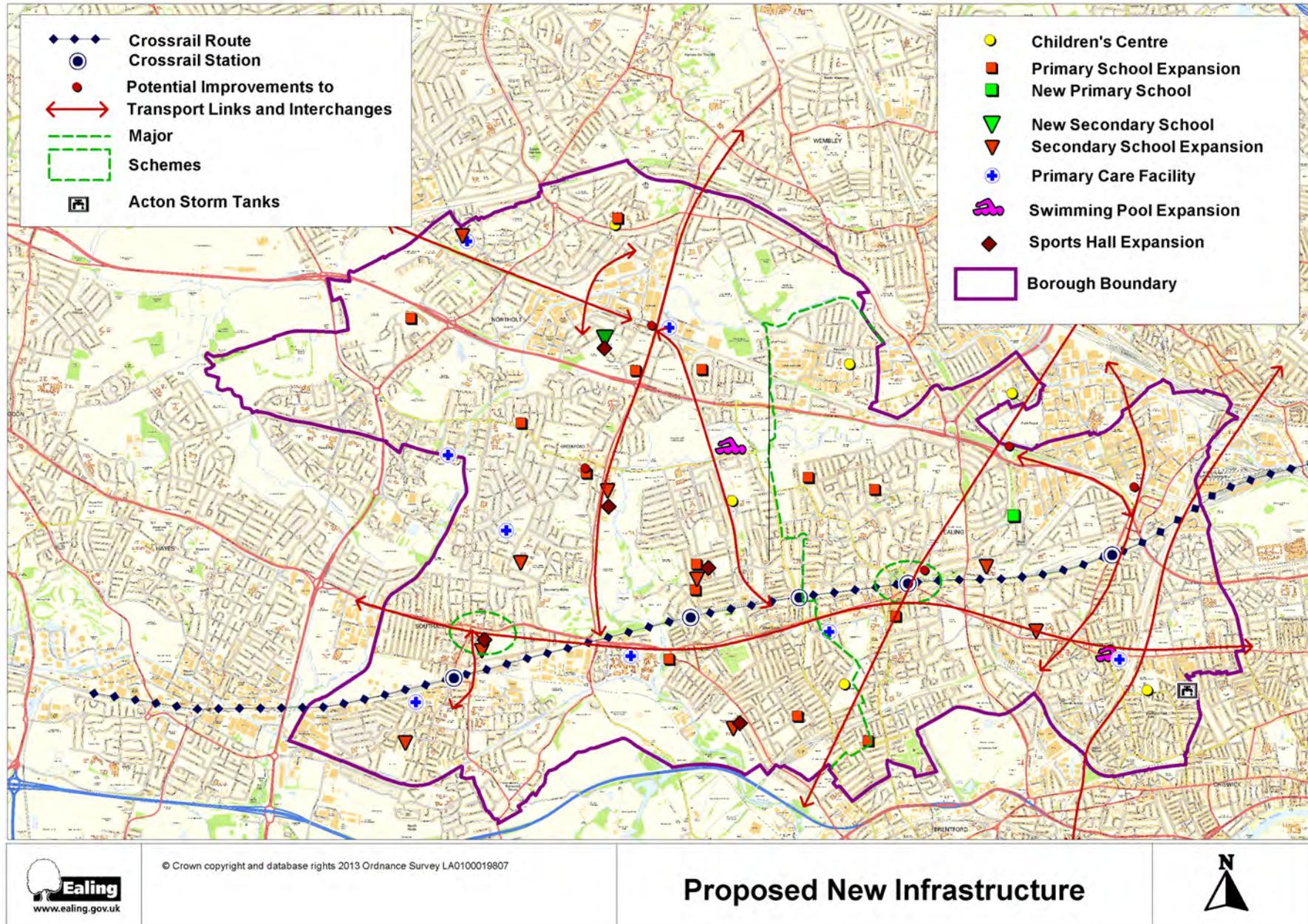
Ealing's targets for housing and employment development are a combination of the physical capacity of the identified sites and the capacity of the infrastructure to serve them. Infrastructure provision itself may require land or buildings, which are currently identified as potential development sites for employment or housing (e.g. a road widening scheme to improve accessibility). The housing and employment targets within this Strategy will therefore be considered alongside the existing and projected infrastructure provision, as appropriate infrastructure needs to be provided in the right places, at the right time for the anticipated amount of housing and employment growth to be sustainable. Map 8 shows existing education, health and leisure facilities and Map 9 shows proposed new infrastructure in the borough⁹⁵.

The range of more small-scale service improvements and projects identified will be regularly updated as projects are completed and/or as additional demand arises. Where funding gaps exist to improve existing or provide new infrastructure, and where new residential and commercial development exacerbates a need for it, financial contributions will be sought from developers towards these projects through s106 legal agreements and/or the Council's emerging CIL. The scale of contributions sought will be set out in a separate supplementary planning document⁹⁶. This document will also be regularly updated through the Authorities' Monitoring Report.

Map 8: Existing Education, Health and Leisure facilities in Ealing



Map 9: Proposed New Infrastructure⁹⁷



Infrastructure can be grouped into physical, social and green infrastructure. A balance of each type is required to support the identified growth and create sustainable communities. The Infrastructure Delivery Schedule is set out at Appendix 3.

Policy 6.1: Physical Infrastructure

The Infrastructure Delivery Plan will identify and promote improvements in the following categories of physical infrastructure required to support the planned development of the borough to 2026.

- **Transport** - identify and promote local and strategic improvements needed to and from identified development hubs, which will include enhancing north-south, orbital links within the borough as well as east-west, radial journeys. For further details, please refer to the LB Ealing Local Implementation Plan 2011-2014 and the West London Sub-Regional Transport Plan 2010 and any subsequent updates.
- **Utilities and Energy** – identify and promote improvements needed in respect of water use, sewerage and sustainable urban drainage; energy use and the contribution made by renewable energy on a site by site and a neighbourhood basis.
- **Waste** - linking waste management to other aspects of physical infrastructure.

Policy 6.2: Social Infrastructure

Social infrastructure⁹⁸ includes affordable housing, education, children's services, provision for older people and independent living, health care, employment, community safety, culture, leisure and community services (including libraries, community centres, places of worship, police, fire, ambulance facilities, and cemeteries) The following requirements have been identified to date⁹⁹:

- **Health** – Development of health centres which provide a range of services in addition to primary health care across a localised system of health facilities
- **Education** – Increase capacity at primary and high schools and provide new schools for the increase in population where capacity cannot be met. Deliver planned increases in capacity at existing schools. Plan for good bus and rail links for high schools that have a wide catchment area.
- **Children's Services** - Provide Children's Centres within walking distance to every home as the central point for provision of children's services. The services offered by each centre may differ but they should ideally co-locate with other services to provide 'one-stop-shops' for young people.

- **Culture, Sports and Leisure** - Enhance buildings and spaces through developments that enable cultural activity to take place for the benefit of its community. Retain Ealing as the green heart of West London and improve access to open and built leisure uses e.g. through co-location with other services. The targets for housing and employment development provide an opportunity to modernise and improve facilities, but they also place pressure on the environment. Links between future leisure provision and the health/PCT agenda are vital in improving the health and well-being of the existing and new population.

The council's own assets and land can be used to stimulate development and provide much of the land for local infrastructure. These assets can have added value if they also provide accommodation for other local service providers, e.g. health, sports and leisure facilities etc.

Policy 6.3: Green Infrastructure

The Infrastructure Delivery Plan will identify improved/enhanced provision and maintenance of:

- **Open Space (including Parks, Green Belt, Metropolitan Open Land and Green corridors)** - provide new green spaces where possible to address identified deficiencies in areas of play, local and district park deficiencies, and to implement projects to enhance and increase access to and utilisation of parks, Green Belt and MOL.
- **Canal/waterways** - The River Brent and Grand Union Canal are situated within/ adjacent to MOL/Green Corridor respectively. Improvements to the associated open space as outlined above will enhance access to and utilisation of the Brent River Park and Grand Union Canal.



Policy 6.4: Planning Obligations and Legal Agreements

The council will follow the approach set out in the London Plan (2011)¹⁰⁰ in respect of negotiations on planning obligations, to reflect strategic (e.g. Crossrail and affordable housing) and local priorities for the provision of infrastructure. Local priorities will be established with reference to the council's Infrastructure Delivery Plan and set out in the forthcoming SPD covering Community Infrastructure Levy, Planning Obligations and Legal Agreements.

Legal agreements will be considered in relation to any development, with the matters to be covered related to the type, scale and location of the proposed development. The emphasis is on seeking voluntary agreements with landowners. An agreement will only be essential to grant planning permission where it overcomes an otherwise unacceptable direct impact of the proposed development, and where without such an agreement, planning permission would be refused. The London Plan and statutory and community responses to LDF consultation and the Sustainability Appraisal all indicate support for this pro-active approach to securing contributions to the provision of social, physical and green infrastructure.

Contributions will continue to be sought towards appropriate infrastructure where the impacts of a development need to be addressed. This will be either by provision by the developer on the site (e.g. a crèche) or elsewhere (e.g. work to improve a nearby junction) or contribution to a scheme which serves a wider area but for which the development intensifies the need (e.g. health facility.)

The council will of course make best use of public resources to achieve a proper standard of environmental quality for the people of the borough. However, the council recognises that the financial investment relating to the planning process will always be the result of private, public and community sector investment decisions about land and property development. The policies in the Development Management DPD seek to ensure proper standards of development, to attract appropriate development where it is needed most, and to ensure that the infrastructure needed to support the occupiers of the development is provided. The council seeks to work in partnership with developers and the appropriate agencies to achieve the best results.

