





# London Borough of Ealing Preferred Option

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# Introduction

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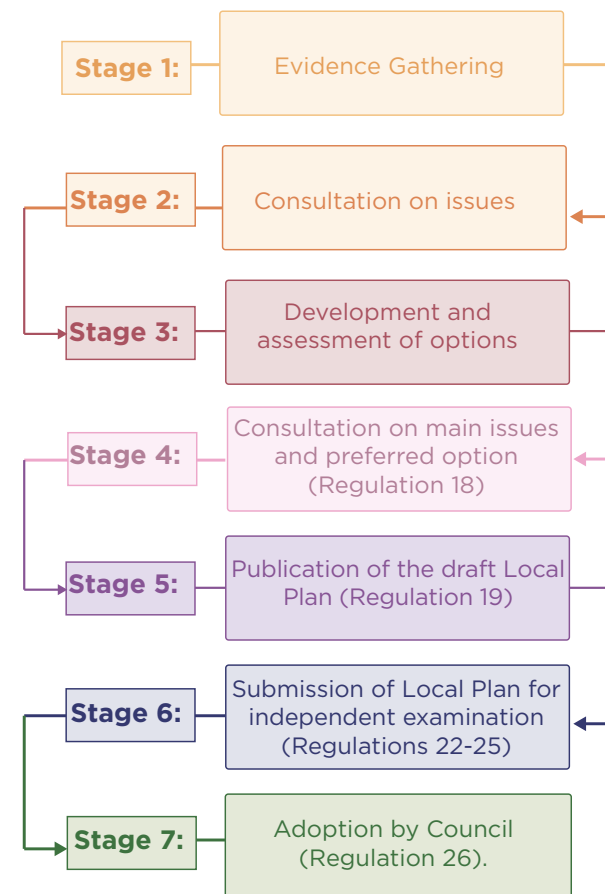


## 1.1 / Shaping Ealing - A New Local Plan

Ealing Council is creating a new Local Plan, which will set out a vision and framework for the future development of the area over the next 15 years.<sup>1</sup> Ealing's new Local Plan will replace Ealing Council's current suite of development plan documents, bringing together updated policies into a single plan.<sup>2</sup> The production of a Local Plan is a staged process, which includes a significant stage of evidence gathering as well as multiple rounds of community consultation to refine proposals (Figure 1-1).<sup>3</sup>

Arup was appointed by Ealing Council to work jointly with the Local Plan and Regeneration Team to develop a preferred spatial option for the new Local Plan. This study will be part of the evidence base.

In Autumn 2022, Ealing Council will present residents, businesses and other stakeholders with their first ideas on priorities that will shape future planning decisions. This important phase of community consultation is known as Regulation 18, when the Council will consult on the main issues and a preferred spatial option. The ideas presented will be developed by the Council from the evidence base (including this study) and views expressed in the early 'Shaping Ealing' conversations.



**Figure 1-1**  
**Local Plan Preparation Stages**

<sup>1</sup>Ealing Council (2021) *Shaping Ealing - A New Local Plan*, [https://www.ealing.gov.uk/info/201164/local\\_plans](https://www.ealing.gov.uk/info/201164/local_plans), accessed 25/11/21

<sup>2</sup>The new Local Plan will update and consolidate the Development (or Core Strategy) DPD (2012), Development Sites DPD (2013), Development Management DPD (2013) and Planning for Schools DPD (2016), and replace these documents once adopted.

<sup>3</sup>For further detail on the staged process, see Arup (2022) *London Borough of Ealing Spatial Options*.

## 1.2 / Spatial Options Study

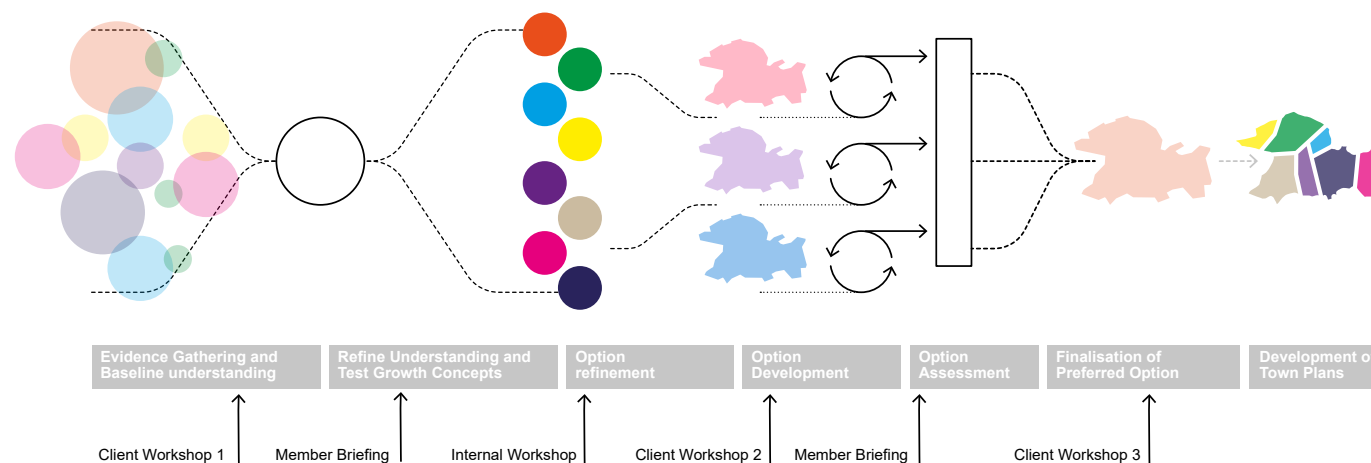
The development of a preferred spatial option for the borough was carried out in consultation with Ealing Council officers and members (Figure 1-2). It initially involved the collection of evidence; identification of strengths, weaknesses, opportunities and challenges; and developing an understanding of the wider context for future growth of LBE, both in term of policy parameters and societal changes. Alongside this work, Ealing Council identified three Core Themes as golden threads across the new Local Plan, as well as a spatial vision and strategic objectives to shape future growth. Three alternative spatial options were defined in response to this framework, as documented in the first report for this study, *London Borough of Ealing Spatial Options* (Arup, 2022).

The three spatial options were assessed through the Integrated Impact Assessment (IIA), which helps to inform the preparation of a Local Plan.

The IIA considered the potential environmental, social and economic effects of the options and made recommendations for the development of the preferred option and / or mitigation to be sought at later stages, for example, at detailed masterplanning. The IIA analysis can be found in the report, *Ealing Local Plan Integrated Impact Assessment* (Arup, 2022).

The results of the IIA process directly contributed to the formulation / refinement of the preferred option presented in this report, as did workshops with Ealing Council officers and members.

This report is the first steppingstone in developing the preferred option. It has been primarily based on suitability factors, for instance, addressing identified issues or meeting national and regional planning policy requirements. In addition to carrying out an IIA on the preferred option and considering community views, it will be necessary for Ealing Council to undertake further work to assess deliverability and viability. The preferred option will continue to be refined as the Council moves the Local Plan towards Regulation 19 publication.



**Figure 1-2**  
**Spatial Options Workstream**

## 1.3 / Report Structure

The report is structured as follows:

- Section 2 explores the wider context for growth and the key considerations that informed the development of the preferred option.
- Section 3 sets out the Local Plan Core Themes, spatial vision and strategic objectives being developed by Ealing Council.
- Section 4 provides the borough level proposed spatial strategy, the land use priorities and overall pattern of development.
- Section 5 articulates the preferred spatial option at a lower geographical scale, i.e. for the seven towns within the borough.

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# **London Borough of Ealing Context**

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## 2.1 / Strategic Issues and Opportunities

The new Local Plan, including the preferred growth strategy, needs to respond to the following strategic issues and opportunities:

- **Significant changes to the wider planning context** since the Core Strategy was adopted in 2012. New national policy has been introduced through the National Planning Policy Framework (NPPF), which includes specific requirements for plan making. This includes a new statutory duty to review the Local Plan every five years. The London Plan has also been updated, with significant policy changes and a new spatial development strategy. Further detail on the relevant policies for the spatial option can be found in the Spatial Options Report. There is a need to ensure that the new Local Plan aligns with these higher-level policies.
- **Declaration of a climate emergency** by Ealing Council in April 2019. In line with the Council's Climate and Ecological Emergency Strategy, the Local Plan needs to help reduce emissions and loss of wildlife across the borough through a 'green growth' planning policy framework. Mitigating climate change is key to support the long term move to zero carbon and ensure that all communities are equally resilient to the associated physical and socio-economic impacts.
- **Maximising infrastructure assets and investments** to widen their economic benefits, in particular Heathrow Airport, the new High Speed 2 (HS2) interchange hub at Old Oak Common and the five new Elizabeth Line stations. The potential of next generation infrastructure investment also needs to be considered, which includes the West London Orbital identified within the London Plan as a safeguarded route and for further investigation regarding delivery.
- **Meeting local needs** for housing, employment and community facilities for a growing and ageing population. With the London Plan setting ambitious homes and jobs targets there is a need to identify sites and land to accommodate growth.
- **Addressing inequality and deprivation.** There is a need to reduce inequality and the consequences of deprivation in the borough and to ensure that there is an equality of opportunity across the whole borough.
- Embracing the opportunities relating to the post-Covid **renaissance of outer London centres**, which have potential to re-orientate themselves as more significant employment, social and civic centres in response to hybrid ways of working.
- Rise of the '**sustainable polycentricity**' concept in the form of **20-minute neighbourhoods** (Figure 2-1), in response to the pandemic and changing priorities around climate change. This concept is predicated on ensuring neighbourhoods are self-sufficient with access to shops, parks, health and community facilities as well as employment. The principle being that these models of sustainable communities are replicated across the borough's seven towns.



**Figure 2-1**  
**20 Minute Neighbourhood Framework**  
*Source: Adapted from the Town & Country Planning Association (2021) 20-minute Neighbourhoods.*

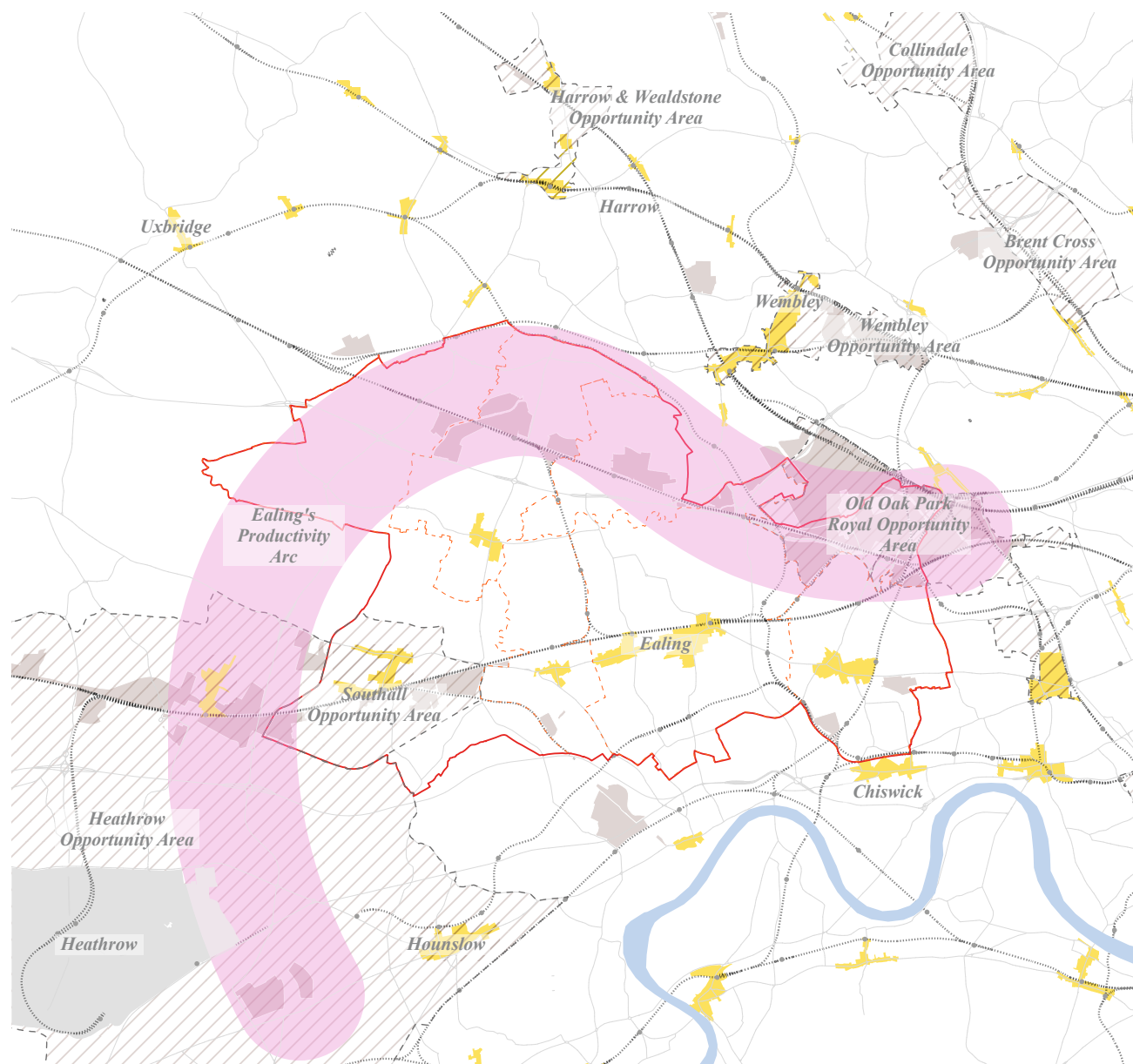
## 2.2 / Strategic Context

The London Borough of Ealing (LBE) is an outer-London borough strategically located in West London, with connections to both London's Central Activities Zone and Heathrow Airport (Figure 2-2). With its location next to and relationship with the UK's largest international airport and an extensive strategic rail and road network, it is a highly connected borough. Combined with the significant role that LBE plays in the provision of industrial land to service London-wide need, this places the borough at the productive heart of West London. This is recognised in the 'Ealing Productivity Arc' which connects the HS2 terminus with Heathrow Airport, joining up strategic industrial growth opportunities across Perivale, Greenford, Northolt and Southall (Figure 2-3).

The London Plan identifies a Metropolitan Centre (Ealing town centre), a Major Centre (Southall town centre) and an Opportunity Area (Southall) within LBE's boundaries. The Old Oak Opportunity Area is also identified, which lies across the boroughs of Ealing, Brent and Hammersmith & Fulham and is under the jurisdiction of the separate Local Planning Authority, Old Oak and Park Royal Development Corporation. A significant amount of growth and new development has already been delivered in these areas with more to come.

### Legend

- London Borough of Ealing
- Ealing's 7 Towns
- Strategic Productivity Arc
- London Plan Opportunity Area
- Town Centres
- Strategic and Locally Significant Industrial Land
- Major Roads
- Railways



**Figure 2-3**  
**Ealing's Productivity Arc**

Source: Adapted from Ealing Borough Council Client Workshop 3



# Legend

- London Borough of Ealing
- Other London Boroughs
- Central Activities Zone
- Metropolitan Greenbelt
- Metropolitan Greenbelt within London
- Heathrow Airport
- River Thames
- Motorways
- HS2
- Chiltern Mainline
- Great Western Mainline
- West London Orbital
- Elizabeth Line
- Elizabeth Line Stations within Ealing

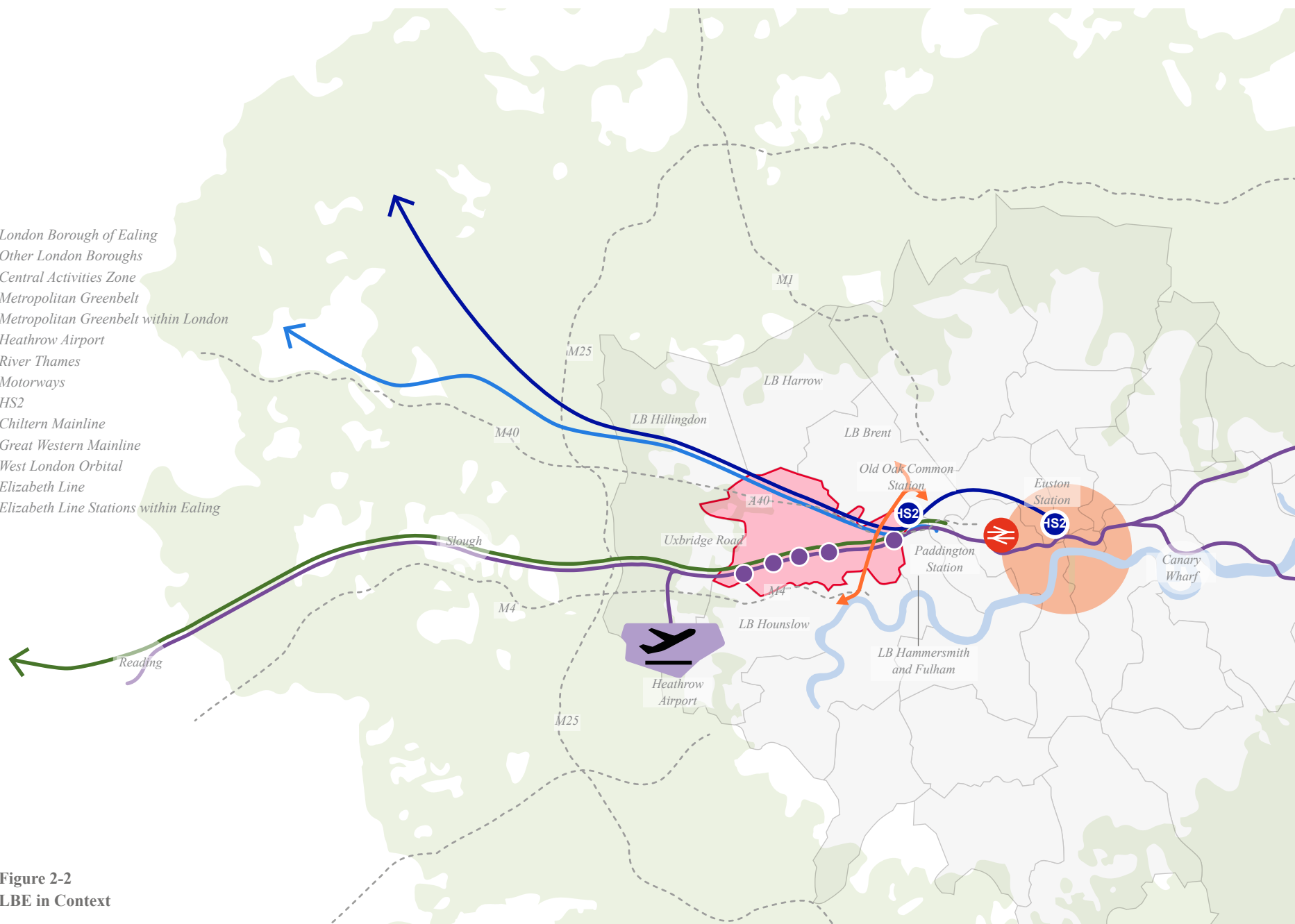


Figure 2-2  
LBE in Context

## 2.3 / Borough Context<sup>4</sup>

LBE is a highly diverse borough, with wide representation from ethnic groups, including the UK's largest Asian population in Southall. LBE is the fourth most populous borough in London and has higher than average population densities. However, over the last decade only Southall, Acton and Perivale have seen a population increase with the rest of the borough in stagnation or decline. The borough is expected to experience future population growth but is also characterised by an ageing population, which will bring its own set of challenges. It will be necessary to consider how best to retain and attract young people and families to counterbalance an ageing population.

There has been significant growth and investment in LBE in recent years, however this has largely been concentrated in parts of Southall, Ealing and Acton, compared with modest investment in Hanwell and Greenford, and almost none in Northolt and Perivale. While there has been a slight improvement in overall levels of deprivation within the borough compared to England as a whole, it is now the second most deprived borough amongst the West London Alliance boroughs.

The London Plan has identified Strategic Areas for Regeneration across many parts of the borough, which are areas that fall in the top 20% most deprived areas of England according to the Indices of Multiple Deprivation (IMD). These areas are found across all the seven towns but are most prevalent in Northolt, Southall and Acton where deprivation levels are highest in the borough. Life expectancy is slightly lower than average for London and there are disparities within the borough of 7.2 years for males and 4.9 years for females.<sup>5</sup> A particular health issue of note is the above average childhood obesity rates.

LBE is characterised by seven broad areas - Northolt, Greenford, Perivale, Acton, Ealing, Hanwell and Southall - each of which have a strong local identity and offer. LBE contains a wealth of historic environment assets including 29 Conservation Areas<sup>6</sup>, almost 600 listed structures and sites on the National Heritage List<sup>7</sup>, six Scheduled Monuments<sup>8</sup>, four Registered Parks and Gardens<sup>9</sup> and 23 archaeological sites<sup>10</sup>.

There are a variety of housing types, building heights and densities across the borough. Higher densities are concentrated around town centres, such as Ealing, Acton and Hanwell. Tall buildings are also typically concentrated in the network of town centres, with particular clusters at Ealing and West Ealing, as well as in parts of North Acton, South Acton, Southall and Greenford. Over the last 20 years, house prices have risen, and affordability has worsened. There are also high levels of homelessness, temporary accommodation rates, 'beds in sheds' (i.e. outhouses being illegally used as homes) and unmet housing need. The London Plan 10-year housing target for the Ealing Local Planning Authority is 21,570 net housing completions over the period 2019/20-2028/29, or 2,157 homes per annum.<sup>11</sup>

<sup>4</sup> Note - this analysis is drawn from Arup (2022) Spatial Options report, in particular the baseline.

