

Our Towns

4.1 — Ealing is one of the most diverse boroughs in London, with over 170 languages spoken across the seven unique towns of Acton, Ealing, Hanwell, Southall, Northolt, Greenford, and Perivale. This diversity is one of our biggest strengths, making Ealing an international and cosmopolitan place at the beating heart of West London.

4.2 — The Local Plan will reinforce the positive relationships and connections between Ealing's seven towns and the strategic assets in the wider region that include the future High Speed 2 (HS2) terminal, Heathrow Airport, the CAZ (Central Activity Zone) and the significant concentration of Strategic Industrial Locations (SIL) across West London.

4.3 — While Ealing has a strategic role within West London, it is critical that the borough does not become a dormitory suburb, where residents only travel beyond its boundaries to work. This spatial strategy aims to make Ealing a destination for growth in new businesses and jobs that Ealing residents can access.

CHAPTER FOUR TOWN PLANS



Our Towns



Image: Kite flying at Northala Fields, Northolt.



Image: Brompton Bikes employee in Greenford.



Image: Gran Union Canal locke, Hanwell.



Image: Acton Carnival Parade, 2019. Crown Street, Acton.



Image: Vibrant shops in Southall.



Image: Local businesses, Ealing Borough.



Image: Multi-cultural food offerings at Ealing food stalls.

Delivering the Spatial Strategy through character-led growth

4.0.1 — The Local Plan responds to the unique character of Ealing and its seven towns to support the delivery of the Mayor's Good Growth agenda. Each town has a strong local identity, unique character, and set of priorities and opportunities. The Local Plan aims to maximise the role and responsibility of each of the seven towns, ensuring they all contribute to the future prosperity of the borough and are integrated within the borough-wide spatial strategy (set out in Chapter 3).

4.0.2 — This Local Plan will illustrate how growth and development can be better balanced across Ealing. Over the last decade Ealing has seen significant growth and investment concentrated in parts of Acton, Ealing, and Southall, while comparatively modest or



Image: Bustling highstreet, Ealing Broadway.

no investment within Greenford, Hanwell, Northolt, and Perivale. This approach to investment has not been equitable and inclusive for all of Ealing's residents.

4.0.3 — The Local Plan will adopt a more inclusive approach so that each of the seven towns will play a role in the borough's delivery of new homes and jobs. This will enable overlooked parts of the borough to benefit from greater levels of investment.

4.0.4 — However, this cannot be growth for the sake of growth. In order to deliver the spatial strategy, it is crucial that development and investment positively contribute to the unique qualities of Ealing.



Image: Hoover building, Perivale.

Structure of the Town Plans

4.0.5 — This chapter is organised around the seven towns of Ealing, as a way to illustrate the borough's unique qualities while demonstrating how each town will have a role in delivering growth and investment in the borough.

4.0.6 — First, each Town Plan sets out the existing context of that town, including key issues and opportunities that have been identified through the evidence base and the Shaping Ealing consultation.

4.0.7 — Second, a town spatial strategy is established that articulates the borough-wide spatial vision and spatial strategy into a town-specific policy that will guide future development and investment within the borough.

4.0.8 — Third, a series of town specific spatial policies have been developed that set out detailed policy related to specific areas within the town. Further investment and development opportunities are also identified within each town.

4.0.9 — Lastly, the Town Plans include development sites for consultation. These are detailed strategic development sites that will be critical to the delivery of the spatial strategy and addressing Ealing's need for new genuinely affordable homes and employment space and any necessary physical, social, and green infrastructure.



ACTON TOWN PLAN



Image: Acton Carnival Parade, 2019.



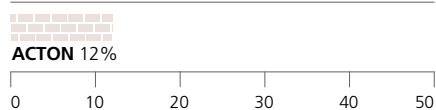
Acton today

4.1.1 — Acton is located along the eastern edge of the borough and is comprised of four wards: North Acton, East Acton, South Acton, and Southfields. In addition, the northern part of East Acton is located within the local planning authority of the Old Oak and Park Royal Development Corporation (OPDC). Figure A1 illustrates the existing context of Acton today.

Diverse population with significant socio-economic disparities

4.1.2 — Acton is a diverse town, with a population of 65,000 residents. It has contrasting levels of deprivation with some of the least and most deprived neighbourhoods nationally. Areas of South Acton and North Acton are amongst the 10–20% most deprived neighbourhoods nationally – in particular the areas between South Acton and Acton Town stations. Conversely, Southfields scores consistently as one of the least deprived wards in the borough.

PERCENTAGE OF ACTON'S LSOAs IN THE TOP 20% DEPRIVED NATIONALLY



Source: IMD 2019.

Well-connected public transport network, with significant local severance

4.1.3 — Acton is very well connected, with seven rail and tube stations within the town. In addition, Acton benefits from proximity to the strategic road network that includes the radial corridors of the A40 and Uxbridge Road. However, owing to the presence of these road corridors and the historical rail network, parts of Acton suffer from high levels of severance at a local scale due to the numerous rail and road routes that traverse the area.

Vibrant town centres

4.1.4 — Acton is home to many vibrant town centres and shopping parades. Acton District Centre (located to the south) is home to Acton High Street and The Mount, forming a key hub with the Oaks Shopping Centre, Morrisons, a weekly market, and St. Mary's Church (grade II listed building). In addition, there are several smaller local and neighbourhood centres to the north of the town.

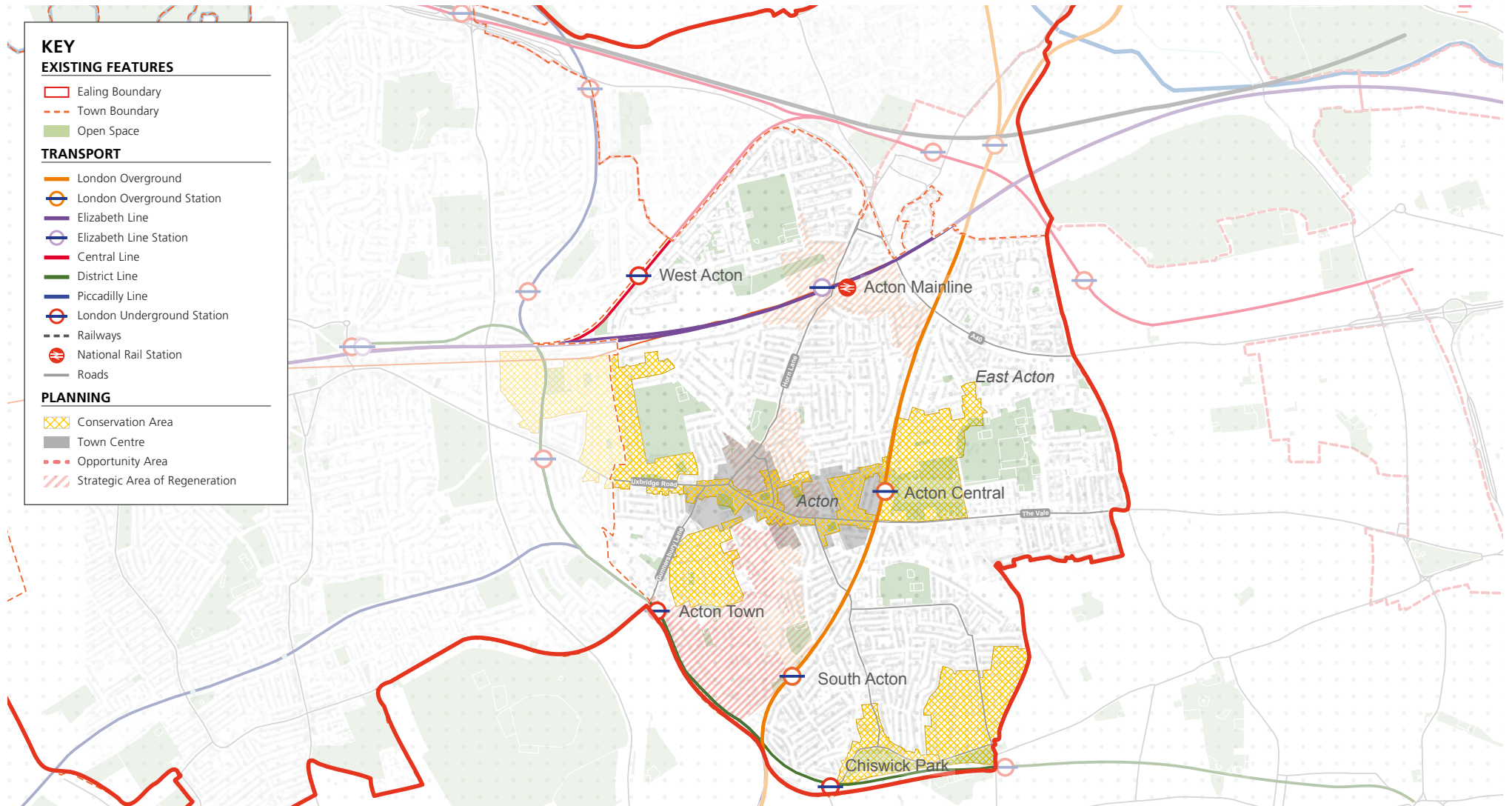
4.1.5 — The neighbourhoods surrounding these town centres are mostly comprised of fine grain residential typologies. There are seven Conservation Areas, four zones of archaeological interest, and a large number of listed buildings.

Local economic opportunities

4.1.6 — In addition to the vibrant town centres, Acton is the location for significant industrial activity with employment space and Locally Significant Industrial Sites (LSIS) in South Acton and The Vale, which are close to Acton's historic Town Centre. Acton is also home to a Creative Enterprise Zone (CEZ) that aims to support artists and new creative businesses to find affordable workspace within Ealing.

4.1.7 — In addition, Acton includes a sizeable part of the area covered by the Old Oak and Park Royal Development Corporation (OPDC) which includes North Acton and much of Park Royal. OPDC aims to deliver 13,670 new homes, create 36,350 new jobs and create 250,428 sqm of extra industrial floorspace over the plan period. North Acton acts a key gateway and strategic transition area from the rest of the Acton into the wider opportunity being delivered as part of OPDC's local plan. This creates an opportunity for all Acton residents and businesses to directly benefit from this and Ealing Council will continue to help shape future plans with the OPDC.

Figure A1:
Acton existing context



Issues to address in Acton

4.1.8 — Ealing Council has an ambition to create a '20-minute Neighbourhood' in Acton. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.1.9 — The following sets out the key issues facing Acton based on the evidence base that has been developed as part of the New Local Plan and reflecting what local people told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.1.10 — For more information on Shaping Ealing, please click on the link below.

**13%
DECLINE IN
JOBS OVER
PAST 5 YEARS.***

*in industrial, construction, transport, ICT, media, creative services employment due to significant pressure on industrial land from residential development.

Source: Acton Town profile.

LINKS

[Click here](#) for more information on the Shaping Ealing Report.



Image: Local resident shopping in Acton.

Declining housing affordability in Acton

What you told us from Shaping Ealing...

You are concerned about a good range of affordable homes in Acton.



4.1.11 — Acton is the least affordable town in the borough when taking into consideration the incomes of local people and the cost of housing. This is largely a result of its location closer to central London which drives up housing prices. This is compounded by the high proportion of residents who have low paying jobs and the increase in people claiming unemployment benefits since the start of the pandemic.



Image: North Acton Tall Buildings.

Stagnant and declining economic growth

What you told us from Shaping Ealing...

You are concerned about a lack of good employment opportunities and you are not happy with the way Acton is changing.



4.1.12 — There is increasing pressure on industrial conversion to residential which risks compromising Acton’s role as a key economic driver for the borough. High demand for industrial workspace is impacting affordability and resulting in some sectors being pushed out. The impact of this is already being seen within Acton, which has experienced stagnant and declining economic growth over the past five years. The number of jobs in Acton has declined by 13% over this period, with the decline primarily within industrial, construction, transport, Information and communication technology, media, and creative employment.

4.1.13 — While Acton has many historically vibrant town centres, these areas have been experiencing varying levels of decline with high vacancy rates. This is a result of increased competition with nearby centres for footfall including Ealing Broadway, White City, Westfield, and Shepherd’s Bush. Acton’s smaller neighbourhood centres have a limited retail offer including convenience and fast food uses. They have higher than average vacancy rates.

High levels of severance and poor north-south connectivity

What you told us from Shaping Ealing...

You are concerned about the air quality in Acton, safe walking and cycling routes, and feelings of safety. Two of these statements scored more negatively than the borough average.



4.1.14 — The A40 and Uxbridge Road are the main arterial routes within Acton, focussed on moving high volumes of traffic into and out of Central London. These routes have caused local severance between neighbourhoods in the town (creating north-south severance issues). Insufficient investment in active travel infrastructure in Acton (pedestrian and cycling) has led to some areas having poor access to existing amenities including green space.

14.4x
AVERAGE HOUSING COST RELATIVE TO ANNUAL EARNINGS.

Source: Acton Town Profile, Ealing Council.



Image: Greengrocer from Acton.



Image: High Street, Acton.

Opportunities for Acton

4.1.15 — Acton is the borough’s most diverse Town Plan area including many different town centres and numerous industrial areas. It also forms the southern gateway to the UK’s largest regeneration zone at Old Oak and Park Royal that will include the new High Speed 2 terminus by 2030. It is also very mixed in terms of socio-economic outcomes for its residents, with pockets of deep deprivation next to areas of affluence. As outlined under ‘Strategic place interventions’ in Chapter 3, Acton is well placed capitalise on its excellent connectivity and significant planned investment in infrastructure to accommodate significant levels of development, particularly within its town centres and industrial areas where higher density employment uses will be encouraged.

Developing an inclusive economy

4.1.16 — Acton is strategically located at the eastern end of the Productivity Arc and borders the Old Oak West regeneration area. While Acton has suffered from economic decline, particularly within the industrial sector, it still has a strong industrial business base with specialisms in food, manufacturing, wholesale, transport, and storage that provide opportunities for growth. In addition, its recent designation as a Creative Enterprise Zone will provide long-term support in growing the creative sector and providing a more diverse economic base.

4.1.17 — The evolving industrial and creative sectors within Acton provide further opportunities to explore co-location of light industrial and residential uses that could provide valuable economic activity, boost wages, and provide homes close to where people work. This offers opportunity to tackle deprivation by providing jobs and homes in some of the most deprived areas of Acton, addressing spatial inequalities and environmental, economic, and social barriers affecting residents.

4.1.18 — In addition, Acton will benefit from future investment in Old Oak and Park Royal (HS2 Station at Old Oak Common) and the recent investment in the Elizabeth line, which will bring enhanced connectivity and inward investment to Horn Lane and Friary Park.

Reinforcing town centres

4.1.19 — While Acton’s town centres are vibrant and provide a range of leisure, community and local services that are valued by residents, there is the opportunity to build upon these assets to create more complete communities. Acton has a mix of housing types that cater to different groups, including semi-detached houses, terraced houses, and flats. However, there is an opportunity to provide a wider range of housing types and tenures. This could include family housing and alternative accommodation types that provide high-quality affordable housing options that are accessible to low-income and younger people.

Acton Spatial Strategy

4.1.20 — This section articulates the borough-wide spatial strategy. A series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure A2 presents the Acton spatial strategy.

4.1.21 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy.

4.1.22 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

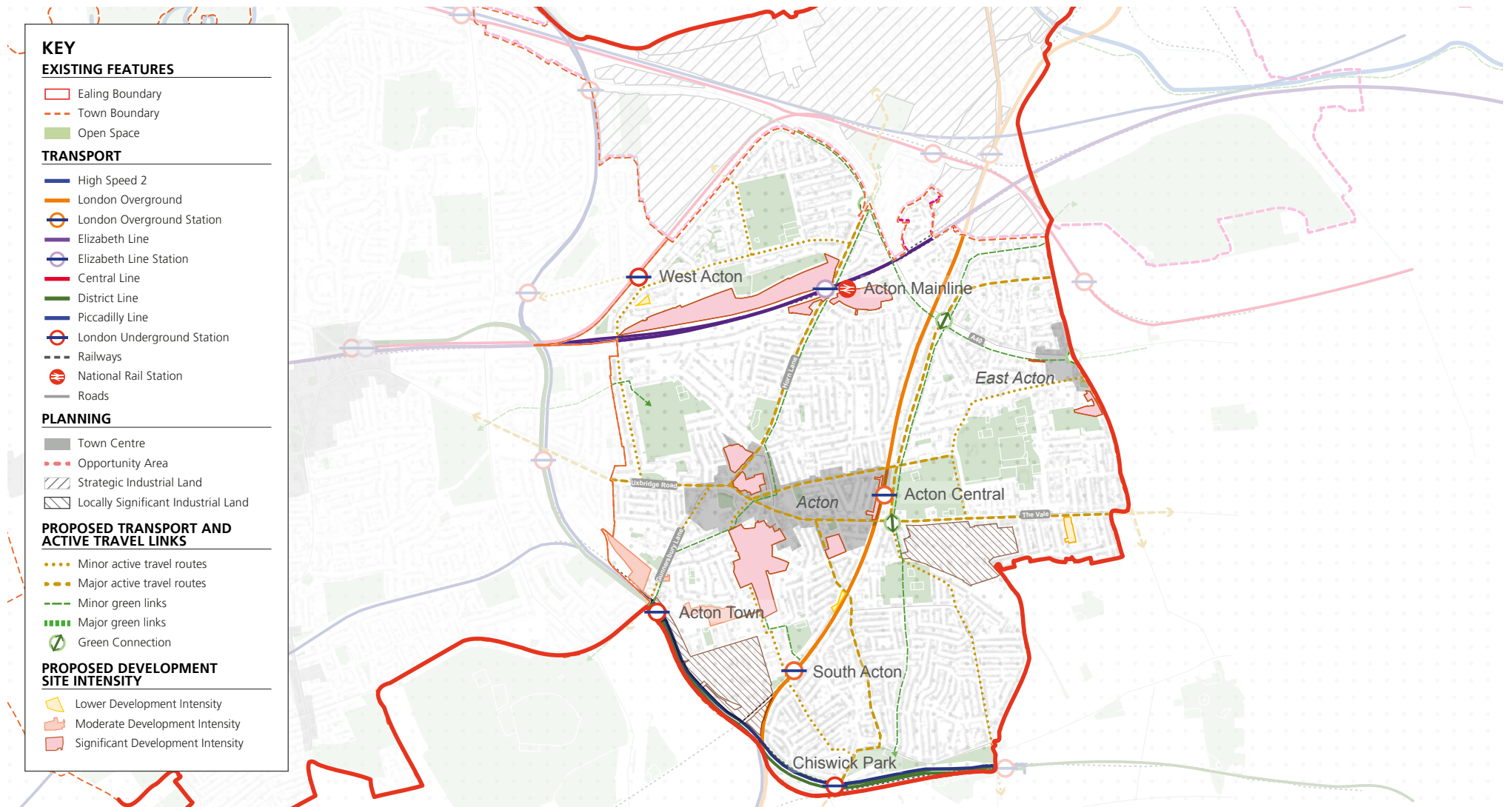
LINKS

[Click here](#) for more information on the Council's Spatial Options Report.



Image: Acton Market, King Street.

Figure A2:
Acton Spatial Strategy



Policy A.1: Acton Spatial Strategy

A. Acton represents a significant opportunity for investment to deliver improved employment opportunities, affordable homes, support healthier lifestyles, and achieve a better-quality local environment.

B. Growth will capitalise on Acton’s strategic location at the eastern end of the Productivity Arc, the Elizabeth line at Acton Main Line Station, and its proximity to the future High Speed 2 (HS2) station at Old Oak Common to maximise economic opportunities for the area.

C. Growth will be focussed around existing transport interchanges including Acton Town, Acton Mainline, Acton Central, and South Acton to benefit from existing and proposed (West London Orbital) connections.

D. The functional roles of Acton Town Centre (see Policy A2) and East Acton Neighbourhood Centre (see Policy A5) will be enhanced through new mixed-use development to increase the vitality and viability of these centres by day, evening, and night.

E. Acton Gardens will capitalise on its proximity to Acton Town Station and will be a focus for residential-led growth and regeneration (see Policy A3).

F. A new neighbourhood centre at Acton Mainline Station (Great Western Railway and Elizabeth line) and the nearby Friary Park Estate will be created as part of the regeneration of this area (see Policy A4).

G. The Council will work collaboratively with the Old Oak and Park Royal Development Corporation and other key stakeholders to address severance caused by the A40 and railway lines and maximise the potential opportunities that arise from significant development around North Acton station (see Policy A6).

H. Acton’s strong industrial base (with specialisms in food, manufacturing, wholesale, transport, and storage) will be supported and enhanced through:

(i) Development and intensification of industrial and commercial uses at Local Significant Industrial Sites (LSIS) at The Vale and South Acton.

(ii) Development of Acton’s higher value business specialisms and knowledge intensive activity in

areas such as ICT, Media and Creative, and Business Support Services, clean tech clusters and green sectors.

(iii) Provision of affordable, managed, and creative workspaces in Acton and supporting the Ealing Creative Enterprise Zone in Acton/Park Royal (in collaboration with the OPDC).

(iv) Focussing on education, employment, and skills opportunities that support residents in the most deprived wards (Acton Central, East Acton, and South Acton wards).

I. The specific housing needs of Acton residents will be addressed by delivering more genuinely affordable housing to tackle deprivation and low incomes particularly in Acton Central, South Acton, and East Acton wards.

J. Active travel interventions will reinforce the north-south connectivity, while also improving the permeability of local neighbourhoods and supporting health and environment outcomes. Such measures include:

(v) Improvements to Acton’s cycle lanes, securing safe, inviting, green and signed cycle routes.

(vi) Improvements to cyclist and pedestrian connectivity between parks and accessible green spaces both within and outside of Acton's boundary.

(vii) Improvements to the A40 and Uxbridge Road through public realm greening initiatives, simplified road layouts, improved crossings, and more road/pavement space allocated for pedestrians and cyclists.

(viii) Making productive use of unused TfL and National Rail land alongside railway routes to support a non-publicly accessible wildlife corridor.

K. Acton's health and infrastructure will be enhanced by:

(i) Improving the public realm, network of green/open spaces, and children's play spaces.

(ii) Improving living conditions alongside the A40, Uxbridge Road, Gunnersbury Lane, Horn Lane, Victoria Road, as well as rail routes.

(iii) Addressing GP capacity as a result of population growth in Acton (including North Acton).

L. The timely and effective delivery of high-quality development on key sites and associated infrastructure in Acton will be achieved by:

(i) Liaison with the OPDC on cross-boundary matters in North Acton to coordinate the delivery of development sites, economic strategies, and infrastructure and to ensure that the benefits of investment are realised in all parts of Acton.

(ii) Partnership working with businesses, landowners, and strategic developers to deliver key development sites in the area.

(iii) Retaining and reinforcing Acton's identity by ensuring new development meets the highest design standards and responds positively to the local character.

(iv) Recognising the role of heritage in place-making and conserving and enhancing the historic centre at Acton Town Centre through active measures including the creation of a Heritage Action Zone.



Image: Housing development in South Acton.

QUESTION



1. What are your views on the proposed spatial strategy for Acton?
2. What are your local priorities for future infrastructure? i.e. more schools



Click here or scan the QR code to give us your views

4.1.23 — Acton represents a significant opportunity for investment to deliver improved employment and housing opportunities. The spatial strategy seeks to capitalise on Acton’s excellent transport infrastructure and employment opportunities at North Acton (Central line) and (once completed) Old Oak Common (London Overground, Great Western Railway, Elizabeth line and High Speed 2) and use these as a catalyst for regeneration of the area.

4.1.24 — It also seeks to capitalise on the future delivery of the West London Orbital initiative and improved connections at Acton Central and South Acton overground stations. In line with the Strategic Place interventions of the Local Plan, significant levels of development will take place in Acton due to the presence of the Elizabeth line at Acton Mainline station and proposed West London Orbital station at Acton Town.

4.1.25 — Acton forms a crucial and inherent part of both the A40 corridor of industrial land uses and the broader Ealing Productivity Arc of industrial and commercial uses. The Ealing Productivity Arc links Park Royal in the northeast of the borough with Southall in the southwest of the borough and towards the economic hub at Heathrow Airport in Hillingdon. It comprises a unique resource of land with a key strategic function in meeting London’s overall industrial

and logistics needs. It also has a particular local role in Acton in supporting the range and quality of local employment options.

4.1.26 — The spatial strategy seeks to enhance the existing Acton Town Centre and East Acton neighbourhood centre whilst creating a new neighbourhood centre at Friary Park Estate/Acton Mainline Station. Measures to promote the vitality and viability of these centres will increase footfall and inward investment to support a thriving economy and healthy high streets and enhance the ability of residents to meet their daily needs locally.

4.1.27 — Acton suffers from significant severance caused by the A40 and railways. 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. 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 centres. More people walking and cycling on a regular basis will support greenhouse gas emissions reductions and less polluted and healthier lifestyles. Specific routes to be promoted include:

- (i) North-south routes (e.g., Acton Town station – Acton town centre – Horn Lane – Acton Main Line – Gypsy Corner – North Acton);
- (ii) Routes to/from Acton town centre and Friary Park Estate neighbourhood centre;
- (iii) The west-east route along the Uxbridge Road;
- (iv) Routes to/from industrial estates and commercial sites (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).
- (v) Routes westwards to Ealing Common and North Ealing;
- (vi) Routes eastwards to Shepherd’s Bush;
- (vii) Routes eastwards through Wormwood Scrubs to Ladbrooke Grove; and
- (viii) Routes southwards to Gunnersbury Park and Chiswick Park.



Image: Uxbridge Road,
Acton High Street.



4.1.28 — As part of a wider strategic area for regeneration, Acton’s future development sites will be focussed around transport interchanges at Acton Main Line, Acton Town, and Acton Central stations to deliver sustainable growth. The Council will work with businesses, landowners, and strategic developers to help deliver these. Key sites include:

- (i) The area around Acton Main Line station (Elizabeth line), including the railway sidings* and Friary Park Estate, will deliver more homes and employment spaces, while benefitting from place-making initiatives to increase its appeal as a destination.
- (ii) Acton Gardens, with its close proximity to Acton Town station (Piccadilly line), will be a focus for residential-led growth and regeneration.
- (iii) Acton Gateway (Morrisons) provides significant opportunity for mixed use development and public realm improvements to the western gateway of Acton Town Centre.

*Subject to the prior relocation of safeguarded aggregates and waste facilities to the north and west of the station on the site during the plan period.

4.1.29 — Acton has a strong economic base and some of the highest employment densities in the borough. However, in recent years it has suffered from a decline in jobs. The spatial strategy seeks to ensure that Acton capitalises on its strategic location and that key Locally Significant Industrial Sites at The Vale and South Acton are protected to provide economic growth and local jobs in the future; they will also be intensified to enable opportunities for more housing in the area. This will be achieved through a master planning approach in these areas to guide proportionate co-location of light industrial uses with residential uses. It also seeks to diversify Acton’s economy towards higher value business specialisms and knowledge intensive activity and help meet the local needs of start-ups, entrepreneurs, and creatives through affordable workspace such as the Creative Enterprise Zone at Acton.

4.1.30 — New development must respond positively to Acton’s character and identity. Acton displays characteristics of both inner London and suburban London. It has a complex, layered fabric and structure that reflects its historical role as one of London’s early suburbs and its significant growth in the 19th and 20th centuries. This is also reflected in the intricate

patchwork of typologies present. Development will need to respond sensitively having regard to the growth and intensification themes and associated tall buildings guidance/indicative heights identified in each local character sub-area. This is further set out in the Ealing Character Study.



Image: Uxbridge Road, Acton.



ACTON DISPLAYS CHARACTERISTICS OF BOTH INNER LONDON AND SUBURBAN LONDON.



Image: Homes in South Acton.

Policy A.2: Acton Town Centre Neighbourhood Centre

A. To enhance Acton's role as a District Centre by:

(i) Enhancing Acton Town Centre through active frontages, complementary mixed-use development, interventions in the public realm and streetscape to stimulate vibrancy and promote a more diverse offer during the day, evening, and night.

(ii) Addressing high vacancy rates in retail units through the use of pop-ups and meanwhile uses for cultural and creative activities and targeted programmes to improve the desirability of retail frontages and footfall along the High Street (A4020) and Churchfield Road. Meanwhile uses can

also act as a "test bed" for permanent uses and to support new enterprises.

(iii) Conserving and enhancing the historical attributes of Acton Town Centre through the development of a comprehensive town centre strategy, and taking active measures to secure the future repair, reuse, long-term survival, and management of Acton Town Centre Conservation Area.

QUESTION

What are your views on the approach to conserve & enhance Acton Town centre?

Click here or scan the QR code to give us your views



4.1.31 — Acton is categorised as a ‘District centre’, providing convenience goods, services and social infrastructure that meet the needs of a wider catchment area. The functional area of Acton town centre is comprised of two main shopping parades along the High Street (A4020) and Churchfield Road. Acton Central overground rail station is located in the north-east of the functional area.

4.1.32 — Whilst Acton Town Centre is an historic and vibrant centre, with good post COVID-19 recovery on spend, it faces a range of challenges including relatively high vacancy rates for units, no digital infrastructure for town centre visitors to benefit from, lower-than-normal post-COVID-19 visitor footfall and a lack of a unique identity within the High Street given the prevalence of chain stores. The centre also faces competition for footfall with nearby centres including Ealing, White City, Westfield, and Shepherd’s Bush.



Image: Acton Carnival Parade, 2019, Acton High Street.

BESPOKE GROWTH STRATEGIES WILL CONSIDER HOW BEST TO TAKE FORWARD THE KEY PREFERRED SITES.



Image: Acton Market.

4.1.33 — To better meet the needs of Acton’s population and attract visitors from a wider catchment area, it is important to improve the range of retail and other services during the day and night and improve the appearance and attractiveness of the environment. This will be achieved through:

- (i) Better integration of incidental greenery into the streetscape and better provision of spaces to sit and relax in the town centre.
- (ii) An enhanced leisure offer to help increase footfall throughout the week.
- (iii) Preserving and enhancing the identity of Acton to help attract visitors and entice businesses.
- (iv) Increased promotion of Churchfield Road as having a distinct offering to increase footfall to this area.
- (v) Improving the public domain, including the market square at The Mount, King Street, High Street, and Churchfield Road.
- (vi) Improving The Mount public square with greenery, lighting, and seating. Extend the offer of the market, bring local community /cultural activities out into the public realm, and activate the town centre with a calendar of events programme and connections.

(vii) Exploring ways to invest in underused spaces on Acton High Street following the successful bid for the Greater London Authority (GLA) High Street Challenge Fund. This could include opportunities for temporary / meanwhile uses.

(viii) The development of Acton Gateway (Morrisons site) will also provide significant opportunity for mixed use development and public realm improvements to the western gateway of Acton Town Centre.

(ix) Improving active travel connections including improvements to north-south routes and east-west links along Uxbridge Road.

4.1.34 — The development of a comprehensive town centre strategy for Acton Town Centre will help co-ordinate the conservation and enhancement of this centre whilst meeting growth needs. Bespoke growth strategies will consider how best to take forward the key preferred sites (site allocations) and development opportunities, with a focus on regeneration within an historic context. This is particularly important in the context of the Acton Town Centre Conservation Area currently being listed on the Heritage at Risk Register and the potential to explore Heritage Action Zone.

Policy A.3: South Acton

A. Actively manage the transformation of South Acton by:

(i) Continuing the residential led regeneration based on a masterplan for Acton Gardens (the former South Acton Estate) to create a new and attractive locality with new homes, infrastructure, retail, and community spaces.

(ii) Ensuring improved active travel connections to Acton Town Centre, local transport hubs, and to green and open spaces.

(iii) A master planning led approach of key sites at South Acton Locally Significant Industrial Site, ensuring employment sites are safeguarded and intensified with improvements to their local connectivity and supporting functions.

QUESTION

What are your views on the approach to manage the transformation of South Acton?

[Click here](#) or scan the QR code to give us your views

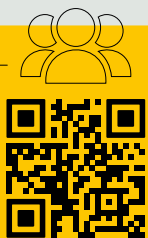


Image: Residential development in Acton.

4.1.35 — South Acton will continue to undergo a change in its character in future years through key development and estate regeneration sites at:

(i) Acton Gardens - this has been a focus for residential-led growth and regeneration. Work has started on this and will continue in future years through a revised master plan.