Important issues are the early implementation of social and other infrastructure requirements (e.g. bus services etc) needed by residents of a new development, particularly on large developments that are implemented in phases. Section 106 can be used to support not only the provision of community facilities, but also their maintenance or improvement. Infrastructure of course includes benefits that are introduced to promote environmental sustainability, such as neighbourhood energy installations. The council is committed to facilitate the involvement of local councillors

and the community in the establishment of priorities for s106 agreements, in the context of the borough's Development Strategy¹⁰¹.

On complex or difficult sites, the local authority will consider a partnership with a developer as the appropriate mechanism to initiate renewal projects. There may be impacts across borough boundaries, and coordination may be needed at sub-regional or even pan-London levels. In such cases, the pooling of funding for joint infrastructure projects can also be considered. The mechanism for delivering these benefits is described as a 'planning obligation' or section 106 legal agreement between developer and local planning authority. Such agreements can secure investment in infrastructure works or other planning and environmental requirements arising from a major scheme. They may also be necessary to achieve an acceptable balance of uses on the site. Payment of s.106 contributions or CIL should be made at an early stage of scheme implementation.

Finally, in addition to the Mayor's CIL for Crossrail, the council's own emerging charging schedule for a Community Infrastructure Levy will set a tariff for the provision of identified community infrastructure requirements. This would bring the benefit of enabling contributions to be made by smaller scale development projects, which currently are not subject to s106 legal agreements, but which benefit from the provision of improved infrastructure.



Appendix One: A Regional Context - The London Plan 2011

Appendix One: A Regional Context - The London Plan 2011

The London Plan 2011 sets out the overall spatial framework for development across London up until 2031 and is illustrated diagrammatically at Map 10. It indicates the amounts and types of development required over the next 20 years across London as a whole, and for West London, and in some cases, borough by borough. On this basis, the role of Ealing's Development Strategy is to relate the amounts and types of development (indicated in the London Plan) to Ealing's needs, and to indicate where and when development should be provided.

The London Plan requires that the local development framework supports economic development – taking advantage of Ealing's location between Central London and Heathrow, and promoting Park Royal, in the north east of the borough, which is the biggest industrial estate in Western Europe. The council must plan for a strong portfolio of industrial land, providing for a range of business needs – including the need to accommodate additional waste management facilities.

The Mayor of London supports proposals by Ealing Council to enhance the attractiveness of town centres – Acton, Ealing, Hanwell, Greenford and Southall - and manage their restructuring where necessary. It is also important to facilitate delivery of strategic transport priorities including Crossrail, improved bus services and more sustainable access to Heathrow Airport¹⁰².

The London Plan indicates public transport accessibility levels (PTALs) across London and seeks to improve public transport accessibility. Subject to public transport capacity, areas with high PTALs can expect relatively high-density development. Low PTALs and limited public transport capacity can constrain development potential. Development can of course fund improvements. These factors are important in establishing the approach to development in Ealing's Development Strategy. Map 11 shows PTALs in Ealing.

The Mayor's plan requires that Ealing's expanding population be accommodated in sustainable communities, taking into account needs for social and community infrastructure. The London Plan highlights the environment, particularly improving air quality along the A40 and the North Circular Road, and providing open space – not only major green spaces such as Horsenden Hill and the Brent River Park, but the many small sites which add value to Ealing's environment.

The London Plan – Complementing Ealing's Development Strategy 2026

The London Plan is more than a context for local planning. Together with Ealing's development plan, it is the statutory basis for decisions on planning applications in the borough. As indicated above, the Ealing's Development Strategy will have policies on where and when development should be accommodated. The London Plan will complement these with a range of thematic policies setting standards for the quality of development and the environment (i.e. for all types of development in suburban, urban and central London). The proposals in Ealing's Development Strategy take account of these thematic 'quality' policies in the London Plan, and there is no need for them to be restated in the Ealing Development Strategy.

Strategic policies, whether in the London Plan or in Ealing's Development Strategy, deal with general principles. There is no local reason for the general principles set out in the London Plan not to apply in Ealing. However, the application of strategic 'quality' policies to individual sites and to on-going development management (i.e. the process of dealing with planning applications) does require careful consideration in the light of local circumstances. On this basis, Ealing's Development Sites and Development Management DPD's together with the Ealing Policies Map (and on waste matters, the West London Waste Plan) will establish specific development policies tailored to Ealing's local requirements.

The matters covered by the thematic policies in the existing London Plan are summarised below:

London Plan 2011 – Thematic Policies

London's Places: Sub-regions, Inner London, Outer London, Opportunity Areas, Town Centres, Strategic Industrial Locations

London's People: Equal Life Chances, Health, Housing, Social Infrastructure

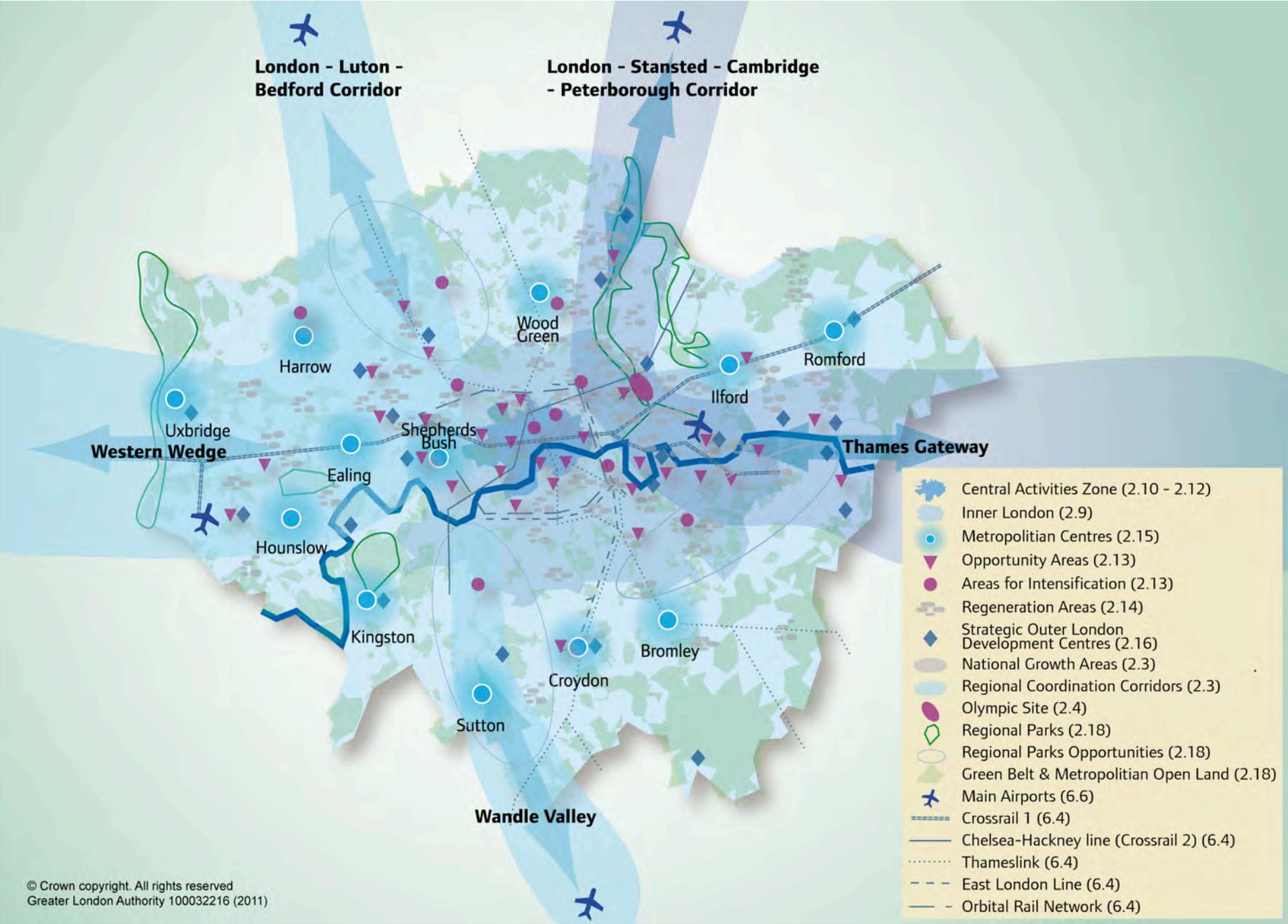
London's Economy: Sectors and workplaces, Emerging sectors, Improving opportunities for all

London's Response to Climate Change: Mitigation, Adaptation, Waste, Aggregates and contamination