<sup>5</sup> Office for Health Improvement and Disparities (2020) Local Authority Health Profiles. Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/202/are/E09000009>

<sup>6</sup> Ealing Council (2012) Development (or Core) Strategy 2026. Note: Old Oak Lane Conservation Area and sub-section 11 (North Acton) of Canalside Conservation Area fall under the jurisdiction of OPDC.

<sup>7</sup> Ealing Council (2022) Listed Buildings. Available at: [https://www.ealing.gov.uk/info/201157/conservation/626/listed\\_buildings](https://www.ealing.gov.uk/info/201157/conservation/626/listed_buildings)

<sup>8</sup> Ibid.

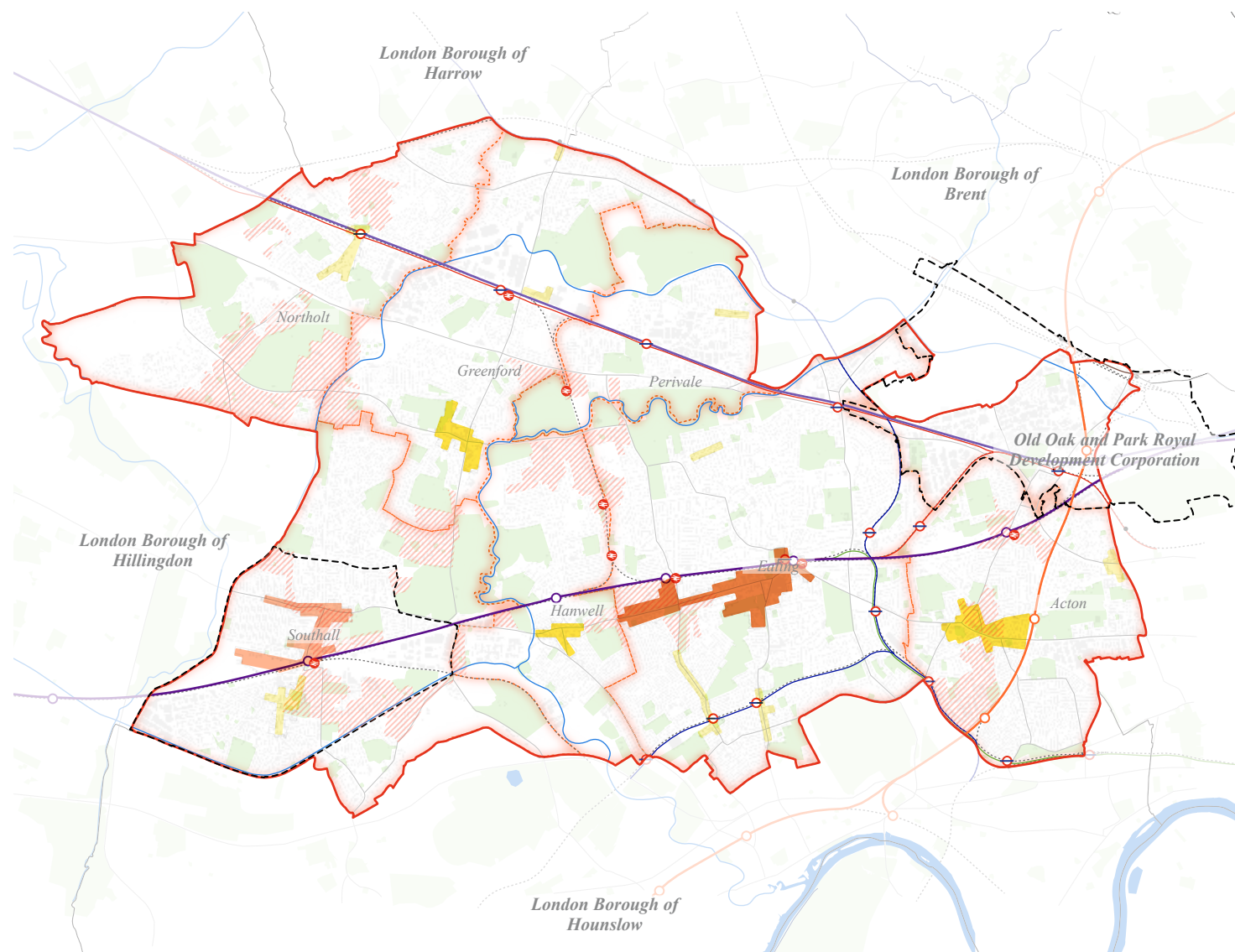
<sup>9</sup> Historic England (2022) National Heritage List for England. Available at: <https://historicengland.org.uk/listing/the-list/>

<sup>10</sup> Historic England (2022) Archaeological Priority Areas in Ealing. Available at: <https://historicengland.org.uk/content/docs/planning/apa-ealing-pdf/>

<sup>11</sup> GLA (2021) The London Plan

# Legend

- London Borough of Ealing
- Ealing's 7 Towns
- Public Open Spaces
- Major Roads
- Rivers and Canals
- Railways
- Railway Stations
- Central Line
- District Line
- Piccadilly Line
- London Underground Station
- HS2
- Elizabeth Line
- Elizabeth Line Stations
- West London Orbital Rail
- West London Orbital Rail Stations
- Opportunity Areas
- Metropolitan Centre
- Major Centre
- District Centres
- Neighbourhood Centres
- Strategic Areas of Regeneration



**Figure 2-4**  
Borough Context

Industrial and commercial activity is located largely within designated employment locations and the town centres. The borough has significant concentrations of Strategic Industrial Land (SIL), including at Park Royal, along Western Avenue and within Southall. Since 2016, designated industrial areas have been the principal driver of job growth.<sup>12</sup> Evidence suggests there is a need to retain existing industrial land and to consider ways to intensify use. The borough has a well-functioning network of town centres, although there are gaps in the provision to the north and west. Generally, the town centres are considered to have bounced back well from the pandemic, although there is a need to address issues relating to vacancy, streetscape and active travel links.

There is a rich heritage of creativity and productivity in the borough, highlighted by Ealing Film Studios and Park Royal being London's largest industrial estate. LBE's current priority sectors are composed of food manufacturing, wholesale trade (except motor vehicles), transport and storage.<sup>13</sup> There are two clusters of higher value knowledge intensive

businesses in and around Ealing Broadway and Acton town centre.<sup>14</sup> There are high levels of small business activity including self-employment and micro businesses within LBE. Despite this, Ealing's local economy lacks resilience. An over-reliance on jobs and work related to the aviation sector meant the borough's most deprived neighbourhoods suffered greatly during the pandemic and will take longer to recover.

Although LBE performs reasonably well economically, generating marginally above-average Gross Value Added (GVA) compared to other London boroughs<sup>15</sup> and with a range of sectors and employers in the borough, LBE is a low wage economy. Weekly wages for employee jobs within LBE and jobs that LBE residents do themselves both fall below London averages. Unemployment rates are slightly above national and regional averages<sup>16</sup>, with high levels of long-term unemployment and notable rates of economic inactivity among certain ethnic minority groups, while rates of in-work poverty are on the rise.<sup>17</sup>

There are high levels of educational attainment in the borough, with the majority of 18-year olds progressing to higher education or training destinations.<sup>18</sup> Compared to London and England averages, LBE has a highly skilled resident workforce educated to degree level or above; but on the other hand, it also has a higher proportion of working-age residents with no qualifications.<sup>19</sup> As might be expected with LBE's highly skilled workforce, 68% of Ealing's residents are in skilled professional occupations.<sup>20</sup>

<sup>12</sup>PRD (May, 2022) *Industrious Ealing Inclusive Growth Baseline*.

<sup>13</sup> Redo / Volterra (June, 2022) *OPDC and LB Ealing Affordable Workspace Study*.

<sup>14</sup>PRD (May, 2022) *Industrious Ealing Inclusive Growth Baseline*.

<sup>15</sup>ONS (2017) *Regional Gross Value Added (Balanced) by Local Authority in the UK*.

<sup>16</sup>Office for Health Improvement and Disparities Fingertips. 2020. Employment rate. Available online at <https://fingertips.phe.org.uk/profile/widerdeterminants/data#page/0/gid/1938133042/pat/6/par/E12000007/ati/401/are/E09000009/iid/92313/age/204/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1/page-options/car-do-0>

<sup>17</sup>ONS (2018) *Annual Survey of Hours and Earnings*.

<sup>18</sup>Department for Education (2021) *Progression to Higher Education or Training*.

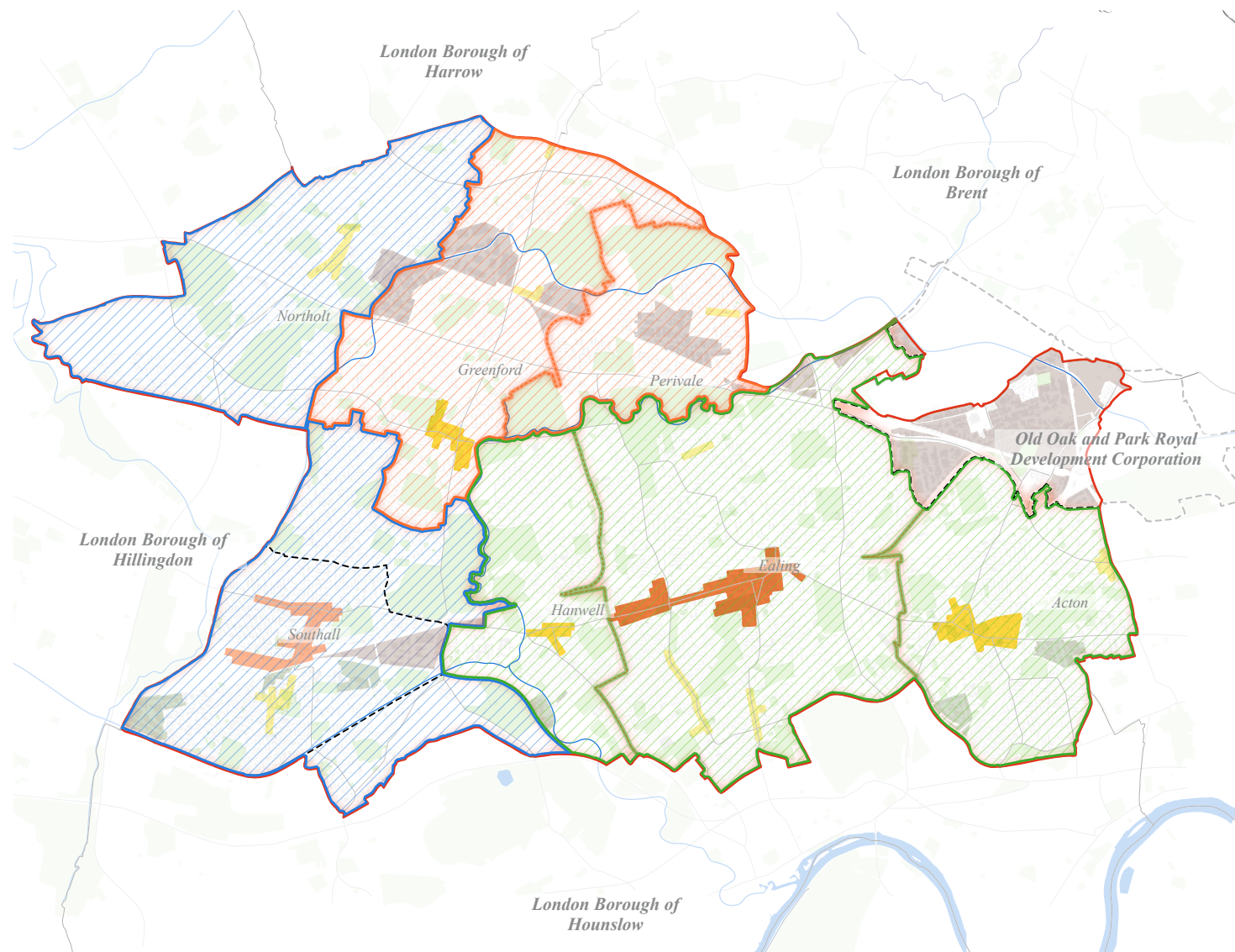
<sup>19</sup>ONS (2021) *Annual Population Survey*.

<sup>20</sup>*Ibid*.



# Legend

- London Borough of Ealing
- Ealing's 7 Towns
- Public Open Spaces
- Major Roads
- Rivers and Canals
- Opportunity Areas
- Locally Significant Industrial Site
- Strategic Industrial Land
  
- Metropolitan Centre
- Major Centre
- District Centres
- Neighbourhood Centres
  
- Economic Geographies
- Southall & Northolt
- Acton, Ealing & Hanwell
- Greenford & Perivale



**Figure 2-5**

## Employment Geography

Source: PRD (2022) *Industrious Ealing: Inclusive Growth Baseline*

Green and blue infrastructure is vital to the fabric of the borough and plays an important role for people and the environment. There are numerous sites designated for their nature conservation value, including nine Local Nature Reserves (LNRs) and 104 Sites of Importance for Nature Conservation (SINCs)<sup>21</sup>, some of which are of metropolitan importance. The River Brent and the Grand Union Canal are defining features within the borough and contribute to its overall character. LBE has large swathes of green and open space, including Metropolitan Open Land (MOL) and Green Belt, which accounts for 21% of the borough's land area.<sup>22</sup> The most significant areas of MOL in Ealing run through the centre of the borough, broadly along the course of the River Brent. Green Belt land is present at the western edge of the borough and adjoins larger areas of Green Belt in the adjoining borough of Hillingdon. However, despite the overall quantum of open space there are parts of the borough that are deficient in publicly accessible open space.

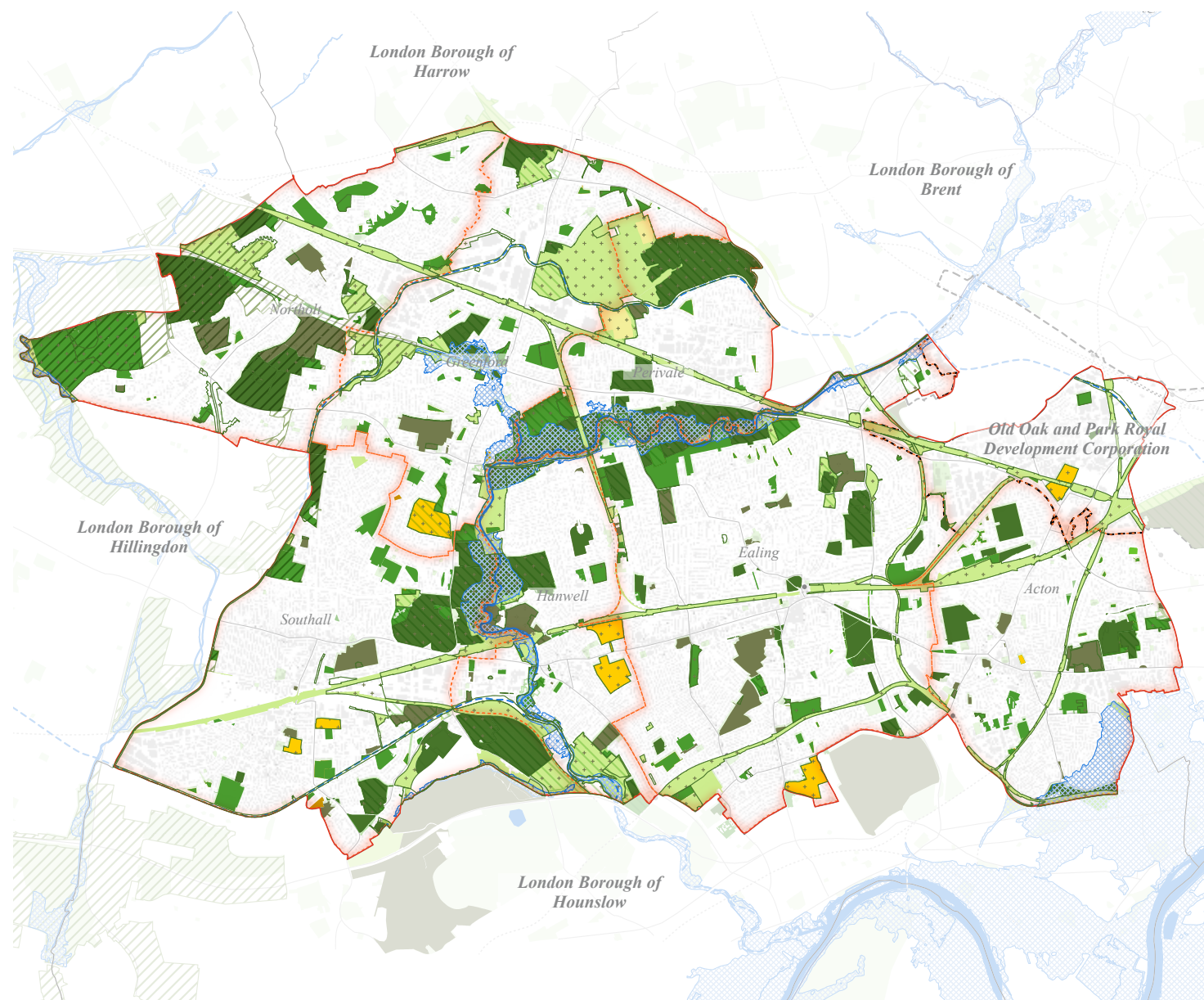
Active travel rates have historically been relatively low in the borough, with physical constraints such as railways, canals and main roads posing significant challenges to expanding networks, coupled with a shortage of secure cycle parking. Public transport connectivity within the borough is varied, with the south of the borough generally better served by public transport while areas to the north, in particular Northolt, have poorer infrastructure and lower levels of public transport accessibility. This contributes to the relatively high proportion of trips made by car and motorcycle. The whole of the borough is covered by an Air Quality Management Area and large parts are subject to noise pollution, in particular along main road and rail corridors.

<sup>21</sup>*Ealing Council (2012) Ealing Green Spaces Strategy 2012 – 2017.*

<sup>22</sup>*Ealing Council (2021) Ealing Green Belt and Metropolitan Open Land Review Stage 1 Report – Working Draft.*

# Legend

- London Borough of Ealing
- Ealing's 7 Towns
- Public Open Spaces
- Major Roads
- Railways
- Rivers
- Canals
  
- Metropolitan Open Land
- Green Belt
- Common Land and Village Greens
- Ancient Woodland
- Sites of Importance for Nature Conservation
- Flood Risk Zone 3



**Figure 2-6**  
**Green and Blue Network**

## 2.4 / Key Considerations

### 2.4.1 London Plan Strategic Parameters

The London Plan is the spatial development strategy for the region. It is the statutory framework that guides planning policy and strategic growth for all of London, and Ealing's Local Plan has a requirement to align to this document. The key building block for the London Plan is 'Good Growth', that is growth that is socially and economically inclusive and environmentally sustainable. Six Good Growth objectives have been defined:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience.

The London Plan outlines four spatial dimensions that must underpin LBE's preferred growth strategy:

- *Focus Growth in Opportunity Areas and Growth Corridors:* These areas should be the foci for new growth (including the Elizabeth Line and HS2).
- *Town Centres First:* Growth should focus on town centre sites, before considering edge of centre sites.
- *Prioritise Strategic and Local Regeneration Areas:* These areas have been identified by the London Plan due to a particular constraint and therefore should be prioritised in Spatial Options.
- *Character-led growth:* An understanding of character areas within the borough to develop an understanding of different communities' capacity for growth.

The preferred growth strategy must respond to London Plan policies relating to housing, employment, industrial land, transport, environment and social infrastructure. Based on these policies, eight strategic parameters have been identified to guide the development of the preferred growth strategy (Figure 2-7).