(ii) South Acton LSIS - this has accommodated more residential elements in recent years, which has put pressure on existing employment land and is beginning to change the character of this historic industrial area.

4.1.36 — To help manage the transformation of this area, the following approach will be taken to ensure that:

(i) LSIS at South Acton is protected and intensified to ensure no net loss of industrial floorspace. A masterplan approach will guide the proportionate co-location of light industrial uses with residential on these sites to deliver new homes while protecting economically valuable industrial floorspace and jobs.

(ii) The changing character of the South Acton LSIS areas is properly managed and that through good design the boundary between LSIS and surrounding residential land is softened and blended, and public realm improved.

(iii) Acton Gardens continues to deliver a high-quality estate regeneration through a masterplan approach, meeting local housing and infrastructure needs, including cultural and community uses.

(iv) Active travel measures are promoted for routes to/from South Acton industrial estates, Acton Gardens, and Acton Town station (Piccadilly line).

4.1.37 — These measures will offer opportunity to tackle deprivation by providing jobs and homes in some of the most deprived areas of Acton, addressing spatial inequalities and environmental, economic, and social barriers affecting residents. Increasing pressure on industrial site conversion to residential risks compromising Acton's role as a key economic driver for the borough, impacting on affordability, loss of some sectors, declining number of jobs, and stagnant economic growth in recent years.

4.1.38 — The public sector has significant land ownership across the borough including council-owned industrial sites such as Stirling Road in South Acton. Ways in which these assets could be used innovatively to address market failures, test new ideas and promote post-covid recovery will be explored.



**PRESERVING AND
ENHANCING THE
IDENTITY OF ACTON
TO HELP ATTRACT
VISITORS AND ENTICE
BUSINESSES.**

Policy A.4: Acton Main Line station and environs

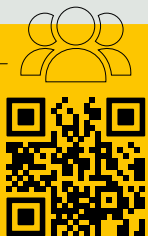
A. To create a new neighbourhood centre at Acton Main Line station (and the nearby Friary Park Estate) as part of the wider regeneration of the area building upon potential new development opportunities and infrastructure provision by delivering:

- (i) New homes.
- (ii) Affordable workspaces.
- (iii) Retail and community spaces.
- (iv) Public realm improvements and improvements to the open/green space at Friary Park.
- (v) Enhanced active travel connections to/from the Station including improved cycle storage facilities.

QUESTION

Do you agree with the development opportunities we have identified?

[Click here](#) or scan the QR code to give us your views



4.1.39 — The area around Acton Main Line station is due to experience transformational growth around two key locations:

- (i) Acton Main Line station and sidings: there is opportunity to redevelop this site (subject to the relocation of safeguarded waste uses on the site during the plan period) to provide a mixed-use development of residential, retail, commercial, office, and community/green spaces, together with public realm improvements along Horn Lane.
- (ii) Friary Park Estate: work has already started on site to redevelop this housing estate and create a new mixed-use development with some office, retail, and community uses.

4.1.40 — The provision of additional retail, commercial and community uses, and public realm improvements will effectively create a new neighbourhood centre and destination in this area, that will benefit significantly from new Elizabeth line services at Acton Main Line station and enable people to meet their daily needs locally.



PUBLIC REALM IMPROVEMENTS WILL EFFECTIVELY CREATE A NEW NEIGHBOURHOOD CENTRE AND DESTINATION IN THIS AREA.



Image: Wheelchair access, Elizabeth Line, Acton Mainline Station.



Image above: Acton Main Line Station.

Policy A.5: East Acton Neighbourhood Centre

A. To enhance the role and function of East Acton Neighbourhood Centre through active frontages, complementary mixed-use development, and improvements in the public realm and streetscape. These will stimulate the vitality and viability of the centre and promote greater diversity of uses during the day, evening, and night.

QUESTION

How else can East Acton be enhanced and improved to offer more for local people?

[Click here](#) or scan the QR code to give us your views



Image right: South Acton developments.

EAST ACTON FACES SOME CHALLENGES INCLUDING WEAK EXISTING CONNECTIONS THROUGH PUBLIC AND ACTIVE TRAVEL WHICH RESULT IN GREATER CAR RELIANCE.



Image: Improving travel connections in Acton.

4.1.41 — East Acton is categorised as a ‘Neighbourhood centre’, serving a localised catchment mostly for convenience goods and other services. The main shopping area is located along Old Oak Common Lane north of the A40, with a smaller parade of shops along Old Oak Road south of the A40. The two are separated by the A40, which restricts active travel between them.

4.1.42 — South of the A40, the functional area is primarily comprised of terraced residential properties, vehicle repairs and hardware shops. A considerable portion of the southern part of the town centre is comprised of a residential terrace. East Acton underground station is a short walk from the town centre though more accessible from the northern side of the A40. The local town centre is divided by the boundary with London Borough of Hammersmith & Fulham.

4.1.43 — East Acton faces some challenges including weak existing connections through public and active travel which result in greater car reliance. Worker and visitor footfall remains below pre-COVID levels although retail spend has reached normal activity levels.

4.1.44 — The town centre has a very limited identity. The main shopping parades are severed by the A40 road, creating a disjointed feel to the area. The facades of some of the units along Old Oak Common Lane are

rundown, dated, and somewhat unattractive. Reasons to visit East Acton are limited as the range and quality of existing facilities is poor.

4.1.45 — There are opportunities to enhance the neighbourhood centre through:

- (i) Better integration of incidental greenery into the streetscape to enhance the environment.
- (ii) Uplift to unit frontages along the Old Oak Common Lane shopping parade and better upkeep of the town centre to enhance the environment.
- (iii) Diversification of the current offer and creation of a stronger sense of identity to the town centre.
- (iv) Public realm improvements including improving the A40 junction at East Acton to create a public realm feeling of neighbourhood and to improve active travel routes.
- (v) Improved active travel connections including to the nearby East Acton Underground station and neighbouring areas including routes east to Shepherd’s Bush, Wormwood Scrubs, and Ladbroke Grove.

Policy A.6: North Acton and Park Royal

A. To work collaboratively with the Old Oak and Park Royal Development Corporation (OPDC) and other key stakeholders to:

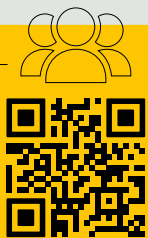
(i) Address severance caused by the A40 and railway lines through improved connectivity between North Acton and the rest of Acton and the promotion of active travel measures.

(ii) Coordinate the delivery of potential development sites, associated transport, and social and green infrastructure close to the OPDC boundary.

(iii) Develop a local construction skills centre to capitalise from the large construction activity coming forwards and ensure that skills opportunities meet the needs of local people in the wider Acton area.

QUESTION

Do you agree with this approach?
 Click here or scan the QR code
 to give us your views



4.1.46 — Much of North Acton and Park Royal is located within the OPDC boundaries but people do not adhere to administrative boundaries. The area's significant supply of Strategic Industrial Locations (SIL) and the services provided by North Acton Centre are accessed by workers and residents across Acton. Key development sites identified in the OPDC Local Plan (2022) include those centred around Park Royal SIL (P4, P4C1), a new town centre in Park Royal (P6), and new neighbourhood centres at North Acton (P6, P7).

4.1.47 — Collaboration with the OPDC will take place to improve connectivity between the two areas and to address the severance caused by the A40 and railway lines. New and improved pedestrian and cyclist routes across the A40 will deliver improved connectivity with transport infrastructure and employment opportunities at North Acton and Old Oak Common. Improvements to the pedestrian experience across major roads at important points should also be prioritised:

(i) Prioritise a new north-south cycle route linking North Acton with Acton Town station, Acton town centre, Horn Lane, Acton Main Line, and Gypsy Corner.

(ii) Improve the pedestrian experience across major roads at important points, including Styne Road roundabout at Acton town centre, Old Oak Lane at East Acton town centre /Savoy Circus, A40 Gypsy corner, A40 Wales Farm Road, and A40 Perryn Road bridge.

4.1.48 — Collaboration will also ensure that development sites and associated transport, social and green infrastructure close the OPDC boundary and wider economic strategies are coordinated as far as possible, so that the benefits of investment can be harnessed for all Acton residents. Park Royal also offers the opportunity to capitalise on skills opportunities associated with the large construction activity coming forwards. A construction skills centre will be explored further with the OPDC to ensure that skills opportunities meet the needs of local people.



PARK ROYAL ALSO OFFERS THE OPPORTUNITY TO CAPITALISE ON SKILLS OPPORTUNITIES ASSOCIATED WITH THE LARGE CONSTRUCTION ACTIVITY.



Image: North Acton Square development.

Acton development sites

4.1.49 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: Acton Town approach, Uxbridge Road.

4.1.50 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council’s ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.1.51 — Table A1 sets out all the draft Acton development sites and the schedules that follow sets them out in more detail.

4.1.52 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.1.53 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.1.54 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the ‘Call for Sites’.

4.1.55 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



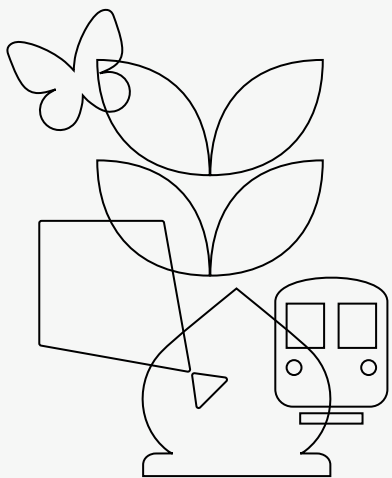


Table A1:
Acton development sites

AC01	Acton Gateway	102	AC08	Salisbury Street Car Park & Neville Close	116
AC02	The Steyne Estate	104	AC09	Acton Vale Industrial Park & Westgate House	118
AC03	Acton Central Station Yard	106	AC10	Haddon Court & Burghley Tower	120
AC04	Acton Gardens	108	AC11	Friary Park Estate	122
AC05	Acton Town Station Approach	110	AC12	Acton Crossrail Station and Sidings	124
AC06	Ealing Common Depot	112	AC13	West Acton Community Centre	126
AC07	Builders Merchants Bollo Bridge Road	114			

Acton – AC01

Acton Gateway

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
King Street, Acton W3 9LA	1.3	Acton Town Centre	Private

CURRENT USE

The site contains a large Morrisons supermarket alongside associated parking and ancillary space.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme. (retail/food and beverage and community).

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites.

Detailed design analysis indicates a maximum height of 15 storeys (52.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation ACT2, Flood Zone 3a (surface water), Acton Town Centre Conservation Area (adjacent), Grade II Listed St Mary's Church and Monument (nearby), Grade II Listed 241-267 King's Parade (nearby), Grade II listed 183,

185 High Street (nearby), Acton District Centre, Strategic Area for Regeneration, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC01 Acton Gateway



Acton – AC02

The Steyne Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Moreton Tower, Rufford Tower Housing Estate, Lexden Road, W3 9NQ	1.34	Acton Town Centre	Council

CURRENT USE

The site consists of the Moreton and Rufford Towers housing estate and associated green and parking spaces.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential infill.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 8 - 15 storeys (28 - 52.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood zone 3a (surface water), Acton Town Centre Conservation Area (adjacent), District Centre, Strategic Area for Regeneration, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

222718SCE.

Site Plan: AC02 The Steyne Estate



Acton – AC03

Acton Central Station Yard

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Birkbeck Mews, Builders Yard, 2 - 4 Birkbeck Road, Acton W3 6BG	0.68	Acton Town Centre	Council, Private

CURRENT USE

The site features a Jewson builders' merchants, in addition to Burlington Motors, a vehicle repair shop (MOT centre) and council offices.

SETTING/TYOLOGY

Centre.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation ACT5, Flood zone 3a (surface water), Acton Town Centre Conservation Area, locally listed building (adjacent), Green Corridor, Site of Borough Importance for Nature Conservation, Tree Preservation Order, existing industrial use (non-designated), Acton District Centre, Archaeological Interest Area.

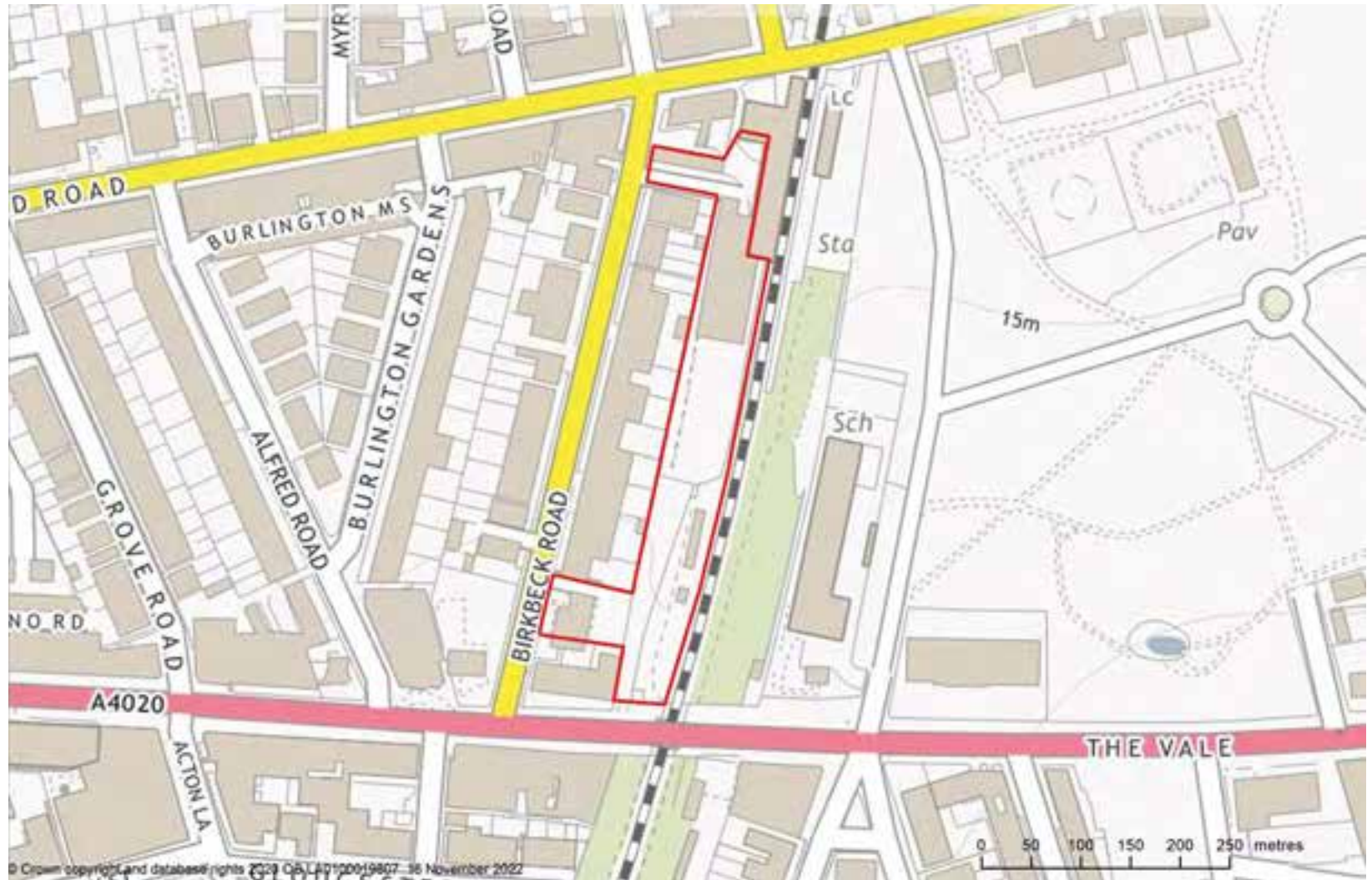
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC03 Acton Central Station Yard



Acton – AC04

Acton Gardens

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
South Acton Estate, Acton Gardens, Acton W3 8TQ	10.09	Acton Town Centre	Council, Private

CURRENT USE

The site consists mostly of the Acton Gardens housing estate, and overlaps with Acton District Centre. The site contains Public Open Space on Avenue Road, Ludlow Court Recreation Grounds and the Jerome Allotments.

SETTING/TPOLOGY

Free-form.

PROPOSED USE

Residential with some ground floor commercial uses.

DESIGN PRINCIPLES

Part of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 8 - 15 storeys (28 - 52.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood zone 3a (surface water), Mill Hill Park Conservation Area (adjacent), Ealing Town Centre Conservation Area (adjacent), Grade II Listed 183, 185 Acton High Street (nearby), locally listed buildings (adjacent and nearby), Site of Local Importance for Nature Conservation, Acton District Centre, Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

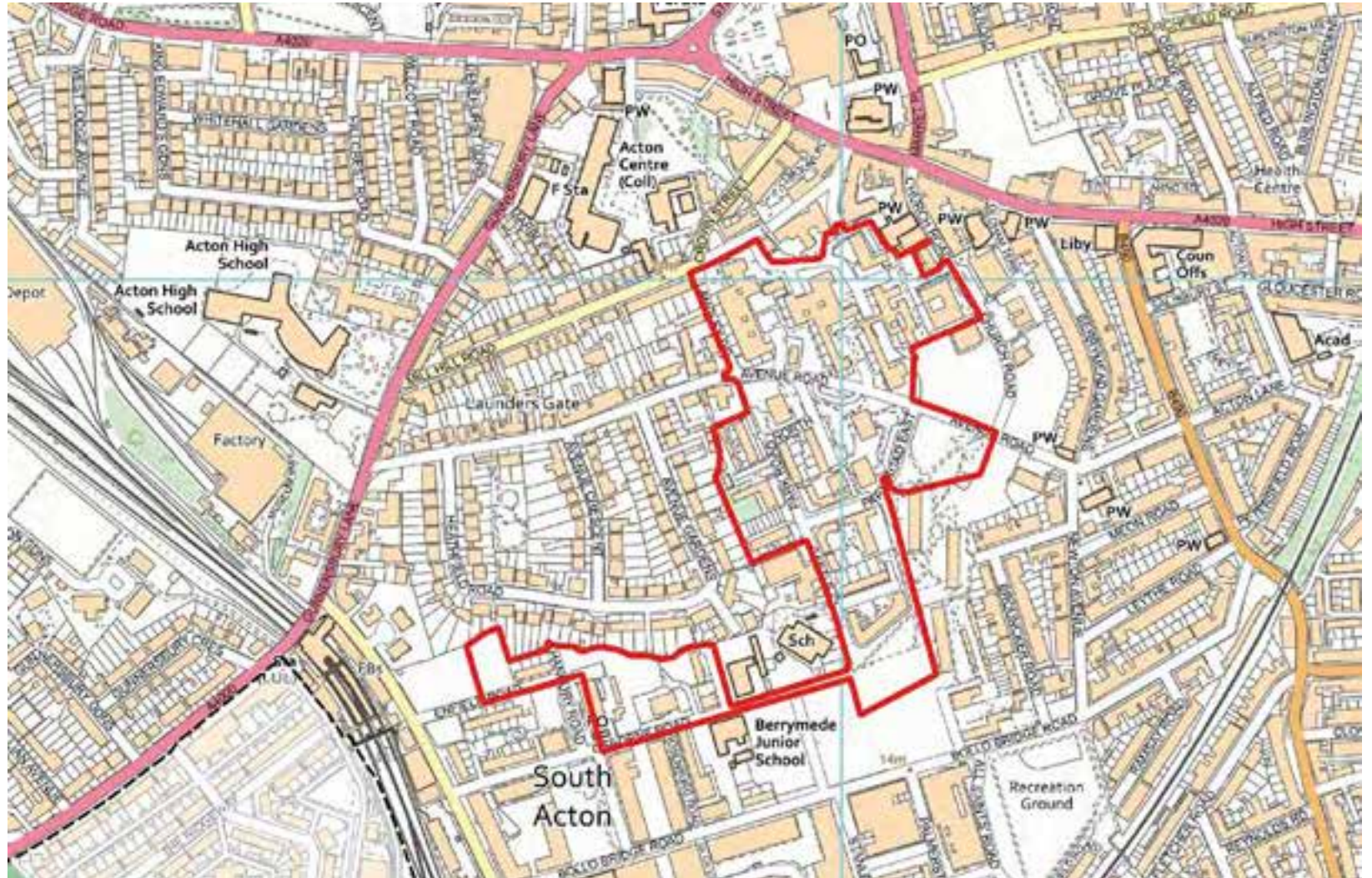
RELEVANT PLANNING APPLICATION(S):

P/2012/0708, PP/2015/3558.

NOTES

Masterplan was approved 12 December 2018.

Site Plan: AC04 Acton Gardens



Acton – AC05

Acton Town Station Approach

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
83 - 85 Gunnersbury Lane, Acton W3 8HH	0.14	Acton Town Centre	Private

CURRENT USE

The majority of the site is used as a car repair garage (MOT centre). The site also features takeaway food provision.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation ACT1, Flood Zone 3a (surface water), Mill Hill Conservation Area (adjacent), Grade II listed Acton Town Station and Station Parade (nearby), Archaeological Interest Area, priority habitat, Site of Local Importance for Nature Conservation & Site of Borough Importance for Nature Conservation (nearby), existing industrial use (non-designated).

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC05 Acton Town Station Approach



Acton – AC06

Ealing Common Depot

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Gunnersbury Lane, Acton W3 9BQ	2.2	Creffield	Public (Transport for London)

CURRENT USE

The site is currently used as a museum and depot by the London Transport Museum. The site also features operational transport maintenance workshops and associated offices.

SETTING/TYOPOLOGY

Campus.

PROPOSED USE

Residential-led, mixed-use scheme and potential reprovision of TfL Museum on site or another suitable location.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Acton Town Station and parade of shops, Gunnersbury Lane (adjacent), Grade II* Listed Gunnersbury Park (nearby) and Grade II Listed Lodge, Archway, Outbuildings, Gateway, Boundary Wall (nearby), Green Corridor, Site of Borough Importance for Nature Conservation, priority habitat (adjacent), Tree Preservation Order, existing industrial uses (non-designated).

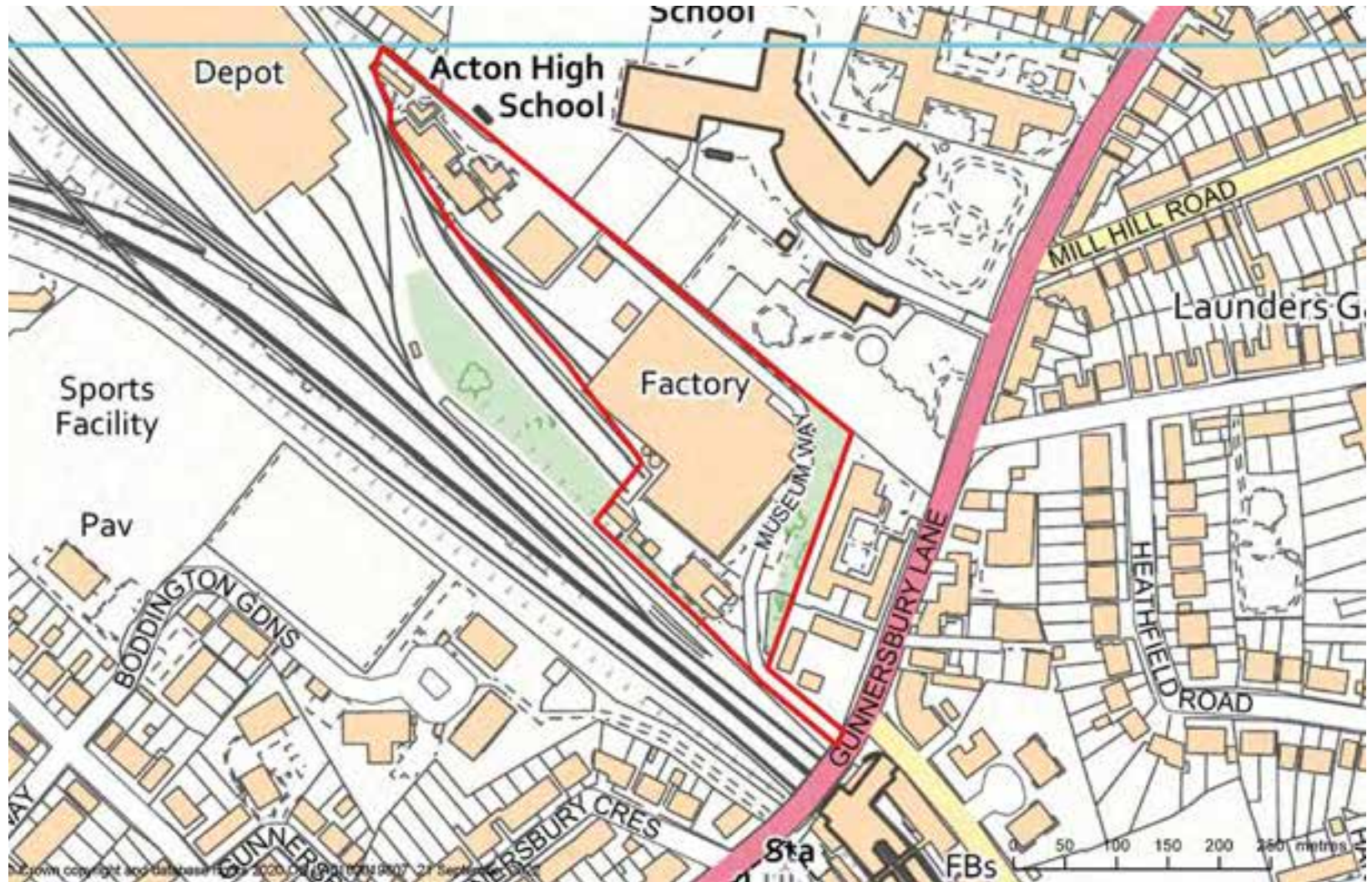
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC06 Ealing Common Depot



Acton – AC07

Builders Merchants Bollo Bridge Road

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
5 - 21 Bollo Bridge Road, Acton W3 8AT	0.24	Acton Town Centre	Private

CURRENT USE

The site consists of a timber supplies and building materials yard, in addition to an MOT centre.

SETTING/TYOLOGY

Continuous block.

PROPOSED USE

Mixed-use or residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood zone 3a (surface water), Site of Borough Importance for Nature Conservation (adjacent), existing industrial use (non-designated), Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

217146FUL.

Site Plan: AC07 Builders Merchants Bollo Bridge Road



Acton – AC08

Salisbury Street Car Park & Neville Close

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Salisbury Street, Acton W3 8NZ	0.95	Acton Town Centre	Council

CURRENT USE

The site consists of a car park and residential uses.

SETTING/TIPOLOGY

Free-form/Centres.

PROPOSED USE

Residential-led, mixed-use including residential, commercial and community uses.

DESIGN PRINCIPLES

Part of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 8 - 15 storeys (28 - 52.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood zone 3a (surface water), Acton Town Centre Conservation Area (adjacent), locally listed buildings (adjacent), Grade II Listed Acton Town Hall (nearby), Grade II Listed Acton Swimming Baths Chimney (nearby), Archaeological Interest Area, Acton District Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Will need to consider re-provision of existing car parking spaces.

Site Plan: AC08 Salisbury Street Car Park & Neville Close



Acton – AC09

Acton Vale Industrial Park & Westgate House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Vale, Acton W3 7RR	0.63	The Vale	Private

CURRENT USE

The site consists of a range of workshops and small industrial units. Offices are contained within Westgate House to the north of the site.

SETTING/TYOLOGY

Campus/Centres.

PROPOSED USE

Mixed-use intensification.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood zone 3a (surface water), existing industrial uses (non-designated), Primary Shopping Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC09 Acton Vale Industrial Park & Westgate House



Acton – AC10

Haddon Court & Burghley Tower

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Haddon Court & Burghley Tower, Trinity Way, Acton W3 7HS	0.88	The Vale	Council

CURRENT USE

The site consists of the Trinity Way housing estate and associated green space surrounding Haddon Court and Burghley Tower as well as Trinity Way Open Space.

SETTING/TIPOLOGY

Free-form/Green spaces.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Metropolitan Open Land, Site of Borough Importance for Nature Conservation (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Opportunity to reconfigure built footprint primarily along Old Oak Lane and improve open spaces.

Site Plan: AC10 Haddon Court & Burghley Tower



Acton – AC11

Friary Park Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Drive, Joseph Avenue, Sparks Close and Friary Road, Acton W3 6NL	2.79	Horn Lane	Council, Private

CURRENT USE

The site consists entirely of the Friary Park housing estate.

SETTING/TYOLOGY

Free-from.

PROPOSED USE

Mixed-use including residential, commercial and community uses.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 14 storeys (21 - 49 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Corridor and Site of Borough Importance for Nature Conservation (adjacent), Strategic Area for Regeneration.

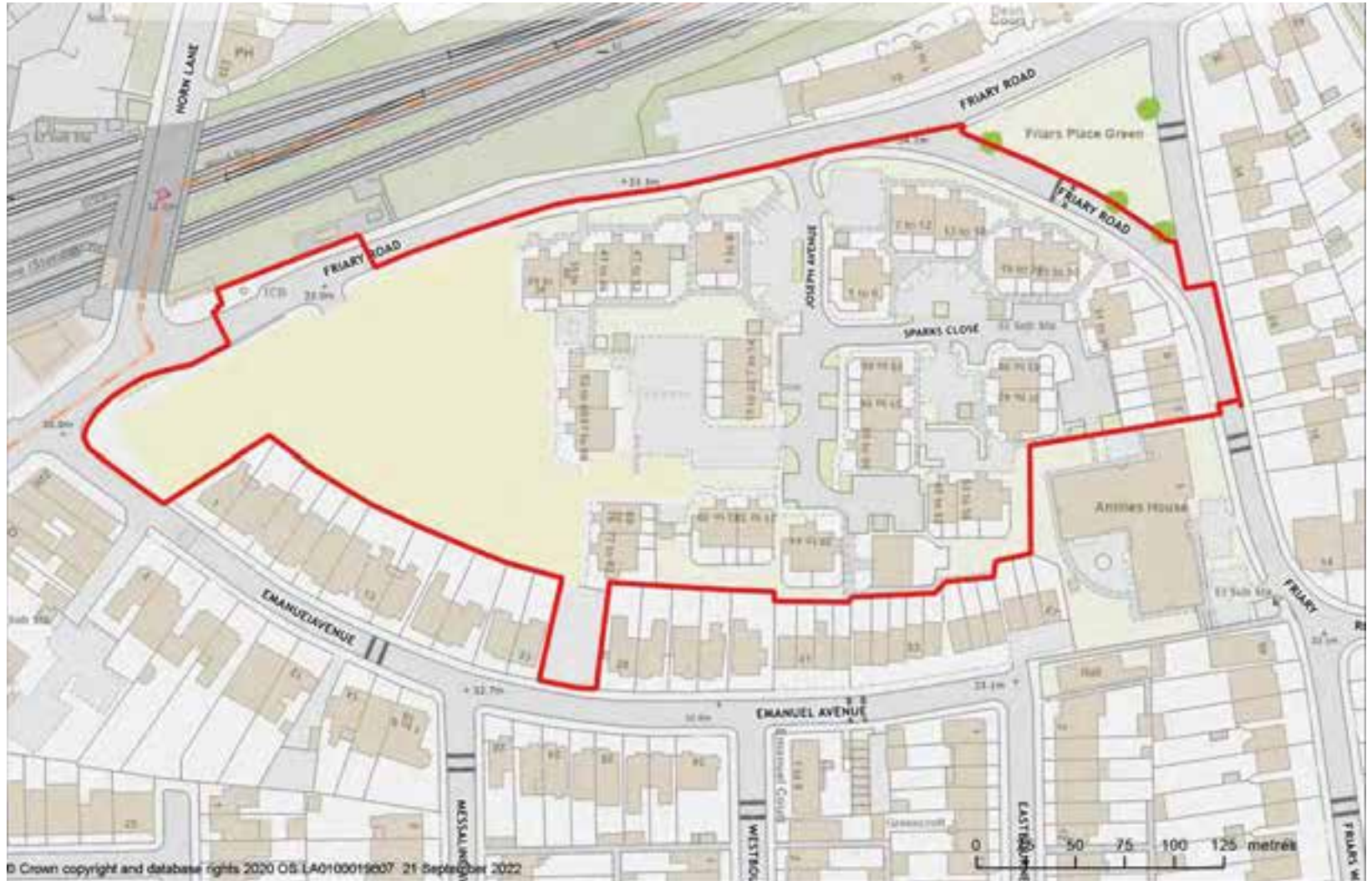
INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

221747HYBRID.