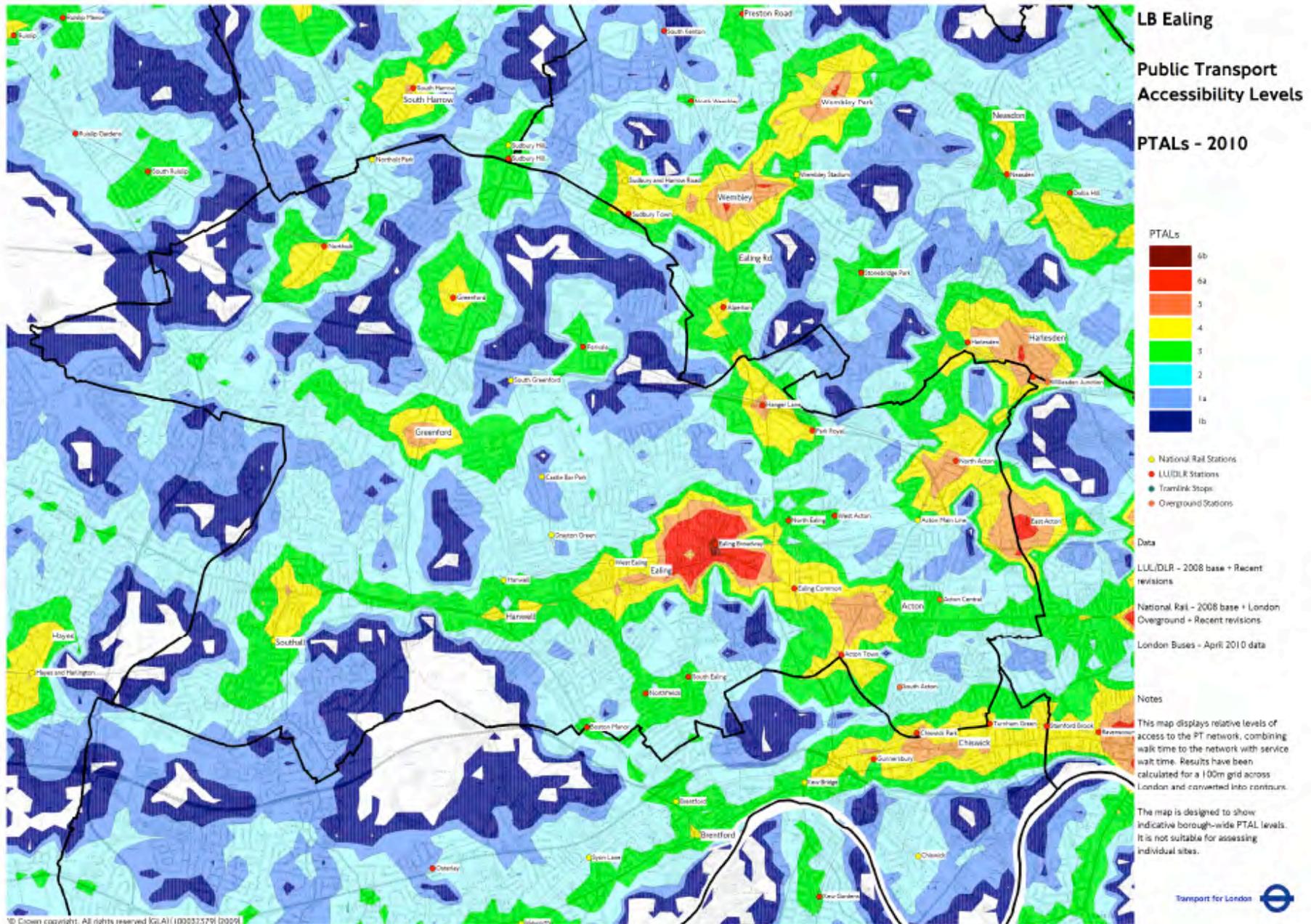
London's Transport: Integrating Transport and Development, Connecting London
London's Living Spaces and Places: Place shaping, Heritage, Safety and Resilience, Pollution, Open and Natural Environment, Blue Ribbon Network

Visit - <http://www.london.gov.uk/publication/londonplan>

Map 10: Strategic Diagram for London (Source: London Plan 2011)



Map 11: Public Transport Accessibility Levels in Ealing (Source: Transport for London 2010)



Map 12: Neighbourhood Areas in the London Borough of Ealing¹⁰³



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Neighbourhood Areas in LBE



Appendix Two: A Local Context - Neighbourhood Profiles

Appendix Two: A Local Context - Neighbourhood Profiles

1. ACTON

Policy References: See 2.1, 2.2, 2.3, 2.4, 4.1 and 4.4. Map:13

Context: Acton comprises three wards: Acton Central, South Acton and Southfields. Acton is situated in the east of the borough, closest to Central London, and has many of the characteristics of an inner city area. It is a heavily built up area that stretches north to the strategically important industrial and commercial area of Park Royal, south to the South Acton estate and bordering more affluent suburbs towards Ealing and Chiswick. Acton is extremely well connected both by public transport and road networks. The Uxbridge Road runs through Acton from east to west, connecting with Ealing, Hanwell and Southall in the borough, and with Uxbridge in the west, and Shepherds Bush and central London in the east. Acton town centre sits astride the Uxbridge Road. It has excellent bus services, but the tube station at Acton Town and the overground station at Acton Central, are both on the edges of the centre. The town centre is well-used, and has a 'district centre' role. However, it lacks a coherent identity and has limited retail provision for the district it serves. The giant Westfield shopping centre at Shepherds Bush has inevitably drawn some of the local shoppers away from Acton town centre. Some redevelopment has taken place in Acton town centre and a number of sites offer opportunities for mixed-use development. Many of the public buildings are also in need of an upgrade. Several high-density residential schemes are under construction or recently completed. There are plans to regenerate the South Acton estate that is the largest of the council's eight high intervention estates with 1500 local authority owned homes. Acton also contains two key commercial districts at Acton Vale and South Acton and a neighbourhood shopping centre at East Acton. The Acton area includes five designated Conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and seven archaeological interest areas. There is also a shortage of open space in much of the area, particularly in Acton Central and Southfields.

The Future: Acton will be a major focus for growth and the regeneration effort will be concentrated on three main places:

- Acton town centre - to regenerate the town centre and maintain and enhance its position as a district shopping centre. It will build upon the "Acton Town Centre Framework" published in 2008 that provides a strategic vision and a framework to marshal coordinated change up to 2026.
- South Acton – to create a new mixed tenure neighbourhood and to integrate the area with the town centre.

c) Acton Main Line – to create a mixed-use regeneration of the area south of a newly refurbished Crossrail station. In addition, improved transport capacity, better interchange facilities and improved access routes to the Acton Main Line station will be actively promoted.

Acton's status as a district shopping centre and East Acton's status as a neighbourhood shopping centre will be maintained. Acton Vale and South Acton will be maintained as Major Employment Locations. Green space will be protected and enhanced. Acton Park will be enhanced to achieve District Park Status, and to help alleviate deficiency in terms of access to nature. Infrastructure proposals include new and expanded primary schools, two children's centres, an integrated care centre, replacement swimming pool, improved cycle provision, road safety measures and Crossrail station.

Potential net increase in residential units¹⁰⁴ : 2,300 (19%).

Potential net increase in office jobs¹⁰⁵ : 2,000 (including Park Royal).

Potential gross increase in retail floorspace: up to 10-12,000 sqm.



2. PARK ROYAL

Policy References: See 1.2 (j), 3.1, 3.3, 3.4, 3.7 and 4.4. Map:13

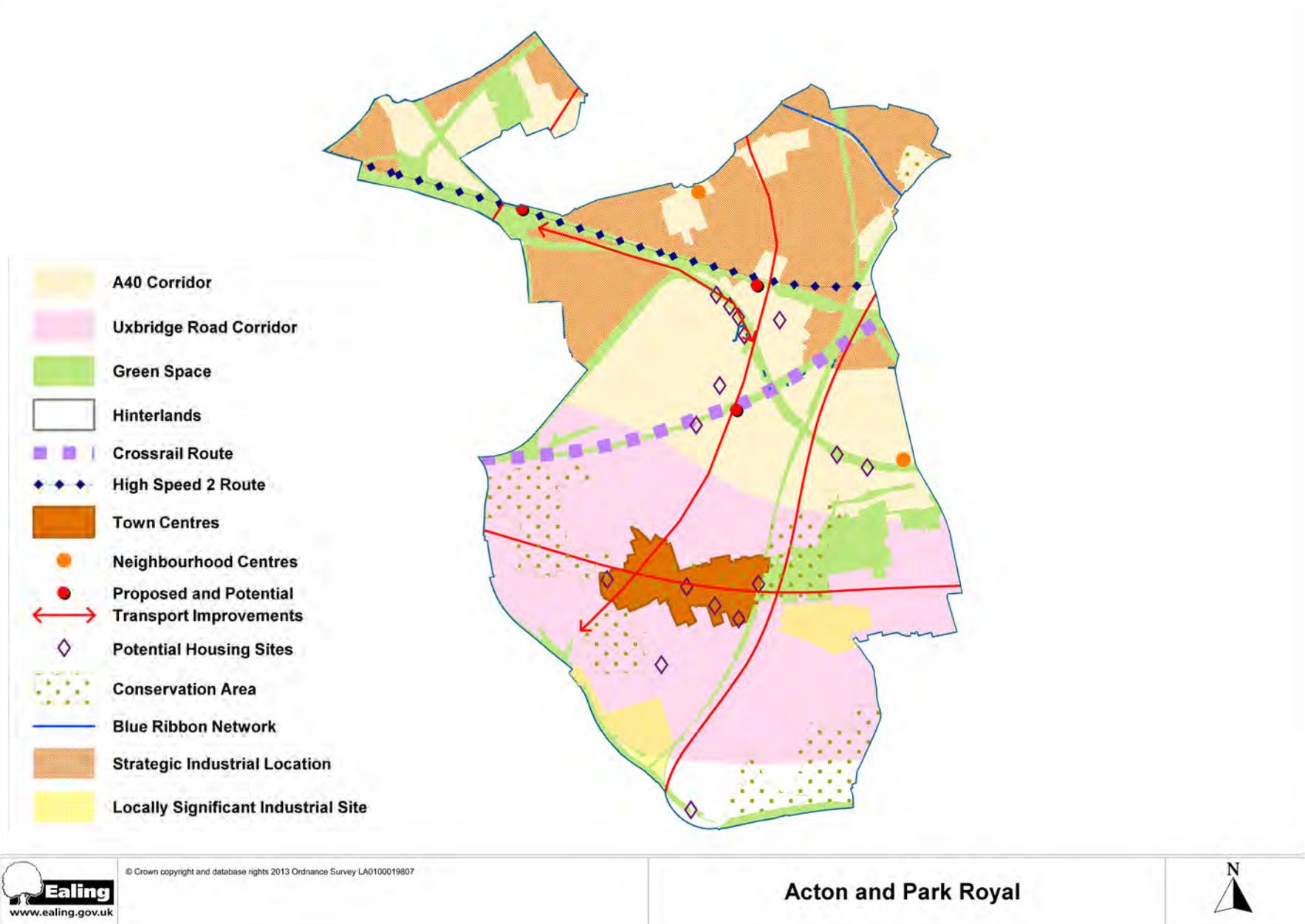
Context: Park Royal comprises East Acton ward and part of Hangar Hill ward. Park Royal is Europe's largest industrial estate and the principal industrial area in West London and lies roughly equidistant between Central London and Heathrow Airport. It extends to 700 hectares and straddles three boroughs: Brent, Ealing and Hammersmith & Fulham. It accommodates a range of employment uses including manufacturing (in particular food processing), distribution, logistics, television and media with some 2,000 businesses employing 40,000 people. It benefits from good transport links to the A40 and A406 that both lead to the national motorway network and is well served by underground and overground rail services. Most of the area is also a Strategic Industrial Location. Within LB Ealing, Park Royal covers most of East Acton and part of Hanger Hill wards and straddles the A40. It includes the heart of Park Royal centred on the junction of Coronation Road, Acton Lane and Park Royal Road that is defined as a neighbourhood centre within the overall hierarchy of shopping centres in the borough and includes a large supermarket store. It also includes one of four "gateways" to Park Royal - the Southern Gateway around North Acton station where there has been some recent high-rise development. The Park Royal area includes one designated conservation area around Old Oak Lane. Green and open space is limited but includes Twyford Abbey and its grounds (a listed building and heritage land, with both nature conservation and archaeological interest), North Acton Cemetery and along the Grand Union Canal and road and rail corridors. As a result the area suffers from severe local and district park deficiency. The borough's only gypsy and traveller site is also located in Park Royal at Bashley Road.