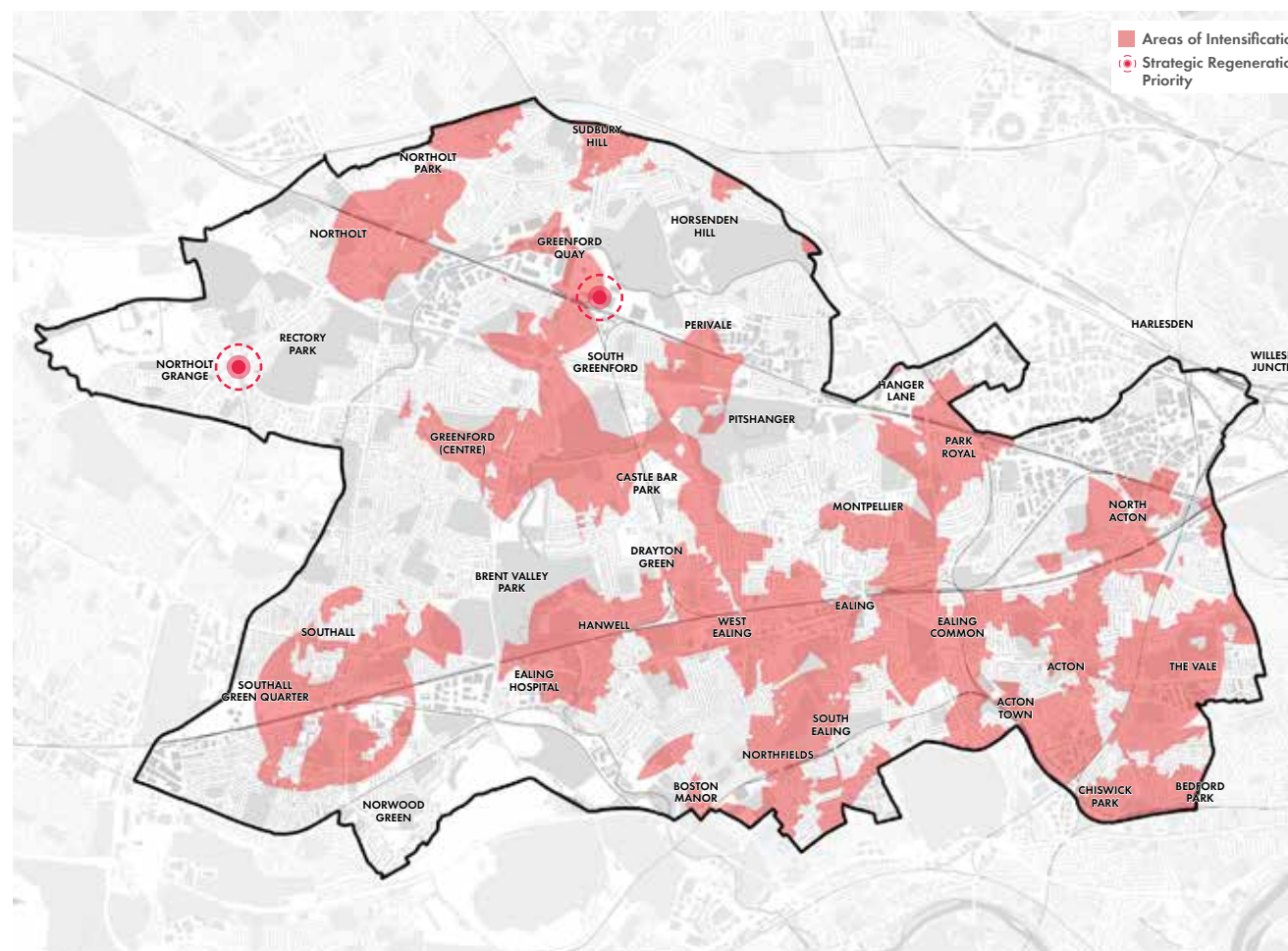


Figure 2-7  
London Plan Strategic Parameters

## 2.4.2 Character Led Growth

The London Plan places a specific requirement on boroughs for character-led growth. The Ealing Character Study<sup>23</sup> has been prepared as part of the Local Plan evidence base. It identifies Areas of Intensification (Figure 2-8) as targets for investment and place-based regeneration based on composite analysis of London Plan Strategic Areas for Regeneration, access to publicly accessible open space and housing affordability. The nature of this intensification will vary according to character and context and may include comprehensive mixed-use densification of new Crossrail stations, community-led estate regeneration, public realm investment or residential infill development.

The Character Study further notes that there are parts of the borough that would benefit from a bespoke regeneration strategy, some of which lie within the Strategic Areas for Regeneration and will present an opportunity to address inequality and deprivation in local communities. There are two additional places outside of the Areas of Intensification, where a more comprehensive approach to growth and enhancement is required. These have been defined as Strategic Regeneration Priority areas, where a focus on securing new and improved supporting infrastructure will be necessary to address deprivation and unlock future development sites.



**Figure 2-8**

**Areas of Intensification and Strategic Regeneration Priority Areas**

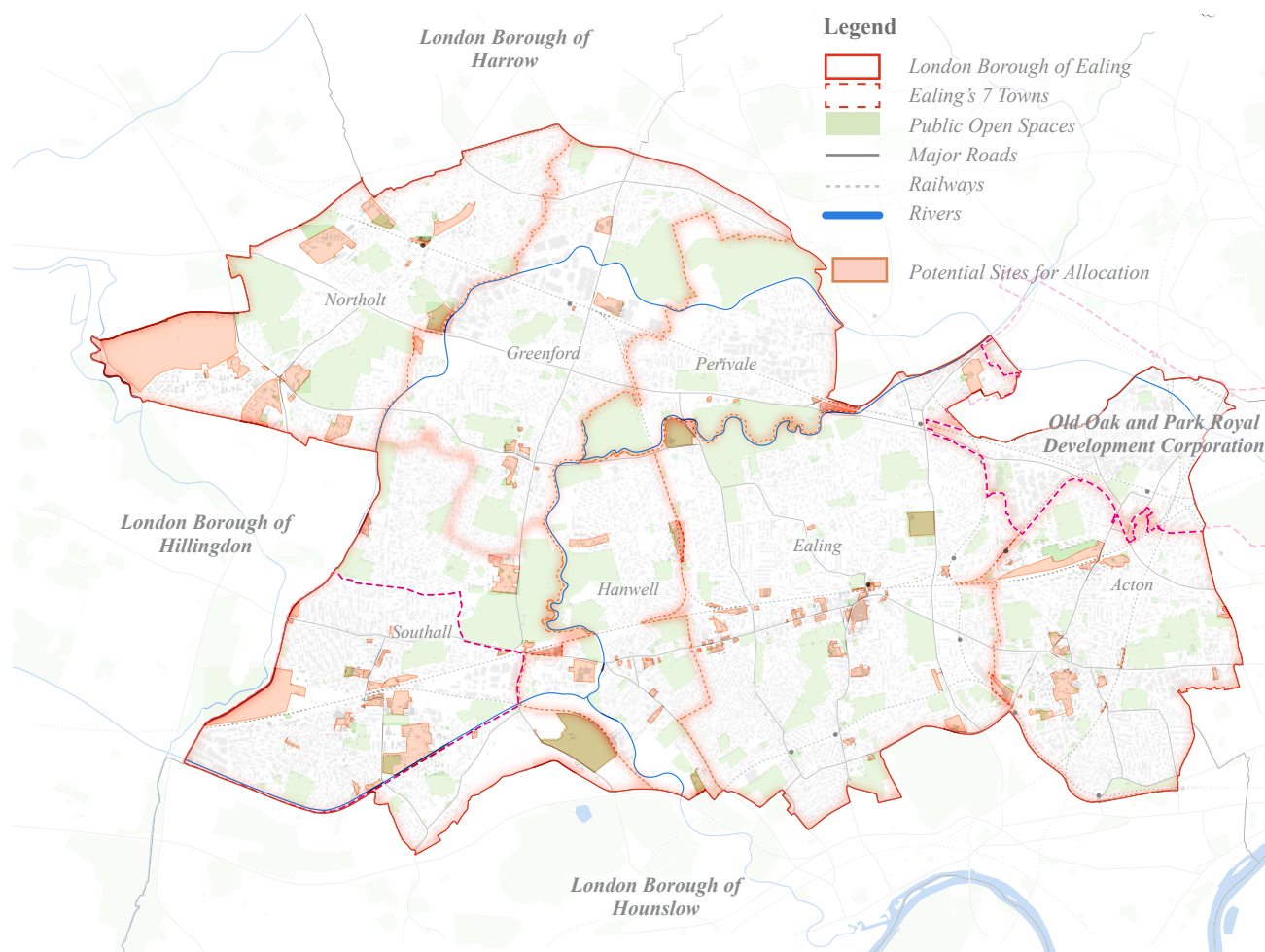
*Source: Allies and Morrison, Urban Practitioners and Solid Space (2022) Ealing Character Study Stage A2: Typologies and Scope for Growth.*

<sup>23</sup> Allies and Morrison, Urban Practitioners and Solid Space (2022) Ealing Character Study.

### 2.4.3 Potential Sites for Allocation

In preparation for the new Local Plan, Ealing Council is undertaking a process of site identification, assessment and selection for allocation. Sites have been identified from a variety of sources, including the London SHLAA 2017<sup>24</sup>, the Brownfield Land Register<sup>25</sup> and by Councillors and council officers. To date, initial site suitability assessment has been undertaken and 135 sites have been identified (Figure 2-9). This preliminary list of sites is not exhaustive; rather, it is 'a snapshot in time' of sites being considered for allocation. The list will be supplemented over time, including through a public call for sites exercise, up until Local Plan submission. Likewise, some sites may be removed from the list following detailed assessment of suitability, achievability and deliverability.

Moreover, it is useful to recognise that the final list of site allocations adopted in the Plan does not represent the full extent of future development activity in the borough. Rather, these sites - being those which Ealing Council has decided to allocate for development due to their strategic nature - indicate general patterns of growth. It is important to note that unallocated small and large windfall sites are expected to provide a proportion of LBE's future growth.



**Figure 2-9**  
**Potential Sites for Allocation**  
Source: Ealing Borough Council

<sup>24</sup>Greater London Authority (2017) *The London Strategic Housing Land Availability Assessment 2017*

<sup>25</sup>Ealing Council (2017) *Ealing's brownfield land register (version 1)*. Available at: [https://www.ealing.gov.uk/downloads/download/4615/brownfield\\_land\\_register](https://www.ealing.gov.uk/downloads/download/4615/brownfield_land_register)

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# **Local Plan Core Themes, Spatial Vision and Strategic Objectives**

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### 3.1 / Core Themes, Spatial Vision and Strategic Objectives

Reflecting local priorities, Ealing Council has identified three inter-related Core Themes that will be embedded and integrated across the emerging Local Plan. Ealing Council are also developing a spatial vision and strategic objectives for the borough responding to the council's Local Plan Core Themes, identified issues and opportunities and the Local Plan policy framework. The Core Themes, spatial vision and strategic objectives presented here are the Council's working drafts and will evolve further prior to community consultation at Regulation 18 (Figure 3-1).



**Figure 3-1**

**Local Plan Core Themes, Spatial Vision and Strategic Objectives**

*Source: Ealing Council (2022) Working Draft*

## 3.2 / Local Plan Core Themes

The new Local Plan is closely aligned to the strategic vision and key priorities that are outlined in the Council Plan 2022-26. However, with a fifteen-year timeframe, the new Local Plan's delivery period is significantly longer than the four-year period of the Council Plan. For this reason, the three Core Themes that will underpin this Local Plan are fully informed by the social, economic and environmental challenges and trends the borough is expected to encounter over the next fifteen years. These are climate action, inclusive economy and healthy lives.

Ealing Council declared a climate emergency in April 2019, committing to treat the climate and ecological emergency as a crisis requiring immediate **climate action** and with the aim to become carbon neutral as a borough and an organisation by 2030. The new Local Plan has a unique role within the council's climate change agenda, with the ability to establish a spatial vision with supporting policy, influence new development and infrastructure, manage public land and assets and commissioning public services that can support reducing emissions and creating resilience to climate change impacts.

The Local Plan will enable an **inclusive economy** that will ensure a sustainable, inclusive and socially just borough where residents, businesses, towns and communities grow and thrive together. Policies will encourage an equitable distribution of growth and spread of associated benefits across Ealing's

seven towns. These benefits include access to new employment opportunities, new genuinely affordable homes, enhancements to the prosperity and wellbeing of residents and wider environmental benefits. Policies will nurture existing businesses whilst attracting new sectors and industries to the borough to create a more diverse, resilient, inclusive and green economy. The role of town centres will be repurposed and reimagined so they become more vital and resilient for the surrounding neighbourhoods they support; industrial and commercial land will be intensified and densified and will include affordable workspaces to maximise opportunities for residents and local business.

Growth and new development will drive improvements in health and wellbeing. A comprehensive view of the wider determinants of health has highlighted opportunities for the Local Plan to influence health across a broad range of social, economic and environmental factors. The **healthy lives** Core Theme looks to the root causes of health inequalities and the role of spatial planning and development in addressing those inequalities through increasing access to quality open space, healthy food options and health care services; enabling opportunities for active travel; delivering well designed affordable housing; creating jobs; and providing community facilities, reducing crime and increasing community cohesion.



Climate Action



Inclusive Economy



Healthy Lives

## 3.3 / Spatial Vision

*Ealing will enhance the unique characteristics and cultural identities of each of the borough's seven towns, which will be respected and enhanced, through the application of locally sensitive Good Growth principles.*

*The vision is to become the engine of West London's new economy, with growth managed to provide equitable access to jobs that provide decent living incomes that can support genuinely affordable homes for all. Growth in Ealing will be inclusive where people can both contribute to and benefit from growth. Ealing will grow and diversify its business space, and further strengthen the role of its industrial areas.*

*By promoting 20-minute neighbourhoods across the borough, where most daily needs can be met within a short walk or cycle, Ealing will become a cleaner, greener and more sustainable borough. Firm action will be taken on climate change to protect the borough's future, whilst taking a range of measures to foster civic pride and belonging, promote thriving communities and spread the benefits of access to modern infrastructure.*

*The future being shaped is a borough in which all children and young people get a fairer start in life, and everyone can enjoy long, healthy lives. A focus on fighting crime and inequality will enable more people to fulfil their dreams and aspirations.*

## 3.4 / Strategic Objectives

### Strategic Objective 1: Genuinely Affordable Homes

Access to genuinely affordable housing is the primary barrier to prosperity for all seven of LBE's towns and there is a severe shortage of homes compared with the number of families and people that need them, with almost 11,000 applicants on the council housing register. Some of these are council tenants who would like to move, some are renting privately or living with family, and some have been accepted by the council because they are homeless. Many people want to live in LBE but there is a limited supply of genuinely affordable homes and prices are high for market homes. Through housing policy, it is important that Ealing Council protect and strengthen the borough's social diversity and ensure the borough does not become hollowed out or polarised between wealthy and less well-off residents. Local Plan policies for housing will draw upon the recommendations of the Ealing Race Equality Commission.

### Strategic Objective 2: An Inclusive Economy

LBE has a rich and proud heritage of industry and productivity, showcased by its vast expanses of industrial land stretching from Park Royal along the A40 corridor and down into Southall. The borough's local economy makes a significant contribution to the London economy and beyond, capitalising on its strategic location between Heathrow, the new High Speed 2 terminus and London's Central Activity Zone (CAZ). However, the COVID-19 pandemic has exposed LBE's economy as suffering from significant structural weaknesses, in part due to its heavy reliance on the aviation sector and the many local businesses and jobs linked to Heathrow. The Draft New Local Plan will set out an innovative approach to land use and masterplanning and drive a broader strategy of market interventions that delivers social and employment value, and strengthen the seven towns.

### Strategic Objective 3: A Fairer Start

There are significant socio-economic disparities across the borough. Much of Southall, Northolt and Acton is home to some of the most deprived communities in London, whereas communities close to Ealing town centre, in Northfield and Southfield are amongst the most prosperous. Barriers to accessing affordable housing and good services is the biggest factor driving inequality, which is being compounded by an increasing number of LBE's residents working in insecure and low paid jobs, known as in-work poverty.

The Council wants to ensure all residents have access to good housing, jobs, skills, training and education, public transport and health and community facilities to help promote equality and inclusion, to ensure that everyone can succeed, and nobody gets left behind. The Draft New Local Plan will fully embed the recommendations of the Ealing Race and Equality Commission to ensure planning policy can help significantly reduce inequalities and poverty over the plan period.

#### **Strategic Objective 4: Good Growth across the Seven Towns**

LBE has many attractive historic and natural environments, including twenty-nine designated conservation areas, and numerous listed buildings, parks and open spaces and a canal network. These all contribute greatly to the unique identity of the borough. Growth and development are necessary to deliver new homes, new jobs and new amenities for LBE's residents. The Draft New Local Plan will include robust policies to enshrine the principles of 'good growth' whereby new development respects the character and heritage of the borough's valued and special places in each of its distinctive towns.

#### **Strategic Objective 5: Thriving and Healthy Communities across the Seven Towns**

LBE will become one of London's best connected boroughs once the Elizabeth Line and High Speed 2 are delivered. It is well served by bus, tube and rail, providing links within London and to other parts of the country. However, much more investment is required to make walking and cycling the primary modes of transport across the borough, particularly now as people are expected to be using local services and visiting town centres much more. There is an important link between how places are planned and the health and well-being of people who live in them, in terms of how people move through and between places and how different communities are encouraged to interact with one another to create community cohesion and local pride. LBE's Health Study<sup>26</sup> will help underpin the Draft New Local Plan policies that ensure growth and development plays a much more meaningful role in reducing health inequalities and creates a more welcoming and safer environment for everyone.

#### **Strategic Objective 6: A Greener, Less Wasteful and Resilient Ealing**

Climate change will affect all our lives and those of future generations, with global changes having local impacts. The Council declared a Climate Emergency in 2019<sup>27</sup> and Ealing's Climate Emergency and Ecological Emergency Strategy was adopted in 2021<sup>28</sup>, which sets out how carbon emissions can be reduced as quickly as possible. The Draft New Local plan will include policies that better enable communities to adapt to the effects of climate change in the borough including heat waves, increased flood risk, and impacts on biodiversity, energy, and food. Policies will also encourage waste reduction, an increase in recycling and the development of a stronger circular economy across the borough. This is particularly important because climate change will disproportionately affect the borough's least well-off residents.

<sup>26</sup> Arup for Ealing Council (2022) Health Study

<sup>27</sup> Ealing Council (2019) Climate Action. Available at: [https://www.ealing.gov.uk/info/201304/climate\\_action](https://www.ealing.gov.uk/info/201304/climate_action)

<sup>28</sup> Ealing Council (2021) Climate and Ecological Emergency Strategy

### **Strategic Objective 7: Decent Living Incomes for our Residents**

Accessing a well-paid and secure job is key for raising the prosperity of LBE's residents. However recent evidence shows the borough has a high number of jobs paying less than the London Living Wage. In 2018, 31,000 jobs were not paying a secure Living Wage – the sixth highest out of all London boroughs. This is compounded by 40% of the jobs in the borough being in typically 'low paying sectors' such as retail and hospitality and leisure, compared to 33% in London. The proportion of jobs in these sectors is considerably higher in Southall (52%) and Northolt (47%) reinforcing challenges of an east-west divide in terms of prosperity and opportunity.

This is all contributing to rising in-work poverty, with the number of children living in absolute low-income families having risen by 10% since 2015, suggesting work is failing to pay for many LBE families. The Draft New Local Plan is not the key tool to address this, however it is an important one and will include policies specific to the seven towns and present them as great places to invest, to start or grow a business, thereby providing more well-paid and secure jobs locally. Local Plan policies for employment will also draw upon the recommendations of the Ealing Race Equality Commission.

### **Strategic Objective 8: Safe and Inclusive Communities across our Seven Towns**

There is a direct correlation between the quality of the built environment and how the people and communities who live, work or visit experience it as a safe, inclusive, accessible and welcoming place. Poor design of the built environment can also enable discrimination, which is particularly harmful for our more marginalised and vulnerable residents. The Draft New Local Plan will therefore include policies that require high quality design and layouts for all new development and capitalise on opportunities to make adjacent open spaces and connecting routes safer and inclusive and reduce opportunities for anti-social behaviour. This in turn will create more opportunities for social cohesion, especially in places where long established neighbourhoods are undergoing change and welcoming new people into their communities.

Finally, the Draft New Local Plan will identify a dedicated transit site for the Gypsy, Roma, and Traveller (GRT) community, as well as additional permanent pitches, ensuring the GRT community are able to travel through the borough safely, free from discrimination.



**Intentionally Blank**

PREFERRED SPATIAL OPTION / EALING LOCAL PLAN / LONDON BOROUGH OF EALING

**4 /**

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# Preferred Spatial Option

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## 4.1 / Developing the Preferred Option

This initial phase of the commission presented three 'reasonable alternative' options for growth. These represent theoretical bookends in terms of spatial approaches to guide the long-term development of LBE. The three spatial options that were developed are:

- Option 1: Strategic Corridor Focus.
- Option 2: Network Connectivity Focus.
- Option 3: Neighbourhood Centre Focus

The spatial options differ by attributing varying levels of development intensity on sites, while proposing guiding principles and spatial and strategic infrastructure interventions that would enable the varying levels of intensity of development across the borough. Each of the seven towns will play a different role in growth and change over the next plan period.

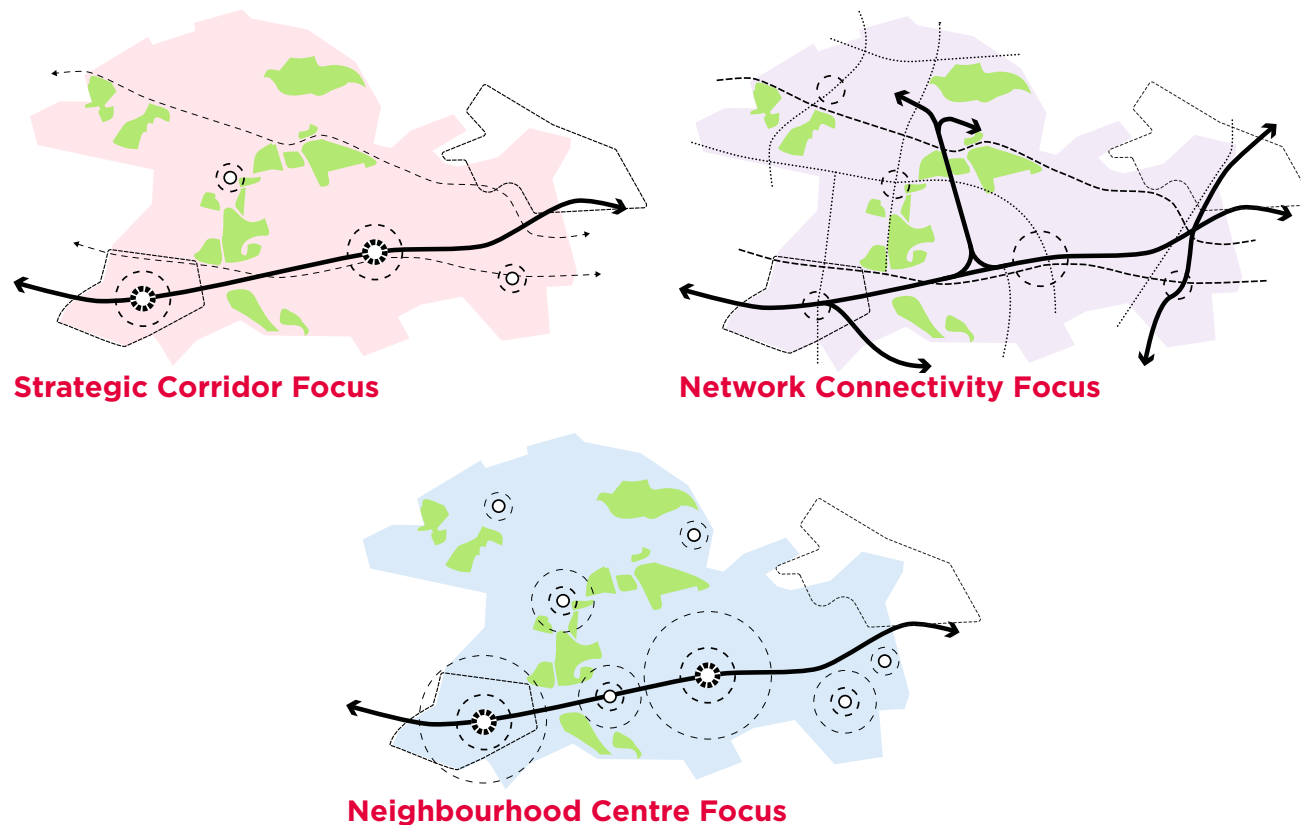


Figure 4-1  
Alternative Spatial Options

In order to deliver the three spatial options, a number of strategic infrastructure interventions were identified for prioritisation due to their importance in enabling the spatial options. These will require a coordinated approach to delivery across Government, infrastructure providers, GLA and London Boroughs. However, it should be noted that other enabling infrastructure investments will be required to support population and employment growth (i.e. the delivery of social infrastructure, open space, etc.) that will be identified as part of an Infrastructure Delivery Plan aligned with the Regulation 19 Local Plan.