Site Plan: AC11 Friary Park Estate



Acton – AC12

Acton Crossrail Station and Sidings

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Acton Crossrail Station and 239-307 Horn Lane, W3 9ED	11.65	West Acton	Private, Transport for London (TfL)

CURRENT USE

The site features a mix of uses, including an aggregate recycling centre, commercial waste transfer site, parts of Acton Rail Station (sidings) and builders' yard.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Residential-led, mixed-use development with significant provision for community space and possibly ground floor retail. Waste and aggregates capacity will need to either be reprovided on site or relocated to a suitable alternative site.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 – 18 storeys (21 – 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation ACT6, Flood 3a (surface water), Green Corridor, Site of Borough Importance for Nature Conservation, Tree Preservation Order, existing industrial use (non-designated), Safeguarded Waste and Aggregate Site, Strategic Area for Regeneration, Primary Shopping Area (adjacent) and HS2

Surface Safeguarding Consultation Zone.

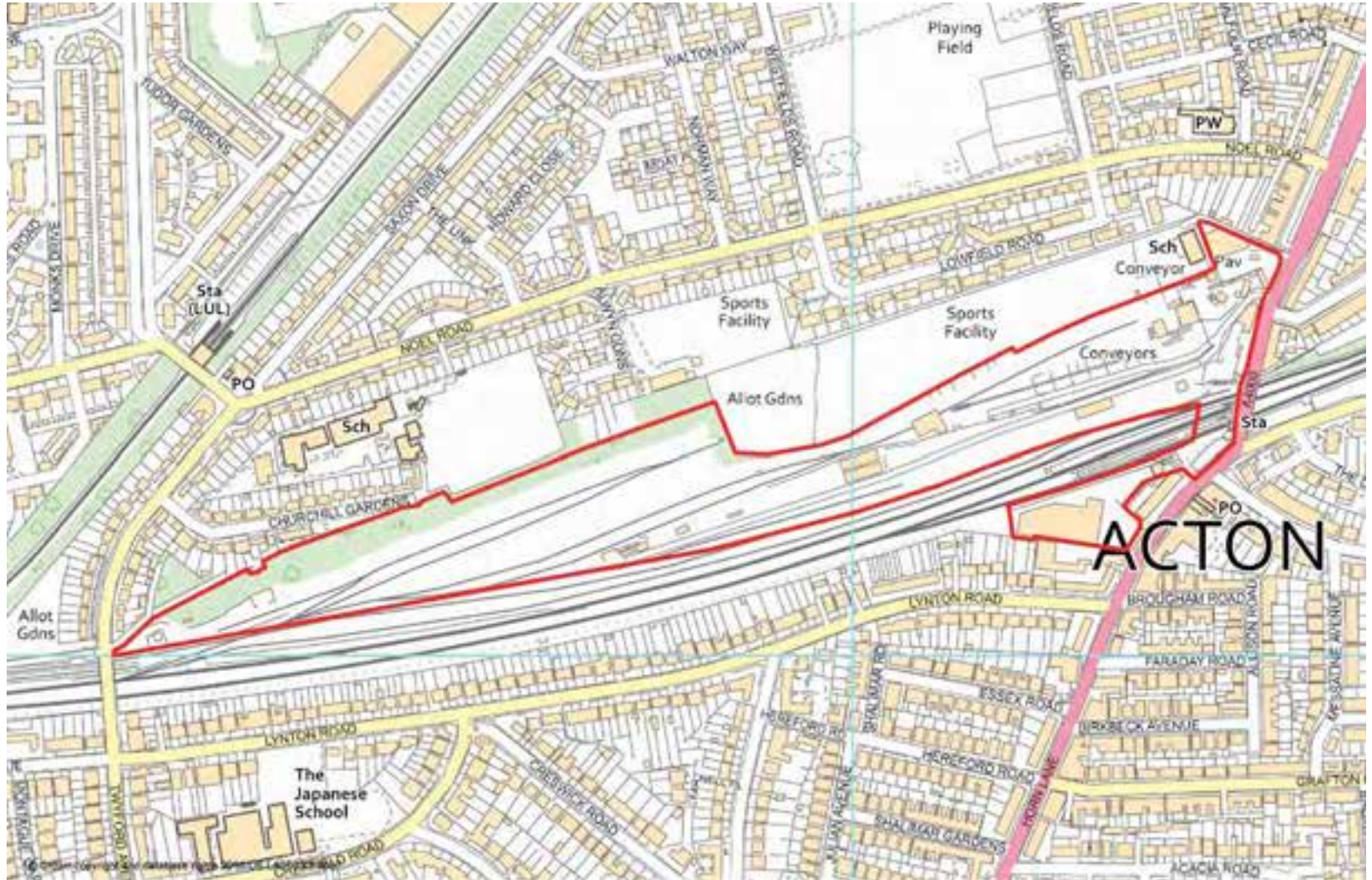
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC12 Acton Crossrail Station and Sidings



Acton – AC13

West Acton Community Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Churchill Gardens, Acton W3 0JN	0.2	West Acton	Council

CURRENT USE

The site houses the West Acton Community Centre including sports clubs, and ancillary parking space.

SETTING/TIPOLOGY

Continuous block.

PROPOSED USE

Residential and potential reprovision of existing sports clubs either on site or at another location.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed West Acton Station (nearby).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: AC13 West Acton Community Centre



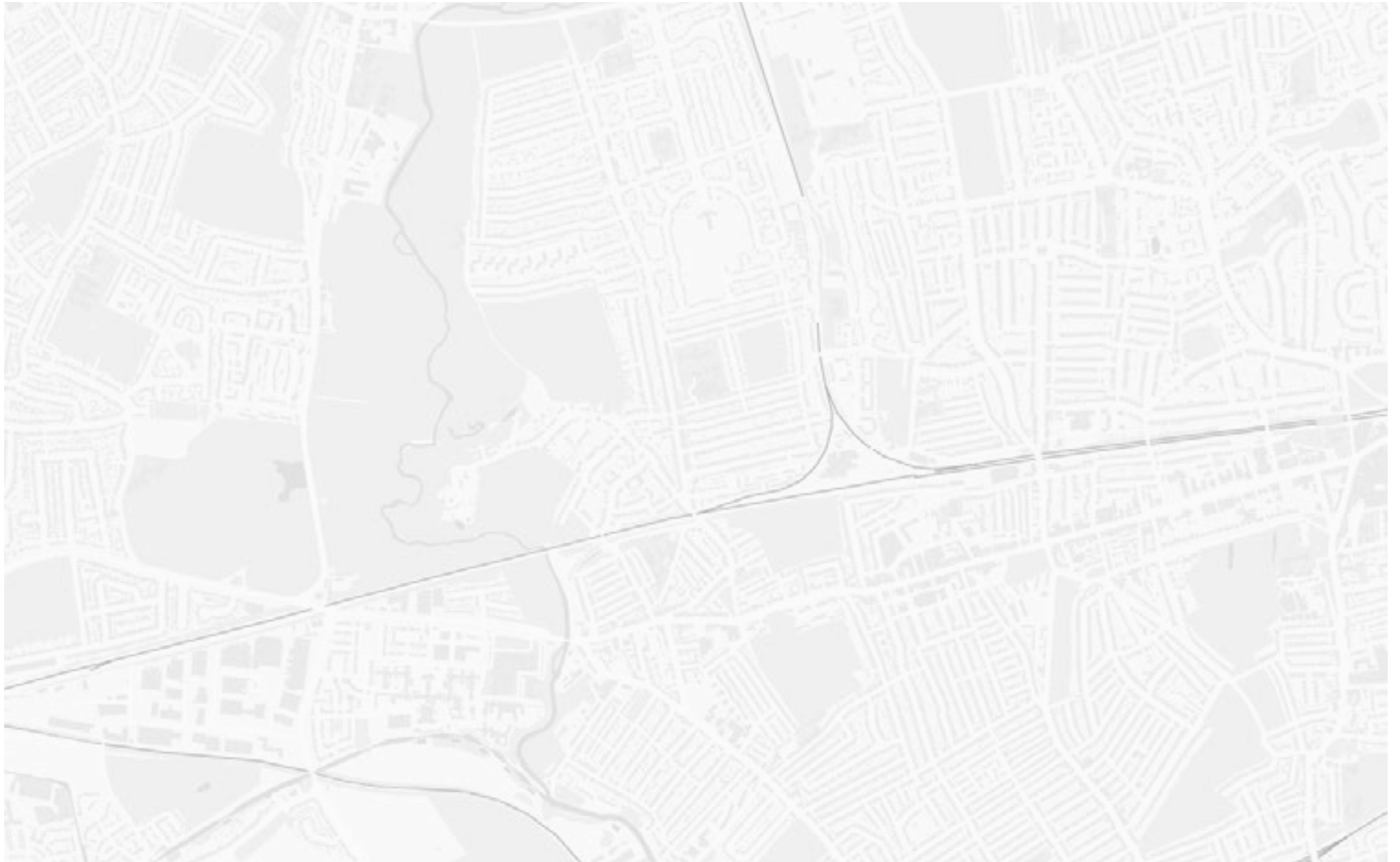




Image: Street food business, Ealing.

EALING TOWN PLAN



Ealing today

4.2.1 — Ealing town is located in the middle of the borough and comprises six wards: Northfield, Ealing Common, Walpole, Ealing Broadway, Pitshanger and Hanger Hill. Figure E1 illustrates the existing context of Ealing today.

Commercial heart of the borough

4.2.2 — Ealing town is home to nearly 80,000 people (equivalent to 23% of the borough's population). It is the commercial heart of the borough, with the Metropolitan Centre having shops, offices, and civic functions that attract people from across the borough and beyond. It has fast links into central London and is served by nine stations. The functional area of Ealing Metropolitan Centre, includes Ealing and West Ealing town centres. While pockets of deprivation exist within Ealing, only 5% of the borough's LSOAs are within the 20% most deprived nationally, ranking it sixth out of the seven towns.

4.2.3 — In addition to the Metropolitan Centre which is centred around Ealing Broadway, Ealing town has many smaller neighbourhood centres. These include Pitshanger Lane, South Ealing, and Northfields that serve a localised catchment for convenience goods and services.

Largest town comprising distinctive neighbourhoods

4.2.4 — As the largest town in the borough, it covers several distinctive neighbourhoods including Pitshanger, Brentham Garden Suburb, Hanger Lane, Hanger Hill, North Ealing, Montpelier, West Ealing, East Drayton, Ealing Town Centre, Ealing Common, Gunnersbury, South Ealing, Northfields, and Boston Manor. The character of these neighbourhoods varies, from spacious villas to mansion blocks, garden suburbs, and 1960s townhouses.

4.2.5 — Much of Ealing town is covered by 14 conservation areas, including Brentham Garden Suburb, Brunswick, Ealing Common, Ealing Town Centre (Heritage at Risk), Ealing Green, Hanger Hill Garden Estate, Haymills, Haven Green (Heritage at Risk), Montpelier Park, Mount Park, and St Stephens. Stand out buildings include Pitshanger Manor (Grade I), Christ the Saviour, St Mary's, and St Peter's Churches (all Grade II*) and the former Odeon Cinema (now Christian Centre) at Northfields (II*).

Strong knowledge economy along the Uxbridge Road

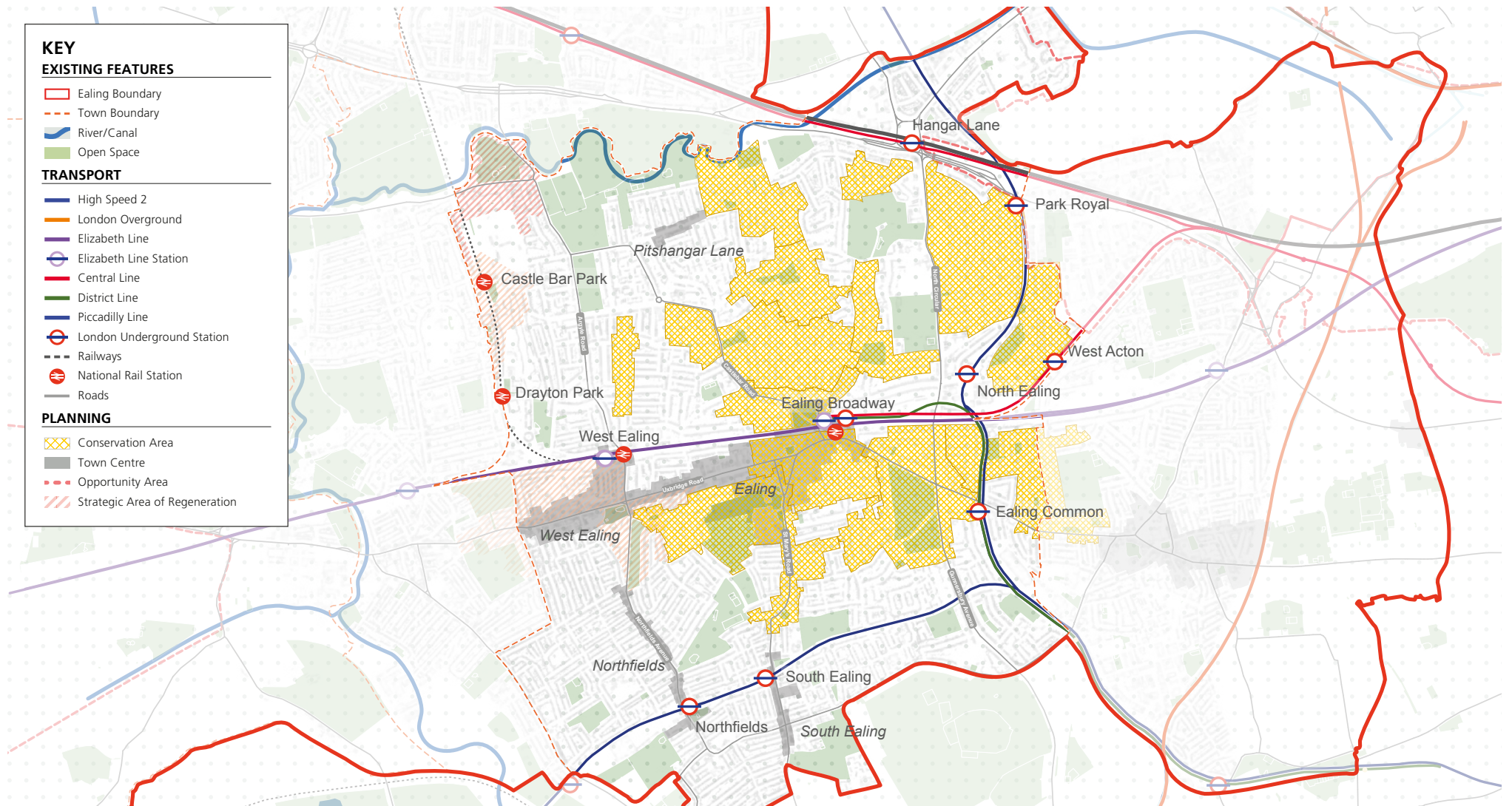
4.2.6 — Ealing town has the highest concentration of knowledge intensive employment in the borough, with nearly 4,500 jobs in financial and professional services, reflecting the importance of the Uxbridge Road corridor in accommodating the borough's higher quality office stock.

4.2.7 — Recent high-density, mixed-use development in the town centre at Dickens Yard, Filmworks, and the planned redevelopment of Ealing Council's offices at Perceval House reflect the increased connectivity and appeal that the Elizabeth line brings to the Metropolitan Centre. However, despite this strong knowledge-based economy, some parts of the town suffer from deprivation. This is particularly the case in areas along the western edge of the town and adjacent to Hanwell, which rank among the 20% most deprived in the United Kingdom.



**23%
OF THE
BOROUGH'S
POPULATION IS
FROM EALING.**

Figure E1:
Ealing existing context



Issues to address in Ealing

4.2.8 — Ealing Council has an ambition to create a '20-minute Neighbourhood' in Ealing. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.2.9 — The following sets out the key issues facing Ealing town based on the evidence base that has been developed as part of the Local Plan. It reflects what you told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.2.10 — For more information on Shaping Ealing, please click on the link below.

8%
OF EALING'S LSOAS
ARE IN THE TOP 20%
MOST DEPRIVED
NATIONALLY.

LINKS

[Click here](#) for more information on the Shaping Ealing Report.



Declining employment opportunities

What you told us from Shaping Ealing...

You are concerned about good employment opportunities.



4.2.11 — Despite its prominent economic role for the borough, the number of businesses in Ealing has only grown by 2% since 2015, one of the lowest growth rates in the borough. Alongside this small growth in the number of businesses, the actual number of jobs in Ealing has fallen by 3% over the same period. This is reflected in findings from the Ealing Affordable Workspace Study (2022) that assessed the affordability of starting and running a business in the borough and concluded that Ealing is the most expensive town in the borough to do business as rents are significantly higher than the borough average.

Lack of affordable homes

What you told us from Shaping Ealing...

You are concerned about lack of affordable homes and unhappy with the way the area is changing, with good range of affordable homes scoring more negatively than the borough average.



4.2.12 — Ealing is the second most unaffordable town in the borough, even though it has the highest average resident incomes in the borough. Current land and house prices in the area mean new homes may not be affordable for existing and new residents. This has seen conversions of spacious villas into Houses of Multiple Occupation (HMO) which had the wider impact of undermining heritage and townscape elements (i.e. paving front gardens). Areas of West Ealing and East Drayton require targeted investment as Areas for Regeneration, which could see new much needed affordable homes delivered.

Poor connectivity and air quality

What you told us from Shaping Ealing...

You are concerned about air quality and safe walking and cycling routes in Ealing.



4.2.13 — While some areas of Ealing town have good access to open space (i.e. areas of Pitzhanger, Hanger Hill, Ealing Common, and Northfields), deficiencies exist across Ealing Town Centre, South Ealing, North Ealing, and Boston Manor. Requiring investment in green space for new development in these areas will improve quality of life for existing and new residents.

4.2.14 — Despite parts of Ealing town having excellent connectivity (in particular the areas around Ealing Broadway and West Ealing), many of the smaller neighbourhoods throughout the town's hinterland have poor connectivity with residents not easily able to access neighbourhood centres or move in a north-south direction. In addition, many areas suffer from poor air quality with Air Quality Focus areas identified at Hanger Lane (due to proximity to both the A40 and North Circular) and along Uxbridge Road, Ealing Broadway, and Haven Green.

**2ND
MOST
UNAFFORDABLE
TOWN IN EALING.***

*Ealing's affordability ratio is 13.8 times average income.

**3%
DECLINE
IN EALINGS'
JOBS.***

*Since 2015.





Image: Aerial view of Ealing Town Centre.

Opportunities for Ealing

4.2.15 — Ealing is home to the borough's only Metropolitan Centre, acting as the commercial heart of the borough and is surrounded by several distinctive and historical neighbourhoods. Over recent years the local population growth has stagnated and there has been a decline in higher paying jobs, consequently the 'Strategic place interventions' in Chapter 3 requires that the social and economic role of Metropolitan Town Centre is refreshed and strengthened by encouraging significant levels of high density residential and employment growth. Ealing's proximity to the cluster of knowledge economy uses along the Uxbridge Road and access to new Elizabeth Line stations means that it can become a premier destination for new business and employment growth.

**92%
OF EALING'S
BUSINESSES
HAVE LESS THAN
9 EMPLOYEES.**

Test bed for affordable workspace linked to micro and small businesses

4.2.16 — Ealing town is already the key driver of the borough's small business economy with almost a third (30%) of micro and small businesses in the borough located in Ealing town. However, it is also one of the most unaffordable towns for starting a new business, disproportionately affecting small businesses. Ealing town could provide the spatial focus for exploring how affordable workspace provision can address the increasing cost of enterprise and address the town's recent loss of higher value employment.

Encourage 20-minute neighbourhoods in Ealing's secondary centres

4.2.17 — Ealing town should be the focus for sensitive increases in density aligned to Ealing Metropolitan Centre, Uxbridge Road and the improved connectivity linked to the Elizabeth line. This investment in transport infrastructure provides an opportunity to create attractive mixed-use destinations.

4.2.18 — Across Ealing town its smaller centres and local parades (i.e. Northfields, The Avenue and Pitshanger Lane) are not meeting their full potential. These smaller centres are often comprised of single storey buildings that provide opportunity for mix-use intensification of retail, commercial, and residential uses that would support Ealing's priority to reimagine local centres as a network of 20-minute neighbourhoods. Investment within these neighbourhoods would provide the opportunity for new community infrastructure that would encourage these areas to act as social hubs

Maximise cultural and creative businesses

4.2.19 — Ealing town has a strong historic and existing cluster of west London's cultural and creative businesses with specialisms in music venues, recording studios, and dance studios. Together with the long-established institutions in Ealing town, these businesses provide the opportunity to focus and attract new investment into Ealing town and diversify the current offer, building the night-time economy and celebrating the existing local culture.

Ealing Spatial Strategy

4.2.20 — This section articulates the borough-wide spatial strategy and a series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure E2 presents the Ealing spatial strategy.

4.2.21 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy.

4.2.22 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

LINKS

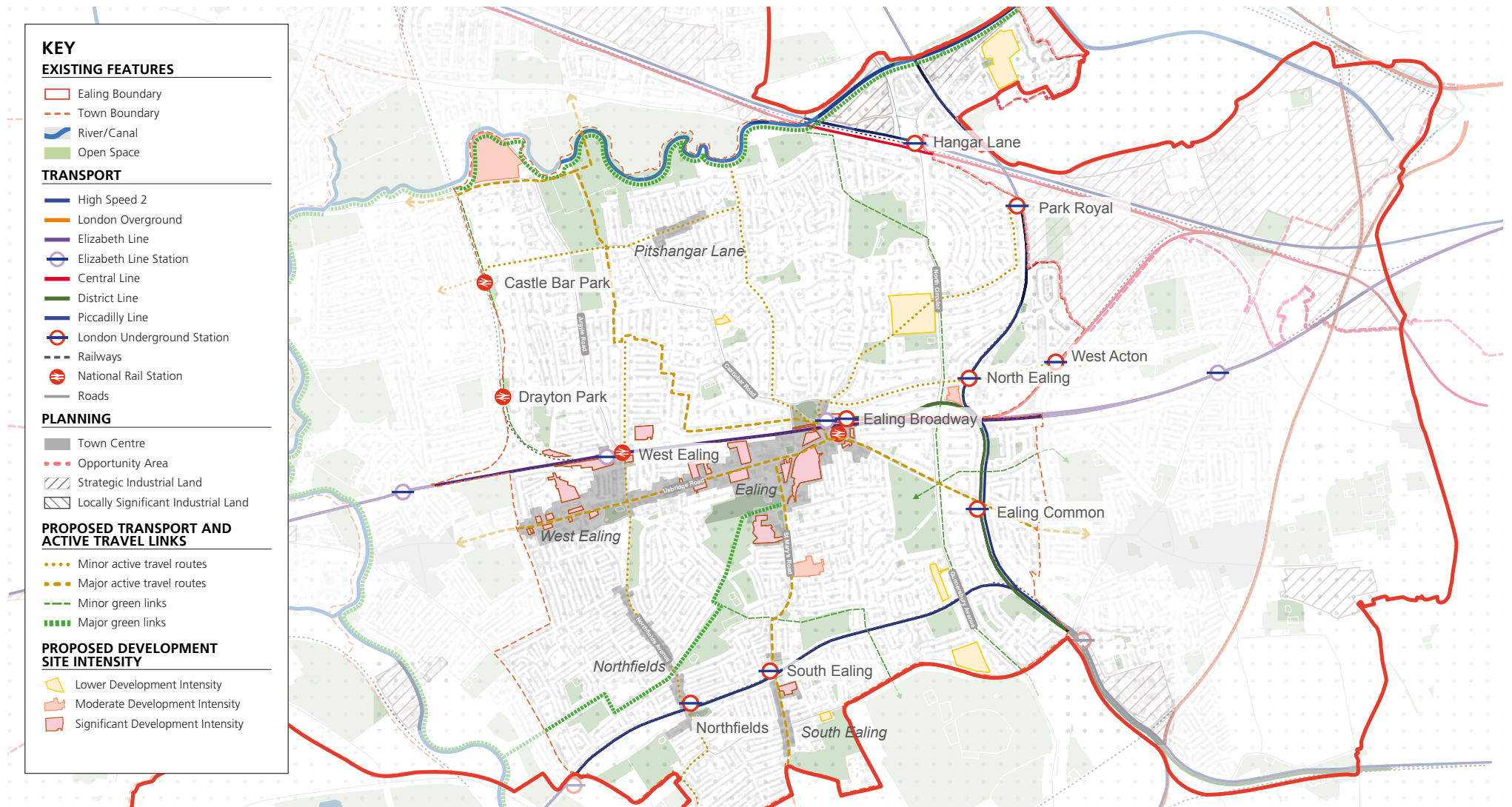


[Click here](#) for more information on the Council's Spatial Options Report.



Image: View towards Ealing Townhall from the Filmworks.

Figure E2:
Ealing Spatial Strategy



Policy E.1: Ealing Spatial Strategy

A. 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 a particular issue.

B. Growth in Ealing presents an opportunity to deliver more affordable housing, coupled with higher-value jobs. This will see employment-led development that will strengthen Ealing Broadway's economic identity as a hub for well-paid, knowledge-intensive jobs, while safeguarding affordable workspace. In addition, this will be complemented by enhanced neighbourhood centres with improved active travel.

C. Development will deliver an integrated spatial strategy across Ealing town by:

(i) Maintaining the existing hierarchy of town centres with Ealing Metropolitan Town Centre (see Policy E2) complemented by a strengthened network of local centres in North Ealing (see Policy E3 which includes Pitshanger Lane, and South Ealing (see Policy E4 which includes Northfields, and South Ealing).

(ii) Increased urban greening along the A40, North Circular Road, Uxbridge Road, New Broadway/The Mall, and Argyle Road.

(iii) Improved north-south active travel connections, with key interventions alongside Drayton Green Road, Argyle Road, and Castlebar Road.

(iv) Improved public realm and road infrastructure in and around Pitshanger Lane, South Ealing, and Northfields.

(v) Cycle infrastructure and traffic management interventions to ensure a safe, continuous cycle path along the Uxbridge Road, connecting west to Hanwell and east to Acton.

(vi) Upgrading of existing wildlife corridors on Transport for London and National Rail sidings, both on the principal radial routes and the north-south Greenford Branch.

QUESTION

1. What are your views on the proposed spatial strategy for Ealing?
2. What are your local priorities for future infrastructure? i.e. more schools

Click here or scan the QR code to give us your views





**GROWTH IN EALING
PRESENTS AN
OPPORTUNITY TO
DELIVER MORE
AFFORDABLE HOUSING,
COUPLED WITH
HIGHER-VALUE JOBS.**



Image: Ealing Broadway Shopping Centre.

4.2.23 — Ealing town is an integrated series of places, centres, and green and physical infrastructure that enjoys high environmental quality, but also significant severance caused mainly by the high volume of road traffic, particularly along the Uxbridge Road, but also other key parts of London's highway network such as Hanger Lane. The spatial hierarchy is strongly expressed and most residential areas outside the Metropolitan Centre itself already enjoy good local services particularly in Pitshanger Lane, South Ealing, and Northfields.

4.2.24 — Better integration and connectivity between these centres will improve transport efficiency, reduce levels of road congestion, contribute to the borough's health and climate change aims, and will promote a more inclusive economy. Public realm and infrastructure within and around local centres will be improved particularly in Pitshanger Lane, South Ealing, and Northfields.

4.2.25 — Urban greening along the main trunk road network, particularly the A40, North Circular, and Uxbridge Road, will enhance its role as public space as well as offering material improvements to air quality and general health. North-south travel connections have historically received lower priority, and this will be addressed by active travel measures particularly along Drayton Green Road, Argyle Road, and Castlebar Road.

4.2.26 — In respect of broader borough-wide connectivity, a safe, continuous cycle path along Ealing's section of the Uxbridge Road will help to reduce vehicular severance and restore its key public space role in the town centre. Similarly, the continuous wildlife corridors along the rail network will be maintained and enhanced.

4.2.27 — Further work is being commissioned in relation to an area based framework for Ealing which will inform future iterations of this policy.

Policy E.2: Ealing Metropolitan Town Centre

A. Building on its excellent connectivity, Ealing Metropolitan Centre will be the location for significant, high density residential and employment growth.

B. Development will focus on delivering strategic office, commercial, retail, and residential growth, while improving key health determinants including accessibility to and provision of healthcare facilities, deficiency in green open space provision, and improving air quality within the town centre. This will enhance Ealing Metropolitan Town Centre's role as a destination, with a diverse retail, leisure, and cultural offer and a stronger night-time economy.

C. Ealing Metropolitan Town Centre will be maintained and enhanced by:

(i) Building upon its strong local character and mixed urban environment which integrates living, working, recreation and green spaces.

(ii) Growing a network of streets and public spaces around the Uxbridge Road to diversify the town centre and reduce vehicle dominance.

(iii) Optimising growth around Ealing Broadway and West Ealing stations to reflect the critical mass necessary for their role within London's office, business, and cultural hierarchy.

(iv) Provision of affordable workspace.

(v) Improving the cultural and night-time offer including designating a Night Time Enterprise Zone.

(vi) Promoting active travel and contextual growth around the town centre.

(vii) Delivering improvements in social infrastructure, including shared and managed facilities, where appropriate.

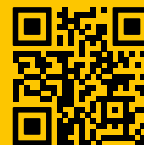


Image: Ealing Town Centre, Uxbridge Road.

QUESTION

What are your views on our proposals to maintain & enhance this town centre?

Click here or scan the QR code to give us your views



 **DEVELOPMENT SHOULD COMBINE EXISTING STRENGTHS WITH NEW OPPORTUNITIES.**



Image: Ealing Broadway Station.

4.2.28 — Ealing Metropolitan Town Centre is one of the few areas in the borough which competes with other centres across London for its economic, visitor, and cultural offer. It provides unique facilities to local residents that may not be available in other local town centres. Like many other parts of the borough, Ealing has had an economically difficult time during COVID, with challenges to many of its core strengths. Examples include changes in knowledge intensive industries and shifts in the office and retail functions that underpin its role. However, many of these changes have also been positive. A shift to living locally, which was helped by homeworking, has supported local and convenience uses and helped to create an increased sense of community.

4.2.29 — Ealing is also the borough’s key centre for office uses. The footfall and spending that employment uses generate within the town centre are essential to supporting its offer. The opening of the Elizabeth line further enhances the hub role of the Metropolitan Town Centre between Heathrow and central London. Ealing will seek to maintain and enhance employment within the town centre, particularly in the critical mass of its office provision, and to expand the range of employment uses responding to the evolution of traditional office spaces that has emerged from the pandemic. Development should combine existing strengths with new opportunities, delivering a variety

of flexible workspaces including affordable, shared, and managed facilities that provide for Ealing’s large number of small and micro businesses.

4.2.30 — In addition to their social, civic, and recreational value, the retail and business functions of the town centre are unique assets for the borough as a whole. Future growth will recognise that these function as an integrated whole in attracting visitors, businesses, and residents. Ealing Metropolitan Town Centre’s critical mass and range of uses relate not only to the range of facilities but also to different times of day. The town centre will be managed to improve its evening and night-time offer in a way that makes spaces more accessible and inclusive and reduces antisocial behaviour.

4.2.31 — The Metropolitan Town Centre also benefits from having two main hubs, centred around Ealing Broadway station and West Ealing station, both with distinct characters and roles. Ealing Broadway is the main civic and comparison retail hub for the borough while West Ealing provides a complementary offer of local retail. The office corridor and its anchor employment role connects the two areas.

4.2.32 — A key part of plans for the town centre is to diversify the range of spaces and pedestrian routes from their current, strongly linear character which is excessively exposed to the volume of traffic on the Uxbridge Road. In particular, proposals set out in the site allocations below seek to create a network of new public spaces and pedestrian connections at Broadway Connection, Sandringham Mews, Questors Theatre, and around West Ealing. These will diversify the main east-west link of the Uxbridge Road and reduce the impact upon pedestrians of vehicular traffic.



Image: An example of a new public square.