The Future: Park Royal will remain the primary centre for industrial premises within the borough. There is likely to be a continuing shift from manufacturing to distribution and any further redevelopment will be market driven. Park Royal has been identified by the Mayor of London as an Opportunity Area¹¹⁴ with an overall indicative employment capacity of 14,000 jobs and a target of 1,500 new homes (including Brent, Ealing and Hammersmith & Fulham). The Park Royal Opportunity Area Planning Framework¹¹⁵ and Park Royal Southern Gateway Position Statement, each published in 2008, provides a shared vision for the coherent development of the area. New public open space will be provided on the Southern Gateway site, and public access to Twyford Abbey grounds will be achieved. As a priority site for biodiversity improvements North Acton Cemetery will be enhanced helping to alleviate deficiency in access to nature. The existing gypsy and traveller site at Bashley Road will be protected.

Potential net increase in residential units¹¹⁶: 1,500 (12%)
Potential net increase in office jobs¹¹⁷: 2,000
Potential gross increase in retail floorspace : 0 sqm.



Map 13: Mapping the Borough – Acton and Park Royal



3. EALING

Policy References: See 2.1, 2.5, 2.6, 4.1 and 4.4. Map:14

Context: Ealing comprises six wards: Cleveland, Ealing Broadway, Ealing Common, Northfield, Walpole and much of Hanger Hill.

Ealing's many residential areas have their own distinct character, and properties vary greatly in style, size and density of development. Ealing has high public transport accessibility levels (PTALs), with a major transport hub at Ealing Broadway, overground and underground railway routes, numerous bus services and several major roads including the Uxbridge Road running east-west and the A406 North Circular Road running north-south. Ealing is dubbed 'Queen of the suburbs' and at its heart is Ealing town centre.

As a 'metropolitan centre', Ealing is one of the 10 most important centres in London outside the centre. It is the largest retail centre in the borough and has a strong evening economy. It also has a strong employment base and higher education facilities – with West London University close by. The town centre does however have weaknesses – the range and quality of its retail offer, a lack of cultural and community facilities, and a sometimes difficult relationship between late night social activity and the amenity and safety of the townspeople. Inevitably, there are problems with traffic, and with competition from centres elsewhere in West London, which have benefited from investment and renewal. The neighbourhood shopping centres of South Ealing, Northfields and Pitshanger help to serve the retail needs of the wider Ealing area.

The largest employment areas include the town centre (particularly the offices along the Uxbridge Road between West Ealing and Ealing Broadway) and Major Employment locations at Westgate and Brent Crescent, near the Hanger Lane gyratory.

Sports, leisure and cultural facilities in Ealing include Gurnell sports centre, Questors Theatre, and Walpole Park, which provides a venue for Ealing Summer Festival events, and the museum and gallery at Pitzhanger Manor. Civic offices that serve the whole borough, such as the Town Hall and Magistrate's Court, are located in the town centre. There has been much recent development of high-density flats around the town centre, whilst larger, lower-density family houses dominate some of the other neighbourhoods in Ealing. The largest areas of social housing are in West Ealing (Green Man Lane, Gurnell Grove and Dean Gardens), Ealing Common (Village Farm estate) and South Ealing (North and South Roads).

The Ealing area includes 14 designated Conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and three archaeological interest areas. Ealing benefits from attractive open spaces and green corridors. These include part of the Brent River Park, which forms the northern boundary of the area, Walpole and Lammas parks south of the town centre, the open spaces along the A406 at Hanger Hill, Barclays Bank sports ground, Ealing Common and Barons Pond, and the green spaces alongside the Greenford branch line in the west of the area. Walpole Park is designated as heritage land.

The Future: Ealing will be a major focus for growth and the regeneration effort will be concentrated on two main places:

- a) Ealing town centre - to regenerate the town centre and develop a vibrant and diverse range of new homes, shops, offices, sport and leisure and other public facilities. This will sustain and enhance its position in the London retail hierarchy. It will build upon the "Ealing Metropolitan Centre Spatial Development Framework" first published in 2008 and revised in 2010 that provides a strategic vision and a framework up to 2026.
- b) Green Man Lane estate – to create a new mixed tenure neighbourhood and integrate the area with the neighbouring Ealing town centre at West Ealing Broadway.

Plans will seek to maintain and enhance Ealing as a metropolitan shopping centre and each of the current neighbourhood centres. The location of new office development in the borough will primarily be directed towards Ealing town centre to maintain a sustainable critical mass. Infrastructure proposals include new and expanded primary schools, an integrated care centre (at Ealing hospital), replacement health centre/s, Ealing Broadway interchange, shopmobility scheme, road safety measures, improved leisure facilities and Ealing and West Ealing Crossrail stations. Walpole, Lammas and Pitshanger Parks (currently sites of local importance), will be enhanced to Borough Grade level importance for nature conservation, addressing deficiency in access to nature. Open space at Hanger Hill will also be enhanced to District Park status.

Potential net increase in residential units¹⁰⁶ : 3,200 (26%).

Potential net increase in office floorspace: up to 90,000 sqm

Potential net increase in office jobs¹⁰⁷ : 6,500

Potential gross increase in retail floorspace: up to 50,000 sqm.



4. HANWELL

Policy References: See 2.1, 2.7, 4.1 and 4.4. Map:14

Context: Hanwell comprises two wards: Elthorne and Hobbayne. Hanwell's residential neighbourhoods are mostly well-established terraces, with private gardens and small public parks and green spaces adding to the distinctive character and attractiveness of the area. Although it is therefore less self-contained than the other centres, there is a strong community feel to the area. Hanwell is the smallest of the district shopping centres in Ealing but is well used by local residents. There are sports, community and health facilities distributed across Hanwell. Hanwell includes 6 designated conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and two archaeological interest areas. The character of Hanwell is strongly influenced by green space, with the Brent River Park forming a substantial part of the neighbourhood.

The Future: Hanwell will **not** be a major focus for growth and investment in the borough. Hanwell's status as a district shopping centre will be maintained and there are plans to enhance and consolidate the town centre. Infrastructure proposals include several expanded primary schools, road safety improvements and Crossrail station. The Grade II Hanwell Community Centre will be refurbished to provide a range of community services, activities and letting opportunities.