Based on Ealing Council officer and member engagement and the findings from the IIA, the following key messages influenced the preferred spatial option:

- Ealing Metropolitan Centre will remain the dominant retail, commercial, leisure, community and residential hub of the borough.
- Southall has a significant volume of extant permissions and has delivered significant growth over the previous plan period, therefore only moderate employment led development above the committed pipeline will occur within this plan period.
- Greenford Line will not be taken forward as a high-frequency rail corridor, reflecting its priority within London's hierarchy of transit schemes and the difficult engineering works required to deliver the project. The Southall to Brentford link has not been taken forward either due to funding and engineering uncertainty, and the likely limited strategic impact on LBE.
- Greater focus on north-south connectivity within LBE will be required to create a more balanced approach to growth and development across the borough. This connectivity will be delivered through the West London Orbital rail infrastructure scheme in the east of the borough, alongside enhanced active travel infrastructure across the borough (particularly focussed in Northolt and Greenford).
- Strategic Corridors (A40 / Uxbridge Road) will be reinforced due to their wider strategic regional importance, however, this will be complemented with a more balanced approach to growth.
- Secondary centres within LBE will be increasingly important and will play a more significant role within the borough's network of town centres through enhanced retail, leisure and civic uses. The elevated role of Ealing's town centres will provide a more balanced approach to growth to complement historic development

along the strategic corridors (A40 / Uxbridge Road). LBE's secondary centres will undergo a natural evolution as a result of greater working from home that will lead to greater levels of footfall across the week and support their usage as retail and civic centres.

- LBE's secondary centres will not be the focus for significant office space (this will be concentrated at Ealing Metropolitan Centre), but the borough will better take advantage of its location as the confluence of a series of economic poles, which include the Central Activities Zone (CAZ), Park Royal industrial activity and Heathrow Airport. Equally, with its large residential population and concentration of Strategic Industrial Land (SIL), these economic poles are also reliant on the resident workforce of LBE and changing workplace practices will reinforce the role of LBE's town centres and employment sites.
- 'Sustainable polycentrism' across the borough will be supported through the delivery of 20-minute neighbourhood frameworks that will reinforce the unique functions and roles of the network of centres within the borough. Town centres will better complement one another, with a focus on spatial and infrastructure interventions that will address different economic priorities and health determinants within each town. The preferred option will support greater network connectivity between centres within LBE through enhanced north-south connectivity.
- Green and blue infrastructure will play a key role in increasing LBE's biodiversity, through the protection and enhancement of green, open spaces and the extensive canal network, as well as the River Brent. Such assets will also contribute towards delivering growth and connectivity that is environmentally sustainable, by ensuring green and blue infrastructure is considered at the earliest stages of development.

### 4.2.1 Sustainable Connections

The preferred spatial option for LBE has been developed by identifying and categorising the key connections for active travel and for green linkages which connect the key centres in the borough.

- Significant Active Travel Connections are primary, direct routes generally along major roads. The types of interventions on these routes are likely to be public realm improvements, junction improvements and reallocation of carriageway space to enhance the appeal of active and public transport modes. The key objective will be to provide a consistent quality provision along the length of the route.
- Secondary Active Travel Connections are collector routes on local streets. The required interventions are likely to be more precise and targeted to calm traffic and provide an environment that is conducive and legible for active modes.
- Significant Green Connections will serve as important connections between habitats and green spaces. They will provide a connectivity function but this is likely to largely serve a leisure function.
- Secondary Green Connections will be targeted interventions in both the public realm and in inaccessible areas that will provide habitat enhancements in places of deficiency.



Significant Active Travel Connection



Secondary Active Travel Connections



Significant Green Connections



Secondary Green Connections



## 4.2.2 Relative Development Intensity

Potential site allocations have been identified as potentially appropriate for either Significant, Moderate or Lower Development Intensities, according to their proximity to Significant Active Travel Corridors, and other structuring elements such as town centres, Elizabeth Line and West London Orbital Stations.

Development will be character-led which in practice means that density and form will be relative to the context in which it sits. This means that there will be a significant variation of development types across the borough, reflecting the diversity of the existing urban form.

- Significant Development Intensity will require significant optimisation of existing densities in order to deliver a high level of growth. These sites are likely to sit in locations where a mix of uses will be both deliverable and desirable. The need to optimise density may require buildings that are taller than the prevailing heights in the area.
- Moderate Development Intensity will require some optimisation of prevailing densities in an area to deliver over and above the status quo. This may result in the introduction of new typologies to an area, or the creative adaptation of existing typologies. Development at this intensity may support ancillary uses to address specific needs in an area.
- Lower Development Intensity will largely reflect prevailing development type and densities. Contemporary typologies may yield higher densities, however this would not be the primary objective of these developments.



Illustrative Significant Development Intensity in a Higher Density Area



Illustrative Moderate Development Intensity in a Higher Density Neighbourhood



Illustrative Lower Development Intensity in a Higher Density Neighbourhood



Illustrative Significant Development Intensity in a Lower Density Area



Illustrative Moderate Development Intensity in a Lower Density Area



Illustrative Lower Development Intensity in a Lower Density Neighbourhood

## 4.2 / Preferred Spatial Option

The preferred spatial option utilises components of the three 'reasonable alternative' spatial options and builds upon the wider London Plan Spatial Framework (set out in Section 2 of this report).

The following key development principles underpin the Preferred Spatial Option (Figure 4-2):

### 1. *Delivering Growth Along Transport Corridors*

Reinforcing London-scale polycentricity by strengthening LBE's relationship with the CAZ and Heathrow Airport. Metropolitan scale growth will be focussed at stations along LBE's rail corridors – Elizabeth Line and West London Orbital – and the town centres that they intersect as the nodes of greatest connectivity. This approach will maximise the existing radial corridors (A40 and Uxbridge Road / Elizabeth Line) that intersect the borough's Opportunity Area (Southall) and Metropolitan Centre (Ealing). This will reinforce the London Plan's central corridor between the CAZ and Heathrow Airport as a key development area, reinforce LBE's functional links with the rest of London and firmly establish the role of the Productivity Arc. This will ensure Ealing can capitalise on its strategic location and connectivity to attract inward investment, new businesses and jobs.

### 2. *Focussing on 20-Minute Neighbourhoods*

Reinforcing borough-scale sustainable polycentricity with a focus on connectivity between neighbourhood centres, metropolitan centres and employment sites. A focus will be on Greenford, Northolt and Perivale towns, with the intention that they move up the functional town centre hierarchy due to the large local hinterland that they serve. This growth will be housing and employment led, with increased provision of services, to address key health determinants across the borough, and enable an environment that supports flexible working patterns in all town centres. In order to deliver these new 20-minute neighbourhoods, increased importance on employment diversification and densification in SIL, LSIS and commercial centres will be critical for success to strengthen the seven towns of LBE and provide more jobs locally. This will be complemented by enhanced connectivity between LBE's network of town centres and employment sites that will strengthen the economic links across the borough and the creation of 20-minute neighbourhoods. This will support growth within LBE's varied, vibrant and coherent neighbourhood centres to provide an equality of provision (i.e. connectivity, economic opportunity and social infrastructure) across the borough. Interdependencies between town centres

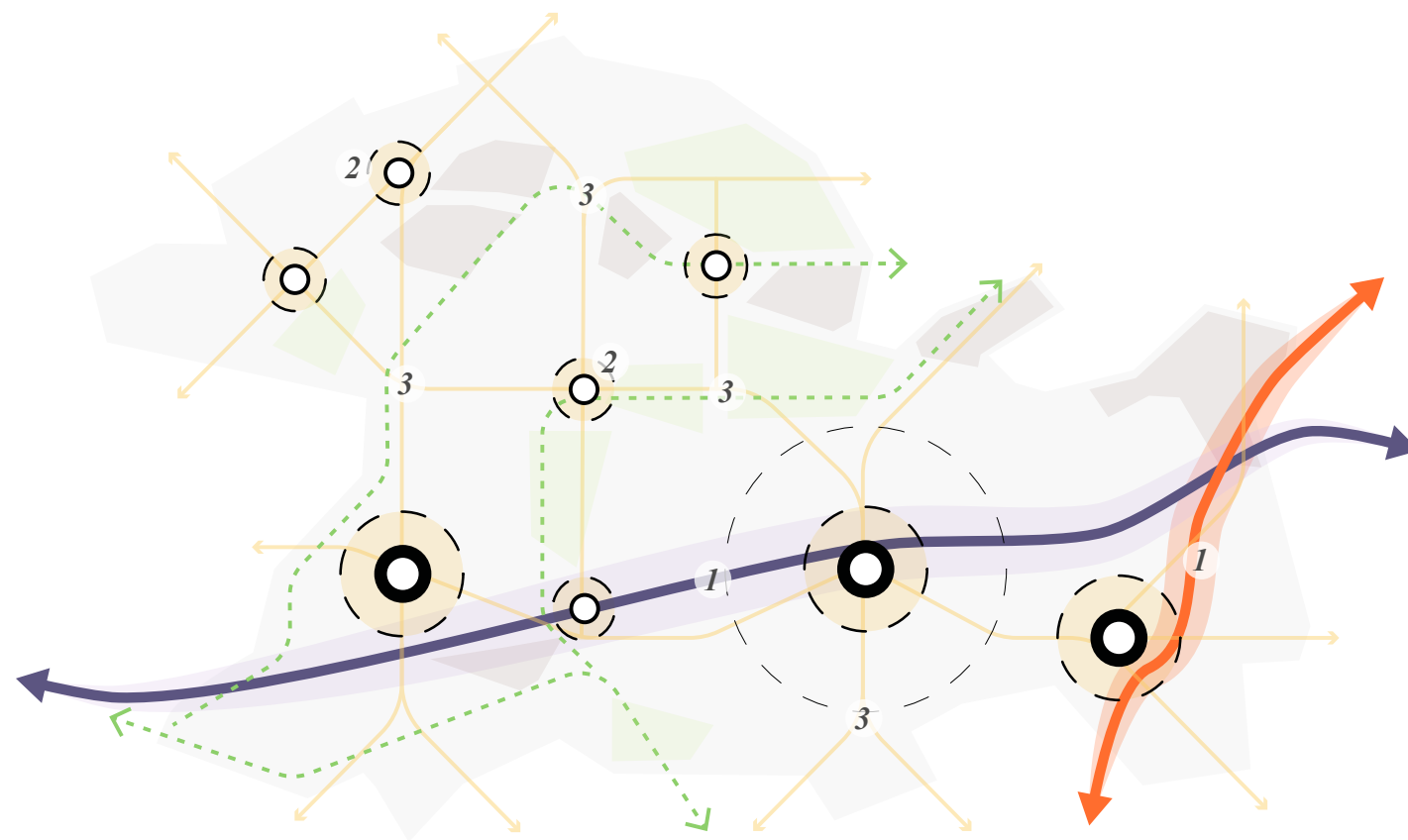
and neighbourhoods within LBE will be reinforced, delivering more opportunities close to where people live through a balanced approach to development. LBE will no longer be seen as a dormitory suburb, but a place of economic opportunity.

### 3. *Promoting Sustainable Connectivity*

In order to deliver on the spatial ambitions for LBE and to address the significant north-south severance across the borough, there will need to be further infrastructure delivery, over and above what is committed. This will require delivery of sustainable transport infrastructure that includes the West London Orbital, but also targeted green infrastructure and landscape enhancements to support active travel interventions focussed on improved north-south connectivity (focussed in the west of the borough). The preferred spatial option will leverage planned and proposed strategic infrastructure investments along rail corridors and improve active travel infrastructure to support a north-south reorientation of the borough that links to the critical radial public transport infrastructure (Elizabeth Line and Central Line). This will be enabled through stitching the strategic green space network and reinforcing (or establishing) interdependencies between town centres and employment sites.

# **Legend**

- London Borough of Ealing*
- Major Open Spaces*
- Major Industrial Sites*
- Elizabeth Line Corridor*
- West London Orbital Corridor*
- Major Active Travel Network*
- Major Green Network*
- *Centres*



**Figure 4-2**  
**Preferred Option Concept Diagram Describing the Key Development Principles**

## 4.3 / Strategic Place Interventions

To deliver the preferred spatial option, the following spatial interventions have been identified (Figure 4-3):

*1. Significant levels of development intensity at Ealing Metropolitan Centre*

Ealing Metropolitan Centre is a vital West London town centre that provides retail, leisure and commercial floorspace, while serving a wide catchment (LBE and adjacent boroughs). It therefore provides higher-order goods and services and has strong accessibility (Central Line and Elizabeth Line). Ealing Metropolitan Centre (including West Ealing) will therefore be the location for significant residential and employment growth (office) within the borough that is delivered through higher density development. This will enhance the Metropolitan Centre's role as a destination, with a more diverse retail, leisure and cultural offer and a stronger night-time economy. While development will focus on delivering strategic office, commercial and residential growth, it will also need to address key health determinants that include accessibility and provision of healthcare facilities, deficiency in open space provision (hectares per person) and improving air quality within the town centre.<sup>29</sup>

*2. Moderate levels of development intensity over and above the committed development pipeline at Southall Opportunity Area*

Reinforce and develop Southall Opportunity Area as a location that will receive moderate levels of employment-led growth within the borough above extant permissions. Office, retail and leisure-based development will be encouraged and reinforced within the Southall Opportunity Area to develop a more diverse and resilient local economy, while ensuring community and civic infrastructure is delivered alongside development. Accessibility to healthcare facilities and provision of new school spaces (early years and secondary schools) have been identified as key health determinants that should be reinforced where additional moderate development takes place.<sup>30</sup>

*3. Significant levels of development intensity in the vicinity of Elizabeth Line and West London Orbital stations*

The delivery of strategic infrastructure that enhances both east-west and north-south connectivity will be critical to enable the preferred spatial option and deliver significant development intensity.

The Elizabeth Line is due to be fully opened in 2023 with through services from Reading / Heathrow Airport in the west to Shenfield / Abbey Wood in the east. This will place LBE in the middle of series of economic centres, including Heathrow Airport, Old Oak and Park Royal and the CAZ. This investment includes five stations within LBE (Southall, Hanwell, West Ealing, Ealing Broadway and Acton Main Line) that will provide direct connectivity for the borough to major employment centres in Central London and Heathrow, while reinforcing east-west connectivity in the borough. Significant development intensity will be focussed along the Elizabeth Line to maximise the transport infrastructure investment at each station.

<sup>29</sup> Arup for Ealing Council (2022) Health Study

<sup>30</sup> *ibid*



Similarly, the West London Orbital has been identified as a critical infrastructure scheme to enable the preferred spatial option. The West London Orbital will transform north-south connectivity within Acton town, and therefore concentrating greater levels of development in close proximity to the stations will be critical to maximise the transport infrastructure investment and the future HS2 interchange at Old Oak Common.

4. *Significant levels of development intensity in the centres of Greenford, Northolt and White Hart Roundabout*

In order to incorporate a sustainable polycentricism or 20-Minute neighbourhood centre approach, identifying and unlocking a wider number of sites that are close to all of LBE's town centres will be critical. The wider network of town centres will be expected to deliver a greater intensity and quantum of development. The ambition will be for these town centres to play a larger role in creating economic opportunity, the provision of services and acting as centres of connectivity. In Northolt, for example, employment and income deprivation have been identified as key health determinants, with areas of the town having the lowest annual household income and a high proportion of children living in poverty.<sup>31</sup> The delivery of development in Northolt Town Centre will be accompanied by new opportunities to expand economic opportunity or transport connectivity, allowing the health determinants identified to be addressed.

5. *Moderate levels of development intensity along the key north-south corridors in the north and west of the borough*

The West London Orbital is a proposed infrastructure scheme that will enhance north-south connectivity within the borough and provide improved connectivity via Old Oak Common to Brent Cross. West London Orbital will be a critical project to deliver improved north-south connectivity, primarily enhancing connectivity in the east at Acton Central and Acton South Stations. Growth will be focussed along the West London Orbital corridor, with moderately intense development between stations and higher intensity development at stations.

To the west of the borough, a focus will be on the delivery of new sustainable transport infrastructure (public and active travel) to improve north-south connectivity in Northolt and Greenford, primarily through targeted green infrastructure, landscape enhancements and enhanced public realm that provides high quality infrastructure for sustainable transport modes. Moderate levels of development intensity will be focussed along these corridors to maximise investment in new infrastructure and enhanced services.

<sup>31</sup> *ibid*

6. *Lower levels of development in Hanwell and Perivale*

Lower quantum of development within Hanwell and Perivale due to both towns having fewer potential development opportunities. Where development opportunities exist within both towns, these are primarily located away from the town centres or rail station infrastructure and therefore rely on sustainable connectivity investments (public realm and green infrastructure landscaping for improved active travel). Within Perivale, the London Underground station is located in proximity to a large area of SIL that will experience significant intensification and employment-led regeneration. While Hanwell will receive lower levels of development overall, the development opportunities located within Hanwell town centre will experience significant development intensity aligned to investment in the Elizabeth Line (spatial intervention 3 sets this out in more detail).

7. *Enhancement in sustainable connectivity between strategic green and blue networks, neighbourhood centres and industrial sites*

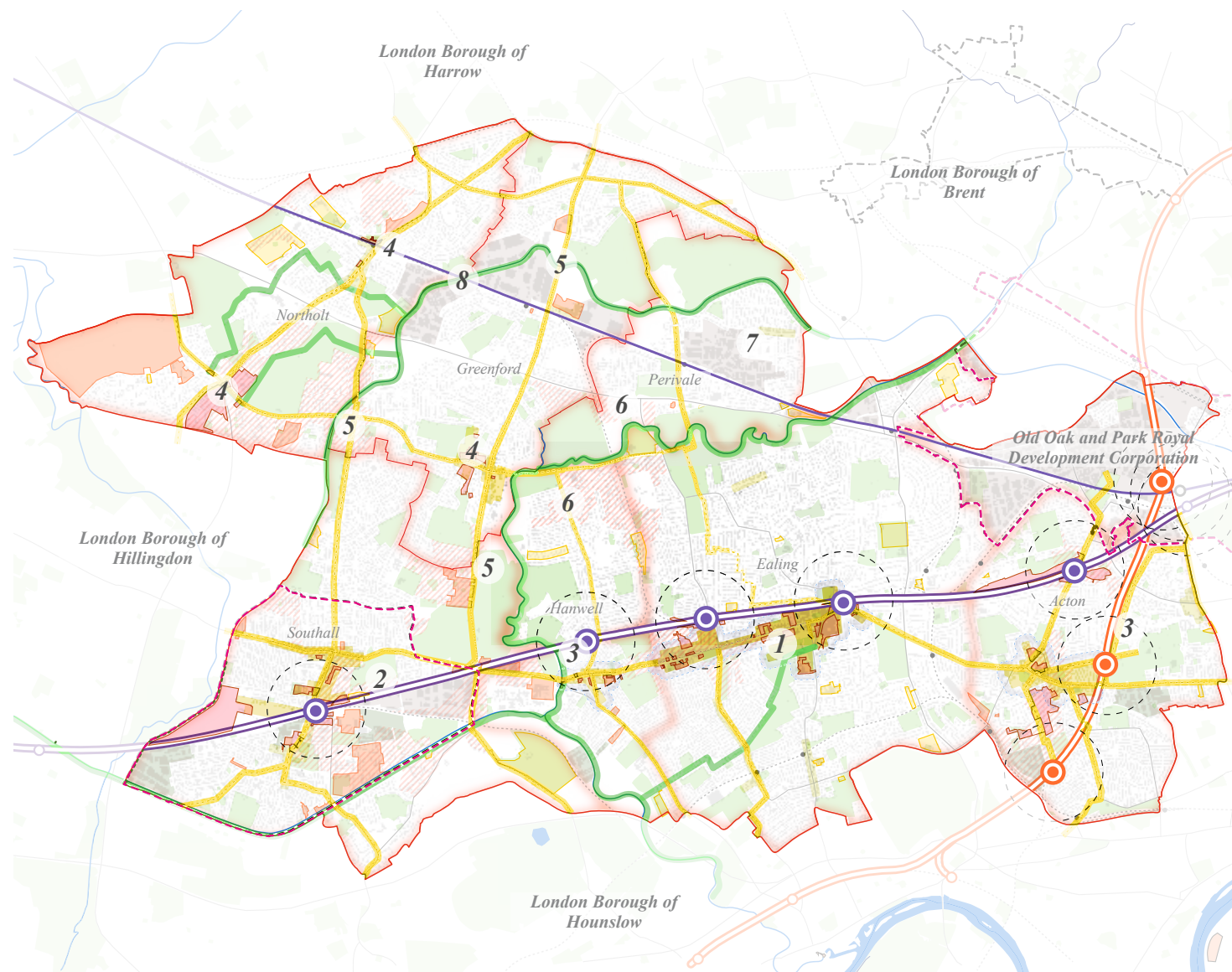
Enhancements in sustainable connectivity will improve active travel routes with the objective being to provide better connectivity between industrial sites and town centres across LBE. This will include interventions directed at the public realm, as well as green and blue infrastructure networks, the latter focussed along the extensive canal network and the River Brent.