4.2.33 — Ealing Metropolitan Town Centre’s urban environment is perhaps the most mixed and varied in the borough, incorporating some element of all the main urban character forms. It also includes some of its most valuable and distinctive heritage assets. In particular, the newly refurbished Grade I Pitzhanger Manor is among the most important historic buildings in the borough and benefits from an intact parkland setting providing key cultural and greenspace parallel to the commercial centre of the office corridor.

4.2.34 — Its mixed uses are in many ways an exemplar of the sustainability of traditional town centres and their pedestrian-driven urban form. Challenges to this form emerged through the car driven development focus of the later 20th century to the point that Uxbridge Road, the main artery of the centre and the wider borough, suffers from substantial traffic severance. Integrated public transport is essential to the borough’s strategy of climate action. Safe, accessible, and attractive routes toward and across the town centre will help to encourage interchange and make best use of improved journey times and capacity.

4.2.35 — Urban greening has a particular role to play in managing the effects of climate change. Ealing Metropolitan Town Centre has a potentially very strong green network with major spaces such as Walpole Park and Dean Gardens closely accessible to the Uxbridge Road. While some areas of public green space deficit exist, these are typically well served by private green space. It is particularly important that new development reinforces this by implementing Ealing’s urban greening factor.

4.2.36 — Ealing already has a notable tradition of street tree planting which provides important environmental benefits as well as enhancing the character and appearance of the town centre. Integrated uses and design can substantially increase the resilience of the already highly sustainable urban form, particularly in mitigating the urban heat island effect.

4.2.37 — The benefits of outdoor activities and active travel are among the greatest influences of the built environment upon personal health and well-being. In addition to the beneficial effects of accessible public spaces, including internal spaces within social infrastructure can offer a different kind of amenity to public open space in the colder months as well as potentially cooler spaces during heatwaves.



Image : Example of urban greening in the borough of Ealing.

4.2.38 — Social inclusion and mixing are vital functions of town centres and it is important that commercial development complements and is accompanied by improvements to civic spaces and facilities. Visiting the town centre should not automatically mean spending money in order to spend time there. There are significant opportunities to improve the network of public and semi-public spaces that have been delivered around the town centre at sites such as Filmworks and Dickens Yard. Broadway Connection, in particular, is a missing piece of this network and a vital site for the town centre.

4.2.39 — The high value of land and consequently space in Ealing Metropolitan Town Centre has in the past made difficult the expansion of existing social infrastructure. It is particularly important that new development helps to facilitate this particularly through the provision of shared and managed space according to the needs set out in the Ealing Health Study and the emerging Infrastructure Delivery Plan (IDP). New development has an important enabling function to play in the restructuring of existing social infrastructure and the delivery of new space to meet the needs of a growing population.

Policy E.3: North Ealing

A. North Ealing will build upon its strong character and mixed uses by:

(i) Maintaining and enhancing the Neighbourhood Centre at Pitshanger Lane, including community infrastructure, leisure, and retail uses.

(ii) Character-led growth and intensification of the existing highly sustainable built form.

(iii) Improving existing green and active travel routes, particularly those to Ealing Broadway and local transport hubs at rail and underground stations.

(iv) Optimising use of Hanger Lane Gyratory Strategic Industrial Locations by redesignating them as Locally Significant Industrial Sites.

QUESTION

What are your views on the character-led approach towards North Ealing?

[Click here](#) or scan the QR code to give us your views



4.2.40 — North Ealing is a varied area incorporating the neighbourhood centre of Pitshanger Lane, with strong links to Ealing Metropolitan Town Centre, and to underground and national rail infrastructure along its western and eastern boundaries. To the north, the A40 has been a traditional source of severance. The area has a strongly established character, with a mix of villa, garden suburb, townhouse, and urban terrace typologies, predominantly integrated into a single, walkable area. There are also notable enclaves such as Hanger Hill, many of which are designated as conservation areas reflecting their special historic interest.

4.2.41 — The area around and to the north of the A40 has a noticeably different character and forms the only significant concentration of industrial land in the area. Hanger Lane gyratory SIL is presently home to very few industrial uses and it is considered that the optimisation of this area for employment and environmental improvement purposes is best served by a Locally Significant Industrial Sites (LSIS) designation. This would facilitate the reintroduction of industrial uses to this area, if necessary by means of enabling development, and subject to an agreed masterplan.

4.2.42 — North Ealing is already a highly sustainable environment, close to Ealing Metropolitan Town Centre and predominantly accessible by active travel due to attractive and relatively quiet streets. Links to the town centre should be further greened and improved. The richness and resilience of the built environment will be strengthened by the improvements to the existing neighbourhood centre and, where appropriate, by an enhanced mix of uses elsewhere.

4.2.43 — The area is one of the least deprived in the borough. It has access to a good range of local facilities, which supports social inclusion. Improvements will focus on strengthening and improving the quality of public spaces such as Pitshanger Park and Hanger Hill Park and, where appropriate, delivering supporting social infrastructure.


**A GOOD RANGE OF
 LOCAL FACILITIES,
 WHICH SUPPORTS
 SOCIAL INCLUSION.**

Policy E.4: South Ealing and Ealing Common

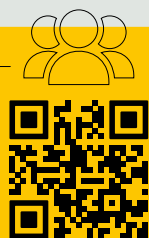
A. The strong local character and facilities of South Ealing and Ealing Common will be maintained and strengthened by:

- (i) Reinforcing neighbourhood centres at Northfields and South Ealing.
- (ii) Character-led growth and improvement of local social infrastructure, shopping, and facilities.
- (iii) Improvements to existing active travel and green infrastructure networks.

QUESTION

What are your views on the approach to maintain & strengthen these two areas?

[Click here](#) or scan the QR code to give us your views



4.2.44 — South Ealing is a highly varied environment including notable areas of former common land, now public parks, extensive urban and suburban terraces, villa development, and smaller areas of contemporary cul-de-sacs in addition to two neighbourhood centres at Northfields and South Ealing. Ealing Common constitutes a distinct character enclave and the stretch of the Uxbridge Road around Ealing Common station has the feeling of both a neighbourhood centre and a part of the broader network of town centres stretching right along the Uxbridge Road. There are also numerous conservation areas reflecting the special interest of the historic environment as well as proposals for a new Conservation Area at Northfields.

4.2.45 — Green networks are especially strong, particularly routes through urban parks like Lammas Park and Walpole Park. These will be enhanced, along with active routes along main trunk roads and through Northfields and South Ealing centres. Provision will particularly be enhanced along the Uxbridge Road as part of a continuous route from Acton to Southall.

4.2.46 — The neighbourhood centres enjoy not only links with Ealing Metropolitan Town Centre to the north, and Brentford to the south, but direct access to the Piccadilly line, Heathrow Airport, and central London. Together with the mixed and highly walkable character of the surrounding terraces these are already highly sustainable living environments which will be improved by contextual growth, and the increased range of housing and facilities that these can provide. Low rise premises in South Ealing and Northfields centres offer a particular opportunity for sensitive intensification above existing commercial premises.

4.2.47 — Strong local facilities and an active local community make South Ealing one of the more inclusive parts of the borough, in addition to relatively low levels of deprivation. Incremental growth in the area will facilitate the improvement and restructuring of local public services, much of which will be coordinated with Ealing Metropolitan Town Centre. Social infrastructure should be enhanced through shared and managed facilities were possible, and development will have an important role in facilitating this.

Ealing development sites

4.2.48 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: Office developments, Ealing.

4.2.49 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council’s ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.2.50 — Table E1 sets out all the draft Ealing development sites and the schedules that follow sets them out in more detail.

4.2.51 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.2.52 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.2.53 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the ‘Call for Sites’.

4.2.54 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



Table E1:
Ealing development sites

EA01	Broadway Connection	148	EA15	1 - 19 Broadway, Aviation & Pioneer Courts, West Ealing	176	EA28	Gurnell Leisure Centre	202
EA02	Ealing Broadway Shopping Centre & Crystal House	150	EA16	66 - 86 Broadway, West Ealing	178	EA29	Downhurst Residential Care Home	204
EA03	Sandringham Mews	152	EA17	59 - 65 Broadway, West Ealing (Lidl)	180	EA30	Twyford Abbey	206
EA04	Ealing Broadway Station	154	EA18	Sainsbury's & Library, West Ealing	182	EA31	Former Barclays Sports Ground	208
EA05	Central Chambers	156	EA19	Chignell Place, West Ealing	184	EA32	96 Queens Drive & Telephone Service Centre	210
EA06	Haven Green Car Park	158	EA20	99 - 115 Broadway, West Ealing	186	EA33	Ealing Riding School	212
EA07	Carmelita House	160	EA21	130 - 140 Broadway, West Ealing	188	EA34	Old Actonians Sports Ground	214
EA08	Eastern Gateway	162	EA22	Western Gateway, 131 - 141 Broadway, West Ealing	190	EA35	University of West London	216
EA09	Ealing Studios, Royal Mail Delivery Office & Telephone Exchange	164	EA23	Green Man Lane Estate	192	EA36	Wickes, South Ealing Road	218
EA10	Perceval House	166	EA24	Waitrose, West Ealing	194	EA37	Travis Perkins, Popes Lane	220
EA11	49 - 69 Uxbridge Road	168	EA25	West Ealing Station Approach	196			
EA12	CP House	170	EA26	Castle House	198			
EA13	Craven House	172	EA27	Access House & T Mohan, West Ealing	200			
EA14	Arden Road Car Park	174						

Ealing – EA01

Broadway Connection

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
9 - 42 The Broadway, Ealing W5 2NP	0.61	Ealing Town Centre	Council, Private

CURRENT USE

There is a mix of uses on the site including residential, offices and a range of typical town centre uses.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Office and mixed-uses suitable to the town centre.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL3, Flood Zone 3a (surface water), Ealing Town Centre Conservation Area, Haven Green Conservation Area (adjacent), Grade II* Listed Parish Church of Christ the Saviour (nearby), Grade II Listed 1B The Mall (nearby), Green Corridor

(adjacent), Tree Preservation Order, Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

223774FUL.

Site Plan: EA01 Broadway Connection



Ealing – EA02

Ealing Broadway Shopping Centre & Crystal House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Broadway, Ealing W5 5JY	3.59	Ealing Town Centre	Private

CURRENT USE

There are a mix of uses on the site including offices, a shopping centre and an associated multi-storey car park.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme with significant retail, employment and community space provision.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites.

Detailed design analysis indicates a maximum height of 12 storeys (42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL4, Flood Zone 3a (surface water), Ealing Town Centre Conservation Area, Grade II* Listed Parish Church of Christ the Saviour (nearby), Grade II Listed 22/22a The Green (nearby), Grade II Listed Polish

Catholic Church (nearby), locally listed building (nearby), Ealing Metropolitan Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

214524FUL.

Site Plan: EA02 Ealing Broadway Shopping Centre & Crystal House



Ealing – EA03

Sandringham Mews

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
High Street and Broadway, Ealing W5 5DG	0.64	Ealing Town Centre	Private

CURRENT USE

The site features a car park and town centre uses.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme with significant retail, employment and community space provision.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 12 storeys (42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL5, Flood Zone 3a (surface water), Ealing Town Centre Conservation Area, Grade I Listed Pitshanger Manor (nearby), Grade II Listed Walpole Park (nearby), Grade II Listed Parish Church of Christ the Saviour

(nearby), Ealing Metropolitan Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

221687FUL.

Site Plan: EA03 Sandringham Mews



Ealing – EA04

Ealing Broadway Station

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Broadway, Ealing W5 2NU	0.71	Ealing Town Centre	Transport for London, Private

CURRENT USE

The site includes Ealing Broadway railway station and town centre uses.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Retail, commercial/office, education, leisure, residential.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL2, Flood Zone 3a (surface water), Ealing Town Centre and Haven Green Conservation Areas (adjacent), Grade II Listed 36 Haven Green, 1B & 7 The Mall (nearby), locally listed buildings (adjacent), Site of Borough Importance for Nature Conservation,

priority habitat, Green Corridor, Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA04 Ealing Broadway Station



Ealing – EA05

Central Chambers

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
1 - 10 Central Buildings, The Broadway, Ealing W5 2NT	0.08	Ealing Town Centre	Private

CURRENT USE

The site is used for a number of town centre uses including restaurants and retail.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Retail, Commercial, Residential.

DESIGN PRINCIPLES

Part of the site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL3, Flood Zone 3a (surface water), Ealing Town Centre Conservation Area (adjacent), Ealing Green Conservation Area (adjacent), Grade II Listed 1B The Mall (nearby), Grade II Listed 36 Haven Green (nearby), locally listed building (nearby), Green Corridor

(adjacent), Tree Preservation Order, Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA05 Central Chambers



Ealing – EA06

Haven Green Car Park

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Station Car Park, Spring Bridge Road, Ealing W5 2AA	0.18	Ealing Town Centre	Private

CURRENT USE

The site is currently used as a car park and vacant retail unit.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential, retail.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL3 Flood Zone 3a (surface water), Ealing Town Centre Conservation Area (adjacent), Haven Green Conservation Area (adjacent), Grade II Listed Parish Church of Christ the Saviour (nearby), locally listed buildings (adjacent), Tree Preservation Order (adjacent), Ealing Metropolitan centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA06 Haven Green Car Park



Ealing – EA07

Carmelita House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
21 - 22 The Mall, Ealing W5 2PJ	0.17	Ealing Town Centre	Council

CURRENT USE

The site is currently used as health clinic for Ealing Council’s Service for Children with Additional Needs and property services.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Community use retained (health centre) with residential above.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Further guidance will be produced. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Ealing Town Centre Conservation Area, Grade II Listed 43,42 The Mall (nearby), Green Corridor (adjacent), Site of Borough Importance for Nature Conservation (adjacent), Tree Preservation Order, Ealing Metropolitan Centre,

Central Ealing Neighbourhood Plan Site Specific Policy CENP1.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA07 Carmelita House



Ealing – EA08

Eastern Gateway

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
51 - 53 The Mall, Ealing W5 3TA	0.2	Ealing Town Centre	

CURRENT USE

There are a mix of uses on the site including retail, public house, offices and a car park.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme with significant retail, employment and community space provision.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites.

Detailed design analysis indicates a maximum height of 8 storeys (28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL1, Ealing Town Centre Conservation Area (adjacent), locally listed buildings and positive contributors (adjacent), Ealing Metropolitan Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

213658FUL.

Site Plan: EA08 Eastern Gateway



Ealing – EA09

Ealing Studios, Royal Mail Delivery Office & Telephone Exchange

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Ealing Green, Ealing, W5 5EP	2	Ealing Town Centre	Private

CURRENT USE

The site houses a film and TV studio alongside associated workspaces. Further, the site features a Royal Mail delivery office and telephone exchange.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Retention of film use with addition of enabling residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Telephone Exchange, Grade II Listed Ealing Green Whitehouse, locally listed buildings (nearby), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA09 Ealing Studios, Royal Mail Delivery Office & Telephone Exchange



Ealing – EA10

Perceval House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
14 - 16 Uxbridge Road, Ealing W5 2HL	1.19	Ealing Town Centre	Council

CURRENT USE

The site currently used as offices for Ealing Council.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Mixed-use scheme, comprising residential, office, civic/community and flexible non-residential floor space.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL7, Ealing Town Centre Conservation Area (adjacent), Grade II Listed Ealing Town Hall (adjacent), Site of Borough Importance for Nature Conservation and Green Corridor (adjacent), Ealing Metropolitan Centre, Central Ealing Neighbourhood Plan Site Specific Policy CENP2.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

203275FULR3.

Site Plan: EA10 Perceval House



Ealing – EA11

49 - 69 Uxbridge Road

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
49 - 69 Uxbridge Road, Ealing W5 5SA	0.86	Ealing Town Centre	Metropolitan Police, Private

CURRENT USE

The site features a number of uses, including educational facilities, offices and a police station.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Commercial-led mixed-use scheme with some residential and cultural/leisure facilities.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL8, Flood Zone 3a (surface water), Ealing Town Centre Conservation Area (adjacent), Grade II Listed Walpole Park (nearby), Grade I Listed Pitshanger Manor (nearby), locally listed building (nearby), Tree Preservation Order, Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

25% within 5 years, 75% beyond.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Development should improve permeability through the site to connect Uxbridge Road to The Questor's Theatre/Mattock Lane.

Site Plan: EA11 49 - 69 Uxbridge Road



Ealing – EA12

CP House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
97 - 107 Uxbridge Road, Ealing W5 5TL	0.47	Ealing Town Centre	Private

CURRENT USE

The site is currently used for office purposes.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Office.

DESIGN PRINCIPLES

Majority of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL10, Ealing Green Conservation Area, Grade II Listed 86 Mattock Lane (nearby), locally listed buildings (nearby), Ealing Metropolitan Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

210030FUL.

Site Plan: EA12 CP House



Ealing – EA13

Craven House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Land to rear of Cavalier House, 1 - 6 Craven Road & Crowborough Court, 40 - 44 Craven House, Uxbridge Road, Ealing W5 2BS	1.03	Ealing Town Centre	Private

CURRENT USE

The site currently features a number of commercial, office and residential uses with ancillary parking.

SETTING/TPOLOGY

Centres.

PROPOSED USE

Office.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL9, Ealing Town Centre Conservation Area (adjacent), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA13 Craven House



Ealing – EA14

Arden Road Car Park

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Arden Road, West Ealing W13 8RA	0.07	West Ealing	Council

CURRENT USE

The site is currently used as a car park.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Mixed-use scheme of residential and commercial.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 9 - 21 storeys (31.5 - 73.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Locally listed building (nearby), Ealing Metropolitan Centre, Archaeological Interest Area (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

203717FUL.

Site Plan: EA14 Arden Road Car Park



Ealing – EA15

**1 - 19 Broadway,
Aviation & Pioneer
Courts, West Ealing**

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
1-19 Broadway, Aviation & Pioneer Courts, West Ealing W13 9AN	0.24	West Ealing	Private

CURRENT USE

There is a mix of uses on the site including retail and residential.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL14, Flood Zone 3a (surface water), locally listed buildings (adjacent and nearby), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

P/2009/1325.

Site Plan: EA15 1 - 19 Broadway, Aviation & Pioneer Courts, West Ealing



Ealing – EA16

66 - 86 Broadway,
West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
66 - 86 Broadway, West Ealing W13 0SY	0.27	West Ealing	Private

CURRENT USE

The site features a range of typical town centre uses.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL15, Flood zone 3a (surface water), locally listed buildings (adjacent), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

163829FUL, 165976FUL, 193500FUL,
184095FUL.

Ealing – EA17

59 - 65 Broadway,
West Ealing (Lidl)

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
59 - 65 Broadway, West Ealing W13 9BP	0.08	West Ealing	

CURRENT USE

The site comprises a Lidl supermarket and a number of other retail units.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led with retail provision.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites.

Detailed design analysis indicates a maximum height of 8 storeys (28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Locally listed buildings (nearby), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA17 59 - 65 Broadway, West Ealing (Lidl)



Ealing – EA18

Sainsbury’s & Library, West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
77 - 83 Broadway & 2 Leeland Terrace, West Ealing W13 9BA	0.89	West Ealing	Council, Private

CURRENT USE

The site is mixed-use, featuring a large supermarket, residential, offices and a community library.

SETTING/TPOLOGY

Centres.

PROPOSED USE

Residential (reprovision of community use/sheltered housing required).

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 13 storeys (45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL16, locally listed buildings (nearby), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA18 Sainsbury's & Library, West Ealing



Ealing – EA19

Chignell Place, West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
1 - 10 Chignell Place & 112 - 126 Broadway, West Ealing W13 0TJ	0.2	West Ealing	Private

CURRENT USE

The site features a mixture of retail, offices and residential uses, in addition to backing onto the rear of the West London Islamic Centre.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led mixed-use development including retail, commercial, community and leisure.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL17, locally listed buildings, Ealing Metropolitan Centre, Strategic Area for Regeneration, West Ealing Neighbourhood Plan Site Specific Policy WEC11.

INDICATIVE TIME-FRAME FOR DELIVERY

50% within 5 years, 50% beyond.

RELEVANT PLANNING APPLICATION(S):

162274FUL, 215125FUL.

Site Plan: EA19 Chignell Place, West Ealing



Ealing – EA20

99 - 115 Broadway,
West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
99 - 115 Broadway, West Ealing	0.2	West Ealing	Private

CURRENT USE

The site features a mix of typical town centre uses including retail, medical or health services, sale of food and drink, offices, community uses and sui generis uses.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led mixed-use scheme with retail on ground floor.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites
Detailed design analysis indicated a maximum height of 12 storeys (42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL10, locally listed buildings (nearby), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA20 99 - 115 Broadway, West Ealing



Ealing – EA21

130 - 140 Broadway,
West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
130 - 140 Broadway, West Ealing W13 0TL	0.16	West Ealing	Private, Council

CURRENT USE

The site features a combination of retail, educational and residential uses.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL18, locally listed building (nearby), Ealing Metropolitan Centre, Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

164840FUL, 214454FUL, 216082FUL.

Site Plan: EA21 130 - 140 Broadway



Ealing – EA22

Western Gateway,
131 - 141 Broadway,
West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
131 - 141 Broadway, West Ealing W13 9BE	0.17	West Ealing	Private

CURRENT USE

The site features a mix of retail, residential and commercial uses. The site features an MOT testing centre.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led with retail provision.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 6 storeys (21 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL19, locally listed buildings (nearby), Hanwell Cemeteries Conservation Area (nearby), existing industrial uses (non-designated), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME

FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

P/2015/6660.

Site Plan: EA22 Western Gateway, 131 - 141 Broadway, West Ealing



Ealing – EA23

Green Man Lane Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Green Man Lane Estate, Singapore Road, West Ealing W13 0RJ	1.59	West Ealing	Council, Private

CURRENT USE

The site is currently occupied by the Green Man Lane housing estate.

SETTING/TIPOLOGY

Continuous block/Centres.

PROPOSED USE

Residential and community.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water),
locally listed building (nearby),
Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

200624EIA, P/2015/0072.

Site Plan: EA23 Green Man Lane Estate



Ealing – EA24

Waitrose, West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
2 Alexandria Road, West Ealing W13 0NL	1.44	West Ealing	Private

CURRENT USE

The site features a large supermarket with surface level car park.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential and community.

DESIGN PRINCIPLES

Part of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed buildings (nearby), Site of Borough Importance for Nature Conservation, Ealing Metropolitan Centre.

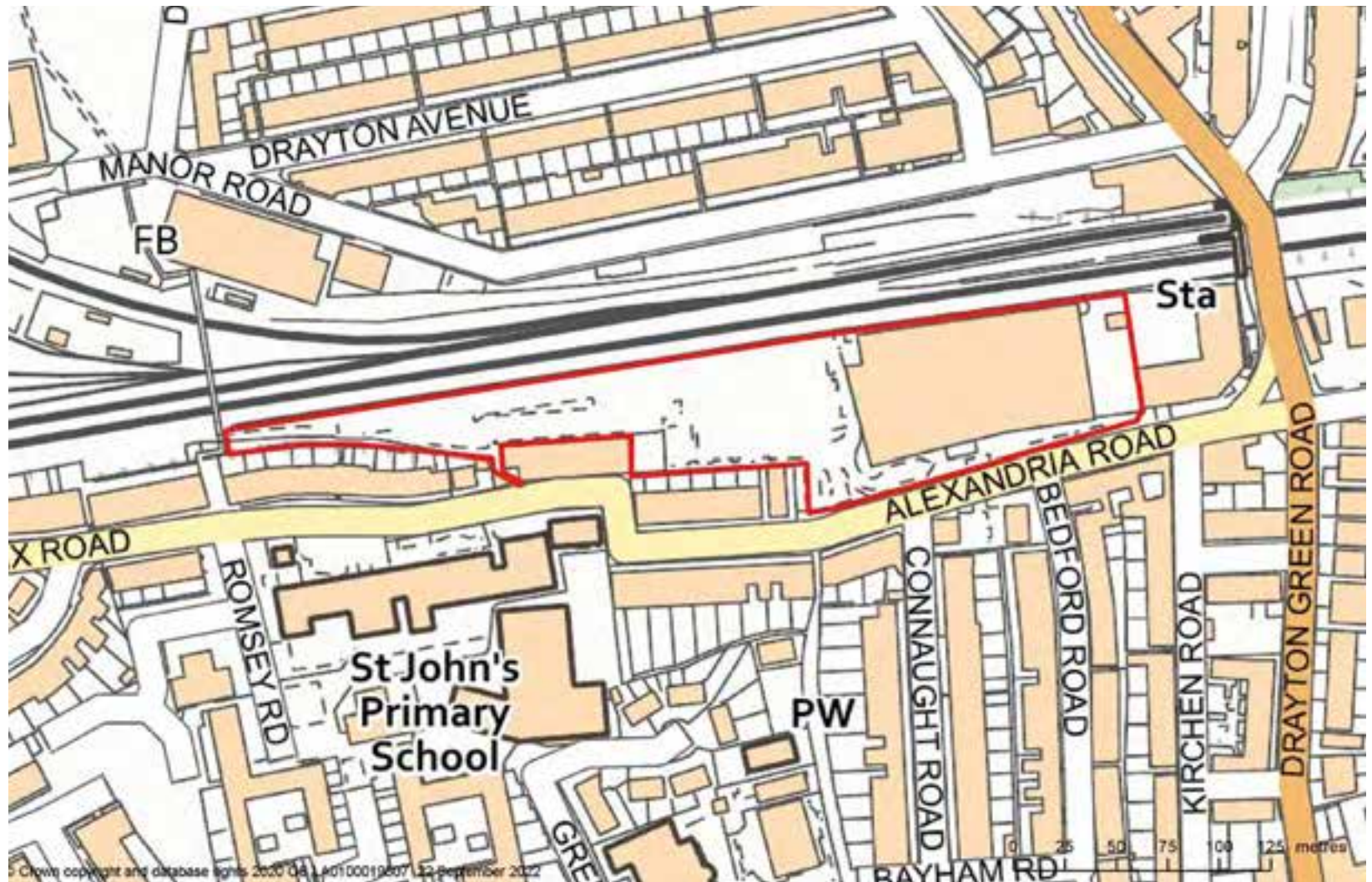
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA24 Waitrose, West Ealing



Ealing – EA25

West Ealing Station Approach

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
44 - 54 Drayton Green Road & 41 Hastings Road, West Ealing W13 8RY	0.27	West Ealing	Private

CURRENT USE

The site features a warehouse retail unit and an MOT testing centre.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Residential and community.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 7 - 13 storeys (24.5 - 45.5 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation EAL11, locally listed buildings (nearby), St Stephen's Conservation Area (nearby), Site of Borough Importance for Nature Conservation and Green Corridor (adjacent), Tree Preservation Order,

existing industrial uses (non-designated), Ealing Metropolitan Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA25 West Ealing Station Approach



Ealing – EA26

Castle House

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
119 Gordon Road, West Ealing W13 8QD	0.99	West Ealing	Private

CURRENT USE

The site has most recently been used as commercial office space and telephone exchange.

SETTING/TYOLOGY

Free-form.

PROPOSED USE

Residential-led with some provision of affordable workspace.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed building (nearby), Site of Borough Importance for Nature Conservation and Green Corridor (adjacent), existing industrial uses (non-designated).

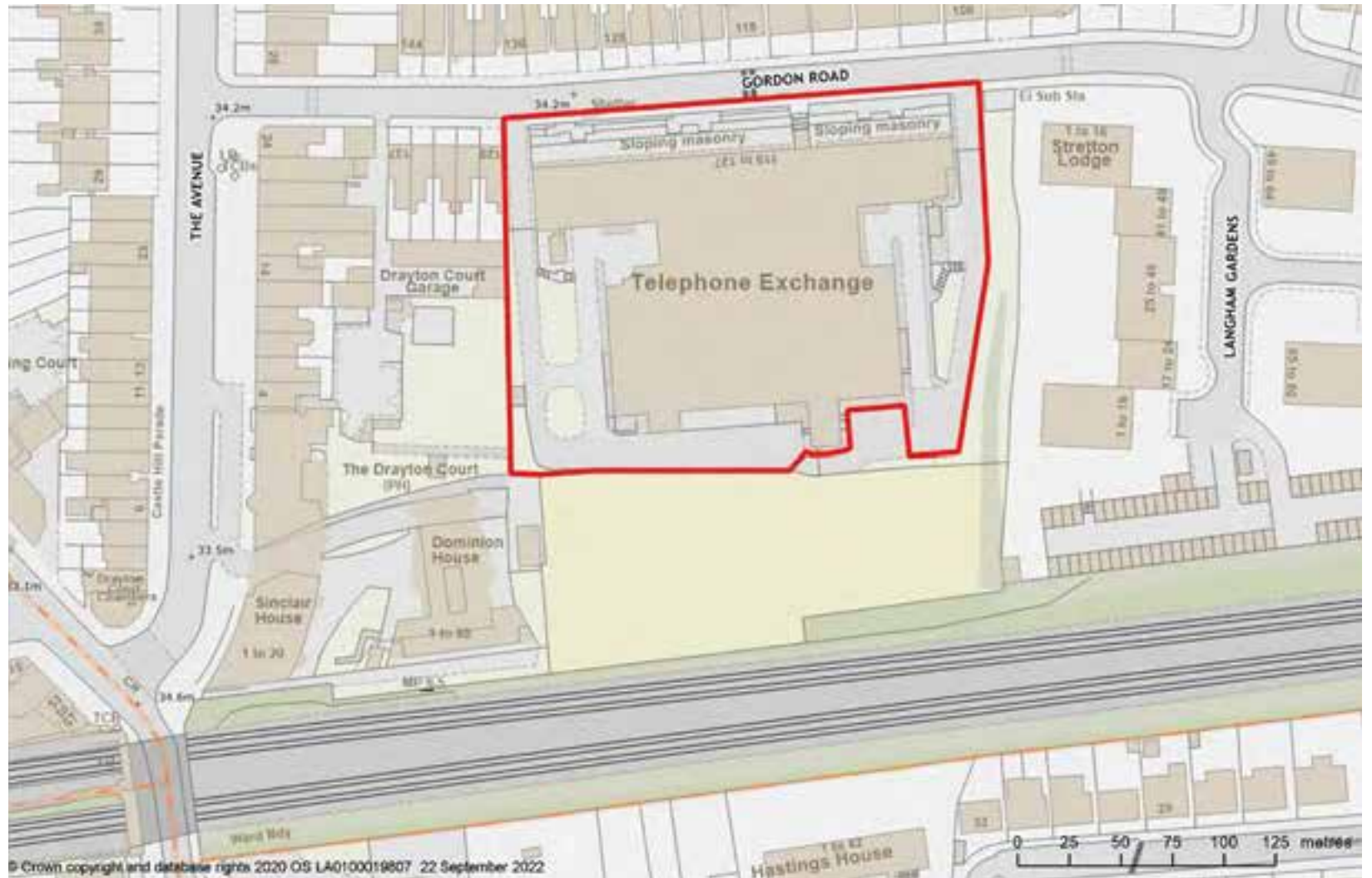
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA26 Castle House



Ealing – EA27

Access House & T Mohan, West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Manor Road, West Ealing W13 0AS	0.49	West Ealing	Private

CURRENT USE

The site currently features a self-storage warehouse in addition to a number of offices and a builder's yard.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Mixed-use, residential-led intensification with some employment uses.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation EAL13, Flood Zone 3a (surface water), locally listed buildings (nearby)

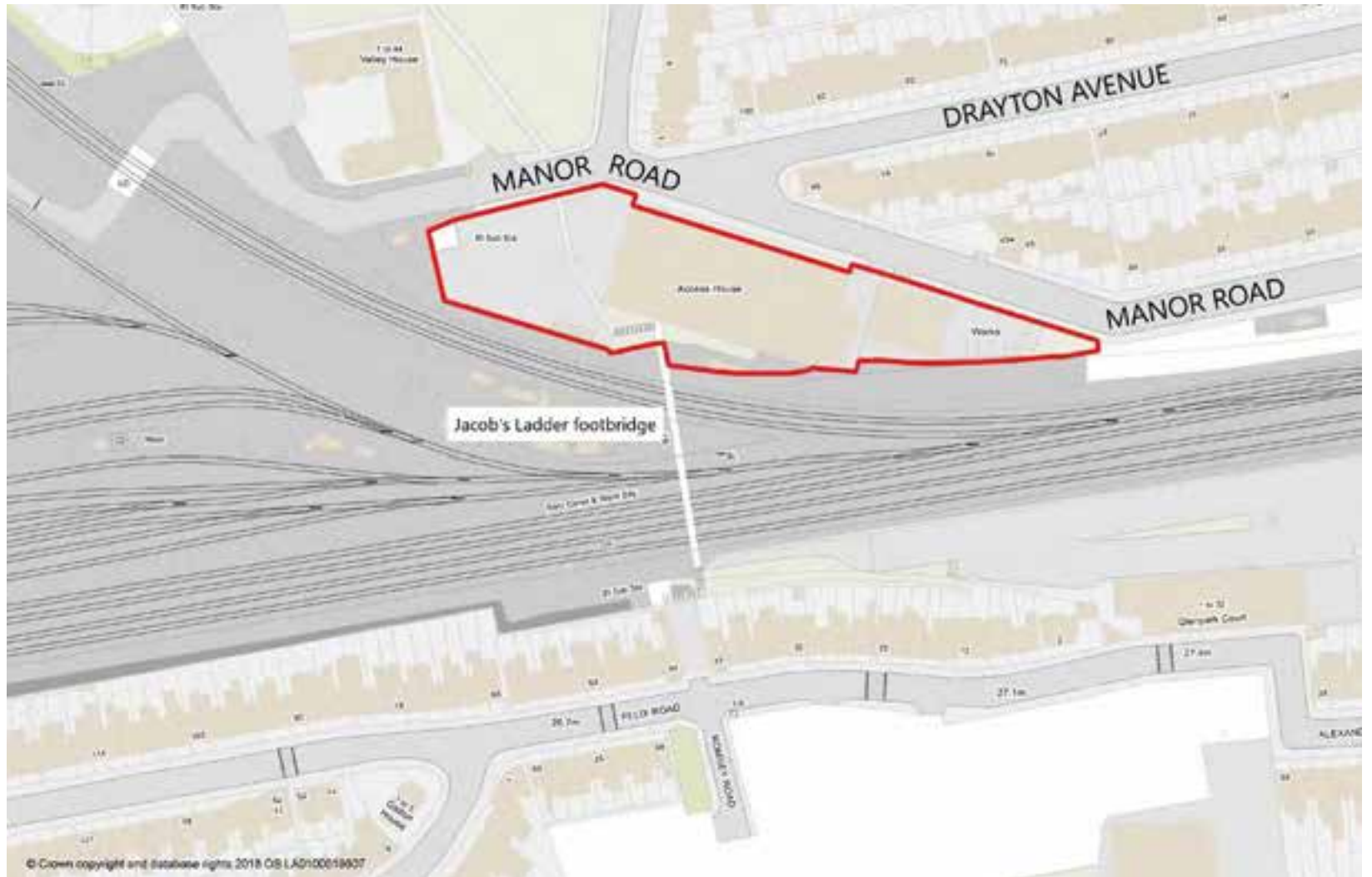
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

P/2015/4089.