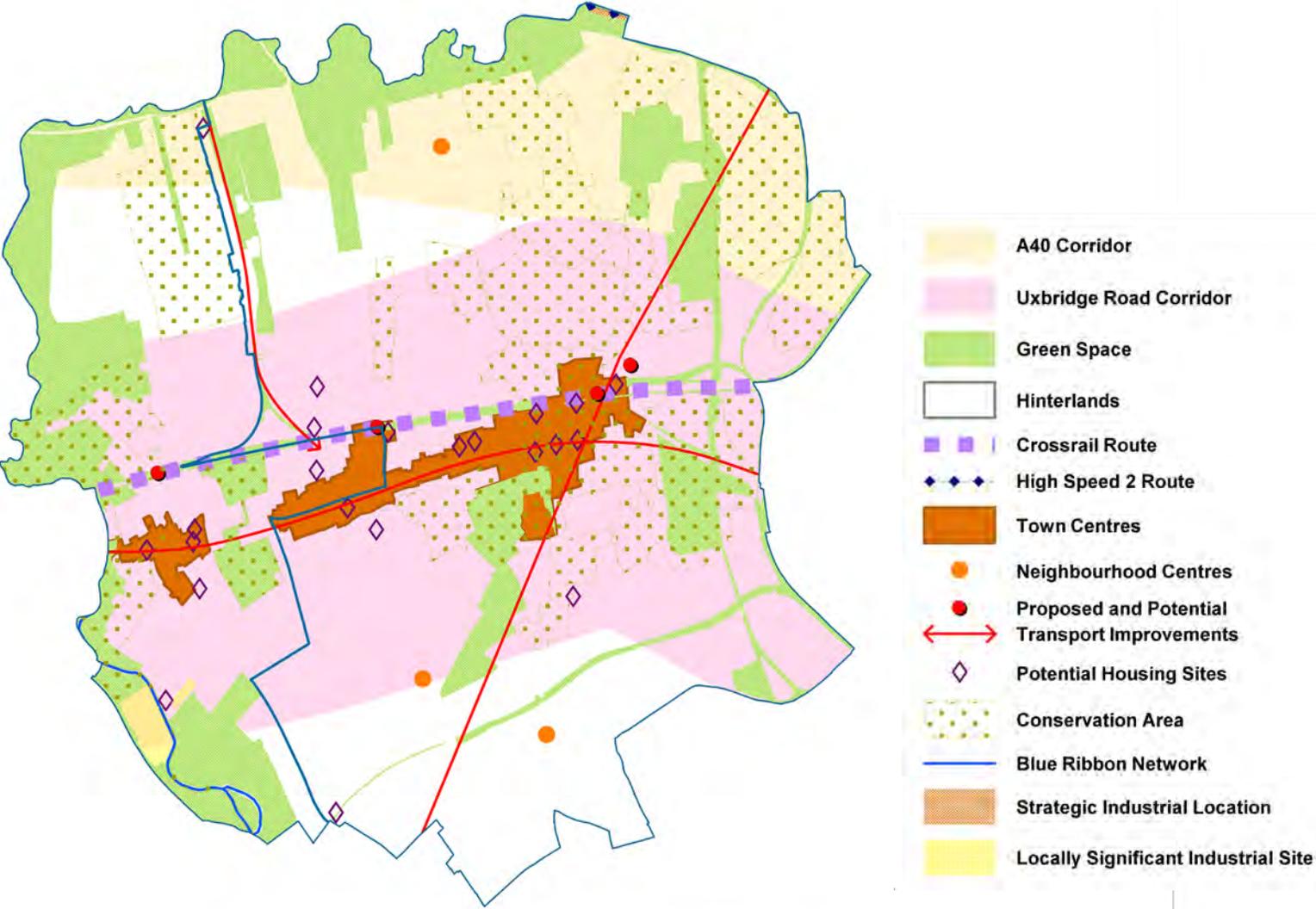
Potential net increase in residential units¹¹⁰: 270 (2%)

Potential net increase in office jobs¹¹¹: 0

Potential gross increase in retail floorspace: up to 3,300 to 5,600 sqm.



Map 14: Mapping the Borough – Ealing and Hanwell



5. GREENFORD

Policy References: See 3.1, 3.2, 3.5, 3.6, 3.8, 4.1, 4.2, 4.3 and 4.4. Map:15

Context: Greenford comprises three wards: Greenford Broadway, Greenford Green and North Greenford. Whilst Greenford is largely suburban and residential in character it also has a considerable commercial presence including the Greenford Industrial Estate and Greenford Green (around Butler's Wharf and the former GSK site). Greenford town centre is a district shopping centre and therefore is the main centre in the north-west part of the borough, mainly serving residents of Greenford, Northolt and parts of Perivale and north Southall. There are also a number of smaller neighbourhood centres, including Sudbury Hill and the shopping mall at Westway Cross. Its open character also defines a considerable area of Greenford. Notable areas of open space include Horsenden Hill (designated as MOL) and parts of Northolt and Greenford Countryside Park (Green Belt). Despite these substantial pockets of open space though, a significant area of Greenford, notably near Greenford Industrial Park, suffers from a deficiency of local parks.

The Future: Greenford will be a focus for growth although the overall quantum of development will be considerably smaller than Acton, Ealing, Park Royal or Southall. The regeneration effort will be concentrated on four main places:

1. Greenford town centre – to maintain and enhance its position as a district shopping centre.
2. Greenford Station and Westway Cross – to promote a high-density development at the station and land to the north.
3. Greenford Green – to promote mixed-use regeneration on key sites.
4. Greenford Depot – to develop the site and ensure optimal use of the existing waste management facility.

The Northolt-Greenford Major Employment Location will be safeguarded for employment uses. Infrastructure proposals include new and several expanded primary schools, and expanded High School (Cardinal Wiseman) which is also expected to make sports facilities available to other schools, and road safety improvements, traffic management and bus priority works. Horsenden Hill will be protected and enhanced as a Site of Regional Importance for Geodiversity. The need to expand Greenford Cemetery will be explored further.

Potential net increase in residential units¹⁰⁸ : 470 (4%).

Potential net increase in office jobs¹⁰⁹ : 1,000.

Potential gross increase in retail floorspace: up to 7-8,000 sqm.



6. NORTHOLT

Policy References: See 3.1, 3.2, 3.7, 3.8, 4.1 and 4.4. Map:15

Context: Located in the northwest part of Ealing Borough, Northolt comprises two wards: Northolt Mandeville and Northolt West End. Northolt is largely suburban and residential in character and parts of the neighbourhood have high relative levels of multiple deprivation. It contains a significant proportion of the council's affordable housing stock. Industry and commerce is generally contained within the large Northolt-Greenford Major Employment Location. Northolt neighbourhood shopping centre provides a variety of convenience shops and essential local services, with the smaller local parades throughout Northolt also helping to meet resident's day-to-day shopping needs. The centre has links to large green spaces, with Islip Manor Park to the west, and Belvue Park to the east and Northolt is the gateway to the Northolt-Greenford Countryside Park. The Northolt area includes one designated Conservation areas around Northolt Village Green, many statutory listed buildings, locally listed buildings, buildings of façade/group value and 7 archaeological interest areas.

The Future: Northolt will **not** be a major focus for growth and investment in the borough. Extending the boundary will reconfigure Northolt's status as a neighbourhood shopping centre. The Northolt-Greenford Major Employment Location will be safeguarded for employment uses. As part of open space improvements within the borough, a centre of football excellence will be established in Rectory Park. Further improvements will also be made to Northala Park including a new visitor centre, and new wetlands will be created at Medlar Fields. Infrastructure proposals include health facilities including Northolt Integrated Care Centre at Grand Union Village and the refurbishment and expansion of West London Academy incorporating the existing High School, primary, nursery and special school provision, (including community use of sports facilities) and road safety and pedestrian crossing improvements.

Potential net increase in residential units¹¹²: 460 (4%).

Potential net increase in office jobs¹¹³: 0

Potential gross increase in retail floorspace: 0 sqm.



7. PERIVALE

Policy References: See 3.1, 3.2, 3.7, 3.8, 4.1 and 4.4. Map:15

Context: Comprising a single ward, Perivale is the smallest of the borough's neighbourhoods. Although the area could be defined as being largely suburban and residential in character, there is some commercial presence within the ward. Notably Perivale Industrial Park is defined as a Strategic Industrial Location. Perivale centre itself is defined as a neighbourhood centre within the overall hierarchy of shopping centres in the borough and comprises a small parade of shops, consisting of a mix of convenience, comparison and service retailers. The ward also comprises a number of local centres, including a large out of centre food store (Hoover - Tesco). The Western Avenue (A40) and the railway line (Central Line) split the ward north-south. South of the A40 the ward is largely open in character and includes a large area of Brent River Park (Metropolitan Open Land). Other notable areas of open space include Ealing Central Sports Ground and Perivale Wood.

The Future: Perivale will **not** be a major focus for growth and investment in the borough unlike neighbouring Greenford District Centre. However, employment areas, notably Perivale Industrial Park, will be protected and safeguarded as a Strategic Industrial Location. Perivale's status as a neighbourhood centre will be maintained and investment sought to enhance the vitality and viability of the centre, recognising its role in serving the local community. Green and open space will be protected and enhanced. Facilities at Ealing Central Sports Ground in particular will be enhanced, including the replacement/refurbishment of the pavilion and changing rooms. A sports hub will be established centred around Gurnell Pool with links into Perivale Athletics track. Infrastructure proposals include a replacement swimming pool at Gurnell, an expanded primary schools (on the Greenford/Perivale border), a children's centre, creation of a sports hub (at Perivale Park) and traffic calming and streetscape improvements.

Potential net increase in residential units¹¹⁸: 0 (0%)

Potential net increase in office jobs¹¹⁹: 0

Potential gross increase in retail floorspace: 0 sqm.



Map 15: Mapping the Borough – Greenford, Northolt and Perivale



- A40 Corridor
- Uxbridge Road Corridor
- Green Space
- Hinterlands
- Crossrail Route
- High Speed 2 Route
- Town Centres
- Neighbourhood Centres
- Proposed and Potential Transport Improvements
- Potential Housing Sites
- Conservation Area
- Blue Ribbon Network
- Strategic Industrial Location
- Locally Significant Industrial Site



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Greenford, Northolt and Perivale



8. SOUTHALL

Policy References: See 2.1, 2.8, 2.9 and 4.4. Map:16

Context: Southall is in the south west of the borough. It includes the five wards of Southall Green, Southall Broadway, Norwood Green, Dormers Wells and Lady Margaret. It is the most ethnically diverse area in the borough. Southall is famous for its Asian culture and has the largest Asian shopping centre in the capital. Southall continues to be home to new communities – with more recent migrants from Somalia, the Middle East and Europe. The area is characterised by a relatively youthful population, lower rates of economic activity, higher levels of overcrowded households and parts of the neighbourhood have high relative levels of multiple deprivation. The Southall area includes three designated conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and four archaeological interest areas. There is a particular shortage of open space in much of the area, particularly in Southall West, Southall Green and Southall Town Centre.