8. *Maintaining and Transforming Existing Strategic Industrial Land and Locally Significant Industrial Land*

The preferred spatial option will reinforce and intensify existing SIL and LSIS within the borough, and explore options to improve industrial land, intensify employment and reinforce the Productivity Arc where appropriate. This option will look to explore the outputs from the Industrious Ealing workstream to identify opportunities for intensification and re-imagining industrial land that is close to town centres.

# Legend

- London Borough of Ealing
- Ealing's 7 Towns
- Public Open Spaces
- Major Roads
- Railways
- Rivers and Canals
- HS2
- Crossrail
- Crossrail Stations
- West London Orbital Rail
- West London Orbital Rail Stations
- Opportunity Areas
- Industrial Land (Inc. SIL and LSIS)
- Centres
- Strategic Areas of Regeneration
- Significant Development Intensity
- Moderate Development Intensity
- Lower Development Intensity
- Significant Active Travel Connections
- Significant Green Connections



**Figure 4-3**  
Preferred Spatial Option for Ealing

## 4.4 / Delivery of Inclusive Economy / Climate Action / Healthy Lives

The preferred spatial option has been developed with consideration for the Council Core Themes of Inclusive Economy, Climate Action and Healthy Lives. These Core Themes have been defined in more detail in Section 3 of this report.

### 4.4.1 Inclusive Economy

The preferred spatial option has set out a series of spatial interventions that will support the creation of an inclusive economy across the borough:

- The role of town centres will be repurposed and reimagined so they become more vital and resilient for the surrounding neighbourhoods they support; industrial and commercial land will be intensified and densified and will include affordable workspaces to maximise opportunities for residents and local business.
- The preferred spatial option sets out a balanced approach to growth across LBE, which provides an opportunity for the associated benefits of new development (including local economic opportunity, new strategic connectivity and delivering new community facilities) to be provided across the borough's network of town centres. This will support the resilience of LBE's lower order town centres, ensuring that industrial, commercial, retail and leisure land uses are within close proximity to all residents. This approach includes smaller scale employment growth distributed across town centres (particularly Greenford and Northolt).
- The preferred spatial option will reinforce Ealing Metropolitan Centre through commercial, retail and leisure focused growth, recognising the important role it has in delivering local higher order town centre economic opportunity to the borough, while also continuing to support new residential development through mixed-use schemes. It is therefore critical to ensure that Ealing Metropolitan Centre maintains and expands its role within London's town centre hierarchy, to nurture existing businesses whilst attracting new sectors to the borough, creating a more diverse, resilient, and inclusive economy.
- SIL and LSIS industrial designations will be protected and intensified across the borough. This approach will ensure that LBE supports a diversified economy, enabling all residents to access economic opportunities across the borough. Where SIL and LSIS are within close proximity to a town centre, opportunities for synergies between the different economic uses will be explored.
- The preferred spatial option will deliver strategic growth aligned to transport investment (Elizabeth Line and West London Orbital). This will take the form of transit-oriented development in close proximity to new stations at higher densities. This approach will ensure that new and existing residents will have stronger accessibility to local and regional economic opportunities.

### 4.4.2 Climate Action

The preferred spatial option has set out a series of spatial interventions that will help address climate change across the borough:

- The prioritisation of public transport in the preferred spatial option, through the delivery of the Elizabeth Line, West London Orbital and enhanced bus connectivity (delivered through sustainable connectivity investments in the public realm), will enable higher intensity of development and sustainable movement patterns. This will make public transport a more appealing mode of travel for both residents and visitors, providing an alternative to private car reliance which has characterised the borough's transport behaviour until now.
- Active travel modes (cycling / walking) within the western towns of LBE are emphasised in the preferred spatial option. The delivery of new active travel mode routes will be through a mix of re-envisioned healthy streets and green corridors that aim to enhance green infrastructure assets to promote sustainable mobility.



- The importance of environmentally sensitive land, such as Metropolitan Open Land (MOL), is recognised in the preferred spatial option, which protects such areas to ensure that they continue to provide the environmental and social benefits they offer. The avoidance of areas at risk of flooding also ensures that development is situated in appropriate and sustainable locations.
- Emphasising critical mass around town centres will encourage sustainable development around the most accessible locations, preventing urban sprawl, while also ensuring local services and economic opportunities are supported. Higher density developments will reduce the distances people need to travel to access goods and services, allowing people to live more locally and support local businesses.

#### 4.4.3 Healthy Lives

The preferred spatial option has set out a series of spatial interventions that will help address health determinants across the borough:

- Air pollution will be addressed through increased emphasis on public transport across the borough, including through investment in the Elizabeth Line and West London Orbital to enable modal shift. Strategic investment in the public transport network, in particular along the A40, A4020 and approaches to Acton will help address specific issues in these areas. Investment in the public transport network will be complemented by identification of and investment in new and enhanced active travel routes and electrical vehicle infrastructure that will further support reduction in air pollution.
- Within LBE, pockets of poor accessibility to healthcare facilities and deficiency in open space and nature provision (hectares per person) has been identified as a key health priority. The preferred spatial option approach will deliver significant growth near town centres, at stations along the Elizabeth Line and along sustainable connectivity routes. This will support in the delivery of new community and social infrastructure for residents across the borough, where healthcare and open space are identified as a significant health determinant.
- Investment in sustainable connectivity (active travel modes) through enhanced public realm and green infrastructure landscaping investments will deliver greater north-south connectivity to the borough and improve connectivity to the Elizabeth and Central Lines. Investment in active travel and improved north-south connectivity will in particular improve Greenford, Northolt and Perivale Towns where connectivity has been identified as a key health determinant due to the low PTAL scores across most neighbourhoods.
- The preferred spatial option reflects that greater investment is required in Northolt and Southall to deliver change. The ambition is for Northolt town centre to undertake a larger role in creating economic opportunity, providing services and acting as centres of connectivity with new active travel routes identified. Whereas Southall will undertake moderate growth above extant permissions, but recognising the need to re-focus growth towards office, retail and leisure-based development (alongside delivery of new community and civic infrastructure). This approach, replicated across the borough's town centres, will help to address the income deprivation and poverty rates within Ealing's towns.

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# **Preferred Spatial Option - Town Plans**

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## 5.1 / Town Plans

This section articulates how the borough-wide preferred spatial option plays out across each of LBE's seven towns: Northolt, Greenford, Perivale, Southall, Hanwell, Ealing and Acton. Each of the town-level plans is guided by the same three key development principles that underpin the preferred spatial option – i.e., Delivering Growth Along Transport Corridors, Focussing on 20-Minute Neighbourhoods and Promoting Sustainable Connectivity.

Town plans have been informed through consultation with Ealing Council officers and an extensive review of evidence base documents. The majority of these evidence base documents have arisen through a coordinated effort by Ealing Council planning and regeneration officers to obtain up-to-date information on each of the borough's seven towns. This information is intended to inform the town plans

from the 'bottom-up', complementing the 'top-down' approach of the borough-wide spatial option. At the time of writing (July 2022), few outputs relating to Southall, Hanwell or Ealing were available for review. Accordingly, town plans for these areas are more heavily informed by the preferred spatial option and officer consultation.

The rest of this section addresses each town in turn, summarising how each responds to the key development principles and the strategic place interventions that bear out the principles locally. It must be recognised that the delivery of specific infrastructure is always subject to funding - a matter which will be picked up further in the forthcoming Infrastructure Delivery Plan.

## 5.2 / Northolt

### 5.2.1 Key Development Principles

Northolt represents a significant opportunity for investment and enhancement to tackle deprivation by delivering improved employment opportunities, supporting healthier lifestyles and achieving a better-quality local environment. All three of the key development principles underpinning the borough-wide preferred spatial strategy play out across Northolt:

#### Delivering Growth Along Transport Corridors

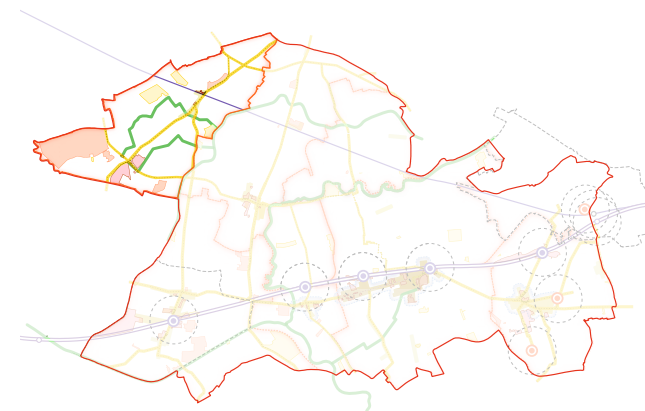
Managed intensification of Northolt's key employment sites - many of which are industrial in nature - will create new jobs in the area and be key to growing Northolt's local economy. Growth will look to capitalise on Northolt's strategic position along the Productivity Arc, which connects a series of employment areas from Park Royal in the east through to Heathrow Airport in the west.

#### Focussing on 20-Minute Neighbourhoods

Northolt's existing neighbourhood town centre will be a continued focus for mixed-use development that supports a stronger retail and service offer for those living and working in the area, while providing supporting social infrastructure accessible to all. The town centre will be complemented by a second centre at White Hart roundabout, where development intensity will be optimised around an enhanced public transport interchange.

#### Promoting Sustainable Connectivity

Active travel interventions will address the fragmented urban environment by reinforcing the north-south connectivity between Northolt Mandeville and Northolt West End, while also improving the permeability of local neighbourhoods. Enhanced streetscapes will deliver a 'green ring' of routes and spaces that promote walking and cycling as a safe and effective means of reaching local services and public transport interchanges at Northolt town centre and White Hart roundabout, supporting both health and environment outcomes.



## Legend

### Existing features

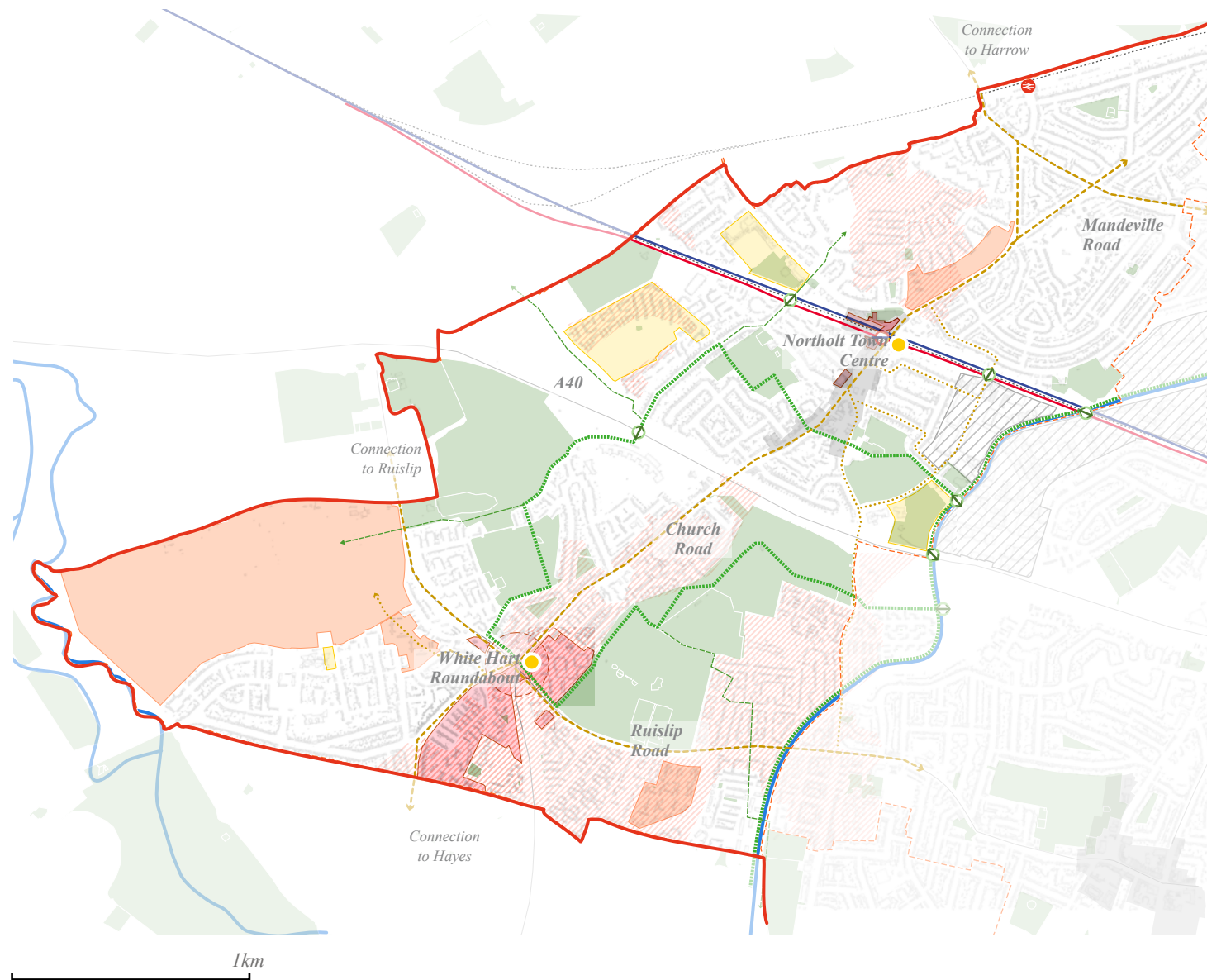
- London Borough of Ealing
- Ealing's 7 Towns
- Public Open Spaces
- Major Roads
- Railways
- Rivers and Canals
- Central Line
- London Underground Station

### London Plan Spatial Policies

- HS2
- Elizabeth Line
- Elizabeth Line Stations
- West London Orbital Rail
- West London Orbital Rail Stations
- Opportunity Areas
- Industrial Land (Inc. SIL and LSIS)
- Centres
- Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

- Significant Development Intensity
- Moderate Development Intensity
- Lower Development Intensity
- Improved Connections Across Infrastructure
- Significant Active Travel Routes
- Secondary Active Travel Routes
- Significant Green Connections
- Secondary Green Connections
- New Public Transport Node



**Figure 5-1**  
**Northolt Town Plan**

## 5.2.2 Strategic Place Interventions

<b>Delivering Growth Along Transport Corridors</b>	
N.1	Northolt's industrial sites, which rely on their good connectivity with the A40, will be intensified to create new jobs and catalyse the local economy.
<b>Focussing on 20-Minute Neighbourhoods</b>	
N.2	An enhanced commercial centre around Northolt station, underpinned by a new spatial masterplan and bus hub will be delivered. <sup>32</sup> The centre will provide employment, retail, social, leisure and cultural uses for everyone. Significant development immediately adjacent to the station will encourage a richer mix of uses, support a reinvigorated local economy and create an arrival gateway to Northolt with a strong sense of place.
N.3	Public realm and highway improvements will improve Northolt town centre's connectivity with the Northolt Industrial Estate. <sup>33</sup> This will reinforce Northolt's strategic location along the Productivity Arc, which connects a series of key employment areas from Park Royal in the east through to Heathrow Airport in the west, via the industrial estates at Park Royal, Greenford, Northolt, Southall and Hayes.
N.4	Growth and redevelopment centred around White Hart roundabout will create a second neighbourhood centre which provides employment, retail, social, leisure and cultural uses for local people. <sup>34</sup> Church Road Parade, Ruislip Road and Yeading Lane Parade will be the primary commercial frontages. The richer mix of uses in the centre will strengthen the day-time and night-time economy.
N.5	The new town centre at White Hart roundabout will catalyse the renewal of low-density residential estates in the vicinity, particularly the Medlar Farm and Yeading Lane I estates.
N.6	Development around White Hart roundabout will be optimised around an enhanced public transport interchange, capitalising on the area's location as a convergence point for a number of bus routes. <sup>35</sup> The transport interchange will offer a convenient and sustainable alternative method of travel for those living and working nearby. Pedestrian and cyclist movement will be rationalised by reconfiguring the existing roundabout to create improved connections at street level and reduce the dominance of cars.
N.7	Good growth that optimises the capacity of sites around the two town centres will bring new active frontages and uses to these centres, as well as the inward investment, footfall and critical mass required to support thriving high streets and a strong local economy. Mixed uses will help to solidify Northolt's two centres as primary hubs catering to the everyday needs of residents.
N.8	Growth in Northolt Village Green Conservation Area will be delivered following careful, contextual design that is informed by existing character areas and promotes heritage assets.

<sup>32</sup> Maccleanor Lavington, New Practice and Avison Young (2022) *Thriving Northolt: Draft 20-Minute Neighbourhood Plan*

<sup>33</sup> *Ibid.*

<sup>34</sup> *Ibid.*

<sup>35</sup> *Ibid.*



Promoting Green and Active Connectivity Between Places	
N.9	Active travel, public realm and highways interventions along the Church/Mandeville and Ealing/Kensington Roads will make a genuine difference to all road users, including pedestrians and cyclists. <sup>36</sup> Church/Mandeville Road will become the central corridor for commercial activity, supported by improved connectivity north-south and to surrounding residential areas. Ealing/Kensington Road will become a key active travel corridor connecting residents to Northolt Station, the canal cycleway and surrounding key employment areas. <sup>37</sup>
N.10	Consolidation and improvement of existing green routes will deliver a comprehensive ‘green ring’ <sup>38</sup> of attractive pedestrian and cycle routes connecting people with green recreational spaces and the centres at Northolt and White Hart Roundabout. The green ring will be complemented by a series of secondary green links running from Church Road through residential neighbourhoods and into local green spaces.
N.11	Delivery of a ‘green ring’ will incorporate from the outset measures to conserve local biodiversity, to alleviate stormwater flooding and to improve air quality. At the same time, the green ring will provide community recreational space.
N.12	New pedestrian and cycle crossings will allow safer, more convenient crossing of Northolt's busiest roads, such as the A40, A312 and their tributaries. Crossings will align with pedestrian desire lines, slow traffic flow, make active travel choices more attractive and tackle the physical severance between neighbourhoods. <sup>39</sup>
N.13	Northolt’s housing estates at Medlar Farm, Yeading Lane I, Racecourse, Grange Court, Willow Tree II and Islip Manor will be a focus for investment and enhancement, with varied levels of new development underpinning high-quality public realm and accessibility improvements.
N.14	The towpath adjacent to the Grand Union Canal Paddington Branch will become a more popular route for leisure and commuter active travel, connecting residential neighbourhoods with employment sites at Northolt Industrial Estate and green spaces in Hanwell.

<sup>36</sup>Ealing Council and Transport for London (2022) *Visions for Northolt: Delivering Connected Northolt - Improving Church / Mandeville Road and Ealing / Kensington Road Corridors*

<sup>37</sup>Maccleanor Lavington, New Practice and Avison Young (2022) *Thriving Northolt: Draft 20-Minute Neighbourhood Plan*

<sup>38</sup>*Ibid.*

<sup>39</sup>*Ibid.*

## 5.3 / Greenford

### 5.3.1 Key Development Principles

Greenford is a suburban area developed around a historical town centre in the south and an industrial area further north. Growth in Greenford presents an opportunity to redress poor public transport connectivity, to support an active and well-connected community, to enhance the role and diversity of local town centres and to provide more, higher value employment through industrial intensification. All three key development principles underpinning the borough-wide preferred spatial strategy play out across Greenford:

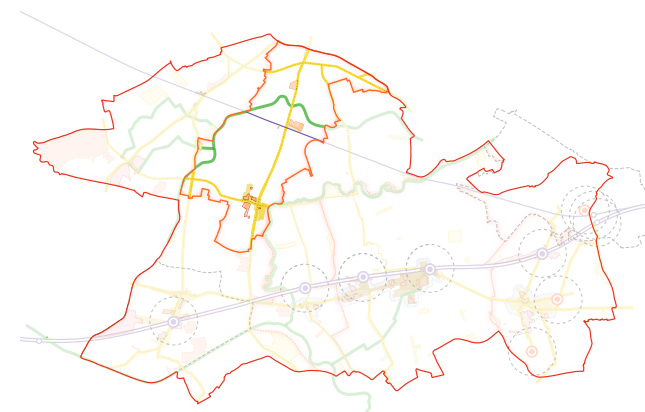
#### Delivering Growth Along Transport Corridors

Employment-led intensification will be focussed in Greenford's well-connected industrial land, which will continue to provide relatively well-paying jobs for locals and residents across LBE. Greenford's key position along the Productivity Arc between Park Royal in the east and Heathrow in the west will be reinforced through its enhanced job contribution and economic output.