Site Plan: EA27 Access House & T Mohan, West Ealing



Ealing – EA28

Gurnell Leisure Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Gurnell Leisure Centre, Ruislip Road East, Ealing W13 0AL	7.25	Brent Valley	Council

CURRENT USE

The site has most recently been used as a leisure centre. Ancillary space around the site features parking, playing fields and a skatepark.

SETTING/TYOLOGY

Green spaces/Campus.

PROPOSED USE

Leisure-led scheme with enabling residential use and improved access to open space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 2, 3a & 3b (fluvial and tidal), Flood Zone 3a (surface water), Metropolitan Open Land, Site of Borough Importance for Nature Conservation and priority habitat, Site of Local Importance for Nature Conservation (nearby), Strategic Area for Regeneration, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA28 Gurnell Leisure Centre



Ealing – EA29

Downhurst Residential Care Home

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
76 Castlebar Road, Ealing W5 2DD	0.35	Montpellier	Private

CURRENT USE

The site is currently used as a residential care home and serviced apartments.

SETTING/TYOPOLOGY

Free-form.

PROPOSED USE

Care home and residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grange and White Ledges Conservation Area (adjacent), Mount Park Conservation Area (adjacent), locally listed buildings (adjacent), Tree Preservation Order.

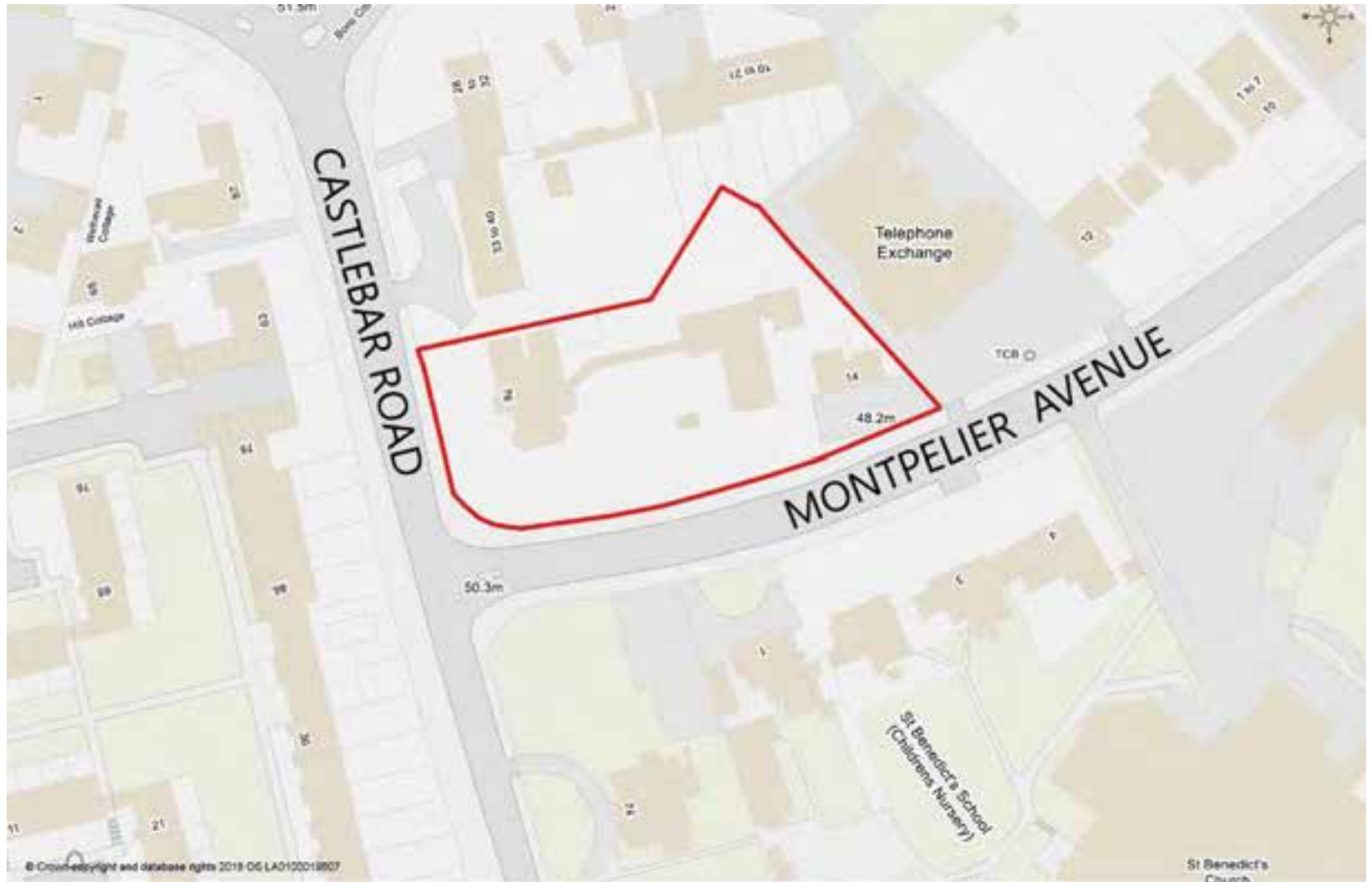
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

174077FUL.

Site Plan: EA29 Downhurst Residential Care Home



Ealing – EA30

Twyford Abbey

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Twyford Abbey Road, Acton NW10 7HH	5.39	Hanger Lane	

CURRENT USE

Twyford Abbey is a former nursing home and Grade II listed building that has been vacant since 1988. Most of the site is located within the Twyford Abbey Metropolitan Open Land.

SETTING/TYOLOGY

Campus/other green spaces.

PROPOSED USE

Residential and open green space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 2 (fluvial and tidal), Flood zone 3a (fluvial, tidal and surface water), Grade II Listed Twyford Abbey mansion and walled garden, Grade II Listed West Twyford Church (nearby), Heritage Land, Archaeological Interest Area, Metropolitan Open Land, priority habitat and Site of Borough Importance for Nature Conservation, Green Corridor (adjacent), Tree Preservation Order, Strategic Industrial Location (nearby).

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

222341FUL.

Site Plan: EA30 Twyford Abbey



Ealing – EA31

Former Barclays Sports Ground

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Park View Road, Ealing W5 2JF	6.65	Hanger Hill	Private

CURRENT USE

The site has most recently been used as a playing field, with an ancillary building located in the north-west corner of the site.

SETTING/TYOLOGY

Green spaces.

PROPOSED USE

Leisure-led scheme with enabling residential use facilitating access to sports and play pitches.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Ealing Cricket Ground Conservation Area (nearby), locally listed building (nearby), Metropolitan Open Land, Green Corridor, Site of Borough Importance for Nature Conservation (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

202253FUL.

Site Plan: EA31 Former Barclays Sports Ground



Ealing – EA32

96 Queens Drive & Telephone Service Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
96 Queens Drive & 33 Hanger Lane, Ealing W5 3BN	0.78	North Ealing	Private

CURRENT USE

The site is currently used as telephone exchange and a fleet distribution centre for BT.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Mixed-use intensification/out-of-centre residential-led mixed.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed North Ealing Station (nearby), Grade II Listed Ealing Village (nearby), Site of Borough Importance for Nature Conservation and Green Corridor (adjacent), Tree Preservation Order, Primary Shopping Area (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA32 96 Queens Drive & Telephone Service Centre



Ealing – EA33

Ealing Riding School

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
17 - 19 Gunnersbury Lane, Ealing W5 3XD	1.21	Ealing Common	Transport for London (TfL)

CURRENT USE

The site is currently in use as a riding school and stables. The south of the site features a meadow used for after school and adventure activities.

SETTING/TYOLOGY

Free-form.

PROPOSED USE

Residential (with retention of green space) with the Riding School either reaccommodated on site or reprovided elsewhere in the borough.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Ealing Common Conservation Area (adjacent), Site of Borough Importance for Nature Conservation and Green Corridor (adjacent), Site of Local Importance for Nature Conservation (nearby).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Residential development proposals will only be considered from a Community Land Trust.

Site Plan: EA33 Ealing Riding School



Ealing – EA34

Old Actonians Sports Ground

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Old Actonians Sports Ground, Pope's Lane, Ealing W5 4LL	2.78	Gunnersbury	Council

CURRENT USE

The site is occupied by the Old Actonians Sports Ground, comprising largely of playing field facilities.

SETTING/TYOLOGY

Continuous block.

PROPOSED USE

Residential (with retention of green space) with the Riding School either reaccommodated on site or reprovided elsewhere in the borough.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II* Listed Gunnersbury Park and associated Grade II and Grade II* Listed buildings and structures (nearby), locally listed buildings (nearby), Gunnersbury Park Conservation Area (nearby), Metropolitan Open Land, Community Open Space, Site of Borough Importance for Nature Conservation, priority habitat (adjacent), Green Corridor (adjacent), Archaeological Interest Area (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA34 Old Actonians Sports Ground



Ealing – EA35

University of
West London

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
St Mary's Road, Ealing W5 5RF	1.91	Ealing Town Centre	Public/Private

CURRENT USE

The site is currently used as part of the campus of the University of West London.

SETTING/TYOPOLOGY

Campus.

PROPOSED USE

Retention of university use, additional provision of residential (infill only).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Ealing Town Centre Conservation Area, Grade II Listed 19 - 23 St Mary's Road (nearby), Grade II Listed 17 - 26 The Park (nearby), locally listed buildings (adjacent), Tree Preservation Order.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA35 Univerasity of West London



Ealing – EA36

Wickes, South Ealing Road

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
South Ealing Road, Ealing W5 4QS	0.66	South Ealing	Private

CURRENT USE

The site is currently used as a large builders' merchants with associated parking.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

South Ealing Neighbourhood Centre,
Primary Shopping Area.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

SETTING/TYOLOGY

Centres.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

PROPOSED USE

Residential.

Site Plan: EA36 Wickes, South Ealing Road



Ealing – EA37

Travis Perkins,
Popes Lane

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Popes Lane, Ealing W5 4PA	0.36	South Ealing	Private

CURRENT USE

The site is currently used as a builders' merchants.

SETTING/TIPOLOGY

Campus.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed South Ealing Cemetery (nearby), Grade II Listed Pope's Lane Walls (nearby), Site of Borough Importance for Nature Conservation (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: EA37 Travis Perkins, Popes Lane



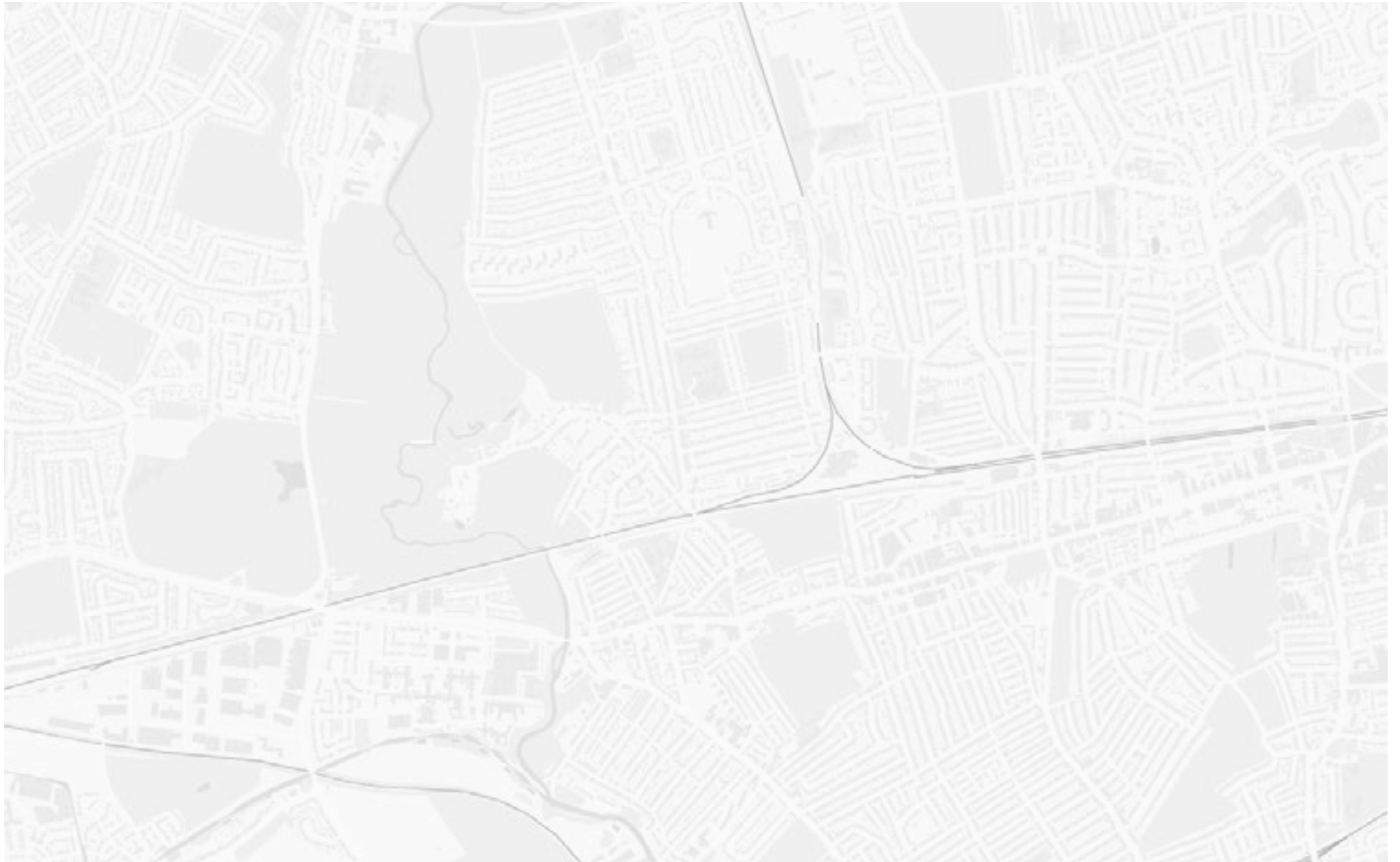




Image: Brompton Bicycles employee.

GREENFORD TOWN PLAN

46,000
GREENFORD
POPULATION



Greenford today

4.3.1 — Greenford is located in the north of the borough and comprises three wards: North Greenford, Central Greenford, and Greenford Broadway. Figure G1 illustrates the existing context of Greenford today.

A diverse population with areas of deprivation

4.3.2 — The area is home to a multi-cultural population of approximately 46,000 residents. It is one of the most diverse places in the borough (and more diverse than the London average) with 55% of residents identifying as non-white.

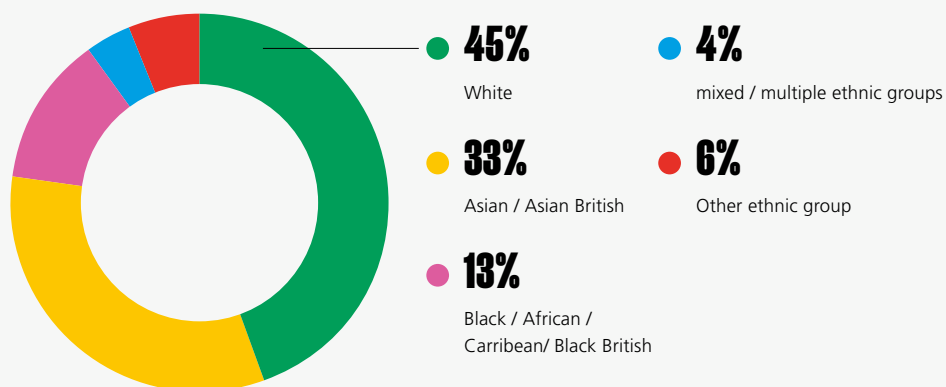
4.3.3 — There are pockets of deprivation throughout Greenford with areas of Central Greenford and Greenford Broadway amongst the 30% most deprived neighbourhoods nationally. Highest levels of deprivation exist in communities to the south of Greenford Broadway and near the border with Northolt. Historically, these communities in Greenford have been overlooked, experiencing low levels of inward investment.

Polycentric town providing daily neighbourhood needs

4.3.4 — Greenford is a suburban area that developed during the inter-war period around an historic town to the south and canal side industry to the north. Today, Greenford is a large and polycentric area comprising various local centres, high-quality parks, and valuable industrial land.

4.3.5 — Greenford Town Centre is the most significant centre in the north-west of Ealing, offering a range of food and retail establishments alongside local services such as Greenford Library and Greenford Hall. To the north of Greenford Town Centre, the neighbourhood and local centres at Westway Cross, Greenford Station, and Sudbury Hill establish Greenford’s character as a polycentric town.

4.3.6 — In addition, Greenford benefits from high quality green spaces such as Horsenden Hill, Ravenor Park, Marnham Fields, and Brent Valley Park, as well as from the Grand Union Canal and River Brent.



Source: 2011 Census

Figure G1:
Greenford existing context

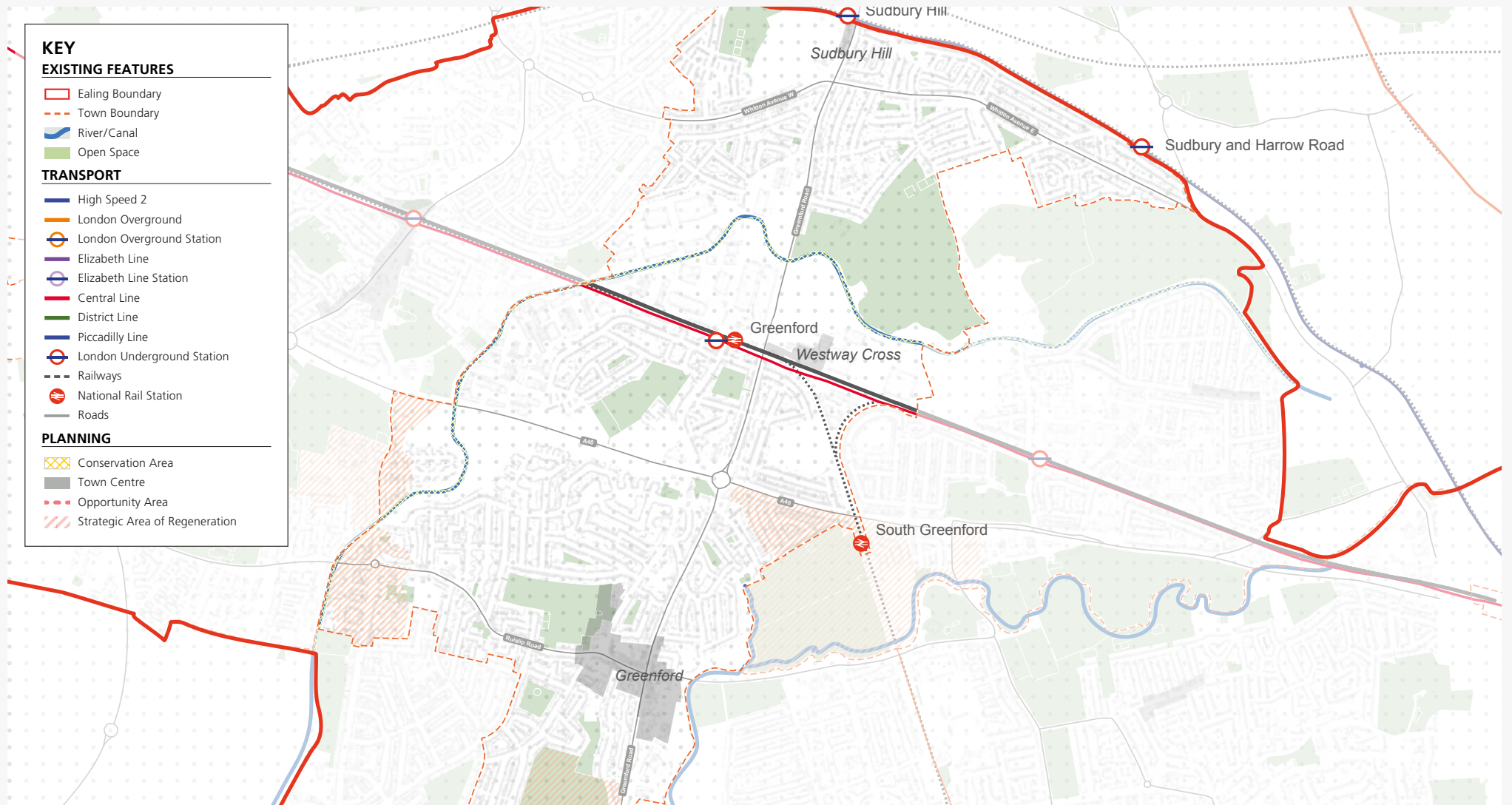




Image: Ravenor Park,
Greenford.



GREENFORD BENEFITS FROM HIGH QUALITY GREEN SPACES SUCH AS HORSENDEN HILL, RAVENOR PARK, MARNHAM FIELDS, AND BRENT VALLEY PARK.

7%
**OF ALL JOBS
IN GREENFORD
ARE HIGH TECH
MANUFACTURING.**

Source: ONS BRES (2020)

Poor north-south connectivity

4.3.7 — Greenford Underground Station is the primary transport hub for Central Greenford offering underground and national rail connections to Central London, West Ealing, Northolt, and Ruislip. North Greenford is serviced by Sudbury Hill and Sudbury Town Underground Stations offering underground connections to Central London and Heathrow. This concentration of stations to the north of Greenford means that communities in the southern part of the town, particularly in Greenford Broadway, are largely dependent on the bus network. While Greenford Broadway is served by a large number of bus services, other parts of the town have access to limited bus services.

4.3.8 — Connections between North Greenford and Greenford Broadway are further worsened by severance caused by the Grand Union Canal, railway lines, and A40. However, the Grand Union Canal offers some cycle connectivity to the rest of the borough.

4.3.9 — Traffic congestion is a critical issue for Greenford, particularly on Oldfield Lane North, Ruislip Road, and Greenford Road. Greenford does not have any Elizabeth line stations, and limited bus connectivity to the nearest Elizabeth line stations at Hanwell and Southall

Strong economic base to build upon

4.3.10 — Greenford's industrial land is a major employment area. A range of innovative tech, logistic, manufacturing and food businesses provide local jobs as well as attracting workers to Greenford from further away. It forms part of the Productivity Arc extending along the A40 from North Acton to Northolt. This has meant that Greenford has fewer low paying jobs than the Ealing average, underpinned by well-paid manufacturing employment opportunities.



Issues to address in Greenford

4.3.11 — Ealing Council has an ambition to create a ‘20-minute Neighbourhood’ in Greenford. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.3.12 — The following sets out the key issues facing Greenford based on the evidence base that has been developed as part of the New Local Plan and reflecting what you told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.3.13 — For more information on Shaping Ealing, please click on the link below.

LINKS

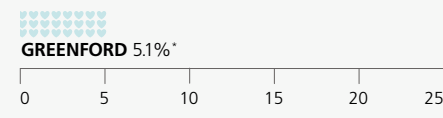
[Click here](#) for more information on the Shaping Ealing Report.

Low education attainment, low wage workforce and stagnant population

4.3.14 — Deprivation levels vary throughout Greenford with some areas of Central Greenford and Greenford Broadway being amongst the 30% most deprived neighbourhoods nationally.

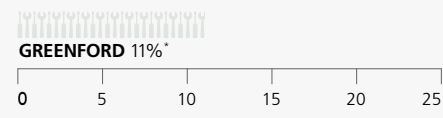
4.3.15 — Reflecting the higher levels of deprivation, education attainment has historically been low. Residents educated to a degree level is below the Ealing and London averages. One of the consequences of this low level of educational attainment is that a large proportion of residents (32%) is classified as being in low paying work. In addition, a high portion of the population is classified as being in bad or very bad health. Greenford is therefore at increased risk of health and wage inequality.

PERCENTAGE OF POPULATION THAT ARE IN BAD OR VERY BAD HEALTH



Source: PRD's Greenford town profile.

PERCENTAGE OF JOBS THAT ARE IN THE RETAIL SECTOR



This is above the borough median ranking 3rd out of the 7 towns.

Source: PRD's Greenford town profile.


32% OF JOBS ARE CLASSIFIED AS LOW PAID WORK.*

Source: PRD's Greenford Town profile.

119% INCREASE IN CLAIMANT COUNTS SINCE THE START OF THE PANDEMIC.*

Declining local economy with increasing unemployment

What you told us from Shaping Ealing...

You are concerned about good employment opportunities and the way the area is changing. 


4.3.16 — Greenford’s economy depends largely on retail and industrial sectors, which have historically created strong local employment opportunities. However, following national trends, Greenford has experienced a significant loss of employment in both the town centre and in higher value industrial sectors.

4.3.17 — Since the start of the pandemic, the town centre has underperformed, with employment in the town centre falling over the past 5 years. There is a need for diversification within Greenford’s town centres as that decline in employment has been concentrated in retail-based employment (decline of 41% across the town since 2015). This is further reflected in Greenford’s claimant count experiencing the highest increase in the borough since the start of the pandemic.

4.3.18 — In addition, higher value industrial employment has declined within Greenford. Compared to other industrial clusters across the borough, Greenford’s industrial land suffers from low employment densities.

Poor connectivity with high levels of severance

What you told us from Shaping Ealing...


You are concerned about clean air, lack of safe walking and cycling routes, not feeling safe, and clean and safe parks and open spaces. The majority of these statements scored much more negatively than the borough averages. 

4.3.19 — Accessibility to public transport varies between north and south Greenford with parts of Greenford dependent on a poor local bus network. Large green spaces and industrial areas also create barriers to movement due to poor connectivity, poor quality environments and a lack of surveillance.

4.3.20 — High levels of traffic congestion and severance caused by the A40 further challenge local bus, walking, and cycle routes. This vehicular dominance negatively impacts pedestrian and cyclist experiences and further encourages car usage.

Limited housing options for a changing population

What you told us from Shaping Ealing...

You are concerned about a lack of affordable homes in Greenford. 

4.3.21 — House prices in Greenford are among the lowest in the borough, yet average house prices outweigh the average incomes of Greenford residents. Housing affordability is therefore an issue along with a limited range of housing options to suit younger and older age groups.



Image: Lack of affordable homes in Greenford.



Image: Street vendor in the borough.

Opportunities for Greenford

4.3.22 — Greenford is one of the Town Plan areas that has seen moderate levels of development and investment in recent decades, especially when compared to Southall, Ealing, and Acton. Despite its suburban character and challenges with north-south connectivity, the ‘Strategic place interventions’ in Chapter 3 identifies Greenford as having great potential to accommodate significant levels of new development in its town centres and to capitalise on the diversity of businesses within its array of industrial areas. Greenford will become an Innovation Hub for west London and will play a key role in accommodating significant levels of new development and investment to help attract and accelerate growth in the number of high-tech businesses to add to the concentration that already exist Greenford’s industrial areas.

Reinforcing existing town centres

4.3.23 — Greenford Broadway already provides local retail and services, however, a more diversified mix of retail along with enhanced community, culture, and leisure uses would help to enhance the town centre as the primary hub of Greenford. This would strengthen the town centre’s identity, while providing new employment opportunities and increasing footfall to existing businesses.

4.3.24 — Heritage and community assets on Oldfield Lane South, including Greenford Hall, locally listed Greenford Library, and the former NHS clinic, have potential to provide improved community and civic activities that are near to Greenford’s schools, Ravenor Park, and Brent Valley Park.

4.3.25 — There is the opportunity to provide a range of housing types and tenures alongside mixed-uses within and surrounding Greenford’s town centres, including family housing and alternative accommodation types to meet the projected increase in people aged 65+, as well as high-quality affordable housing options that are accessible to low-income and younger people

Developing an inclusive economy

4.3.26 — The area around Greenford station provides opportunities for new leisure, care, and community uses and workspaces that will utilise the area’s accessibility to the station, Oldfield Circus’ independent shops, the canal side, and Horsenden Hill. In addition, there could be opportunities to expand the evening and night-time economy around Greenford Station.

4.3.27 — Greenford’s Strategic Industrial Locations (SIL) provide opportunities for the intensification of employment and workspace to support new and

growing businesses with specialisms in sustainable and high-tech sectors.

4.3.28 — Greenford Town Centre has opportunities to develop an evening and night-time economy alongside mixed-use development providing improved cultural and community spaces and new workspaces.

Enhancing sustainable connectivity

4.3.29 — Highway, public realm, and park improvements along Greenford Road, Oldfield Lane North and the Broadway will help relieve traffic congestion, improve air quality, and the safety and experience of people travelling in Greenford. There is potential for an improved active travel network to better link Greenford’s residential areas to high-quality green spaces and valuable employment areas.



THERE IS DEMAND FOR A GREATER RANGE OF RETAIL AND FOOD AND DRINK OFFER IN GREENFORD.

Greenford Spatial Strategy

4.3.30 — This section articulates the borough-wide spatial strategy and a series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure G2 presents the Greenford spatial strategy.

4.3.31 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy in Ealing.