The Future: Southall has been identified by the Mayor of London as an Opportunity Area¹²⁰ with an overall indicative employment capacity of 2,000 jobs and a target of 4,000 new homes. Southall will therefore be a major focus for growth and the regeneration effort will be concentrated in two main places:

1. Southall town centre – to regenerate the town centre and build upon “A Framework for Southall” published in 2008 and the “Southall Development Study” published in 2010. The catalyst for development is the creation of a new mixed-use community on the site of the former Southall Gas Works that will include a high quality mainstream retail offer. It will build on the success of the unique Asian specialism centred on the Broadway/South Road and lead to an intensifying of development around the newly constructed Crossrail station at Southall station. Southall town centre will be reconfigured and maintained as a major shopping centre whilst King Street will be re-branded as a neighbourhood shopping centre.
2. Havelock area - The redevelopment of the estate presents a significant – although complex - opportunity for the redevelopment of Southall and could act as a catalyst for the development of the surrounding multiple land opportunities, including the under-used industrial land.

Employment land at Great Western Industrial Park and International Trading Estate (except for units along Johnson Street) will be protected. Infrastructure proposals include new health facilities, redeveloped High School (Dormers Wells), measures to reduce congestion and a Crossrail station. New Public Open Space will be established as part of the Southall Gas Works redevelopment. Spikesbridge Park will be enhanced to achieve District Park status, with links formed across the canal to Hillingdon. As a site of Strategic Importance for sports, facilities at Warren Farm will also be improved. Southall Park (currently a site of local importance) will be enhanced to Borough Grade Level Importance for nature conservation, addressing deficiency in access to nature.

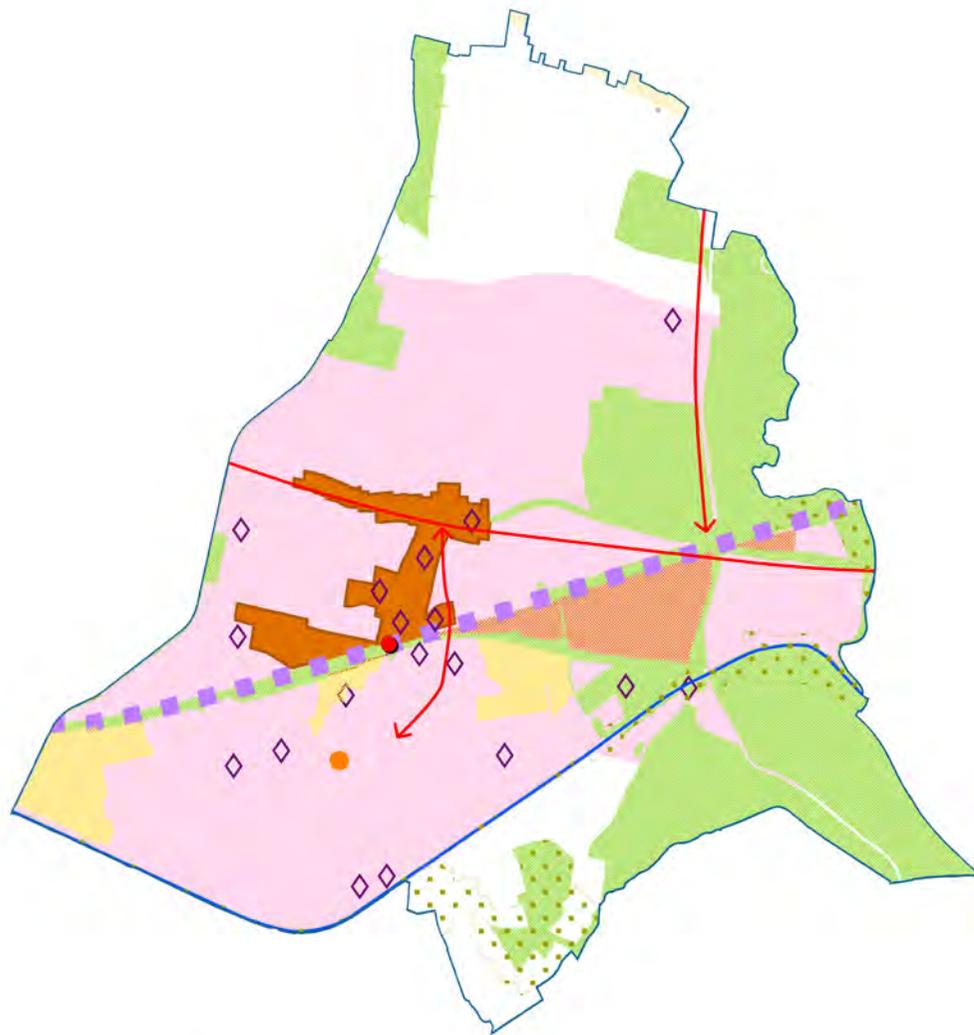
Potential net increase in residential units¹²¹ : 4,200 (34%).

Potential net increase in office jobs¹²²: 0

Potential gross increase in retail floorspace : up to 24,000 to 32,000 sqm.



Map 16: Mapping the Borough – Southall



- A40 Corridor
- Uxbridge Road Corridor
- Green Space
- Hinterlands
- Crossrail Route
- High Speed 2 Route
- Town Centres
- Neighbourhood Centres
- Proposed and Potential Transport Improvements
- Potential Housing Sites
- Conservation Area
- Blue Ribbon Network
- Strategic Industrial Location
- Locally Significant Industrial Site



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Southall



Appendix Three: Infrastructure Delivery Schedule

Appendix Three: Infrastructure Delivery Schedule V4 (28th November 2011)

Key to colours representing area within the borough:
Greenford/Northolt/ Perivale (GNP)
Acton
Ealing/Hanwell
Southall
Borough-wide / TBC

Priorities:

The assessment of priorities are intended to be a guide to prioritising the delivery of infrastructure based on various criteria, in particular how critical the infrastructure is to delivery of the Development Strategy. This prioritisation will help to inform spending on strategic infrastructure from s106 and the Council's emerging CIL which will be subject to further internal and member consultation.

Note on deliverability: Identified funding shortfalls are made in relation to the 2011 LBE Capital Programme.

Note on costings: The cost of strategic transport projects is not broken down by local authority within London and is therefore largely unknown

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost (if known)	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
Education	Children's Centre Strategy Phase 3 -4 Children's Centres at Primary Schools: Hathaway, Perivale, West Twyford and Wood End Library	✓			Borough-wide	LBE		Surestart / Capital Programme	£2.9m	Medium
Primary Education	24 total FE expansions as outlined by area below	✓			Borough-wide	LBE		Capital Programme, DfE funding, planning obligations, other grants	£122m total	High
	Priory Centre – 2FE	✓			Acton	LBE				High

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	Berrymead Infant/Junior – 1FE*	✓								High
	New RC School in West Acton - 2FE	✓			Acton	LBE				High
	Brentside - 0.5FE	✓			Ealing	LBE				High
	Hobbayne - 1FE	✓			Ealing	LBE				High
	North Ealing - 1FE	✓			Ealing	LBE				High
	St Gregory's - 1FE	✓			Ealing	LBE				High
	Projected Temporary provision – 2.5FE	✓			Ealing	LBE				High
	Fielding - 1FE	✓			Ealing	LBE				High
	Little Ealing - 1FE	✓			Ealing	LBE				High
	St John's - 0.5FE	✓			Ealing	LBE				High
	St Mark's - 0.5FE	✓			Ealing	LBE				High
	Christ the Saviour - 1FE	✓			Ealing	LBE				High
	Grange Primary - 1FE	✓			Ealing	LBE				High
	Projected Temporary provision - 2.5FE	✓			Ealing	LBE				High
	Selborne - 1FE	✓			GNP	LBE				High
	Projected Temporary Provision - 1FE	✓			GNP	LBE				High
	Wood End Infants / Junior - 1FE	✓			GNP	LBE				High
	Gifford Primary- 1FE*	✓			GNP	LBE				High
	Projected Temporary Provision – 3FE	✓			GNP	LBE				High

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	West London Academy - 1FE	✓			GNP	LBE				High
	Projected Temporary provision - 2FE	✓			GNP	LBE				High
	Ravenor - 1FE	✓			GNP	LBE				High
	Stanhope - 1FE	✓			GNP	LBE				High
	Oldfield - 0.5FE	✓			GNP	LBE				High
	Scheme to be identified - 1FE	✓			GNP	LBE				High
	Projected Temporary provision 2.5FE	✓			GNP	LBE				High
	Projected Temporary Provision - 4FE	✓			Southall	LBE				High
	Projected Temp Provision - 1FE	✓			Southall	LBE				High
Secondary Education	Dormers Wells - rebuild	✓			Southall	LBE		Grant / mainstream funding	£27.3m	High
	Cardinal Wiseman - remodel	✓			GNP			Grant / mainstream funding	£23.9m	High
	Twyford High - remodel	✓			Acton			Grant / mainstream funding	£19.1m	High
	Elthorne Park - new build & remodel	✓			Ealing			Grant / mainstream funding	£21.7m	High