#### Focussing on 20-Minute Neighbourhoods

Employment-led intensification will be focussed in Greenford's well-connected industrial land, which will continue to provide relatively well-paying jobs for locals and residents across LBE. Moderate levels of mixed-use development will be directed to places benefiting from easy access to the well-served stations at Greenford and Sudbury Hill.

Greenford town centre will evolve through the provision of diverse employment spaces. The town centre will be complemented by an enhanced and better connected neighbourhood centre at Sudbury Hill and improved connectivity with Westway Cross retail park. Oldfields Circus local centre will serve its local catchment, while public transport and active travel routes to nearby town centres (such as Harrow and Wembley) will be upgraded.



#### Promoting Sustainable Connectivity

Investment in the frequency and appeal of the local public transport offering in Greenford's least connected areas will provide a genuine alternative to vehicular travel. A series of active travel, urban greening, and road safety measures across Greenford will address existing barriers to movement and safety issues posed by industrial traffic. Better connections with existing green spaces will encourage people to enjoy these spaces regularly, supporting improved health outcomes.

## Legend









### Existing features

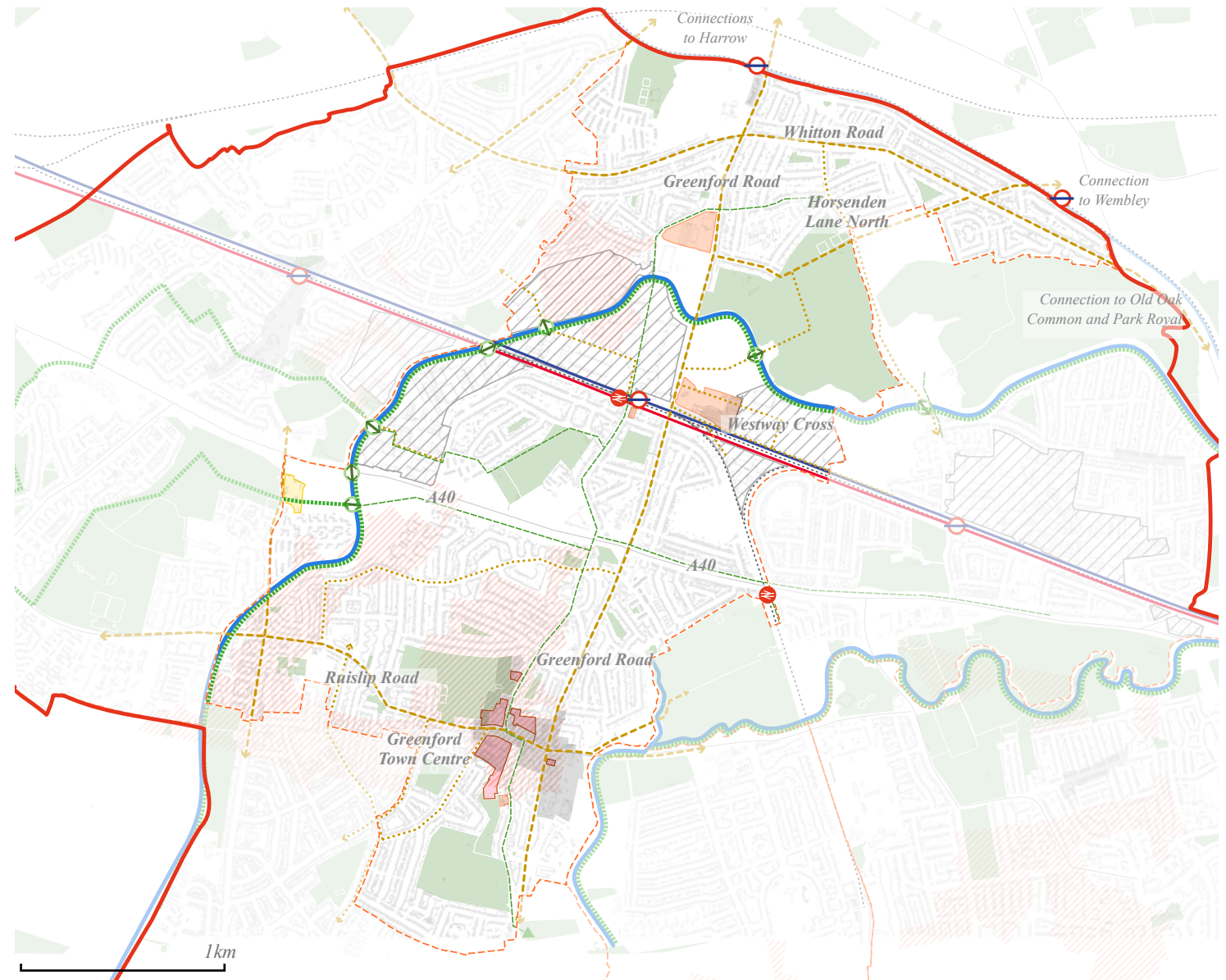
-  London Borough of Ealing
-  Ealing's 7 Towns
-  Public Open Spaces
-  Major Roads
-  Railways
-  National Rail Stations
-  Rivers and Canals
-  Central Line
-  London Underground Station

### London Plan Spatial Policies

-  HS2
-  Elizabeth Line
-  Elizabeth Line Stations
-  West London Orbital Rail
-  West London Orbital Rail Stations
-  Opportunity Areas
-  Industrial Land (Inc. SIL and LSIS)
-  Centres
-  Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

-  Significant Development Intensity
-  Moderate Development Intensity
-  Lower Development Intensity
-  Improved Connections Across Infrastructure
-  Significant Active Travel Routes
-  Secondary Active Travel Routes
-  Significant Green Connections
-  Secondary Green Connections



**Figure 5-2**  
**Greenford Town Plan**

### 5.3.2 Strategic Place Interventions

Delivering Growth Along Transport Corridors	
G.1	Greenford's Strategic Industrial Land, which lies alongside the A40 and Central Line railway, will continue to be the key sites for employment in the area. Strategic Industrial Land will be protected and intensification will support significant growth in floorspace and jobs, capitalising on the fact that Greenford hosts some of the lowest employment densities in the borough. <sup>40</sup>
Focussing on 20-Minute Neighbourhoods	
G.2	Moderate levels of mixed-use development will take place around Greenford station (TfL Central Line) and Sudbury Hill station (TfL Piccadilly Line), both of which are served by frequent and fast-running trains to/from central London.
G.3	The redevelopment of key sites in Greenford town centre will complement the area's existing strengths while reinvigorating it. Mixed-use development will seek to reduce the centre's overreliance on retail, which frequently provides low-paying and insecure work, by providing more diverse employment space and responding to post-pandemic work patterns. <sup>41</sup>
G.4	Moderate levels of development will enhance the identity of and employment offer at Westway Cross retail park. Public realm enhancements and wayfinding signs will strengthen the relationship between Greenford station and Westway Cross, which is currently disconnected from public transport and active travel routes by very busy and heavily congested Greenford Road and Rockware Avenue. <sup>42</sup>
G.5	To better meet the everyday needs of residents in north Greenford, who are physically distanced from Greenford town centre, moderate levels of development at Sudbury Hill neighbourhood centre and low levels of development at Oldfields Circus local centre will diversify the retail, commercial and leisure offer. Varied types of employment spaces will be complemented by landscape and public realm improvements.
G.6	Recognising the greater convenience of and affinity with Harrow and Wembley town centres for many residents in Greenford Green and North Greenford, opportunities to improve the limited bus services and deliver active travel corridors will be explored. <sup>43</sup>

<sup>40</sup>We Made That, PRD, Urban Movement and Stockdale (2022) Greenford & Perivale Vision and Framework: Officer Group Meeting Presentation

<sup>41</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

<sup>42</sup>Arup (2022) Town Centre Health Checks; Arup (2022) Ealing Council Client Workshop Presentation: Preferred Spatial Option

<sup>43</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

Promoting Sustainable Connectivity	
G.7	A series of coordinated investments in active travel infrastructure and crossings at the Grand Union Canal Paddington Branch, Central Line railway and A40 will help to overcome the barriers to movement posed by this infrastructure, supporting a well-connected and active community. <sup>44</sup>
G.8	Emulating the successful provision of bus and active travel infrastructure on Greenford Road in the Sudbury Hill area, the rest of Greenford Road will become a central spine of sustainable travel, improving connectivity for people walking, cycling and using public transport between the areas north and south of the A40. <sup>45</sup>
G.9	Investment in green active travel routes will allow residents from north Hanwell and Perivale to reach Greenford town centre quickly and safely, recognising the centre's wide catchment area.
G.10	The pedestrian and cyclist experience of Station Approach, Oldfield Lane North and Oldfield Lane South will be transformed through the provision of new crossing points, junction treatments, widened footways, better cycle parking and wayfinding. <sup>46</sup> These initiatives will help to alleviate road safety issues and unpleasant conditions created by high levels of industrial traffic (including Heavy Goods Vehicles). <sup>47</sup>
G.11	Underutilised parts of the Grand Union Canal Paddington Branch will be activated as walking and cycling routes to Southall and Perivale through measures to improve accessibility and security. <sup>48</sup>
G.12	Connections to/from local neighbourhoods into Greenford's existing green spaces (such as Horsenden Hill and Northala Fields) will be improved through reinforced desire lines and wayfinding, encouraging residents and visitors to make use of these spaces to support their health and wellbeing.
G.13	Widespread urban greening will be delivered through new developments and planting schemes, helping to address poor air quality across the entirety of Greenford (and particularly alongside the A40), supporting local health outcomes. <sup>49</sup>

<sup>44</sup>We Made That (2022) Greenford & Perivale Vision and Framework: Overarching Principles; (2022) Ealing Council Client Workshop Presentation: Preferred Spatial Option

<sup>45</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

<sup>46</sup>Ibid.

<sup>47</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: 2nd DTM Presentation; (2022) Ealing Council Client Workshop Presentation: Preferred Spatial Option

<sup>48</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

<sup>49</sup>PRD (2022) Greenford and Perivale Vision: Socio-Economic Appraisal

## 5.4 / Perivale

### 5.4.1 Key Development Principles

Growth in Perivale will capitalise on the presence of Perivale station and look to reinforce the town's strong economic offering, while simultaneously countering severance of the urban environment caused by the A40, the trainline and the Grand Union Canal. All three key development principles underpinning the boroughwide preferred spatial strategy play out across Perivale:

#### Delivering Growth Along Transport Corridors

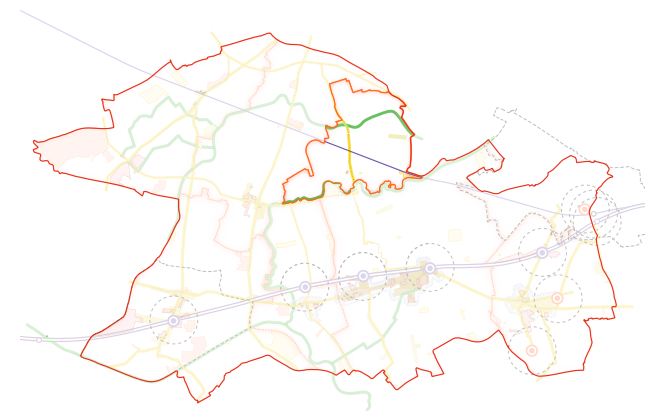
Growth in Perivale will look to reinforce the town's economic identity as a well-connected industrial hub with a strong presence of advanced manufacturing jobs by protecting and intensifying industrial land along the Productivity Arc.

#### Focussing on 20-Minute Neighbourhoods

The appeal of Perivale's two local centres will be enhanced through diversification and urban realm interventions. At the same time, bus, walking and cycling connections to neighbouring town centres higher up the functional hierarchy will be strengthened.

#### Promoting Sustainable Connectivity










Perivale's abundant green and open spaces will be celebrated, with desire lines to parks and recreation grounds strengthened. Both strategic-scale and targeted interventions will together create safer, more attractive walking and cycling routes that prioritise the wellbeing of these groups over industrial traffic, counter severance and contribute to greenhouse gas emissions reductions.





## Legend


### Existing features

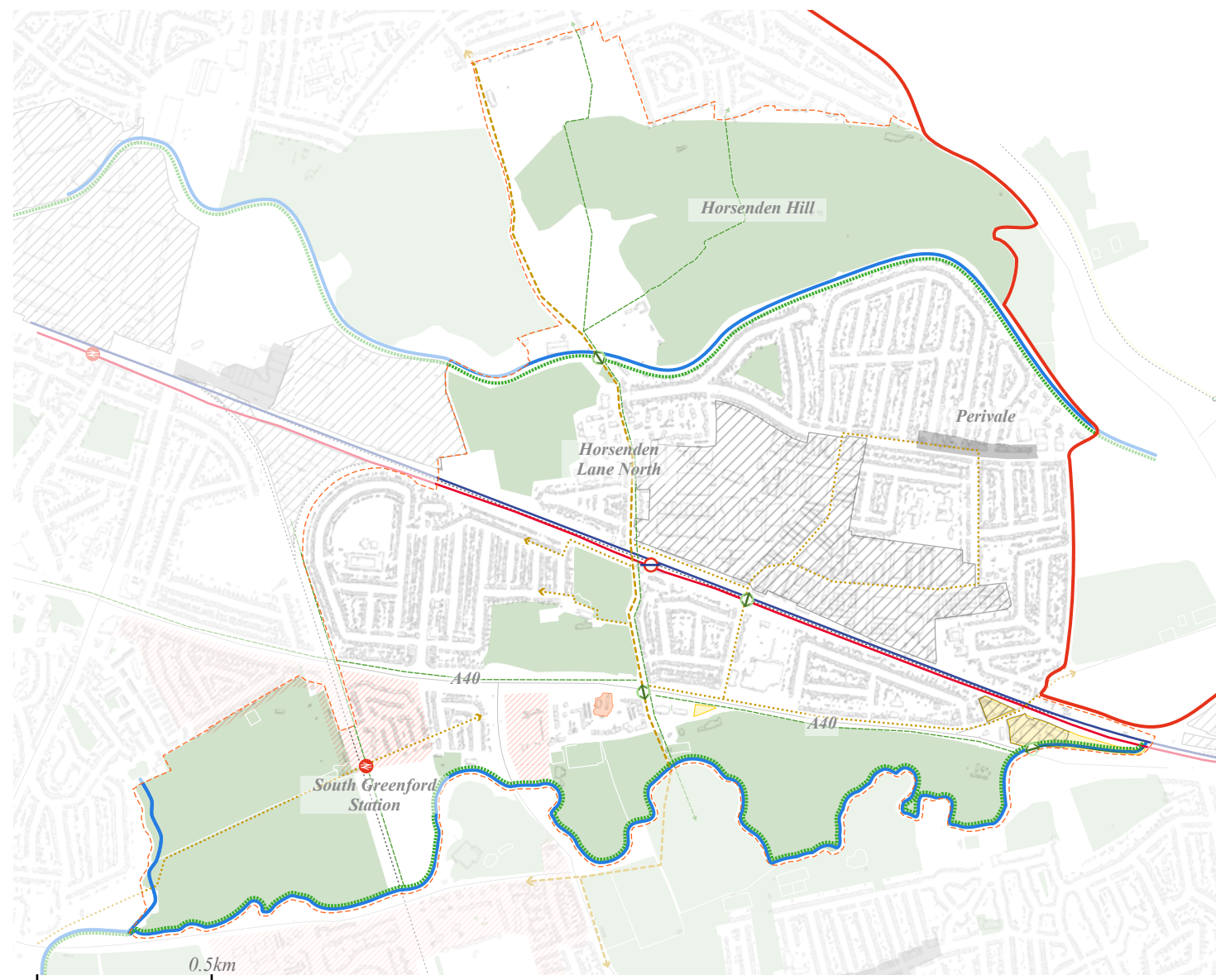
-  London Borough of Ealing
-  Ealing's 7 Towns
-  Public Open Spaces
-  Major Roads
-  Railways
-  National Rail Stations
-  Rivers and Canals
-  Central Line
-  London Underground Station

### London Plan Spatial Policies

-  HS2
-  Elizabeth Line
-  Elizabeth Line Stations
-  West London Orbital Rail
-  West London Orbital Rail Stations
-  Opportunity Areas
-  Industrial Land (Inc. SIL and LSIS)
-  Centres
-  Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

-  Significant Development Intensity
-  Moderate Development Intensity
-  Lower Development Intensity
-  Improved Connections Across Infrastructure
-  Significant Active Travel Routes
-  Secondary Active Travel Routes
-  Significant Green Connections
-  Secondary Green Connections



**Figure 5-3**  
**Perivale Town Plan**

## 5.4.2 Strategic Place Interventions

<b>Delivering Growth Along Transport Corridors</b>	
P.1	Strategic Industrial Land in Perivale, which benefits from quick access to the A40, will be protected, remaining integral to Perivale's economic identity. <sup>50</sup> Intensification of industrial sites will deliver significant growth in employment floorspace and jobs, taking advantage of the fact that Perivale hosts some of the lowest employment densities in the borough. <sup>51</sup>
<b>Focussing on 20-Minute Neighbourhoods</b>	
P.2	Bilton Road and Medway Parade will remain as the local centres for retail and services. Their offer will be diversified, moving away from the current dominance of take-aways towards a make-up more conducive to a thriving centre and successful night-time economy. <sup>52</sup> Streetscape improvements will address the relatively unappealing environment to create a more coherent sense of place. <sup>53</sup>
P.3	Recognising that more diverse centres at Bilton Road and Medway Parade are unlikely to serve all daily needs due to space constraints; bus and active travel corridors will complement and strengthen connections with metropolitan, district and neighbourhood centres at Westway Cross, Greenford, Ealing and Wembley (with the latter two already served by the 297 bus route). <sup>54</sup>
<b>Promoting Sustainable Connectivity</b>	
P.4	The enhancement of two key active travel corridors will deliver improved walking and cycling connectivity west into Greenford and east into Brent, following the paths of the Grand Union Canal Paddington Branch and the A40. Enhancements are likely to include improved lighting, better accessibility, routes segregated from vehicular traffic and additional wayfinding signs.
P.5	New and improved local crossings will overcome key barriers to north-south movement posed by the Grand Union Canal, the TfL Central Line railway and the A40. <sup>55</sup>

<sup>50</sup>PRD and Ealing Council (2022) Town Centre Briefing: Perivale

<sup>51</sup>We Made That, PRD, Urban Movement and Stockdale (2022) Greenford & Perivale Vision and Framework: Officer Group Meeting Presentation

<sup>52</sup>PRD and Ealing Council (2022) Town Centre Briefing: Perivale; Arup (2022) Town Centre Health Checks

<sup>53</sup>Ibid.

<sup>54</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

<sup>55</sup>Ibid.



P.6	Poor pedestrian and cyclist accessibility to South Greenford station and its surrounds <sup>56</sup> will be improved through the delivery of new, well-lit A40 crossings.
P.7	An enhanced canal crossing will connect into the eastern edge of Horsenden Hill. A well-lit and evenly-surfaced active travel route will run through Horsenden Hill and beyond to provide a connection with the stations at Sudbury Hill and Sudbury Hill Harrow.
P.8	Desire lines to Perivale's green and open spaces at Perivale Park, Ealing Central Sports Ground, Pitshanger Park, Cayton Green and Horsenden Hill will be strengthened, encouraging residents and visitors to make use of the area's natural assets and thereby support local health and wellbeing outcomes.
P.9	Investment in active travel infrastructure will secure a continuous pedestrian and cyclist travel corridor from the top of Perivale Park west into Greenford towncentre and then south to Trumpers Lane (industrial estate) in Hanwell via the publicly accessible spaces of the Brent Valley Park.
P.10	Public realm greening and new green spaces provided by development will enhance the attractiveness of Perivale's streetscapes while helping to address pervasive poor air quality. <sup>57</sup>
P.11	A series of targeted public realm and traffic management interventions at roads dominated by industrial traffic (including Heavy Goods Vehicles) will prioritise the safety of pedestrians and cyclists. <sup>58</sup>

<sup>56</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

<sup>57</sup>PRD (2022) Greenford and Perivale Vision: Socio-Economic Appraisal

<sup>58</sup>We Made That (2022) Draft Greenford & Perivale Vision and Framework: Evidence Base Audit

## 5.5 / Southall

### 5.5.1 Key Development Principles

Southall is a cultural destination of national importance and significant development is already underway in the area. The London Plan designates much of Southall as an Opportunity Area for new housing and employment space. Going forwards, a greater emphasis will be placed on employment-led growth to rebalance the dominance of housing-led development and to make Southall's economy more diverse and resilient. While recognising local concerns about the scale of recent development, new growth still presents a substantial opportunity to tackle the widespread challenges of deprivation, low pay and ill health. All three of the key development principles underpinning the borough-wide preferred spatial strategy play out across Southall:

#### Delivering Growth Along Transport Corridors

Moderate development intensity above the committed pipeline will take place in close proximity to Southall station, making the most of high public transport accessibility levels and connectivity with Heathrow Airport. Growth will be regeneration-led and seek to deliver more diverse employment opportunities, more affordable homes and green space. Strategic Industrial

Land and Locally Significant Industrial Land will be protected, with proportionate levels of co-location delivered on the latter, while enhancing Southall's economic contribution to the Productivity Arc.