4.3.32 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

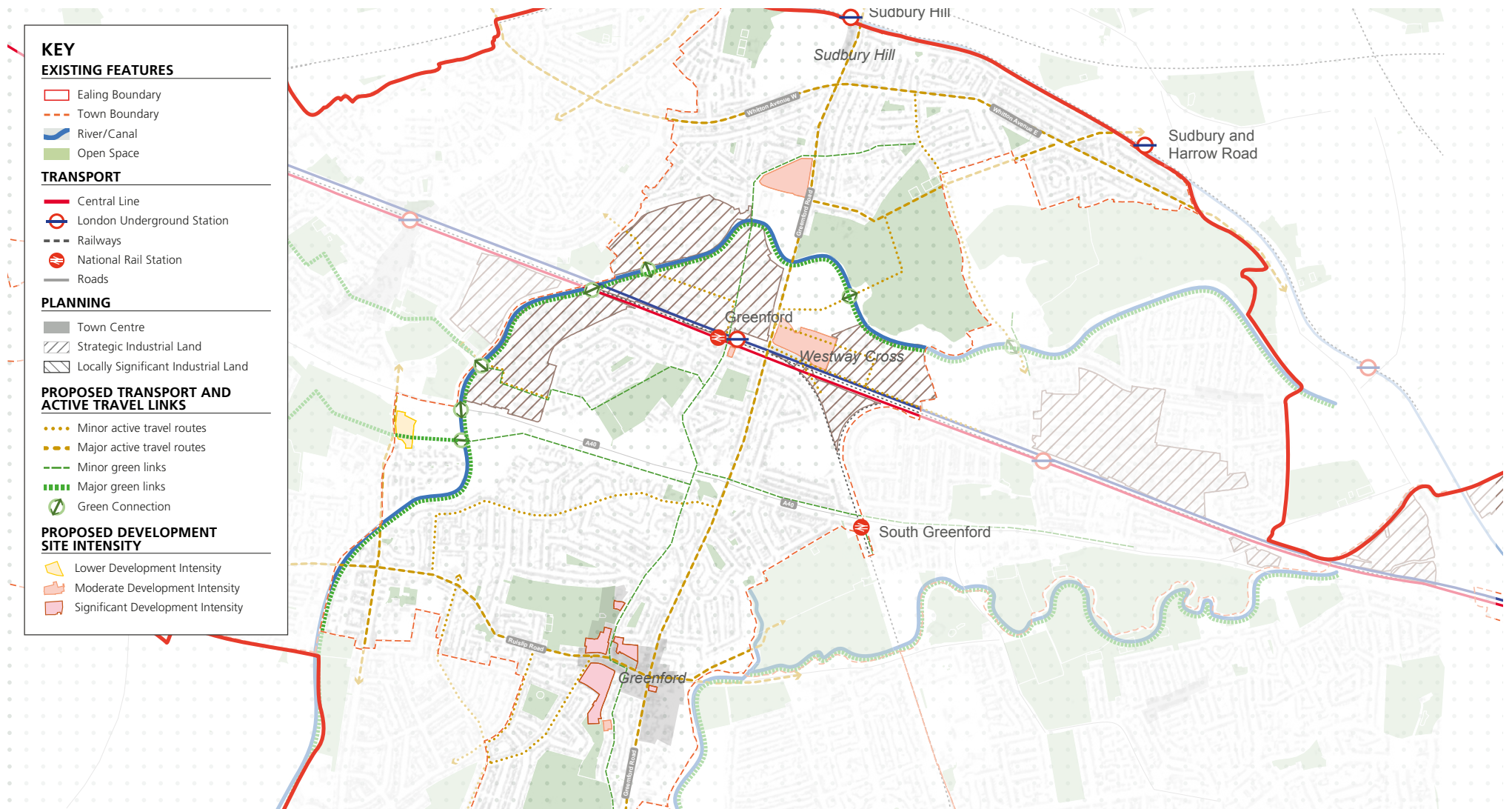
LINKS

[Click here](#) for more information on the Council's Spatial Options Report.



Image: Brompton Bicycles factory in Greenford.

Figure G2:
Greenford spatial strategy



Policy G.1: Greenford Spatial Strategy

A. Growth in Greenford provides the opportunity to create an active and well-connected community that will enhance the role and diversity of local town centres (see Policies G2 to G5), while providing higher value employment through industrial intensification.

B. Moderate levels of mixed-use development will be directed to the areas of best connectivity, while investment in public transport accessibility, active travel, urban greening, and road safety measures will address barriers to movement and safety issues posed by industrial traffic. These connections will encourage people to enjoy green spaces regularly, supporting improved health outcomes.

C. Moderate levels of housing will be directed to the best-connected parts of Greenford, including Greenford District Centre and near Greenford Station. Greenford District Centre in particular provides a great opportunity to provide new housing as part of a masterplan-led, mixed-use redevelopment of the town centre.

D. Greenford will have a prosperous economy with a good range of employment opportunities.

This will be achieved by providing appropriate and affordable space and infrastructure for businesses to start, grow, and thrive. This includes:

(i) Safeguarding and intensifying employment sites, improving their connectivity and supporting functions.

(ii) Exploring opportunities to provide additional employment land, particularly adjacent to well-established industrial clusters.

(iii) Ensuring the supply of employment land and premises meets the needs of a wide range of businesses, from small start-ups looking for affordable premises, to large, well-established businesses.

(iv) Seeking opportunities to diversify employment beyond the currently dominant industrial, logistics, retail, and service sectors and to create a new Greenford Innovation Hub.

(v) Improving public transport connectivity, including to Elizabeth line stations, to ensure Greenford residents have good access to a wide range of employment opportunities.

E. Greenford will be a well-connected town, benefitting from improved public transport connectivity. This includes:

(i) Improved connectivity within Greenford, strengthening north-south connections in particular.

(ii) Improved connectivity to the rest of the borough, including the provision of a more frequent and attractive rail service between Greenford and West Ealing.

(iii) Improved connectivity to neighbouring boroughs and beyond, aiming to maximise the benefits of the Elizabeth line to Greenford residents by providing improved connections to the nearest Elizabeth line stations (Hanwell, Southall, and West Ealing).

F. Greenford will see better, safer, and more attractive active travel routes. These will help address issues of severance caused by the A40, industrial estates, waterways, and the railway line, reducing car-dependency and traffic congestion, and contributing to improved health and wellbeing outcomes. Priority active travel routes for improvement include routes to schools

and other types of key social infrastructure, routes connecting residential and employment areas to town centres, and routes connecting green open spaces.

(i) Improved crossings over the Grand Union Canal, the railway line, and the A40 will help overcome barriers and make walking and cycling more attractive.

(ii) Greenford Road will become a central spine of active travel, improving connectivity for people walking, cycling, and using public transport between the areas north and south of the A40.

(iii) Investments in active travel infrastructure at Station Approach, Oldfield Lane North, and Oldfield Lane South will include new crossings, junctions, widened footways, cycle parking, and wayfinding.

(iv) Underutilised parts of the Grand Union Canal will become attractive and safe walking and cycling routes to Southall and Perivale through measures to improve accessibility, security, and landscape quality.

G.Greenford residents have access to an abundance of high quality green open spaces

and water assets including the Grand Union Canal and River Brent. The functional role of these assets will be improved, to enhance their recreational and leisure functions. Furthermore, improved accessibility, wayfinding, and signage will ensure that green and blue assets connect and bring communities together, improving community cohesion and the feeling of safety.

H. Greenford will be a strong, healthy community, with people enjoying improved health, well-being, community cohesion, and civic pride. This will be achieved by:

(i) Providing new, improved or replacement healthcare facilities to ensure sufficient capacity to meet existing and future needs.

(ii) Improving and expanding community, culture, and leisure facilities that bring people together.

(iii) Improving opportunities for active travel and public transport connectivity to achieve a greater shift away from car usage.

(iv) Ensuring the provision of adequate, fit-for-purpose health facilities in areas with significant levels of new development, to meet the needs of a growing population,

(v) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets.

(vi) Maximising the benefits of the high-quality green open spaces in and around Greenford by improving accessibility, wayfinding, and signage.

(vii) Delivering urban greening through new developments and planting schemes, helping to address poor air quality across Greenford and improving local health outcomes.

QUESTION



1. What are your views on the proposed spatial strategy for Greenford?
2. What are your local priorities for future infrastructure? i.e. more schools



Click here or scan the QR code to give us your views

4.3.33 — Greenford is a suburban area developed around an historic town centre in the south and an industrial area to the north. It has the potential to become a truly polycentric town with the creation of vibrant neighbourhood centres through mixed-use development and enhanced connectivity between neighbourhoods and employment areas. This will deliver more opportunities close to where people live. Accompanying the housing and employment led growth, increased provision of services and social infrastructure will address key health determinants, improving health and wellbeing outcomes.

4.3.34 — New development must respond positively to Greenford's character and seek to enhance its identity. Greenford is characterised by distinct typologies that reflect periods of its development and growth including inter-war suburban and industrial expansion. The residential parts have a suburban character, with a mix of suburban semi-detached and suburban terraces comprising over half its typological mix. Development will need to respond sensitively having regard to the growth and intensification themes and associated tall buildings guidance/indicative heights identified in each local character sub-areas.



Image: Greenford Quay development in Greenford.

4.3.35 — Greenford is a polycentric town, with a number of centres. Greenford Town Centre is a well-established District centre that sits at the top of Greenford’s retail hierarchy. Westway Cross, home to Westway Shopping Centre, is a neighbourhood centre that provides a mix of convenience, comparison, and food and drink offer.

4.3.36 — These are further complemented by the local centre at Sudbury Hill and the smaller local centre at Greenford Station. The Local Plan’s approach is to enhance and improve all four centres, improving connectivity between them, and ensuring they function in a complementary manner that benefits the whole of Greenford.

4.3.37 — Greenford provides an increasingly diverse range of housing options, including the ongoing major residential developments at Greenford Quay (near Greenford station) and at the former Kellogg Tower (near Sudbury Hill station). There is opportunity to provide additional housing to meet the growing and diversifying needs of the town, including at Greenford Town Centre as part of a masterplan-led mixed-used development that will diversify and enhance the town centre. Potential sites around the town centre include

Greenford Hall, Methodist Church, the former Police Station & Clinic, Greenford Broadway Car Park, long-term vacant units on the intersection of Greenford Broadway and Greenford Road, Ravenor Park Farm, and Stanhope Primary School & Education Centre.

4.3.38 — There are further opportunities to provide additional housing as part of mixed-use developments within walking distance from Greenford station, including at the former Greenwich School of Management site on Greenford Road, on currently vacant land on the southwestern part of Greenford Roundabout, and as part of intensifying the currently underutilised land at Westway Cross.

4.3.39 — In terms of the economy, Greenford has a significant amount of industrial and logistics land, primarily to the north of the A40. Much of this is designated Strategic Industrial Location (SIL). Manufacturing and logistics businesses support a wide range of direct, indirect, and induced jobs in the area and across the borough, making a significant contribution to the local economy. These jobs complement the retail and service jobs found in Greenford’s network of centres.

4.3.40 — The opportunity exists to support the development of a Greenford Innovation Hub within Strategic Industrial Locations (SIL) that builds on its existing provision of high-value employment and specifically high-tech manufacturing and act as a catalyst for new investment.

4.3.41 — Given the scarcity of available land for development, and well-established pressures to deliver additional housing and social infrastructure, it is important to maximise the potential for industrial intensification and co-location of uses on existing sites, primarily at Strategic Industrial Locations. This will require careful consideration of industrial vehicular routes to minimise disruption to local communities and to create safer and more attractive walking and cycling routes.



Image: Greenford Quay development in Greenford.

4.3.42 — There is currently a lack of a sufficient range of high-value employment opportunities in Greenford. The mixed-use redevelopment of sites in Greenford Town Centre will reduce the centre’s overreliance on retail by providing more diverse employment space.

4.3.43 — Greenford residents also need better connectivity to good employment opportunities available elsewhere in the borough and further away. The Elizabeth line, in particular, provides excellent connectivity to employment opportunities to the east (e.g. central London) and west (e.g. Heathrow Airport). It is important that the people of Greenford can share in the benefits of this improved connectivity by having access to frequent, reliable, and fast public transport connections to the nearest Elizabeth line stations.

4.3.44 — Parts of Greenford currently have some of the lowest Public Transport Accessibility Levels (PTAL) in the borough. This can create barriers to people accessing employment or education/training opportunities and contributes to a significant reliance on private cars for many aspects of everyday life. Therefore, improving public transport connectivity is a key priority for Greenford.

4.3.45 — Whereas the opening of the Elizabeth line is having transformative benefits in other parts of the borough, there are no Elizabeth line stations in Greenford. The existing connections to the nearest


Elizabeth line stations (Hanwell and Southall) need improvement, as does the current link to West Ealing station. Linked to this, South Greenford station is currently London’s least used train station, despite the poor public transport accessibility of its catchment area.

4.3.46 — Whereas parts of Greenford already provide good opportunities for walking and cycling (such as stretches of Ruislip Road and Ruislip Road East, as well as through Greenford’s many parks and green open spaces), more needs to be done to improve active travel throughout the town. Priority areas for active travel improvements should include routes to school (to encourage more parents and children to walk or cycle to school), routes to town and neighbourhood centres that people travel to on a regular basis, as well as routes to other key centres of employment and major public transport infrastructure nodes, such as Greenford Station.

4.3.47 — Major roads (such as the A40 and Greenford Road), water spaces (such as the Grand Union Canal and River Brent), and industrial areas (such as those north of the A40 and to the west of Greenford Road) can cause severance effects that limit people’s movements and disconnect communities. We must address these issues, enabling people to confidently and safely move around Greenford, particularly when walking or cycling.

In the case of Greenford’s water assets, there is great opportunity to make them points that connect and bring people together. This includes providing safe crossings and maintaining their cleanliness and landscape quality to encourage people to use them more often.

4.3.48 — Improving active travel and connectivity is a health priority for Greenford as there are low Public Transport Accessibility Levels (PTAL) and Access to Opportunities and Services (ATOS) scores across much of the town. Parts of Greenford currently have some of the lowest PTAL and ATOS scores in the borough. These can contribute to reduced levels of physical activity and increased levels of isolation and severance, with negative impacts on physical and mental health.



**18%
HIGHER CAR
OWNERSHIP IN
GREENFORD THAN
THE BOROUGH
AVERAGE.**

4.3.49 — The average number of cars per household in Greenford is approximately 18% higher than the borough average and 33% higher than the London average. This translates to more congested roads, poorer environmental quality, and a less safe environment for pedestrians and cyclists.

4.3.50 — Encouraging people to adopt active modes of travel needs to start from a young age. Transport for London's (TfL) Travel to School Survey suggests that parts of Greenford (such as Greenford Broadway) have some of the borough's lowest proportions of pupils and staff engaging in active travel to school. Improving active travel routes to schools should be a key priority to enhance health, wellbeing, and safety.

4.3.51 — Greenford would also benefit from an improved range of community, culture, and leisure facilities to improve the offer beyond the existing supply of community facilities. These would improve community cohesion and contribute to the health and well-being of residents. The closure of Gurnell Leisure Centre (pending redevelopment) and Greenford police station, together with the lack of any local youth services highlight the need for more social infrastructure in the area. There is a

need to provide social infrastructure that brings people together, gives them opportunities to live healthier lives, and enhances their feeling of safety and community cohesion. This should be distributed across the network of Greenford's centres, with a particular focus on the District Centre of Greenford Town Centre.

4.3.52 — Population projections suggest Greenford's population will continue to grow. This will require additional provision of health facilities and services, including GP and dental practices. This is particularly the case in areas seeing substantial levels of new development, including at Greenford Quay and the former Kellogg Tower at Sudbury Hill.

4.3.53 — There is a significant amount of high-quality green open space across Greenford and right on its borders. This ranges from well-used local parks such as Ravenor Park to strategic green assets of metropolitan importance such as Northala Fields and Horsenden Hill. It is important to improve the accessibility, wayfinding, and signage to these sites, as well as enhance their functional role as high-quality leisure and recreation destinations.



THERE IS A NEED TO PROVIDE SOCIAL INFRASTRUCTURE THAT BRINGS PEOPLE TOGETHER, GIVES THEM OPPORTUNITIES TO LIVE HEALTHIER LIVES, AND ENHANCES THEIR FEELING OF SAFETY AND COMMUNITY COHESION.



Image: Importance of local businesses and services.

Policy G.2: Greenford District Centre

A. To improve the appearance of and diversity of land uses at Greenford District Centre by:

(i) Improving the quality of the retail offer and promoting a wider range of high-quality community and leisure facilities.

(ii) Optimising development opportunities in the town centre through the high-quality redevelopment of sites that will provide a greater mix of uses (including employment), will bring back into use long-vacant properties, and will provide a modern, high-quality environment that respects and preserves the heritage of the area.

(iii) Expanding the evening and night-time economy offer, including opportunities for

families to spend time in the town centre in the evening in a safe and welcoming environment.

(iv) Seeking to ease traffic congestion, improve the flow of traffic, and further enhance active travel routes to improve the attractiveness and environmental quality of the town centre.

QUESTION

What do you think of the approach to improve and diversify land uses in Greenford?

[Click here](#) or scan the QR code to give us your views



IMPROVING THE QUALITY OF THE RETAIL OFFER AND PROMOTING A WIDER RANGE OF HIGH-QUALITY COMMUNITY AND LEISURE FACILITIES.



Image: The Broadway, Greenford.

4.3.54 — Greenford Town Centre is designated a District Centre in the London Plan and, accordingly, should continue to sit at the top of the local hierarchy of centres. While far away from Greenford station (approximately 25 minutes' walk which is severed by the A40 and the busy Greenford Roundabout), it is served by a large number of bus services. However, bus journeys can be slow at busy times as a result of traffic and congestion.

4.3.55 — Easing congestion should be a priority for Greenford Broadway. Recent improvements at the busy Greenford Road / Ruislip Road junction have improved the flow of traffic but there is scope to further improve congestion in the area, including addressing the congestion caused by the right turn of buses from Windmill Lane onto Ruislip Road.

4.3.56 — Diversifying the mix of uses at Greenford Town Centre should also be a priority, including offering a better leisure, community, and food and drink offer that would attract visitors (including families) throughout the

day but also in the evenings. This would not only enhance the vibrancy and economic value of the town centre but would also improve the feeling of safety in the later hours of the day.

4.3.57 — The success of the Westway Cross neighbourhood centre (approximately 30 minutes' walk north of Greenford Town Centre) demonstrates there is demand for a greater range of retail and food and drink offer in Greenford. Greenford Town Centre, as the District Centre, should aim to offer a more diverse, high-quality offer that meets the needs of the town.

4.3.58 — To achieve this, there is potential to make better use of the space in the town centre through high-quality redevelopment of sites that will provide a greater mix of uses (including employment uses appropriate for a town centre location), making better use of currently underused assets, and bringing back into use long-vacant properties in prominent locations.



Image: Shops along
The Broadway, Greenford.

Policy G.3: Westway Cross Neighbourhood Centre

A. Westway Cross Neighbourhood Centre will continue to provide a diverse range of retail and food and drink offer, fulfilling a dual role of:

(i) Providing a convenience offer that meets the needs of the local area and its growing population.

(ii) Providing a diverse range of comparison shops, which complement the more convenience and services focused offer at Greenford Town Centre and attract people from across Greenford and further away.

B. Explore opportunities to make more intensive and efficient use of land, including moderate

employment led development, and improve the public realm.

C. Promote active travel by reducing the number of car trips by providing attractive and safe walking and cycling routes.

D. Improve the connectivity and signposting to the adjoining Metropolitan Open Land (Paradise Fields, Horsenden Hill).

QUESTION

What do you think of the approach to improve Westway Cross neighbourhood centre?

[Click here](#) or scan the QR code to give us your views



**A GOOD RANGE
OF CONVENIENCE
SHOPS SERVING
THE NEEDS OF
LOCAL RESIDENTS.**



Image: Westway Shopping Centre, Greenford.



Image: Aerial view of Greenford.

4.3.59 — The well-established Westway Cross Neighbourhood Centre includes Westway Shopping Centre which is a successful retail park that provides a good range of convenience, comparison, and food and drink offerings. Its comparison offer is unique in Greenford and among the most diverse in the borough, with a range of shops that attract people from a wider catchment area.

4.3.60 — It also has a good range of convenience shops serving the needs of local residents, as well as an expanding food and drink offer. The growing population of the area, including the nearby Greenford Quay development, is generating additional demand for retail and food and drink provision and Westway Cross has an important role to play in meeting this need.

4.3.61 — There are opportunities to improve the appearance and density of the site, through moderate mixed-use development and public realm improvements. Providing better and safer active travel routes to the centre will reduce car reliance and traffic congestion and will also enable the better use of part of the large and currently underutilised car parking area.

4.3.62 — There is also a need to improve the connectivity and signposting to the large Metropolitan Open Land directly to the north of the centre.

Policy G.4: Sudbury Hill Neighbourhood Centre

A. To enhance Sudbury Hill Neighbourhood Centre by:

- (i) Promoting moderate levels of mixed-use development around Sudbury Hill station.
- (ii) Improving the quality of the built environment, upgrade shopfronts, and diversify the retail, commercial, and leisure offer (including low levels of potential development) to better meet the convenience needs of local residents.
- (iii) Improving active travel routes to reduce car reliance and traffic congestion and improve health and wellbeing.

QUESTION

What are your views on the approach to enhance Sudbury Hill neighbourhood centre?

[Click here](#) or scan the QR code to give us your views



Image: Improving travel routes to reduce car reliance.

4.3.63 — Sudbury Hill is a neighbourhood centre meeting the everyday needs of a growing population.

4.3.64 — There is potential to improve the appearance, attractiveness, and range of shops and services at the Sudbury Hill Neighbourhood Centre in North Greenford, to meet the needs of the local population which is growing as a result of the residential development at the

former Kellogg Tower site. Providing a good range of convenience shops is particularly important, as the area is not well served by large super-markets.

4.3.65 — The area benefits from good connectivity to central London through its two stations (Sudbury Hill and Sudbury Hill Harrow) and is appropriate for moderate levels of mixed-used development.



THERE IS POTENTIAL TO IMPROVE THE APPEARANCE AND ATTRACTIVENESS OF THE AREA.



Image: Greenford Station, Oldfield Lane North.

Policy G.5: Greenford Station Local Centre

A. To improve and enhance this 'gateway' location by:

- (i) Promoting moderate levels of mixed-use development.
- (ii) Pursuing opportunities to improve and diversify the retail, leisure, and community uses around Greenford Station so that people have reason to spend more time in the area – rather than just pass through on their way to/from the station.
- (iii) Improving the built environment around Greenford Station, with potential for higher-

density, high-quality development and improvements to public realm particularly to/from the station itself.

- (iv) Improving active travel routes to better connect to Greenford district centre, Westway Cross Neighbourhood Centre and local industrial areas.

QUESTION

What are your views on the approach to enhance Greenford Station local centre?

[Click here](#) or scan the QR code to give us your views



4.3.66 — The small local centre at Greenford Station on Oldfield Lane North is located next to the busy station and close to the significant residential development at Greenford Quay. It currently consists of a small range of convenience shops and services. The good connectivity of the location (including Central Line, National Rail, and bus services) makes it appropriate for moderate levels of mixed-use development.

4.3.67 — There is potential to improve the appearance and attractiveness of the area, as well as diversify and improve the range of shops and services through limited high-quality, higher-density development. This would enable the local centre to better meet the needs of the growing local population, as well as the large number of people passing through the area every day to use Greenford Station.

Greenford development sites

4.3.68 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: Greenford Quay development.

4.3.69 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council’s ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.3.70 — Table G1 sets out all the draft Greenford development sites and the schedules that follow sets them out in more detail.

4.3.71 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.3.72 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.3.73 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the ‘Call for Sites’.

4.3.74 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



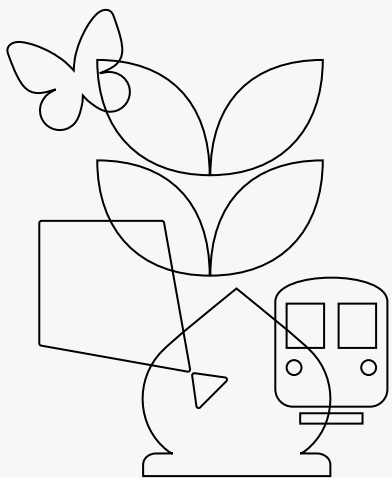


Table G1:
Greenford development sites

GR01	Greenford Hall, Methodist Church, Police Station & Clinic	248	GR09	Former Greenwich School of Management	264
GR02	Greenford Broadway Car Park	250	GR10	Smiths Farm and Allendale	266
GR03	Stanhope Primary School & Education Centre	252			
GR04	Progress House & Garage	254			
GR05	Ravenor Park Farm	256			
GR06	Windmill Nursery Centre	258			
GR07	370 - 388 Oldfield Lane North	260			
GR08	Westway Cross	262			

Greenford – GR01

**Greenford Hall,
Methodist Church,
Police Station & Clinic**

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
19 - 25 Oldfield Lane South, Greenford UB6 9LG	1.17	Greenford Centre	Council, Private

CURRENT USE

The site features a range of uses, including Greenford Hall, religious uses, a health clinic and a public library to the north of the site.

SETTING/TYOLOGY

Centres/Green spaces.

PROPOSED USE

Residential, leisure, community, health and religious.

DESIGN PRINCIPLES

Majority of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed Greenford War Memorial, locally listed buildings, Site of Local Importance for Nature Conservation (adjacent), Greenford District centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR01 Greenford Hall, Methodist Church, Police Station & Clinic



Greenford – GR02

Greenford Broadway Car Park

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Greenford Broadway, Greenford UB6 9QA	0.89	Greenford Centre	Council, Private

CURRENT USE

The site is a car park. One retail unit is located on the premises.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential, retail and community.

DESIGN PRINCIPLES

Majority of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed Greenford War Memorial (nearby), Locally listed buildings (adjacent and nearby), Greenford District Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

P/2009/0034.

Site Plan: GR02 Greenford Broadway Car Park



Greenford – GR03

Stanhope Primary School & Education Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Mansell Road, Greenford, UB6 9EG	2.79	Greenford Centre	Council

CURRENT USE

The site is used as a primary school and early years education centre. There is an associated playing field to the south of the site.

SETTING/TYOLOGY

Campus/Centres/Green spaces.

PROPOSED USE

Residential and reprovision of school and education centre.

DESIGN PRINCIPLES

Part of the site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Greenford War Memorial (nearby), locally listed building (nearby), Greenford District Centre.

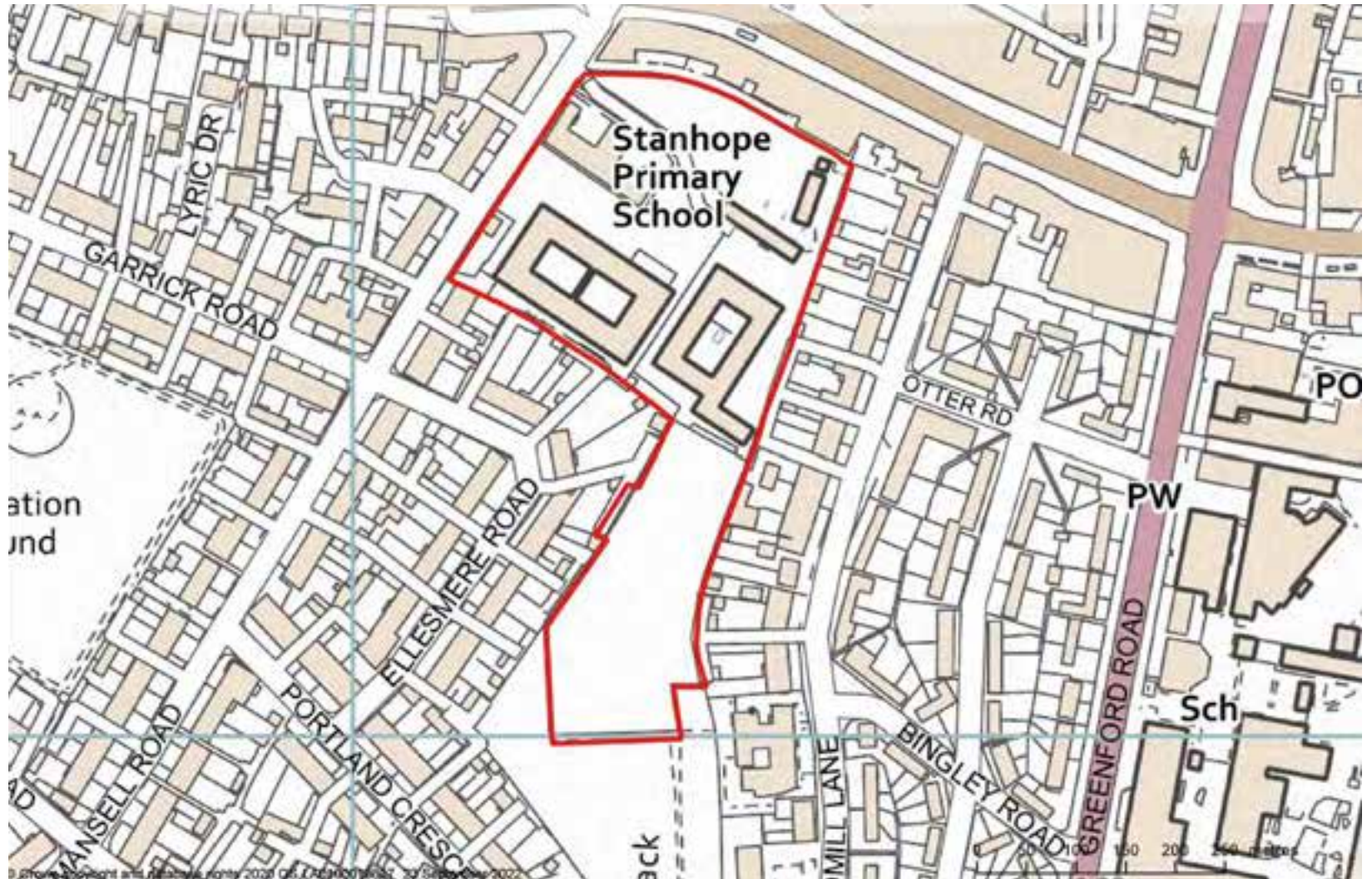
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR03 Stanhope Primary School & Education Centre



Greenford – GR04

Progress House & Garage

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
412 Greenford Road, Greenford UB6 9AH	0.14	Greenford Centre	Private

CURRENT USE

The site features a mix of uses, including retail, offices, an auto repair shop (MOT centre) and a place of worship/ community hub.

SETTING/TYPOLOGY

Centres.

PROPOSED USE

Mixed-use scheme of retail, office, community and residential.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation GRE2, Site of Borough Importance for Nature Conservation (nearby), existing industrial use (non-designated), Greenford District Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

193575FUL.

Site Plan: GR04 Progress House & Garage



Greenford – GR05

Ravenor Park Farm

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Oldfield Lane South, Greenford UB6 9LB	0.23	Greenford Centre	Council

CURRENT USE

The site has recently been in use as a Council depot and as the home of the London Motorcycle Museum. It is currently leased to a sound recording studio.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation GRE1, locally listed building (nearby), Greenford District Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR05 Ravenor Park Farm



Greenford – GR06

Windmill Nursery Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
141 Windmill Lane, Greenford UB6 9DP	0.24	Greenford Centre	Council

CURRENT USE

The site is used as an early age education and childcare centre.

SETTING/TIPOLOGY

Continuous block.

PROPOSED USE

Residential-led, mixed-use scheme. with the current use to be reprovided on site or at a suitable alternative location.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

None.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR06 Windmill Nursery Centre



Greenford – GR07

370 - 388 Oldfield Lane
North, UB6 8PU

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
370 - 388 Oldfield Lane North, UB6 8PU	0.16	Greenford Station	Private

CURRENT USE

The site features typical town centre uses including retail and food outlets at ground floor level. Residential uses are located above.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential with retail on ground floor.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed building (nearby), Site of Borough Importance for Nature Conservation (adjacent), Primary Shopping Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR07 370 - 388 Oldfield Lane North



Greenford – GR08

Westway Cross

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Westway Cross Retail Park, 1000 Greenford Road, Greenford UB6 0UW	4.35	Greenford Park	Private

CURRENT USE

The site features large retail units and associated parking facilities.

SETTING/TIPOLOGY

Campus.

PROPOSED USE

Retail and Industrial and retention of some parking for access to Paradise Fields.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Former IBM Distribution Centre, Metropolitan Open Land, Green Corridor, Site of Metropolitan Importance for Nature Conservation & Site of Borough Importance for Nature Conservation (adjacent) and HS2 Surface Safeguarding

Consultation Zone, Westway Cross/ Rockware Neighbourhood Centre, Primary Shopping Area.