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	Villiers High School - new build, remodel and refurbish	✓			Southall			Grant / mainstream funding	£19.1m	High
	Featherstone High - new build, remodel and refurbish	✓			Southall			Grant / mainstream funding	£16.2m	High
	Northolt High School - new build and remodel	✓			GNP			Grant / mainstream funding	£24.4m	High
	Ellen Wilkinson - new build, remodel and refurbish	✓			Acton			Grant / mainstream funding	£20.4m	High
	Drayton Manor - new build, remodel and refurbish	✓			Ealing			Grant / mainstream funding	£23.3m	High
	New School	✓			GNP			Grant / mainstream funding	£30.5m	High
FE / HE	University of West London - St. Mary's Road campus redevelopment		✓	✓	Ealing	Univ. of West London		Univ. of West London Estates Strategy	TBC	Medium
	Post 16 education - Replacement Ealing Diploma and Education site	✓			TBC	LBE 14 to 19 Partnership		TBC. Possibly Skills Funding Agency or Young People's Learning Agency	TBC	Low
Primary Health Centres	Southall Broadway – community services centre for surrounding small practices	✓			Southall	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	Jubilee Gardens – Integrated health centre and Library.	✓			Southall	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Featherstone Hub - Integrated health and social care centre	✓			Southall	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Southall Gasworks		✓	✓	Southall	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Refurbishment or other solution for Mattock Lane Health Centre	✓			Ealing	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Ealing Hospital Site Unscheduled Care Centre	✓			Southall	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Grand Union Village – Northolt integrated care centre with a specific focus on specialist children’s and sexual health services.	✓			GNP	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Westway Cross - Health / leisure centre	✓			GNP	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
	Integrated health social care facility	✓			Acton	NHS Ealing	LBE, local GPs	LIFT Company – Building Better Health (West London) Ltd.		Medium
Mental Health	Mens medium secure unit. Trust Resource Centre, office, and	✓			Ealing	WLMHT				Medium

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if known)	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	Expanded gym services at redeveloped Acton Pool (part of Town Hall project)	✓			Acton	LBE	Private sector	Capital Programme / Planning Obligations	£14m (total project cost)	High
Libraries	Perivale – investment to improve standard of provision		✓		GNP	LBE		Capital Programme		Medium
	Greenford - develop library and information hub				GNP	LBE		Capital Programme		Medium
	Southall - investment to improve standard of provision, develop library and information hub		✓		Southall	LBE		Capital Programme		Medium
	Hanwell - investment to improve standard of provision		✓		Ealing	LBE		Capital Programme		Medium
	West Ealing - develop library and information hub				Ealing	LBE				Medium
	Acton - develop library and information hub		✓		Acton	LBE		Acton Town Hall redevelopment project		Medium
	Consolidate library archives store				Borough-wide search	LBE				Medium
Sports Pitches	Sports Hub	✓			GNP	LBE Env. & Leisure		LBE Capital Programme	TBC	Medium
	Sports pitches improvement: Rectory Park, Ealing Central Sports Ground, Spikesbridge Park, Warren Farm, North Acton Sports Ground	✓			Borough-wide	LBE Env. & Leisure		LBE Capital Programme	TBC	Medium

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost (if known)	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
Community Centres	Hanwell Community Centre	✓			Ealing	LBE		Major Projects	£3.9	Medium
	Ravenor Farm Community Centre	✓			GNP	LBE		Property Strategy	£2.7m	Medium
Heritage/Community centres	Acton Town Hall	✓			Acton	LBE		Capital Programme	£1.7 Capital budget 2011-12	Medium
	Southall Manor House	✓			Southall	LBE		Property Strategy, Community Centres Strategy, LBE Groundwork	£1.5m	Medium
Arts, Culture and Heritage	Pitzhanger Manor	✓			Ealing	LBE		HLF, Arts Council, EC, English Heritage	£2.9m	Medium
	Gunnersbury Park	✓			Ealing	LBE		Capital Programme	£4.5m	Medium
	Ealing Town Hall				Ealing	LBE			TBC	Medium
	Brent Lodge				Hanwell	LBE			TBC	Medium
Transport - Strategic	Crossrail 1		✓		Borough-wide	Crossrail / Network Rail	LBE	Mayor's Transport Strategy (MTS)	TBC	High
	HS2		✓	✓	Borough-wide	Department for Transport / HS2 Ltd	Network Rail / TfL	DfT	TBC	Medium
	Great Western train lengthening & electrification	✓	✓		Borough-wide	Network Rail	First Great Western / TfL	Great Western RUS	TBC	High

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if known)	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	Piccadilly Line upgrades		✓	✓	Borough-wide	TfL		MTS	TBC	High
	District Line upgrades	✓	✓		Borough-wide	TfL/ London Underground		MTS	TBC	High
	North London Line/London Overground (delivery in 2 phases)	✓		✓	Borough-wide	TfL/ London Overground		MTS	TBC	High
	Bus network development	✓	✓		Borough-wide	TfL	LBE	MTS	TBC	High
	Improved TfL Road Network management to smooth the flow of traffic	✓	✓		Borough-wide	TfL		MTS	TBC	High
Transport - LIP Schemes										
	Biking Borough Funding	✓			Borough-wide	TfL	LBE	LIP/MTS	£286,000	Medium
	Ealing Broadway Interchange Major Scheme	✓			Ealing	TfL / LBE		LIP	£4.5m	High
	Southall Broadway Major Scheme	✓			Southall	TfL / LBE		LIP	£5.6m	High
	**LIP Corridors programme (14 schemes)	✓			Borough-wide	LBE / TfL		LIP	£3.8m	High
	LIP Neighbourhoods programme (19 schemes)	✓			Borough-wide	LBE / TfL		LIP	£2.1m	High

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost known) (if	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
	Road maintenance and bridge strengthening	✓	✓	✓	Borough-wide	TfL / LBE		LIP	£1.9m	High
Waste	Waste facilities as determined through the West London Waste Plan (WLWP).	✓	✓	✓	TBC	West London Waste Authority (WLWA)	LBE	WLWA to enter into a contract with an approved partner to provide waste processing contract.	Contract details to be determined by WLWP.	High
Energy, Utilities & Physical Infrastructure	Energy				TBC					Medium
	Gas & Electric				Borough-wide	National Grid	Local energy suppliers		n/a	Medium
	Sewerage – Thames Tunnel Project	✓	✓		Acton Storm Tanks	Thames Water		Thames Water Capital Programme	Part of £3bn project	High
	Canal waterways – wall repair				Hanwell	British Waterways		British Waterways	£250,000	Medium
	Canal waterways – Grand Union towpath improvements				Borough-wide	LBE / British Waterways		British Waterways/LIP	£700,000	Medium

Category	Planned infrastructure provision	Delivery timescale			Location	Lead agency	Other partners	Delivery mechanism	Cost (if known)	Priority
		2010 - 2015	2016 - 2021	2021 - 2026						
Emergency Services	Police: Additional neighbourhood police bases may be needed as part of major developments. Additional office space may be required at a future date. May also require new centralised police patrol base and custody centre.		✓	✓	TBC	Metropolitan Police	MPA Estate Strategy and Asset Management Plan	TBC	Low	

*Priory Centre and Gifford Primary school expansions are subject to Cabinet approval in January 2012
** Grand Union Canal towpath improvements LIP scheme is shown above under category of 'Energy, Utilities and Physical infrastructure'

Note - For the latest version of the IDS please go to http://www.ealing.gov.uk/downloads/download/573/infrastructure_delivery_plan

Appendix Four: Local Plan Glossary of Terms

Appendix Four: Local Plan Glossary of Terms

To view the glossary please visit the Local Plan page on Ealing Council's website

<http://www.ealing.gov.uk/localplan>

Appendix Five: Endnotes

Appendix Five: Endnotes

¹ The maps in this plan are included for diagrammatic purposes only.

² According to the Ealing 2010 Preferred Ward projections. See Background Paper 1 on Demography (July 2011).

³ The six boroughs that comprise West London contribute £27 billion to the UK economy. See the West London Economic Development Strategy, December 2004.

⁴ According to the GLA Industrial Land Release Benchmarks Survey, 2007.

⁵ According to the Employment Land Review, 2010. See Chapter 3 for an explanation.

⁶ Source: Heathrow Employment Survey, 2008/09.

⁷ Ealing LDF Core Strategy Review - Shared Intelligence, March 2009.

⁸ Footnote deleted.

⁹ See report published by Crossrail and prepared by consultants Colin Buchanan on Wider Economics Benefits published 25th Feb 2009. This confirms Crossrail will deliver substantial economic benefits for London & the SE after 2017 and it calculates the benefits for Ealing as £57m pa including both transport and wider economic benefits.

¹⁰ See New Issues and Options for Planning Your Borough, Strategy and Sites, Public Participation 7th September – 19th October 2007 available at: <http://www.ealing.gov.uk/localplanprevconsult>

¹¹ See Employment Land Review 2010.

¹² See Retail Needs Study 2010, Table 6.11 (non food retail) and Table 7.9 (range of food retail) floorspace.

¹³ This hierarchy is in accordance with London Plan (2011) Policy 2.15 and Annexe 2.

¹⁴ See Chapter 6 “Ensuring Sustainable Delivery” below and the Infrastructure Delivery Plan, published July 2011.

¹⁵ See Chapter 7 of the Development Management DPD for more detailed information.

¹⁶ See Chapters 5 & 7 of the Development Management DPD (which incorporates London Plan policies) for detailed policies.

¹⁷ According to the Ealing 2010 Preferred Ward projections. See background Paper 1 on Demography (July 2011).

^{18 and 19} See Employment Land Review, September 2010.

²⁰ A revised Infrastructure Delivery Schedule will be published each year as part of the Authorities' Monitoring Report.

²¹ See Retail Needs Study 2010, Table 6.11 (non food retail) and Table 7.7 (range of food retail) floorspace.

²² See Retail Needs Study 2010, map at Appendix 6, Figure 2 for the West London hierarchy.

²³ See Policy 2.8 (b) below.

²⁴ See Policy 2.7 (c) below.