#### Focussing on 20-Minute Neighbourhoods

The town centres at Southall and King Street will benefit from public realm and active travel enhancements to improve visitor experience. Connectivity to neighbouring town centres at Hanwell and Greenford will be strengthened, ensuring that the majority of daily needs of all residents can be met conveniently.

#### Promoting Sustainable Connectivity

Investment in key green and active travel routes will encourage healthier, more environmentally-friendly travel choices, deliver more attractive streetscapes across Southall and reduce the degree of severance posed by the railway line and the Grand Union Canal.



## Legend

### Existing features

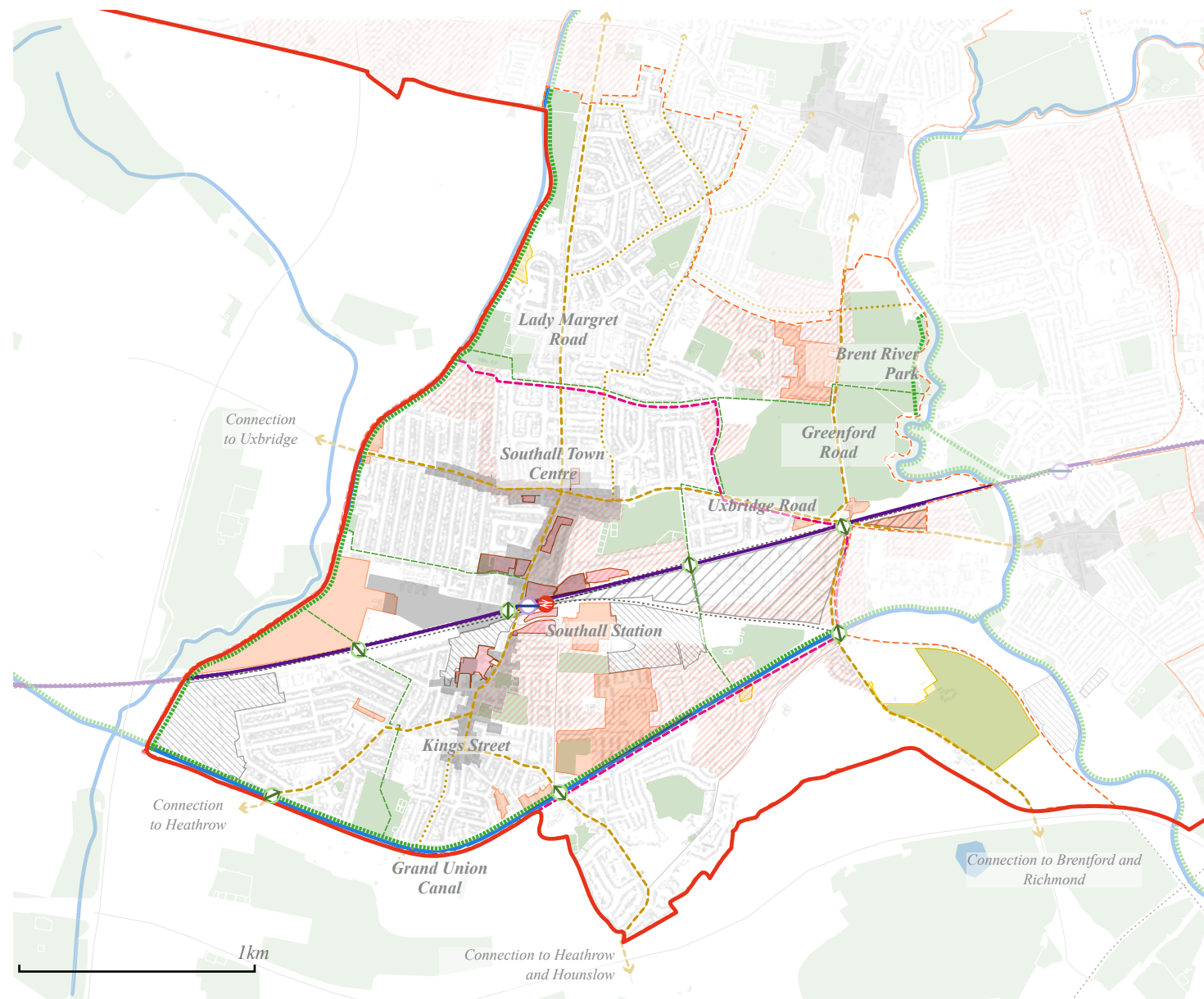
- London Borough of Ealing
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- Public Open Spaces
- Major Roads
- Railways
- National Rail Station
- Rivers and Canals

### London Plan Spatial Policies

- HS2
- Elizabeth Line
- Elizabeth Line Stations
- West London Orbital Rail
- West London Orbital Rail Stations
- Opportunity Areas
- Industrial Land (Inc. SIL and LSIS)
- Centres
- Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

- Significant Development Intensity
- Moderate Development Intensity
- Lower Development Intensity
- Improved Connections Across Infrastructure
- Significant Active Travel Routes
- Secondary Active Travel Routes
- Significant Green Connections
- Secondary Green Connections



**Figure 5-4**  
**Southall Town Plan**

## 5.5.2 Strategic Place Interventions

Delivering Growth Along Transport Corridors	
S.1	The area in close proximity to Southall station (TfL Elizabeth Line and Great Western Railway) will experience moderate development intensity above the committed pipeline, making use of brownfield sites. Although of a smaller scale, development will emulate the approach being taken at The Green Quarter, on the former Southall Gasworks site, focussing on regeneration-led, mixed-use schemes, as well as prioritising new green space provision to address existing deficiencies.
S.2	A variety of employment spaces will be provided within easy reach of Southall station, encouraging a diversity of tenants and higher-value job opportunities.
S.3	Clusters of both Strategic Industrial Land and Locally Significant Industrial Sites alongside the railway line and Grand Union Canal will be protected and intensified as appropriate to ensure the longevity of these employment sources. Provided there is no net loss of industrial floorspace, masterplan-led co-location of housing on Locally Significant Industrial Sites will deliver more homes for Southall.
Focussing on 20-Minute Neighbourhoods	
S.4	Southall town centre will remain a major centre, with a good range of retail, commercial, leisure and community uses. <sup>59</sup>
S.5	Southall town centre will continue to be complemented by King Street neighbourhood centre, whose offer will be enhanced through parade intensification (consolidation of frontages and vertical extensions).
S.6	Public realm interventions at Southall and King Street centres will make streets greener and more attractive, and combat perceptions of poor safety and vulnerability to crime. <sup>60</sup> Better visitor experience of town centres will increase their pull from other parts of the borough and neighbourhoods in Hillingdon and Hounslow, supporting a thriving economy.
S.7	Moderate levels of development at Golf Links Estate and Havelock Estate will regenerate these urban environments and encourage hyper-local provision of social infrastructure and convenience goods stores.

<sup>59</sup>Arup (2022) Town Centre Health Checks

<sup>60</sup>PRD and Ealing Council (2022) Town Briefing: Southall

S.8	The relationship between neighbourhoods in Dormers Wells and Lady Margaret and Greenford town centre will be strengthened through public realm improvements and wayfinding signs to reinforce desire lines.
S.9	Growth in and around Southall's two Conservation Areas at Norwood Green and at the southwest stretch of the Grand Union Canal will be delivered following careful, contextual design that is informed by existing character areas and promotes heritage assets.
<b>Promoting Sustainable Connectivity</b>	
S.10	A key north-south active travel corridor will be established running from Lady Margaret Road down to the Grand Union Canal, via Southall town centre and King Street neighbourhood centre. While these centres are very accessible by public transport, investment is needed to redress poor active travel connections. <sup>61</sup> Routes will make use of sideroads where roads are not wide enough to accommodate cycle lanes (e.g. King Steet).
S.11	In conjunction with active travel improvements along the Uxbridge Road in Hanwell through Acton, upgrade the provision of safe cycle routes and crossings, ensuring continuous provision and easy access to town centres at Hanwell, Ealing and Acton.
S.12	Moderate residential-led, high-density development will be delivered in coordination with public realm and ecological improvements along the Grand Union Canal towpath. <sup>62</sup>
S.13	Connections to green and blue infrastructure assets, such as the Brent Valley and Grand Union Canal, will be strengthened, with a focus on improving pedestrian and cycle access and wayfinding. Together with the provision of green space at new developments (as in the case of The Green Quarter), this will help to address the deficiency in access to open space that presently affects large parts of Southall. <sup>63</sup>

<sup>61</sup> Arup (2022) Town Centre Health Checks

<sup>62</sup> Allies and Morrison & Solidspace (2022) Ealing Character Study A2 Report: Typologies and Scope for Growth

<sup>63</sup> Ibid.

## 5.6 / Hanwell

### 5.6.1 Key Development Principles

Hanwell is a historic area with a village feel and wide-reaching conservation areas. Growth in Hanwell offers an opportunity to diversify the town centre's retail and commercial offer<sup>64</sup>, while the arrival of the Elizabeth line represents an opportunity to deliver more homes and diversified job opportunities. Each of the three key development principles underpinning the borough-wide preferred spatial strategy play out across Hanwell:

#### Delivering Growth Along Transport Corridors

Mixed-use development in Hanwell will be optimised around Hanwell station and its neighbouring town centre on the Uxbridge Road.

#### Focussing on 20-Minute Neighbourhoods

A reinvigorated and diversified Hanwell town centre will remain the primary local destination for facilities and amenities, complemented by its proximity to West Ealing town centre and, for those residents in north Hanwell, Greenford town centre.

#### Promoting Sustainable Connectivity

Investment in north-south and west-east active travel routes and public realm improvements will deliver a safer, more attractive network of routes that counter severance posed by the Uxbridge Road, trainline and canal. Greater uptake of walking and cycling will improve local health outcomes, reduce greenhouse gas emissions arising from transport and contribute to cleaner air.



<sup>64</sup>Ealing Council (2021) Ealing's Plan for Good Jobs: Towards an Inclusive Economy; Arup (2022) Town Centre Health Checks



## Legend

### Existing features

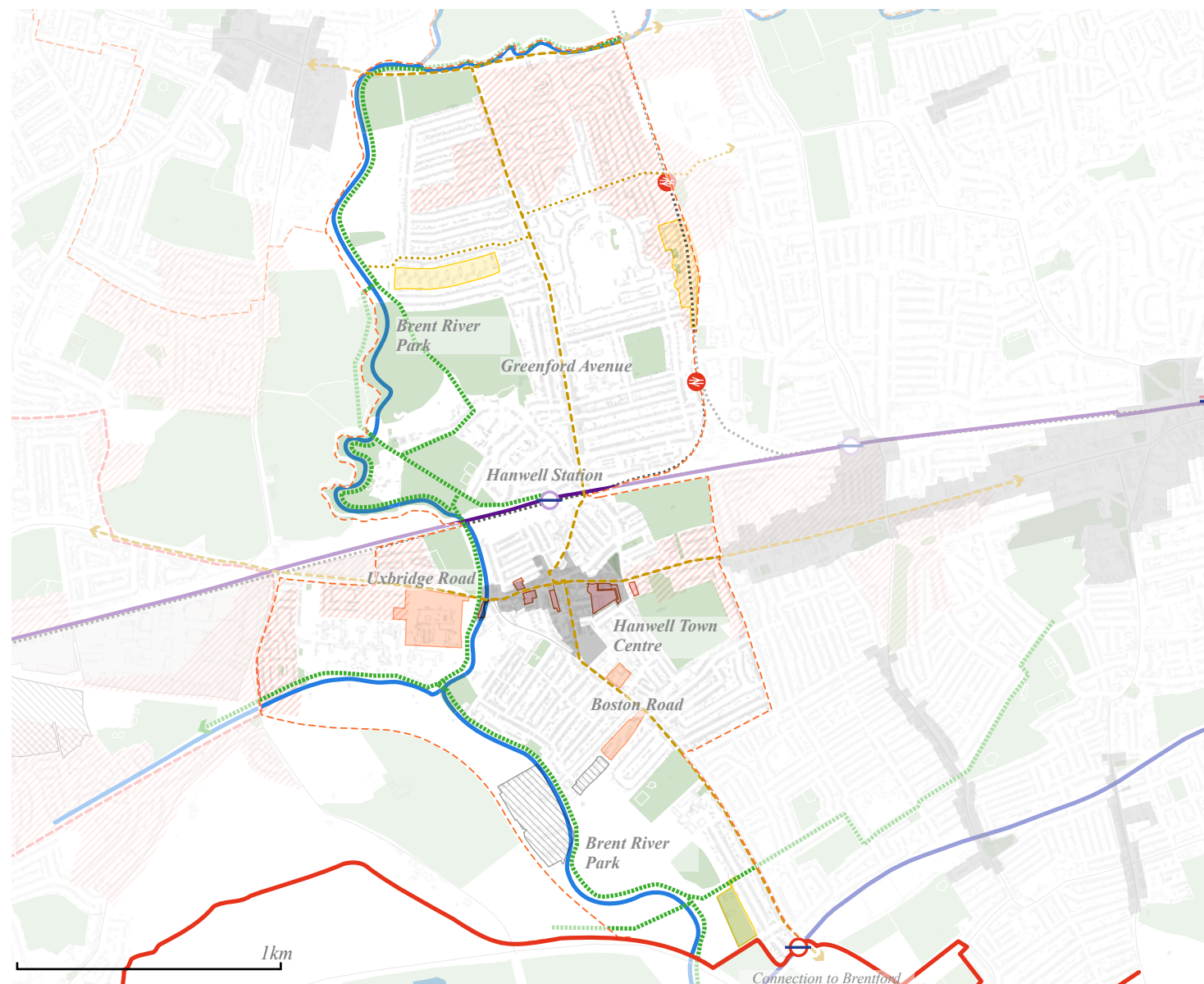
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- Central Line

### London Plan Spatial Policies

- HS2
- Elizabeth Line
- Elizabeth Line Stations
- West London Orbital Rail
- West London Orbital Rail Stations
- Opportunity Areas
- Industrial Land (Inc. SIL and LSIS)
- Centres
- Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

- Significant Development Intensity
- Moderate Development Intensity
- Lower Development Intensity
- Improved Connections Across Infrastructure
- Significant Active Travel Routes
- Secondary Active Travel Routes
- Significant Green Connections
- Secondary Green Connections



**Figure 5-5**  
**Hanwell Town Plan**



## 5.6.2 Strategic Place Interventions

Delivering Growth Along Transport Corridors	
H.1	New growth in Hanwell will be optimised in and around the town centre. The scale of growth will capitalise on high public transport accessibility levels delivered by proximity to Hanwell station (Elizabeth Line, Great Western Railway), yet also reflect local character and the physical constraints posed by road, rail and canal infrastructure.
H.2	The arrival of the Elizabeth Line will be used to boost diversity in Hanwell's local economy, which is largely reliant on low-paying foundational economy employment (such as health, public administration, education, hospitality and construction). <sup>65</sup> Employment floorspace will be retained and intensified where appropriate, with particular consideration given to opportunities at Trumpers Way and Ealing Hospital - with the latter possibly acting as an anchor for a new life sciences/innovation cluster. <sup>66</sup>
Focussing on 20-Minute Neighbourhoods	
H.3	Hanwell town centre will remain the primary location for retail and service offerings for much of the Hanwell area. The local high street and its surrounds will be reinvigorated by significant mixed-use development at a handful of key sites along the Uxbridge Road.
H.4	For those residents living in the north of Hanwell, where Greenford town centre is more easily accessible than Hanwell town centre, connections to/from Greenford will be strengthened by public realm enhancements and better provision for pedestrians and cyclists.
H.5	Development within Hanwell's six Conservation Areas will be delivered following careful, contextual design that is informed by existing character areas and promotes heritage assets.

<sup>65</sup>PRD and Ealing Council (2022) *Town Briefing: Hanwell*

<sup>66</sup>*Ibid.*

<b>Promoting Sustainable Connectivity</b>	
H.6	Streetscape improvements and the delivery of safe and joined-up cycle routes along the Uxbridge Road will ensure the road is realised as a key active travel corridor running westwards to Southall and eastwards through Ealing and Acton to Shepherd's Bush Green.
H.7	The Grand Union Canal towpath will become a more attractive route for pedestrians and cyclists to reach Southall (west) or head towards Hounslow and Kew (south), with towpaths widened and potential for additional crossings.
H.8	Investment in Greenford Avenue, which is the primary north-south route in Hanwell, will make this route safer and more appealing for pedestrians and cyclists. Local streetscape improvements will enhance connectivity between this active travel corridor and the residential estates of Copley Close, Cuckoo and High Lane.
H.9	Investment in active travel infrastructure will secure a continuous north-south pedestrian and cyclist travel corridor from Trumpers Way Industrial Estate in southern Hanwell to Greenford and Perivale, via the publicly accessible spaces of the Brent Valley Park. This route will connect into enhanced south-westerly routes which will benefit from Grand Union Canal access and improved street layout.
H.10	Works will be completed at Elthorne Village, providing a mix of co-located residential (Elthorne Place) and commercial use (Elthorne Works) at the locally significant industrial site of Trumpers Way. The site will provide some 2,300 sqm of modern and flexible workspace in addition to 213 homes. <sup>67</sup> Active travel connections in/out of Elthorne Village will be essential to reinforce the site's relationship with Hanwell towncentre and other destinations.

<sup>67</sup>Planning Application 184014FUL, available to see on Ealing Council's planning portal.

## 5.7 / Ealing

### 5.7.1 Key Development Principles

Ealing plays a central role in the borough's economy, providing a wide range of commercial, retail and civic amenities, as well as hosting a large portion of the borough's knowledge-intensive jobs. While many of its residents benefit from relatively high wages and good health, pockets of deprivation remain and housing affordability is particularly poor.<sup>68</sup> Growth in Ealing presents an opportunity to deliver more affordable housing, coupled with higher-value jobs. Each of the three key development principles underpinning the borough-wide preferred spatial strategy play out across Ealing:

#### Delivering Growth Along Transport Corridors

Employment-led development will strengthen Ealing Broadway's economic identity as a hub for well-paid, knowledge-intensive jobs, while safeguarding affordable workspace.

#### Focussing on 20-Minute Neighbourhoods

Ealing Metropolitan Centre, collectively made up of Ealing and West Ealing town centres, will be complemented by enhanced neighbourhood centres at Pitshanger Lane, South Ealing and Northfields. Where appropriate, vertical extensions will increase the stock of housing in these neighbourhood centres.

#### Promoting Sustainable Connectivity

Enhanced urban greening alongside railway lines and main roads will create a more comprehensive network of green spaces in Ealing. This will support biodiversity, promote better local air quality and create more attractive spaces. Active travel provision will be improved in neighbourhood centres, while interventions at main roads and railway lines will seek to counter barriers to movement.