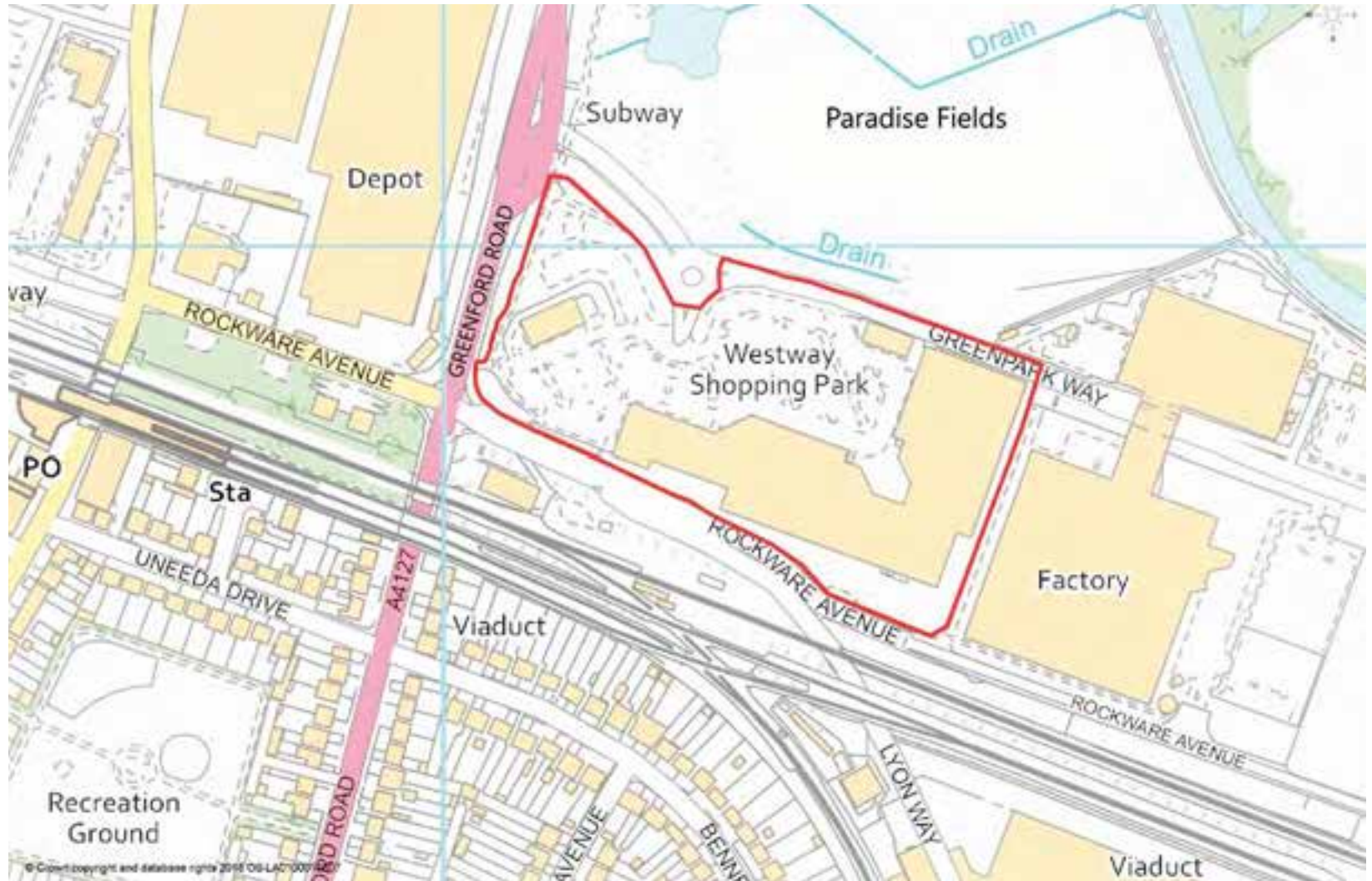
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR08 Westway Cross



Greenford – GR09

Former Greenwich School of Management

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
891 Greenford Road, Greenford UB6 0HE	2.68	Greenford Park	Private

CURRENT USE

The site is an educational facility formerly occupied by the Greenwich School of Management.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Non-residential-led mixed-use scheme with education, employment, community and residential elements.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation OIS7, Flood Zone 3a (surface water), Grade II Listed Glaxo Building, 891-895 Greenford Road (adjacent), Site of Metropolitan Importance for Nature Conservation (nearby), Green Corridor, Tree Preservation Order.

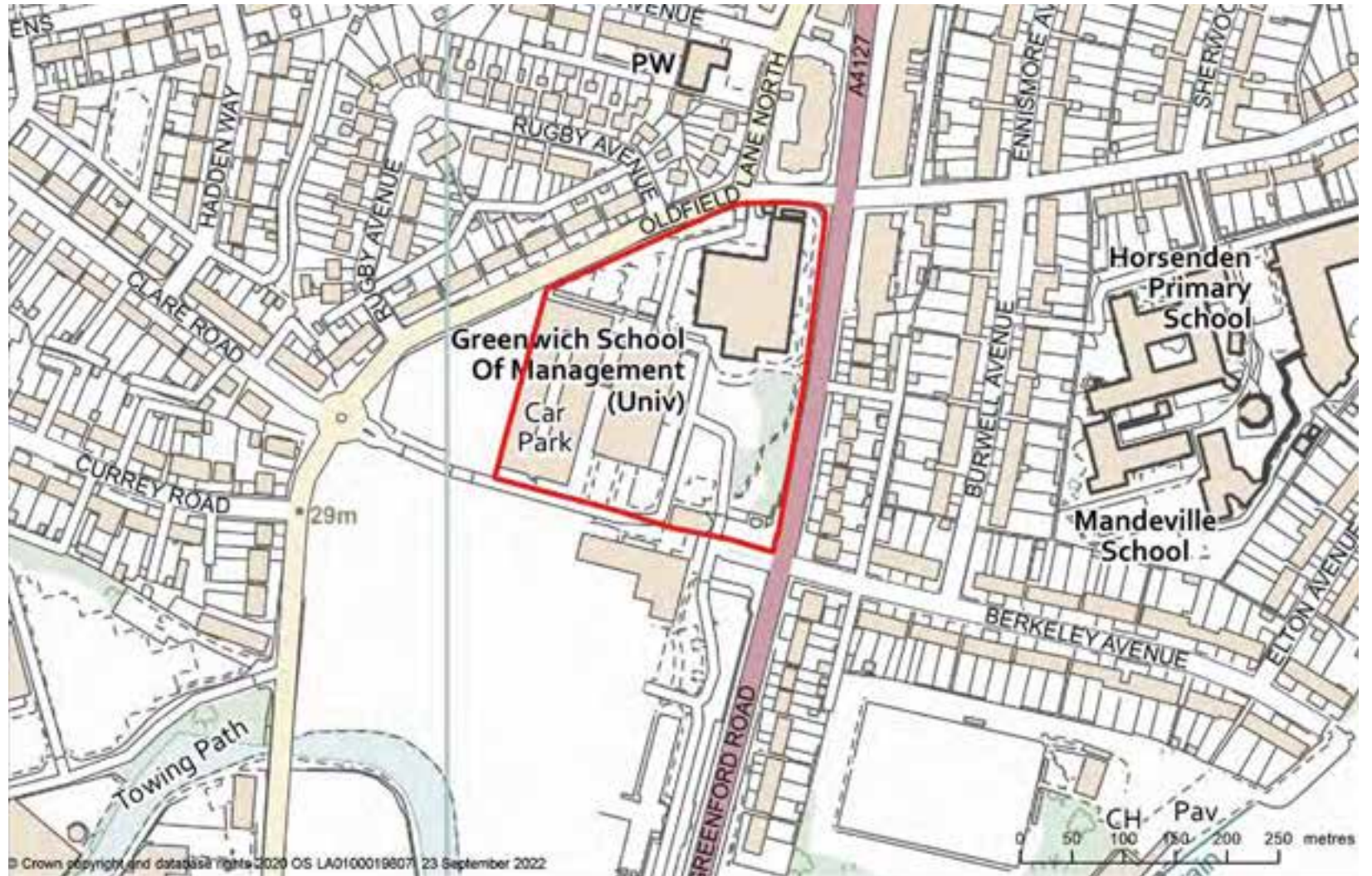
INDICATIVE TIME-FRAME FOR DELIVERY

25% within 5 years, 75% beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: GR09 Former Greenwich School of Management



Greenford – GR10

Smiths Farm and Allendale

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Kensington Road, Northolt UB5 6AH	1.37	Greenford	Private

CURRENT USE

The site features a range of industrial uses, in addition to a used car dealership.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Residential-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Green Belt, Green Corridor, Site of Borough Importance for Nature Conservation, priority habitat (nearby), existing industrial use (non-designated), Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

221440FUL.

NOTES

Scope to make improvements to Green Belt and improved access across Kensington Road.

Site Plan: GR10 Smiths Farm and Allendale



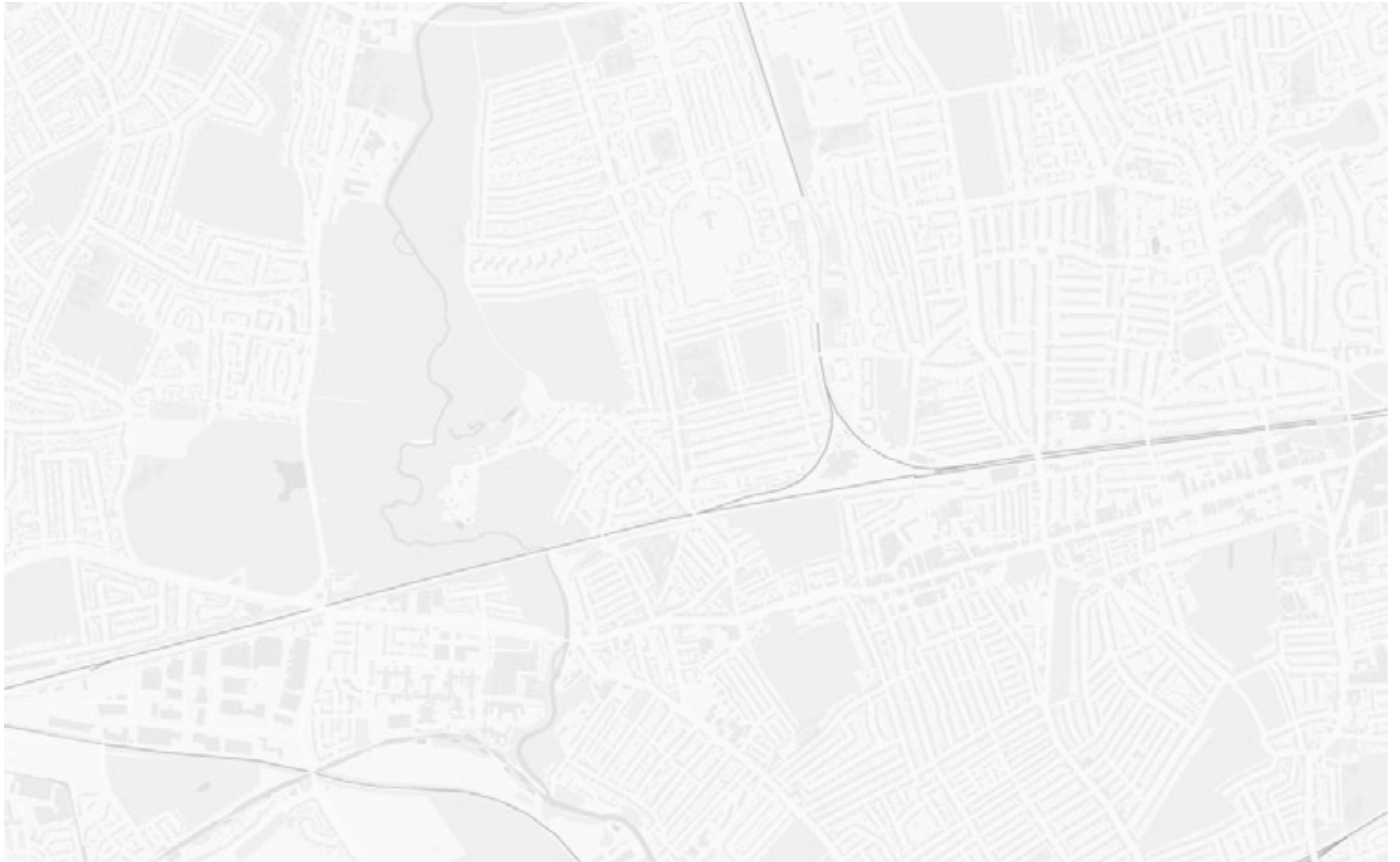




Image: Grand Union Canal, Hanwell.

HANWELL TOWN PLAN

28,500
HANWELL
POPULATION



Hanwell today

4.4.1 — Hanwell is located in the centre of the borough and comprises two wards: North Hanwell and Hanwell Broadway. Figure H1 illustrates the existing context of Hanwell today.

**17%
OF HANWELL'S
LSOAS ARE IN THE
TOP 20% DEPRIVED
NATIONALLY.***

*which is the third highest rate in the borough.



Image: Boston Parade shops, Boston Gardens, Hanwell.

Historic neighbourhood bordering Ealing Metropolitan Centre

4.4.2 — The town is home to approximately 28,500 residents and is one of Ealing's oldest neighbourhoods having grown from a medieval village into today's modern town that borders the borough's Metropolitan Centre. However, 17% of Hanwell's LSOAs are in the top 20% deprived nationally, which is the third highest rate in the borough.

4.4.3 — Hanwell has existed since the 11th century and developed due to its road, canal, and railway connections to and from London. The Victorian era brought urban development to the area with the construction of a tramline and public institutions such as Ealing Hospital and the Hanwell Schools. The early 1900s brought significant residential development establishing it as a suburban town.

4.4.4 — Today, Hanwell comprises a wealth of historical assets including Hanwell Community Centre, the Hermitage, St Mary's Church, and Brunel's Wharncliffe Viaduct. In addition, the town centre offers a range of food, retail, and services from both independent and chain businesses. To the south, shopping parades on Lower v Road and Boston Road provide local amenities alongside larger areas of commercial retail.

North-south severance

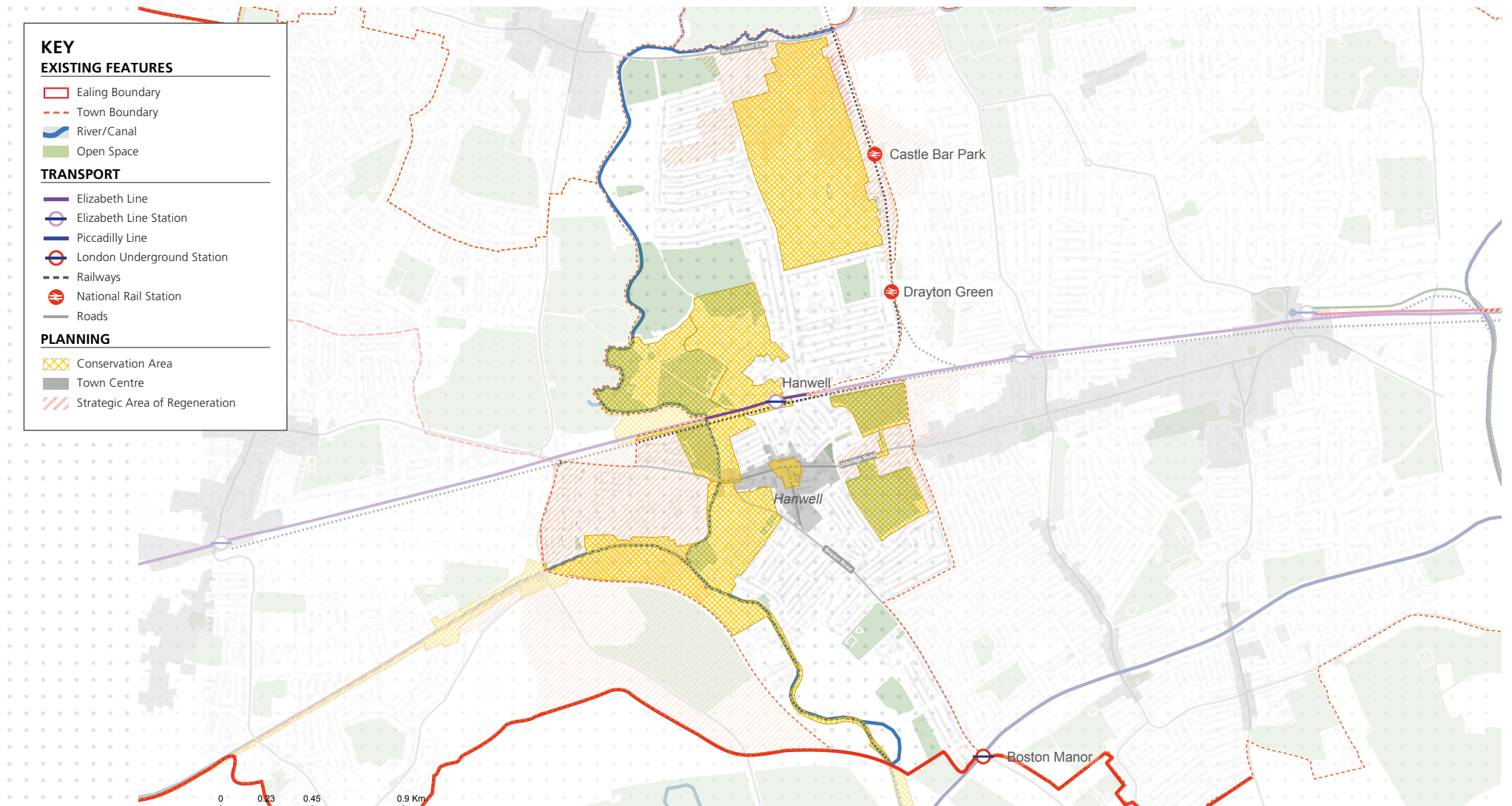
4.4.5 — Hanwell is a well-connected by rail with Hanwell, Castle Bar Park and Drayton Green train stations providing connections to West Ealing, Paddington, Reading and Heathrow via the Great Western Rail and Elizabeth line.

4.4.6 — However, these primary transport hubs are situated to the north part of the town, leaving the south of Hanwell more dependent on local bus links via Boston Road and the Piccadilly Line at Boston Manor Underground Station. Uxbridge Road provides an important radial vehicular connection but also severs Hanwell into two areas.

Valuable open space

4.4.7 — Hanwell benefits from numerous quality green spaces such as Brent Lodge Park, Churchfield's Recreation Ground, Cuckoo Park, and Elthorne Park. However, these valuable local assets are not easily accessible by active travel and north-south pedestrian and cycle links could be improved.

Figure H1:
Hanwell existing context



Issues to address in Hanwell

4.4.8 — Ealing Council has an ambition to create a '20-minute Neighbourhood' in Hanwell. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.4.9 — The following sets out the key issues facing Hanwell based on the evidence base that has been developed as part of the Local Plan and reflecting what you told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.4.10 — For more information on Shaping Ealing, please click on the link below.

LINKS

[Click here](#) for more information on the Shaping Ealing Report.

**16%
OF HANWELL'S
POPULATION
HAS NO
QUALIFICATIONS.***

*Compared to 7% in Ealing,
6% in London

Source: Page 22, Hanwell
Town Briefing, PRD.



Lack of affordable housing

What you told us from Shaping Ealing...

You are concerned about a good range of affordable homes and a good range of shops and leisure facilities in Hanwell. Both of these scored more negatively than the borough average.



4.4.11 — Hanwell is one of the least affordable towns in Ealing, with local wages not keeping pace with the growing house prices. This is placing increased pressure on local residents who are struggling to meet increasing rents, particularly brought on by the opening of the Elizabeth line.

4.4.12 — Health is also a key issue with the town having the greatest disparity between male and female life expectancy. In addition, recent evidence also illustrates an ageing population that could put increased pressures on health services, while Hanwell has a shortage of young professionals.

4.4.13 — This has created a distinct risk of the gap between low and high-income earners widening and an unbalanced age profile. Therefore, intervention is required to begin delivering a broader range of affordable housing and workspaces to support the ageing population, whilst attracting younger residents and new businesses to the area.

Public sector reliant local economy

What you told us from Shaping Ealing...

You are concerned about good employment opportunities and you are not happy with the way Hanwell is changing. Both of these scored slightly more negatively than the borough averages.



4.4.14 — Hanwell's economy depends largely on public sector employment. This reliance coincides with a decline in employment and particularly a loss of higher value jobs in business support and manufacturing in recent years.

4.4.15 — Hanwell suffers from a lack of higher value jobs, with a higher than average proportion of the population having no qualifications compared to Ealing and London. Compared to other Ealing towns, Hanwell also has the smallest amount of office floorspace in the borough, which limits the opportunity for new businesses to start and grow.

Lack of equitable public and active transport provision

What you told us from Shaping Ealing...

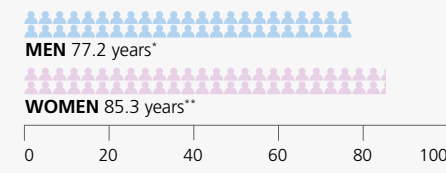
You are concerned about clean air and safe walking and cycling routes in Hanwell.



4.4.16 — Public transport provision is very good in parts of Hanwell, but train stations are concentrated to the north of the town, leaving the south more dependent on vehicular access either by car or bus. The area also lacks a cohesive network of walking and cycling routes.

4.4.17 — High levels of severance caused by Uxbridge Road further limits opportunities for active travel between valuable amenities, green spaces, and employment sites that are situated either side of Uxbridge Road. Parts of Hanwell are therefore poorly connected including Trumpers Way which is a key employment site.

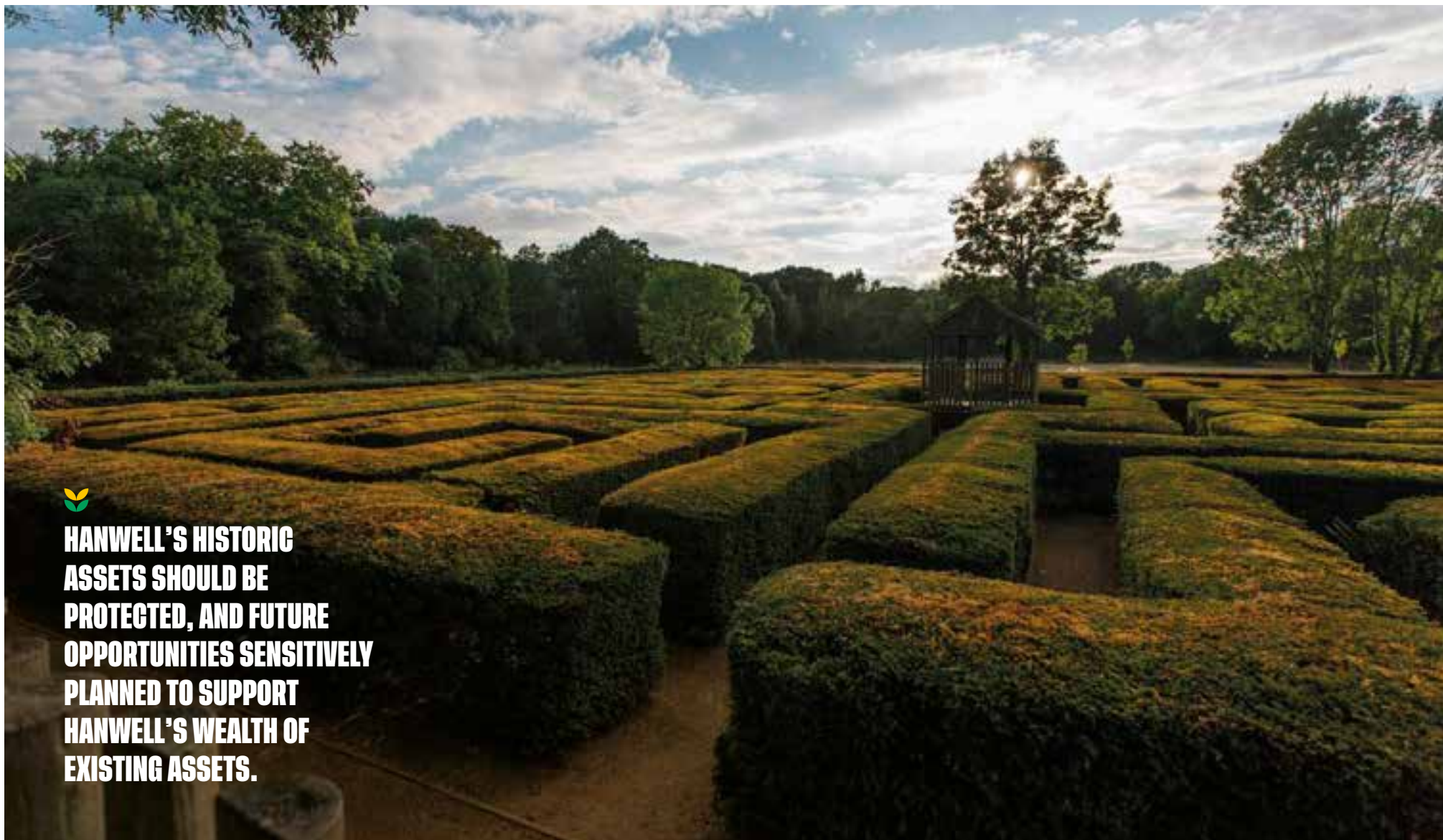
HANWELL'S AVERAGE LIFE EXPECTANCY



*Equal to the borough median ranking 7th out of the 7 towns

**Below the borough median ranking 1st out of the 7 towns.

Source: Hanwell Town Briefing, PRD)



HANWELL'S HISTORIC ASSETS SHOULD BE PROTECTED, AND FUTURE OPPORTUNITIES SENSITIVELY PLANNED TO SUPPORT HANWELL'S WEALTH OF EXISTING ASSETS.

Image: Millenium Maze, Hanwell Zoo.



Opportunities for Hanwell

4.4.18 — Hanwell bridges Southall and Ealing Metropolitan Town Centre along the Uxbridge Road. There are fewer opportunities for growth in Hanwell, consequently the ‘Strategic place interventions’ outlined in Chapter 3 proposes lower levels of development in Hanwell. New development should be residential led and contribute to improving local active travel opportunities so residential neighbourhoods can have better access to Hanwell town centre and its local centres.



Image: Elizabeth Line connection at Hanwell Railway Station.

Creating inclusive growth

4.4.19 — The Elizabeth line is set to become a catalyst for attracting inward investment to Hanwell. To retain the town’s unique character alongside supporting inclusive growth, Hanwell’s historic assets should be protected, and future opportunities sensitively planned to support Hanwell’s wealth of existing assets whilst supporting sustainability and attracting new business and affordable housing to the area.

4.4.20 — Industrial land to the south of Hanwell provides valuable local jobs and intensification of industrial uses in this area would increase much-needed local employment.

4.4.21 — Within Hanwell’s town centres, there is a need to provide a range of housing types and tenures, including family housing and specialist accommodation types to meet expected increase in people aged 65+, and high-quality affordable housing options that are accessible to low-income and younger people.

Enhancing the town centres across Hanwell

4.4.22 — Hanwell town centre, Lower Boston Road, and Boston Road provide a diverse range of key services, retail, and local jobs to local communities. Increased support of independent businesses and community-led activities in these areas would increase employment and footfall and would also help to further distinguish the town from neighbouring West Ealing. A diverse range of new cultural and leisure uses in these areas should not compete with the existing town centre offer.

4.4.23 — Boston Road’s collection of large retail sites has potential for mixed-use development that would improve the quality of the built environment whilst providing much-needed housing. Large commercial and trade businesses here should be re-provided in any new development, alongside the provision of affordable workspace that supports the setting-up of new businesses.

Improving active travel connectivity

4.4.24 — Distinct opportunities exist to better connect Hanwell’s primary transport hubs with its abundance of local landmarks, valuable green spaces, and visitor attractions through the incorporation of improved pedestrian and cycle routes. The strengthening of north-south active travel connections would connect Elthorne Park to Brent Valley Park in the north of Hanwell and promote footfall to these areas.

Hanwell Spatial Strategy

4.4.25 — This section articulates the borough-wide spatial strategy and a series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure H2 presents the Hanwell spatial strategy.

4.4.26 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy in Ealing.

4.4.27 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

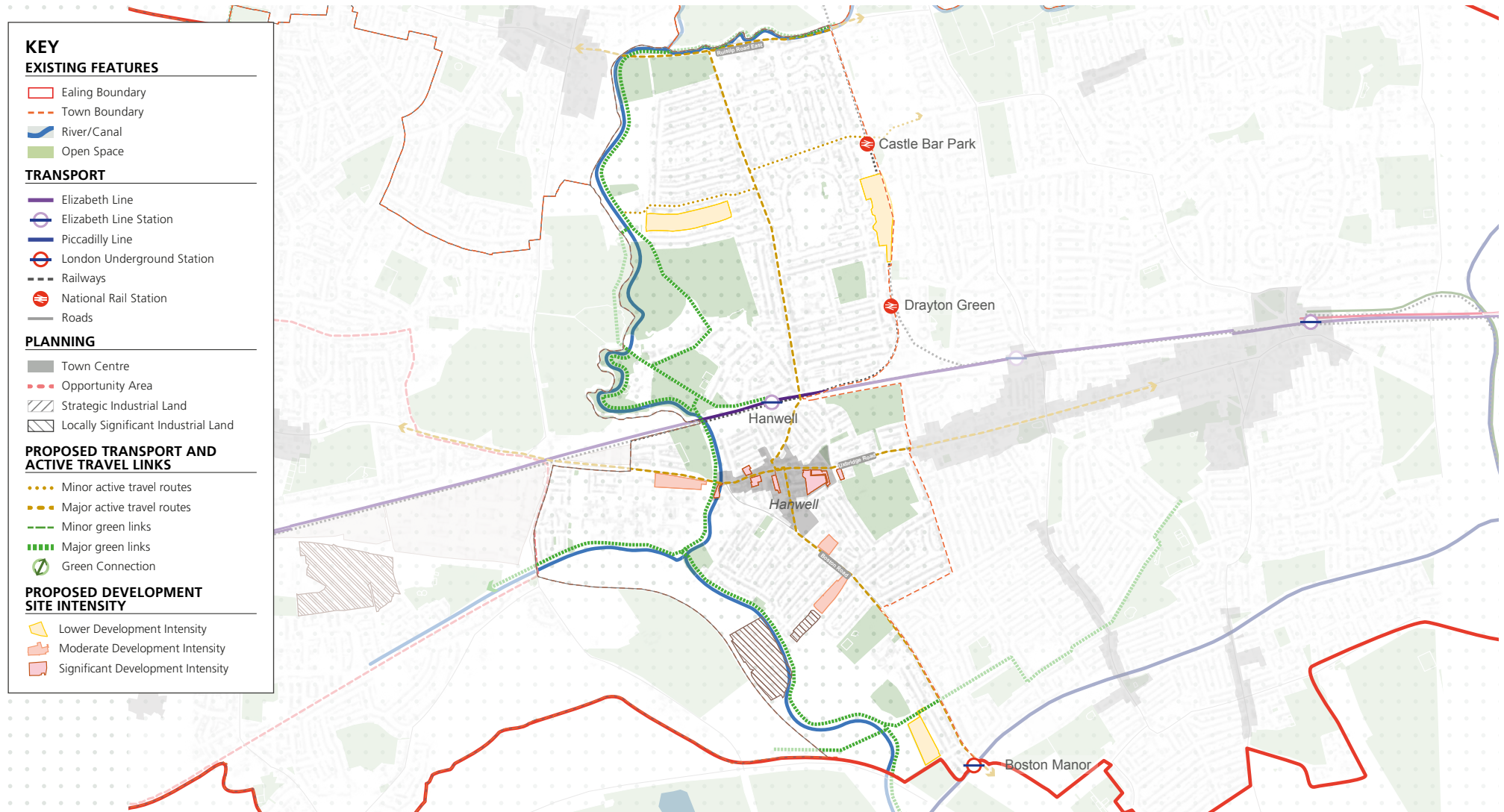
LINKS

[Click here](#) for more information on the Council's Spatial Options Report.



Image: Aerial view of Hanwell Town Centre.

Figure H2:
Hanwell Spatial Strategy



Policy H.1: Hanwell Spatial Strategy

A. Hanwell is a historic area with a strong local character and notable conservation areas. Growth in Hanwell will focus on diversifying the town centre’s retail and commercial offer, while maximising the opportunities provided by the Elizabeth line to deliver new homes and jobs for residents.