²⁵ See Policy 1.2 (d) below.

²⁶ This project was carried out in accordance with London Plan (2011) Policies 5.5:

Decentralised Energy Networks and 5.6: Decentralised Energy in Development Proposals.

²⁷ See: <http://www.londonheatmap.org.uk/>

²⁸ This was adopted by full council on 20 June 2006 and came into operation on this date. It was reviewed and updated in July 2011. See:

http://www.ealing.gov.uk/info/200921/local_plans/615/statement_of_community_involvement_sci

²⁹ This approach reflects Policy 3.12 of the London Plan (2011).

³⁰ See Employment Land Review 2010.

³¹ See Employment Land Review 2010.

³² Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).

³³ Refer to the London Plan (2011) Policy 3.15 ‘Coordination of Housing Development and Investment’.

³⁴ See report published by Crossrail and prepared by consultants Colin Buchanan on Wider Economics Benefits published 25th Feb 2009. This confirms Crossrail will deliver substantial economic benefits for London & the SE after 2017 and it calculates the benefits for Ealing as £57m pa including both transport and wider economic benefits.

³⁵ Crossrail and Ealing Council have entered into a Memorandum of Understanding to produce Strategic Urban Realm Plans (SURPs) for each Crossrail station. These studies are due to commence in early 2012 and will look specifically at improvements to the immediate footprint of the stations and will include a review of bus services serving the stations.

³⁶ See London SPG on Crossrail.

³⁷ The Government decided to proceed with Phase 1 of the HS2 project on January 10th 2012. This will include more detailed design work and development of an Environmental Impact Assessment and an Environmental Statement, further ‘engagement work’ with local communities, developing and consulting on a proposed compensation package, safeguarding directions for the route for a hybrid bill to be put before parliament in late 2013. Phase 2, including a spur to Heathrow will be subject to public consultation in 2012 for a government decision in 2014.

³⁸ See Towards Zero Carbon Development – Energy Evidence Base, September 2010.

³⁹ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular, Appendix 5 that shows district heating focus areas.

⁴⁰ See London Plan (2011) Policy 3.4: Optimising Housing Potential.

⁴¹ The figure of 455,000 tonnes is derived from table 5.3 of the adopted 2011 London Plan. This figure is the amount of waste apportioned to Ealing by the year 2026, i.e. the end of the plan period. The collective figure for all six West London boroughs for this period is 2,018,719 tonnes.

⁴² The West London Waste Plan (WLWP) is a Joint Waste Development Plan Document. It will form part of each Borough's Local Development Framework (LDF) and will plan for all waste in the plan area up to 2026. For more information see:

<http://www.wlwp.net/index.html> The plan aims to identify and safeguard sufficient sites for waste management facilities in the area to deal with West London's own waste. The Plan will give priority to waste reduction, recycling and composting. However, it will still need to plan for the disposal of waste in other ways. This is likely to include the use of new or emerging technologies such as anaerobic digestion and energy from waste plants. However there will still be a requirement for land filling some waste that cannot be treated by other ways.

⁴³ Table 5.2 of the London Plan, Source: LRS Consultancy for GLA, December 2009.

⁴⁴ 'West London Waste Plan – Issues and Options Evidence Base Report' (Jan 2009).

⁴⁵ The Sequential Test is a requirement of national planning policy – . NPPF & NPPG Flood risk in the borough is mapped as part of the Strategic Flood Risk Assessment (March 2008), Preliminary Flood Risk Assessment (2011) and Surface Water Management Plan (2011)

⁴⁶ See report published by Crossrail and prepared by consultants Colin Buchanan on Wider Economics Benefits published 25th February 2009. This confirms Crossrail will deliver substantial economic benefits for London & the SE after 2017 and it calculates the benefits for Ealing as £57m pa including both transport and wider economic benefits.

⁴⁷ Based on sites identified in the Housing Trajectory anticipated to come forward for development during the plan period (2011-26).

⁴⁸ See Map 7 below.

⁴⁹ See Appendix 1. Map 11 shows public transport accessibility levels in Ealing.

⁵⁰ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁵¹ See also Policy 6.1 and Appendix 3 (the Infrastructure Delivery Schedule).

⁵² Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁵³ Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).

⁵⁴ Based on sites identified in the Housing Trajectory during the plan period (2011-26).

⁵⁵ See report to Ealing Council Cabinet "Estates review report and regeneration strategy", February 26th, 2008.

⁵⁶ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁵⁷ See "The Borough Bus Review" Report to Cabinet, June 7th 2011. In addition, the Corridor 3 Acton North-South project (please see "Local Implementation Plan 2011-2014") has been the subject of studies previously and is currently being designed at the moment. Enhanced bus interchange facilities, together with walking and cycling improvements for users of Acton Mainline station are included within this project.

⁵⁸ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁵⁹ See Employment Land Review 2010.

⁶⁰ Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).

⁶¹ See: http://www.ealing.gov.uk/info/200949/town_centre_and_area_regeneration/25/ealing

⁶² See Ealing Broadway Interchange Study, August 2010, prepared by Steer Davies Gleave at http://www.ealing.gov.uk/info/200921/local_plans/614/evidence_base

⁶³ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁶⁴ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁶⁵ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁶⁶ Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).

⁶⁷ Based on sites identified in the Housing Trajectory during the plan period (2011-26).

⁶⁸ Footnote deleted.

⁶⁹ Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).

⁷⁰ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁷¹ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁷² Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁷³ See Map 7 below.

⁷⁴ See Employment Land Review, 2010.

⁷⁵ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁷⁶ Mayor of London Park Royal Opportunity Framework, 2011.

⁷⁷ All development proposals must also be in conformity with the Park Royal Opportunity Area Planning Framework, 2011.

⁷⁸ See Employment Land Review 2010.

⁷⁹ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁸⁰ See the Park Royal Opportunity Area Planning Framework, 2011.

⁸¹ See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

⁸² Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).

⁸³ Based on site identified in the Housing Trajectory anticipated to come forward for development during the plan period (2011-26).

⁸⁴ See LB Ealing Cabinet reports: “Good for Greenford - Revitalising the Heart of Greenford” July 2007 & “Good for Greenford Update” May 2008 and LB Ealing Area Committee Reports: Greenford Area Committee-Good for Greenford Update Sept 2007, Greenford Area Committee-Good for Greenford Update Nov 2007, Greenford Area Committee-Good for Greenford Update Jan 2008 and “Revitalising the Retail Heart of Greenford” - report by John Lockwood, Town Centres Consultant (Nov 2006).

⁸⁵ Greenford Green is bound by the Central Line to the south, Oldfield Lane North to the west and north and Greenford Road to the east. See also Policy 4.2.

⁸⁶ See Park Royal Opportunity Area Planning Framework, 2011, Chapter 10.7.

⁸⁷ Footnote deleted.

⁸⁸ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

⁸⁹ For further details of orbital, north-south transport links in Ealing please refer to the LB Ealing Local Implementation Plan 2011-2014 and the West London Sub-Regional Transport Plan 2010 and any subsequent updates.

⁹⁰ Technical Note on Orbital Transport Links, MVA, 29th October 2008.

⁹¹ See Ealing Biodiversity Action Plan (2001) and London Biodiversity Action Plan.

⁹² Both Park Royal and Southall are defined as opportunity areas in the London Plan.

⁹³ See the Infrastructure Delivery Plan, July 2011. Section 2.2 lists the range of infrastructure service providers with whom the Council have engaged to date.

⁹⁴ The scoping of the IDP was also set out in Background Paper 4 to the Initial Proposals, Development Strategy ‘Infrastructure Planning and Delivery’ published in 2009.

⁹⁵ For any future updates to mapping, please refer to the latest version of the Infrastructure Delivery Plan.

⁹⁶ The s106 list in draft SPD9 includes additional priorities to be negotiated as part of the planning application process, in addition to the key infrastructure requirements (e.g. on-site affordable housing and support for employment and training). SPD9 will be updated to outline the Council’s proposed CIL charging schedule and priorities for spending and clarify the role of s106 alongside CIL.

⁹⁷ For further details of major schemes please refer to the LB Ealing Local Implementation Plan 2011-014 and any subsequent updates. The council intends to produce a separate Planning for Schools DPD which will identify sites for new and extended primary / secondary schools in the borough.

⁹⁸ See the London Plan (2011) Policy 3.16. Para 3.86 also includes a definition of social infrastructure.

⁹⁹ London Plan (2011) Policies 3.16-3.19 provide further detail and requirements upon local planning authorities with regard to social, healthcare, education and sports facilities.

¹⁰⁰ See London Plan (2011) Policies 8.1 - 8.3.

¹⁰¹ See also the Statement of Community Involvement 2011.

¹⁰² The effect of the Mayor’s projected improvements in public transport are summarised in the London Plan 2011, Chapter 6.

¹⁰³ As currently defined by Ealing Council.

¹⁰⁴ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26)

¹⁰⁵ See Employment Land review 2010

¹⁰⁶ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹⁰⁷ See Employment Land Review 2010

¹⁰⁸ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹⁰⁹ See Employment Land Review 2010

¹¹⁰ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹¹¹ See Employment Land Review 2010

¹¹² Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹¹³ See Employment Land Review 2010

¹¹⁴ London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing with a mixed and intensive use of land and assisted by good transport accessibility.

¹¹⁵ Mayor of London Park Royal Opportunity Area Planning Framework 2011.

¹¹⁶ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹¹⁷ See Employment Land Review 2010

¹¹⁸ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹¹⁹ See Employment Land Review 2010.

¹²⁰ London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing with a mixed and intensive use of land and assisted by good transport accessibility.

¹²¹ Based on sites identified in the Housing Trajectory for development during the plan period (2011-26).

¹²² See Employment Land Review 2010.

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