<sup>68</sup> PRD and Ealing Council (2022) Town Briefing: Ealing

## Legend

### Existing features

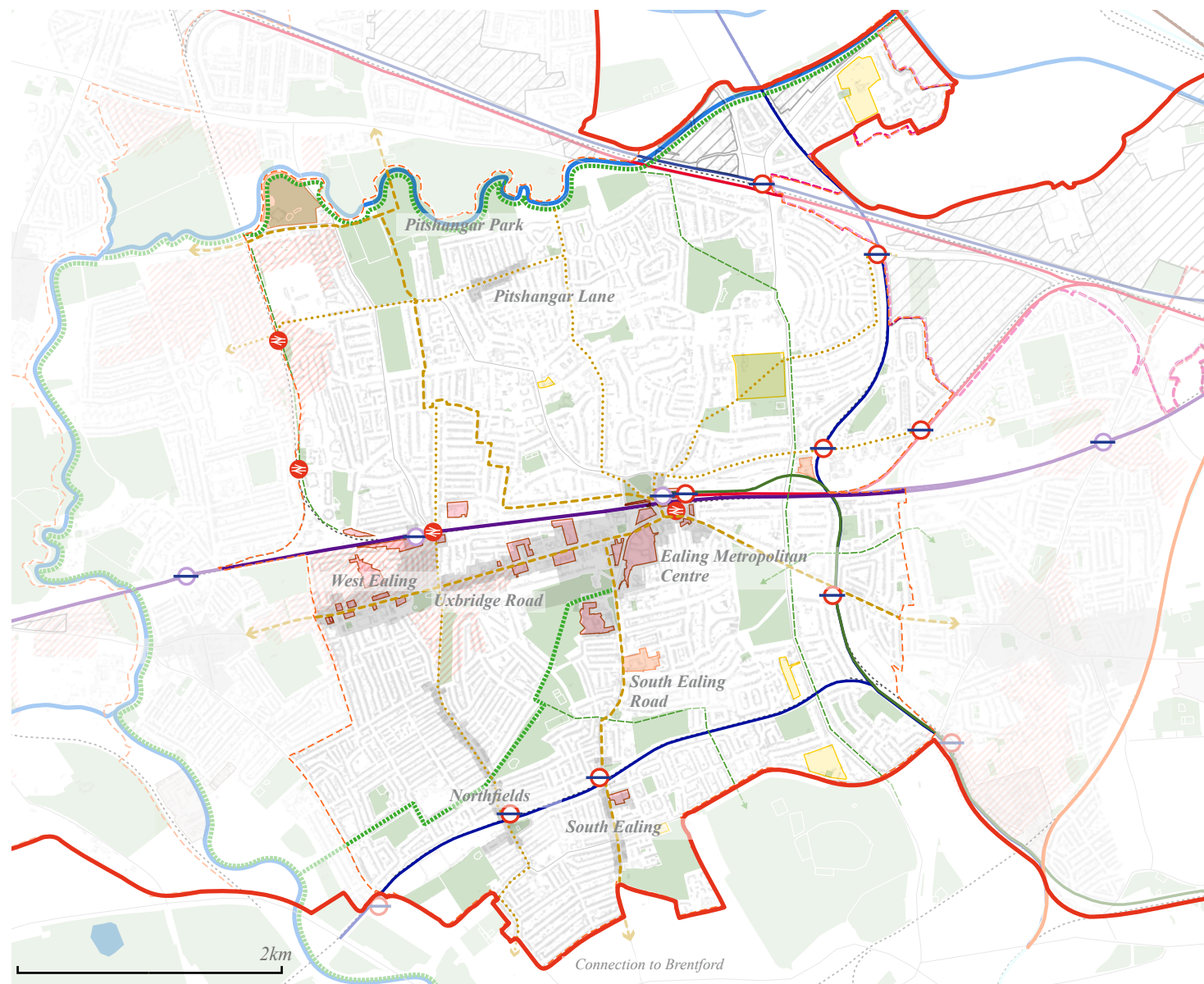
-  London Borough of Ealing
-  Ealing's 7 Towns
-  Public Open Spaces
-  Major Roads
-  Railways
-  National Rail Stations
-  Rivers and Canals
-  Central Line
-  Picadilly Line
-  District Line
-  London Underground Station

### London Plan Spatial Policies

-  HS2
-  Elizabeth Line
-  Elizabeth Line Stations
-  West London Orbital Rail
-  West London Orbital Rail Stations
-  Opportunity Areas
-  Industrial Land (Inc. SIL and LSIS)
-  Centres
-  Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

-  Significant Development Intensity
-  Moderate Development Intensity
-  Lower Development Intensity
-  Improved Connections Across Infrastructure
-  Significant Active Travel Routes
-  Secondary Active Travel Routes
-  Significant Green Connections
-  Secondary Green Connections



**Figure 5-6**  
**Ealing Town Plan**

## 5.7.2 Strategic Place Interventions

Delivering Growth Along Transport Corridors	
E.1	Growth in Ealing will be optimised around Ealing Broadway and West Ealing stations (TfL Elizabeth Line, TfL District Line and Great Western Rail) and the Uxbridge Road. Sensitive increases in density will capitalise on fast and direct connections into central London and out to Heathrow Airport. <sup>69</sup>
E.2	Building on the notable presence of knowledge-intensive jobs in Ealing, employment-led development will deliver a range of modern office spaces to counteract the slow decline in high-value jobs seen over the last five years. <sup>70</sup>
E.3	Affordable workspace will be provided, making appropriate use of council assets within the town centre to safeguard micro and small businesses from the increasing cost of enterprise. <sup>71</sup>
Focussing on 20-Minute Neighbourhoods	
E.4	Ealing Metropolitan Centre will remain the commercial heart of the borough, with an extensive offer of shops, offices and civic amenities for residents across Ealing and beyond. <sup>72</sup> The appealing public realm and very good active travel and public transport links will be maintained. <sup>73</sup>
E.5	Ealing Metropolitan Centre will be complemented by a series of enhanced neighbourhood centres that better serve their local catchments, namely: Northfields and South Ealing to the south and Pitshanger Lane to the north.
E.6	The neighbourhood centres at Northfields and South Ealing, which benefit from easy access to Northfields station (TfL Piccadilly Line) and South Ealing station (TfL Piccadilly Line) respectively, will be intensified sensitively, with new homes provided above single storey commercial premises. <sup>74</sup> Better definition of the town centre boundaries coupled with restriction of growth beyond these boundaries will support a stronger sense of identity and avoid unnecessary sprawl. <sup>75</sup>

<sup>69</sup> Allies and Morrison & Solidspace (2022) *Ealing Character Study A2 Report: Typologies and Scope for Growth*

<sup>70</sup> PRD (2022) *Town Centre Briefing: Ealing*; PRD (2022) *Industrious Ealing: Inclusive Growth Baseline*

<sup>71</sup> PRD (2022) *Town Centre Briefing: Ealing*

<sup>72</sup> Ealing Council (2021) *Ealing's Plan for Good Jobs: Towards an Inclusive Economy*

<sup>73</sup> Arup (2022) *Town Centre Health Checks*

<sup>74</sup> Allies and Morrison & Solidspace (2022) *Ealing Character Study A2 Report: Typologies and Scope for Growth*

<sup>75</sup> Arup (2022) *Town Centre Health Checks*

E.7	The neighbourhood centre at Pitshanger Lane, which has an appealing environment and strong sense of identity, will continue to provide a mix of community infrastructure and leisure and retail services for locals in Pitshanger and western Hanger Hill. <sup>76</sup>
E.8	Development in Ealing's Conservation Areas will be delivered following careful, contextual design that is informed by existing character areas and promotes heritage assets. This is particularly the case in Ealing town centre and Haven Green, where heritage is at risk.
<b>Promoting Sustainable Connectivity</b>	
E.9	The quality of existing wildlife corridors on TfL and National Rail sidings will be upgraded, both on the principal radial routes and the north-south Greenford Branch. Opportunities for wildlife corridor expansion will be considered.
E.10	Increased urban greening will take place alongside busy roads, such as the A40, North Circular, Uxbridge Road, New Broadway/The Mall and Argyle Road, to improve air quality and pedestrian/cyclist experience.
E.11	North-south active travel connections will be improved, with key interventions alongside Drayton Green Road, Argyle Road and Castlebar Road.
E.12	The public realm and road infrastructure in and around Pitshanger Lane, South Ealing and Northfields will be improved to encourage modal shift away from cars. <sup>77</sup>
E.13	Cycle infrastructure and traffic management interventions will ensure a safe, continuous cycle path along the Uxbridge Road, connecting west to Hanwell and east to Acton.
E.14	Access to green space will be enhanced through on-site provision at new developments, while desire lines to existing green spaces will be strengthened through streetscape improvements and wayfinding signs. This includes connections to green spaces in neighbouring areas, such as Gunnersbury Park and Osterley Park.

<sup>76</sup>Arup (2022) Town Centre Health Checks

<sup>77</sup>Ibid.

## 5.8 / Acton

### 5.8.1 Key Development Principles

Acton is a prime location to couple the delivery of new housing with employment opportunities. Despite a decline in jobs in recent years, Acton still has some of the highest employment densities in the borough<sup>78</sup>. Acton is home to two locally significant industrial sites and is strategically located to capitalise on the opportunities that will be delivered as part of the transformational investment and growth at Old Oak and Park Royal, which will include the new HS2 interchange by 2030. Each of the three key development principles underpinning the borough-wide preferred spatial strategy play out across Acton:

#### Delivering Growth Along Transport Corridors

Growth will be optimised around public transport stations, capitalising on the presence of three London Underground lines (including the Elizabeth Line), two London Overground stations, one Great Western Railway station and close proximity to the future High Speed 2 station at Old Oak Common. The two London Overground stations (Acton Central and South Acton) will also benefit from being on the West London Orbital, should this initiative progress.

#### Focussing on 20-Minute Neighbourhoods

Acton town centre will remain the primary focus for retail and service offerings in Acton, benefitting from new, mixed-use development that will reinvigorate the high street. Better connections to/from South Acton Industrial Estate and The Vale will enhance the town centre's relationship with industrial employment opportunities. Acton town centre will be complemented by Acton Main Line station and a neighbourhood centre at Friary Park Estate, meeting many of the daily needs of local residents.

#### Promoting Sustainable Connectivity

Public realm enhancements coupled with the expansion and improvement of green walking and cycling routes will make cycling and walking a more attractive choice for people living and working in Acton, in addition to countering barriers to movement currently posed by rail and road infrastructure. Routes will deliver better connectivity between town/neighbourhood centres, to/from key employment sites at South Acton, The Vale and North Acton/Park Royal, between Acton's network of green spaces and beyond Acton into neighbouring areas. More people walking and cycling on a regular basis will support greenhouse gas emissions reductions, less polluted air and healthier lives.



<sup>78</sup>PRD and Ealing Council (2022) Town Briefing: Acton



## Legend



### Existing features

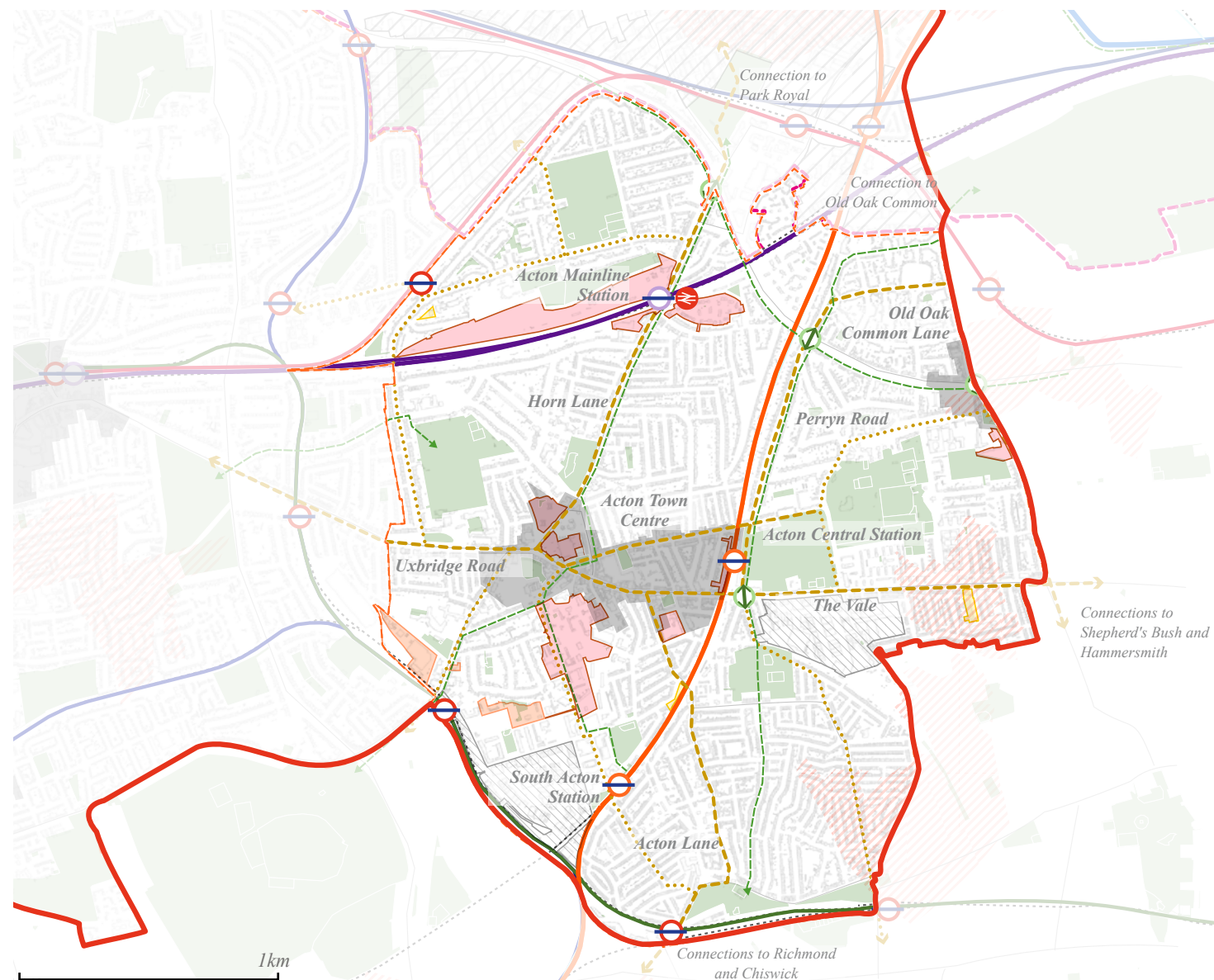
-  London Borough of Ealing
-  Ealing's 7 Towns
-  Public Open Spaces
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-  National Rail Stations
-  Rivers and Canals
-  Central Line
-  Picadilly Line
-  District Line
-  London Underground Station

### London Plan Spatial Policies

-  HS2
-  Elizabeth Line
-  Elizabeth Line Stations
-  West London Orbital Rail
-  West London Orbital Rail Stations
-  Opportunity Areas
-  Industrial Land (Inc. SIL and LSIS)
-  Centres
-  Strategic Areas of Regeneration

### Preferred Spatial Option Town Plan Proposals

-  Significant Development Intensity
-  Moderate Development Intensity
-  Lower Development Intensity
-  Improved Connections Across Infrastructure
-  Significant Active Travel Routes
-  Secondary Active Travel Routes
-  Significant Green Connections
-  Secondary Green Connections



**Figure 5-7**  
**Acton Town Plan**

## 5.8.2 Strategic Place Interventions

Delivering Growth Along Transport Corridors	
A.1	Growth will be focussed around existing transport interchanges – namely, Acton Town, Acton Main Line, Acton Central and South Acton. Directing employment to the most accessible locations is expected to encourage the use of public transport, walking and cycling as modes of commuting, while continuing to attract talent from across Ealing and other boroughs to support Acton's knowledge-intensive economy.
A.2	New and improved pedestrian and cyclist routes across the A40 will deliver improved connectivity with transport infrastructure and employment opportunities at North Acton (TfL Central Line) and (once completed) Old Oak Common (TfL London Overground, Great Western Railway, TfL Elizabeth Line and High Speed 2).
A.3	The area around Acton Main Line station (Great Western Railway and TfL Elizabeth Line) will deliver more homes and employment spaces, while benefitting from place-making initiatives to increase its appeal as a destination. Key potential development sites are located at Acton Crossrail Station and Sidings and Friary Park Estate.
A.4	Acton Gardens, with its close proximity to Acton Town and South Acton stations, will be a focus for residential-led growth and regeneration.
Focussing on 20-Minute Neighbourhoods	
A.5	Existing commercial and retail employment spaces in Acton town centre will be retained and complemented by new, mixed-use development that secures a higher footfall along the High Street (A4020) and Churchfield Road and reinforces the functional role of the town centre. Wayfinding and streetscape improvements will enhance routes to/from the town centre to the Locally Significant Industrial Sites at The Vale and South Acton.
A.6	In addition to accommodating new development, targeted programmes to improve footfall and desirability of retail frontages in Acton town centres will address high vacancy rates within retail units. <sup>79</sup> A £20,000 grant from the Greater London Authority's High Street Challenge fund has already been secured to invest in underused spaces on Acton High Street. <sup>80</sup>
A.7	Catalysing on its location adjacent to Acton Main Line station, Friary Park Estate will undergo significant regeneration. New homes and retail spaces, as well as an enhanced public realm and greater provision of social infrastructure, will make Friary Park Estate a neighbourhood centre that meets many of the daily needs of people living nearby.
A.8	The Locally Significant Industrial Sites at South Acton and The Vale will be protected to ensure no net loss of industrial floorspace. Masterplans will guide proportionate co-location of light industrial uses with residential on these sites to deliver new homes while protecting economically valuable industrial floorspace and jobs. <sup>81</sup> This will help to secure future employment opportunities for people living in Acton and the rest of the borough.
A.9	Development in Acton's seven Conservation Areas will be delivered following careful, contextual design that is informed by existing character areas and promotes heritage assets. This is particularly the case in Acton town centre, where heritage is at risk.

<sup>79</sup>Freehaus, Context Office, BBUK, momentum, Volterra (2022) Draft Acton Vision & Framework: Stage A/B Presentation

<sup>80</sup>Ealing Council (2021) Ealing's Plan for Good Jobs: Towards an Inclusive Economy

<sup>81</sup>PRD and Ealing Council (2022) Town Briefing: Acton; PRD (2022) Industrious Ealing: Inclusive Growth Baseline

Promoting Sustainable Connectivity	
A.10	Investment will deliver widespread improvements to Acton's cycle lanes, securing safe, inviting, green and signed cycle routes. Particular emphasis will be placed on enhancing: <ul style="list-style-type: none"> <li>• North-south routes (e.g. Acton Town station – Acton town centre – Horn Lane – Acton Main Line – Gypsy Corner – North Acton);</li> <li>• Routes to/from Acton town centre and Friary Park Estate neighbourhood centre;</li> <li>• The west-east route along the Uxbridge Road;</li> <li>• To/from industrial estates and commercial sites, including those within the Productivity Arc at North Acton and Old Oak (e.g. South Acton – Acton Park/Acton Central – Perryn Road A40 bridge – Long Drive – Old Oak or Turnham Green – the Vale – East Acton town centre – Old Oak).<sup>82</sup></li> </ul>
A.11	Cyclist and pedestrian connectivity between parks and accessible green spaces both within and outside of Acton's boundary will be secured by delivering new and, wherever possible, continuous green routes to/from spaces including South Acton Park, Acton Green Common, Springfield Recreation Ground, Springfield Gardens, Acton Park, Wormwood Scrubs and Gunnersbury Park. <sup>83</sup>
A.12	Cycle route expansion and improvement will enhance connectivity between Acton and its neighbours, with a particular focus on: <ul style="list-style-type: none"> <li>• Routes westwards to Ealing Common and North Ealing;</li> <li>• Routes east to Shepherd's Bush;</li> <li>• Routes eastwards through Wormwood Scrubs to Ladbroke Grove; and</li> <li>• Routes southwards to Gunnersbury Park and Chiswick Park.<sup>84</sup></li> </ul>
A.13	The A40 and Uxbridge Roads will benefit from public realm greening initiatives, simplified road layouts, improved crossings and more road/pavement space allocated for pedestrians and cyclists. This will counteract the dominance of cars, encourage active modes of travel and improve the pedestrian/cyclist experience. <sup>85</sup>
A.14	Unused TfL and National Rail land alongside railway routes will be used to support a non-publicly accessible wildlife corridor. <sup>86</sup>
A.14	Public realm improvements will enhance Acton town centre's relationship with Springfield Gardens to the north, complementing the green space of Acton Park at the eastern end of the town centre. <sup>87</sup>

<sup>82</sup>Freehaus, Context Office, BBUK, momentum, Volterra (2022) Draft Acton Vision & Framework: Stage A/B Presentation

<sup>83</sup>Ibid.

<sup>84</sup>Ibid.

<sup>85</sup>Freehaus, Context Office, BBUK, momentum, Volterra (2022) Draft Acton Vision & Framework: Stage A/B Presentation; Arup (2022) Ealing Council Client Workshop Presentation: Preferred Spatial Option

<sup>86</sup>Freehaus, Context Office, BBUK, momentum, Volterra (2022) Draft Acton Vision & Framework: Stage A/B Presentation

<sup>87</sup>Ibid.

A

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**B**

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# **Appendix - Glossary**

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## B.1 / Glossary

Term	Definition
CAZ (Central Activities Zone)	The CAZ, as identified by the Mayor of London, is London's vibrant centre and one of the world's most attractive and competitive business locations. It contains the seat of national Government and is renowned worldwide for its shopping, culture and heritage.
DPD (Development Plan Document)	DPDs make up a Local Planning Authority's Development Plan. LBEs' currently comprises the London Plan, a suite of documents that make up the Local Plan, an associated Adopted Policies Map and two neighbourhood development plans (NDPs). The new Local Plan will bring updated policies together in a single plan.
GLA (Greater London Authority)	The devolved regional governance body of Greater London, led by a directly elected Mayor (currently Sadiq Khan) to provide citywide leadership, setting an overall vision for London and creating plans and policies to achieve it.
GVA (Gross Value Added)	Gross Value Added (GVA) measures the contribution to the economy of each individual producer, industry or sector. Simplistically it is the value of the amount of goods and services that have been produced, less the cost of all inputs and raw materials that are directly attributable to that production.
HS2 (High Speed 2)	A new high speed railway linking towns and cities in the South, Midlands and North with faster, easier and more reliable travel.
IIA (Integrated Impact Assessment)	An IIA incorporates the statutory responsibilities to undertake for Sustainability Appraisal (SA) Strategic Environmental Assessment (SEA). It also includes a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA). This approach provides for a comprehensive assessment, seeks to increase consistency and expediency of assessment work and benefits from a shared understanding of policies
IMB (Index of Multiple Deprivation)	The English indices of deprivation measure relative deprivation in small areas in England called lower-layer super output areas.
LBE (London Borough of Ealing)	The London Borough of Ealing.
LNRR (Local Nature Reserves)	LNRRs are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. They are places with wildlife or geological features that are of special interest locally.

Term	Definition
LSIS (Locally Significant Industrial Sites)	Identified in the London Plan, LSIS Sites are sites that have particular local importance for industrial and related functions, which complement provision in SILs.
LSOA (Lower Super Output Area)	LSOAs are part of a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales.
MOL (Metropolitan Open Land)	Identified in the London Plan, MOL designation is intended to protect areas of landscape, recreation, nature conservation and scientific interest which are strategically important.
PTAL (Public Transport Accessibility Level)	PTAL is a measure devised by Transport for London to determine the accessibility of a point to the public transport network, taking into account walk access time and service availability. Sites are graded from 0-6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 0 indicates very poor access to the location by public transport and a PTAL of 6b indicates excellent access by public transport.
SIL (Strategic Industrial Locations)	Identified in the London Plan, SIL sites are London's main reservoirs of industrial and related capacity, including general and light industrial uses, logistics, waste management and environmental industries, wholesale markets and some transport functions.
SINC (Sites of Importance to Nature Conservation)	SINCs are designated by local authorities as areas of local importance to wildlife and biodiversity. There is a hierarchy of SINC designations in place in London: Sites of Metropolitan Importance, Borough Importance and Local Importance.
TfL (Transport for London)	Transport for London is a local government body responsible for most of the transport network in London, England.
WLO (West London Orbital)	The West London Orbital is a proposed extension to the London Overground railway system in London, UK. The extension would make use of a combination of existing freight and passenger lines including the Dudding Hill Line, North London Line and Hounslow Loop.

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