B. Hanwell District Centre will remain the primary location for retail and community services (see Policy H2). The local high street will be reinvigorated by significant mixed-use development including residential development at key sites along Uxbridge Road and the closely linked hubs at Hanwell Station and Ealing Hospital.

C. For residents living in the north of Hanwell, where Greenford town centre is more easily accessible, connections to/from Greenford will be strengthened by public transport and active travel enhancements and improvements to the public realm.

D. Development will be delivered through careful, contextual design that is informed by existing character areas and promotes heritage assets.

E. Hanwell’s economy will be strengthened and diversified by:

(i) Expanding the offer and critical mass of services and employment in Hanwell District Centre.

(ii) Delivering masterplan-led intensification of Trumper’s Way Locally Significant Industrial Site (LSIS), ensuring adequate provision of affordable workspace.

(iii) Integrated development of the area around Ealing Hospital to deliver mixed and commercial uses and masterplanned intensification of the LSIS.

(iv) Delivering on Hanwell’s affordable housing needs, particularly for first time buyers and working age people, as well as identified specialist housing needs, and supporting social infrastructure.

(v) Exploiting opportunities created by the Elizabeth line to boost diversity in Hanwell’s local economy and to help reverse the existing reliance on low-paying employment.

(vi) Capitalising on opportunities for heritage-led regeneration particularly along the Grand Union Canal and around Wharnccliffe Viaduct.

F. By investing in an integrated network of north-south and west-east active travel routes and public realm improvements that will deliver a safer network and support improvements to local health outcomes and reduced greenhouse gas emissions.

G. Improving connections with the rest of the borough by investing in new active travel infrastructure that will create a north-south active travel corridor from Trumpers Way Industrial Estate to Greenford and Perivale, via the publicly accessible spaces of the Brent Valley Park.

(i) Investing in Greenford Avenue to create a safer and more appealing route. Local streetscape improvements will enhance connectivity to estates along the active travel corridor.

(ii) Recognising the importance of green infrastructure and the canal network in providing attractive routes around and through Hanwell and integrating these with the broader pedestrian network including widening the towpath of the Grand union Canal and exploring the potential for additional crossings.


HANWELL'S ECONOMY IS CURRENTLY DEPENDENT ON A FAIRLY SMALL NUMBER OF LARGE PUBLIC SECTOR EMPLOYERS, AND A RELATIVELY LOW-PAID RANGE OF PRIMARY EMPLOYMENT.

4.4.28 — Growth in Hanwell will be led by its context, and will occur mainly in and around Hanwell District Centre to capitalise on public transport accessibility levels delivered by proximity to Hanwell station.

4.4.29 — New development must respond positively to Hanwell's character and identity and seek to enhance it. Hanwell has a varied urban structure with a number of typologies present that reflect periods of its development and growth. The Brent Valley provides an openness to the character to the west; the remaining area includes a mix of urban terraces, cottage estate, villas, suburban semi-detached homes, slab blocks, 1960s townhouses, and cul-de-sacs. These are low-mid scale and sit comfortably together. Development will need to respond sensitively having regard to the growth and intensification themes and associated tall buildings guidance/indicative heights identified in each local character sub-areas.

4.4.30 — Hanwell's economy is currently dependent on a fairly small number of large public sector employers, and a relatively low-paid range of primary employment. The area's attractiveness to commuters augments local spending power and facilities but does not speak to a strong local culture of start-ups and economic growth. This is reflected in a constrained working age population, declines in population and employment, and by an aging population overall.

4.4.31 — Nevertheless, Hanwell also possesses economic strengths and potential, close to Ealing Metropolitan Town Centre's dominant role in knowledge intensive industries, established industrial areas, as well as the attractive and growing offer of Hanwell Centre itself. Hanwell's two designated industrial locations, the larger at Trumper's Way and a smaller SIL site north of the hospital both offer the possibility for masterplan-led intensification. The former has significant scope for heritage-led regeneration due to its attractive location on the Grand Union Canal.

4.4.32 — The SIL site, while being located less attractively on the A40, is nevertheless close to Brunell's Wharncliffe Viaduct which has a very attractive and accessible setting in public green space, and capacity of its own for heritage-led regeneration.

4.4.33 — Hanwell's attractiveness as a place to live is also a considerable asset to inclusive growth. The provision of housing for working-age people and recycling of the existing stock through specialist housing for older people can also help to attract people who wish to start or run businesses locally. This will be enhanced by supporting improvements to social infrastructure and the community benefits that they bring.

QUESTION

1. What are your views on the proposed spatial strategy for Hanwell?
2. What are your local priorities for future infrastructure? i.e. more schools

[Click here](#) or scan the QR code to give us your views



4.4.34 — Connectivity within Hanwell and with the wider borough is essential to its present character and future growth and improvement. Despite its relatively small geographic area, Hanwell suffers severance from the railway, and to some extent as a result of traffic volumes along main arterial roads. These factors are exacerbated by the extended shape of the town and the distributed nature of Hanwell Centre.

4.4.35 — Hanwell’s attractive network of green and blue spaces, particularly Elthorne Park and the network of spaces around Brent River and the Grand Union Canal provide an unusually continuous and extensive network of attractive routes for active travel. They are fundamental determinants of the built environment of the town. The Grand Union Canal towpath will become a more attractive route for active travel to Southall, with towpaths widened and potential for additional crossings, and connecting with Trumper’s Way. These should be linked to and integrated with active travel improvements on the main north-south route and the broader, borough-wide network along Uxbridge Road.

4.4.36 — The integration and pleasant travelling experience that this will create are important not just to health and carbon saving objectives, but also to the physical reintegration and mixed uses that support Hanwell Centre and the town as a whole.

Policy H.2: Hanwell District Centre

A. Hanwell District Centre will maintain and enhance its role as the local service and employment hub by:

- (i) Improving the retail, residential, leisure, and mixed-use offer capitalising on the high public transport accessibility levels delivered by proximity to Hanwell Station.
- (ii) Optimising the gateway role of Hanwell Station through the delivery of adjacent opportunity sites, and environmental improvements along approaches to the station and along Greenford Avenue.

(iii) Realising the opportunities for mixed development around Ealing Hospital including the adjacent SIL site, and the distinct but close relationship of these sites to Hanwell Town Centre.

(iv) Implementing character-led intensification within and around the Centre.

QUESTION

What are your views on the approach to enhance this service & employment hub?

[Click here](#) or scan the QR code to give us your views



Image: Cycle routes along the Grand Union Canal, Hanwell.

4.4.37 — Hanwell Centre’s boundaries are not cleanly delineated particularly in relation to its main transport hub, which is located separately but close by at Hanwell Station, but also because of the arterial role of the Uxbridge Road, which varies in character and active frontage along its length but nevertheless provides close links to West Ealing and Ealing Hospital.

4.4.38 — The hospital site is separated from the town centre proper by the River Brent and has a substantially different built character. It should, nevertheless, be understood as a closely related enclave to Hanwell Town Centre, which is important to realising its role as a hub for housing, transport, local services, and employment.

4.4.39 — The boundary of Hanwell Town Centre has traditionally been tightly drawn to reflect the concentrated nature of local shopping frontages, which have also faced substantial leakage in retail trade to Ealing Metropolitan Town Centre and out of town locations. This has also seen the growth of retail functions, particularly those with an out-of-town character south along Boston Road. These sites now present opportunities for housing and mixed development. Similarly, railway severance and the hub function of Hanwell Station has resulted in a distinct but proximate local centre along Greenford Avenue which provides shopping and local services to northern Hanwell.

4.4.40 — There are also important concentrations of industrial land and employment at Trumper’s Way, all of which describes a much broader hub of mixed uses and activities centred on and accessible to Hanwell Town Centre, and certainly within the boundary of the 20-minute neighbourhood.

4.4.41 — This more diffuse nature of Hanwell Centre should not be construed as meaning discordant development types or scales, but rather a mosaic character of uses and urban environment that complements the whole and is integrated through active travel. This reflects the importance of local services to sustainable ways of living and working, and also of an inclusive economy to attract a larger working age population, increase higher value jobs, and diminish dependence on a small number of large public sector employers.

4.4.42 — A character-led approach to intensification also builds upon the things that local people value most in the dense, walkable, and integrated urban environment, with good access to local services and green spaces. Reflecting this mosaic character, sensitive contextual growth, and the economic and climate benefits that it brings will be focused upon but not confined to Hanwell Centre.



HANWELL DISTRICT CENTRE WILL MAINTAIN AND ENHANCE ITS ROLE AS THE LOCAL SERVICE AND EMPLOYMENT HUB.



Image above:
Grand Union Canal, Hanwell.

Hanwell development sites

4.4.43 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: Wharncliffe Viaduct, Uxbridge Road, Hanwell.

4.4.44 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council’s ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.4.45 — Table H1 sets out all the draft Hanwell development sites and the schedules that follow sets them out in more detail.

4.4.46 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.4.47 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.4.48 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the ‘Call for Sites’.

4.4.49 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



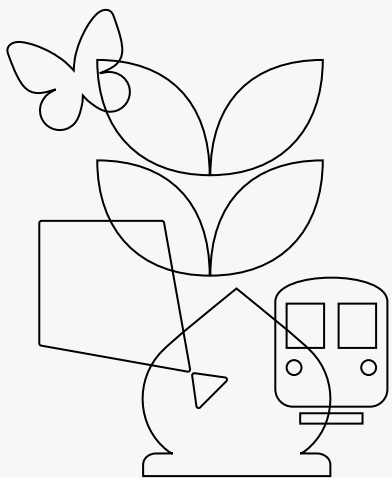


Table H1:
Hanwell development sites

HA01	Ealing Hospital	284	HA11	Evershed Sports Ground	304
HA02	Car Sales, Hanwell Bridge	286	HA12	Copley Close Estate	306
HA03	Hanwell Children’s Centre	288	HA13	High Lane Housing Estate	308
HA04	Gray’s Garage	290			
HA05	George Street Car Park	292			
HA06	Site of Lidl and discount store	294			
HA07	Marshall Site, Gold’s Gym & Garages on Montague Avenue	296			
HA08	St Mary’s Convent	298			
HA09	Access Storage	300			
HA10	Tile Depot & Lambourn Close	302			

Hanwell – HA01

Ealing Hospital

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Uxbridge Road, Southall UB1 3HW	1.44	Central Hanwell	Public/NHS

CURRENT USE

The site encompasses Ealing Hospital car park.

SETTING/TIPOLOGY

Campus/Continuous block.

PROPOSED USE

Residential and reprovide car parking for hospital.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 9 - 12 storeys (31.5 - 42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 2 (fluvial and tidal) and Flood Zone 3 (surface water), Grade II Listed St Bernard’s Hospital (adjacent), Grade II Listed Lock Keepers Cottage at Lock 93 of the Grand Union Canal (nearby), St Mark’s Church and Canal Conservation Area (nearby), Site Of Borough Importance

For Nature Conservation (adjacent), Site of Metropolitan Importance for Nature Conservation (nearby) Green Corridor, Strategic Area for Regeneration, Metropolitan Open Land.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA01 Ealing Hospital



Hanwell – HA02

Car Sales, Hanwell Bridge

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
202 Uxbridge Road, Hanwell W7 2NB	0.17	Central Hanwell	Private

CURRENT USE

The site is currently occupied by a car dealership.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 2, 3a and 3b (fluvial and tidal), St Mark's Church and Canal Conservation Area, Grade II Listed Hanwell Bridge (adjacent), locally listed building (nearby), Metropolitan Open Land, Site of Borough Importance for Nature Conservation, priority habitat, Green Corridor (nearby),

existing industrial use (non-designated), Hanwell District Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA02 Car Sales, Hanwell Bridge



Hanwell – HA03

Hanwell Children’s Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
25a Laurel Gardens, Hanwell W7 3JG	0.17	Central Hanwell	Council

CURRENT USE

The site is currently used as a Children’s Centre run by Ealing Council and the NHS.

SETTING/TIPOLOGY

Centres/Continuous block.

PROPOSED USE

Residential-led, mixed-use scheme including community use.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Locally listed building (nearby), Hanwell District Centre, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA03 Hanwell Children's Centre



Hanwell – HA04

Gray’s Garage

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
158 - 164 Uxbridge Road, Hanwell W7 3TB	0.24	Central Hanwell	Private

CURRENT USE

The site is currently occupied by an auto repair shop and car wash.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme..

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 8 storeys (21 - 28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed building, (nearby), existing industrial use (non-designated), Hanwell District Centre, Strategic Area of Regeneration, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

P/2010/3306.

Site Plan: HA04 Gray's Garage



Hanwell – HA05

George Street Car Park

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
George Street, Hanwell W7 3SY	0.22	Central Hanwell	Council

CURRENT USE

The site consists of a car park.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Clock Tower Conservation Area (adjacent), locally listed building (nearby), Hanwell District Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA05 George Street Car Park



Hanwell – HA06

Site of Lidl and discount store

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
90 - 94 Uxbridge Road, Hanwell W7 3SU	0.83	Central Hanwell	Private

CURRENT USE

The site currently features a large supermarket unit and associated parking space.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme including retail/food and beverage and community uses.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites.

Detailed design analysis indicates a maximum height of 6 storeys (21 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Hanwell Cemeteries Conservation Area (nearby), locally listed building (nearby), Hanwell District Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA06 Site of Lidl and discount store



Hanwell – HA07

Marshall Site, Gold’s Gym & Garages on Montague Avenue

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
54 - 88 Uxbridge Road, Hanwell W7 3SU	0.29	Central Hanwell	Private

CURRENT USE

The site features a range of uses, including a church, gym, retail, professional services, education, a dentist, a car dealership and residential accommodation.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 8 storeys (28 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation HAN1, Hanwell Cemeteries Conservation Area (nearby), locally listed building (nearby), Hanwell District Centre.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

172913FUL; 215983FUL.

Site Plan: HA07 Marshall Site, Gold's Gym & Garages on Montague Avenue



Hanwell – HA08

St Mary’s Convent

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
50 Uxbridge Road, Hanwell W7 3PP	0.29	Central Hanwell	Private

CURRENT USE

The site currently features residential uses and associated parking and amenity space.

SETTING/TYOPOLOGY

Continuous block.

PROPOSED USE

Residential-led, mixed-use scheme including community use and amenity space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed St Mellitus Church (nearby), Hanwell Westminster Cemetery Conservation Area (adjacent), locally listed building (nearby), Site of Borough Importance for Nature Conservation, priority habitat, Green Corridor (nearby), Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA08 St Mary's Convent



Hanwell – HA09

Access Storage

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
145 - 147 Boston Road, Hanwell W7 3SA	0.56	Central Hanwell	Private

CURRENT USE

The site features a self-storage warehouse facility.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Primary Shopping Area (adjacent), Tree Preservation Order.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

SETTING/TYOLOGY

Campus.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

PROPOSED USE

Residential with employment uses.

Site Plan: HA09 Access Storage



Hanwell – HA10

Tile Depot & Lambourn Close

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
128 Boston Road & Lambourn Close, Hanwell W7 2LN	1.17	Ethorne Park	Council, Private

CURRENT USE	PLANNING DESIGNATIONS/ SITE CONSTRAINTS	RELEVANT PLANNING APPLICATION(S):
The site is largely occupied by residential uses. To the north of the site is a tile showroom and builder’s merchants.	Flood Zone 3a (surface water), Archaeological Interest Area, Primary Shopping Area (adjacent).	177740FUL.
SETTING/TYOLOGY	INDICATIVE TIME-FRAME FOR DELIVERY	
Free-form/Campus.	Beyond 5 years.	
PROPOSED USE		
Residential.		

Site Plan: HA10 Tile Depot & Lambourn Close



Hanwell – HA11

Evershed Sports Ground

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Evershed Sports Ground, Wyke Gardens, Hanwell W7 2BB	1.91	Boston Manor	Council

CURRENT USE

The site has most recently been used as the Evershed Social Club and Sports Ground with associated buildings located to the north of the site.

SETTING/TYOLOGY

Green spaces.

PROPOSED USE

Leisure.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Site of Borough Importance for Nature Conservation, Site of Metropolitan Importance for Nature Conservation, priority habitat (nearby), Archaeological Interest Area.

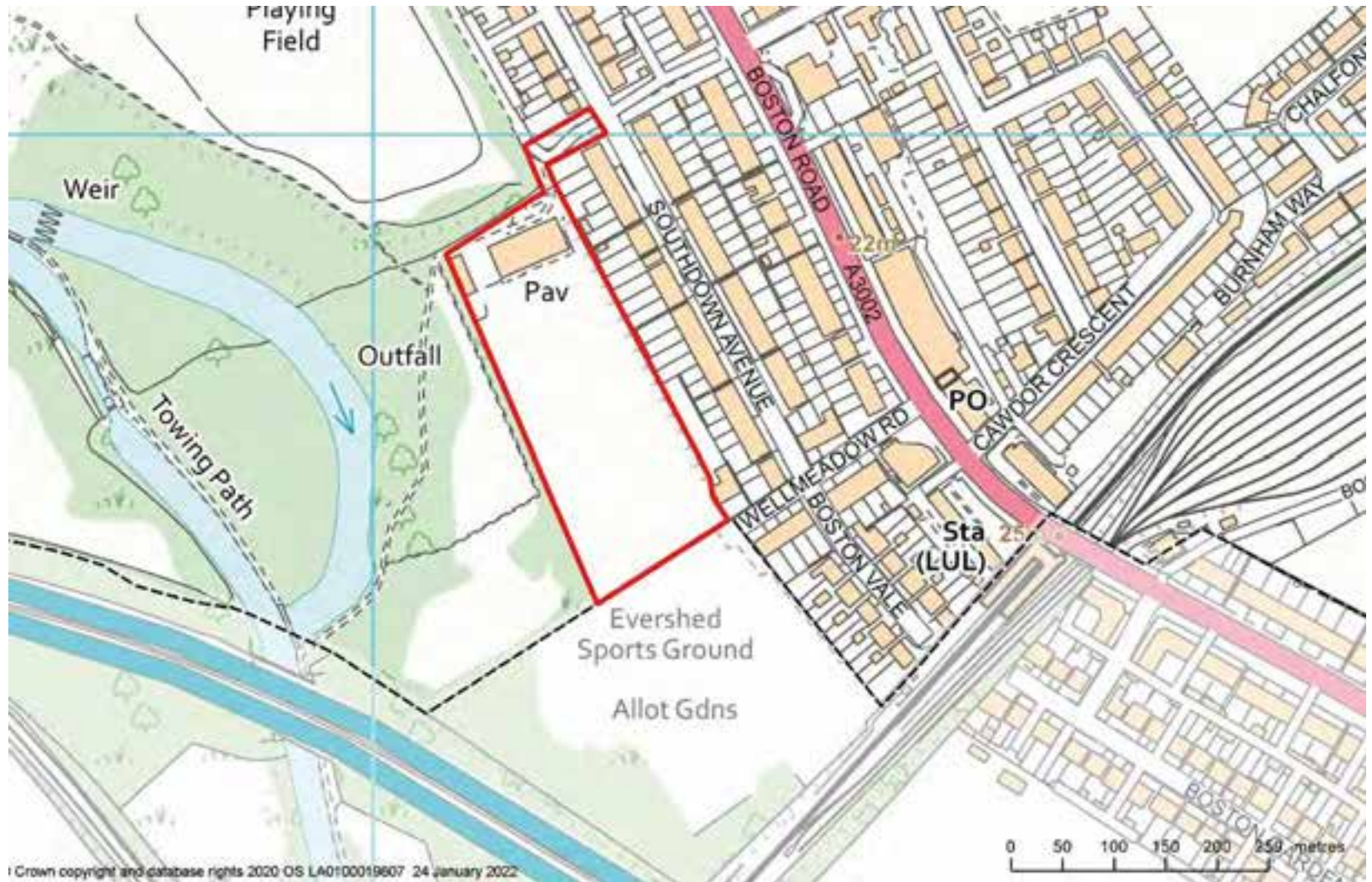
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: HA11 Evershed Sports Ground



Hanwell – HA12

Copley Close Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Copley Close, Hanwell W7 1AZ	3.64	North Hanwell	Council

CURRENT USE

The site is currently occupied entirely by the Copley Close housing estate, with associated amenity spaces.

SETTING/TYOLOGY

Free-form.

PROPOSED USE

Residential with health and retail facilities.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation OIS6, Flood Zone 3a (surface water), Cuckoo Estate Conservation Area (adjacent), Site of Borough Importance for Nature Conservation, priority habitat, and Green Corridor (adjacent), Strategic Area for Regeneration.

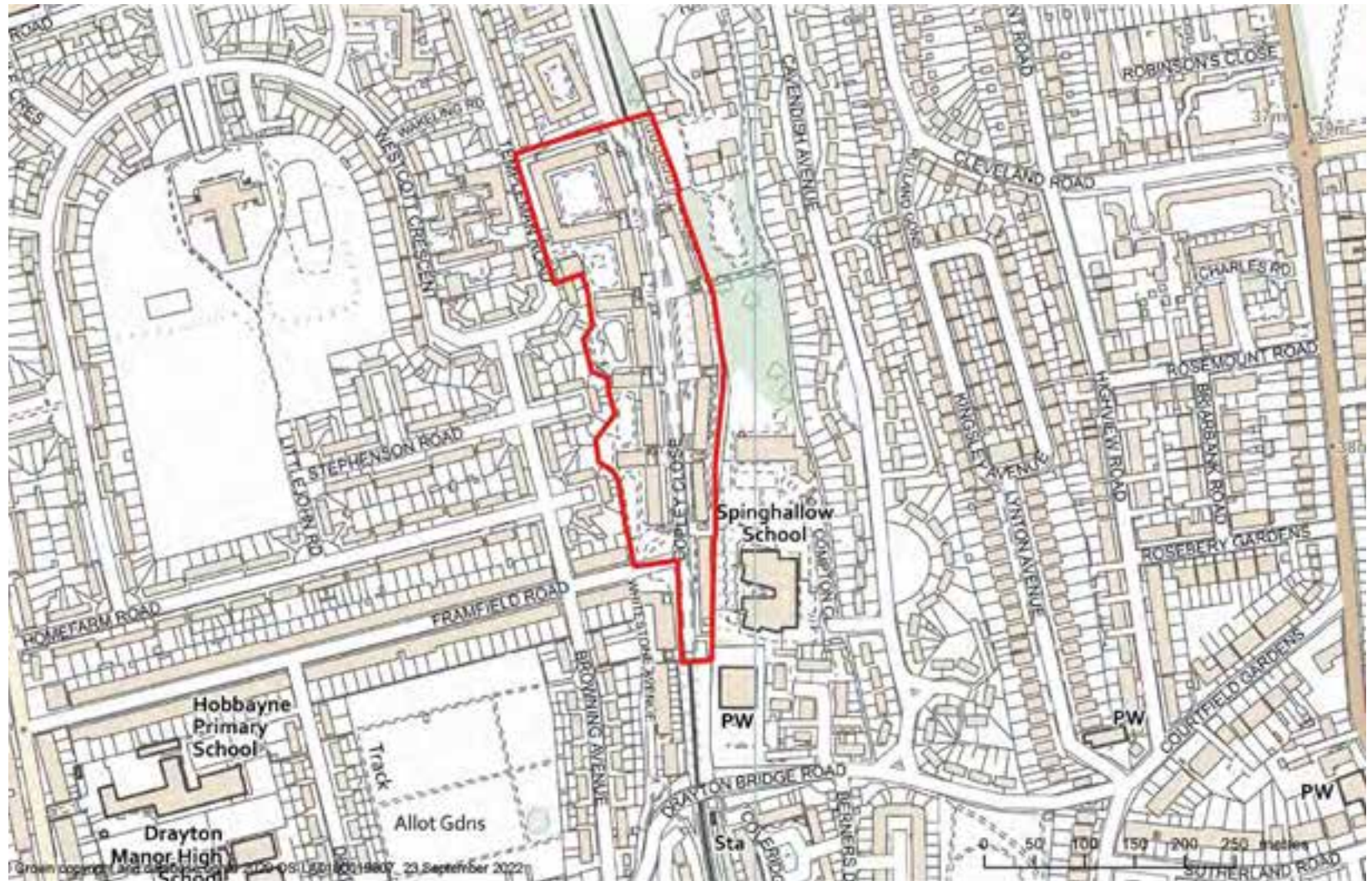
INDICATIVE TIME-FRAME FOR DELIVERY

25% within 5 years, 75% beyond.

RELEVANT PLANNING APPLICATION(S):

201613FUL.

Site Plan: HA12 Copley Close Estate



Hanwell – HA13

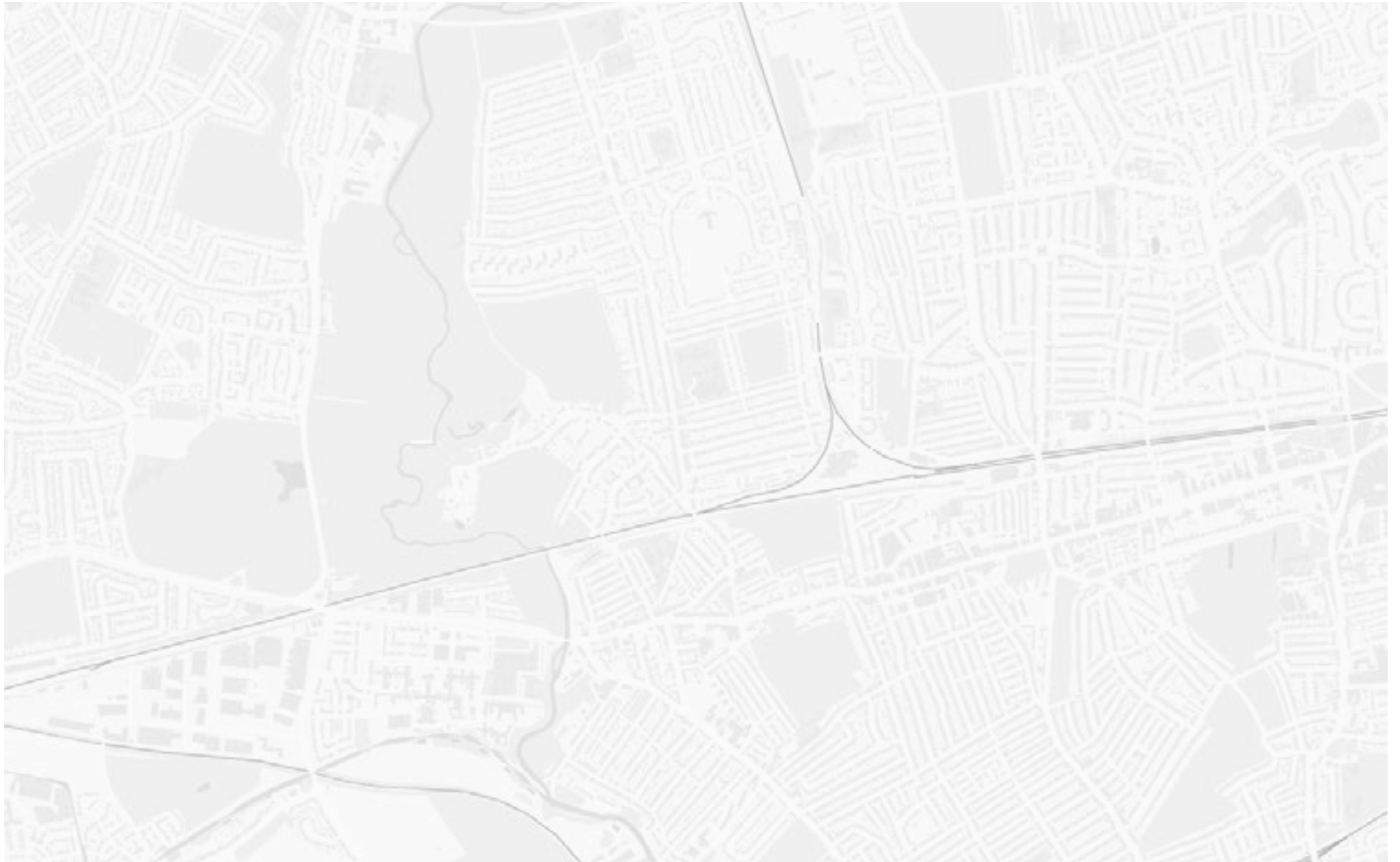
High Lane Housing Estate

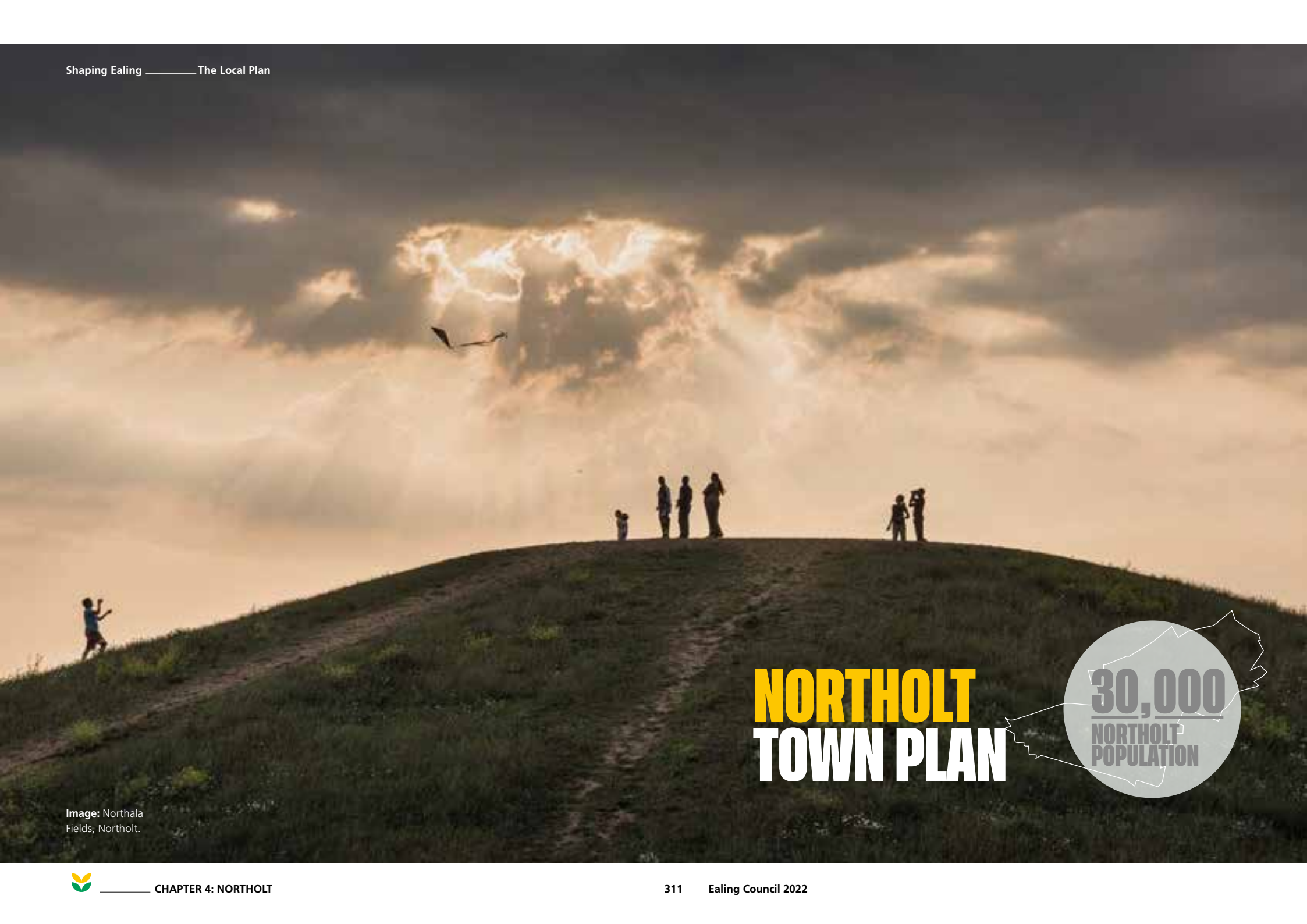
SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
High Lane Estate, Hobbayne Road, Hanwell W7 3RJ	3.65	North Hanwell	Council

CURRENT USE	PLANNING DESIGNATIONS/ SITE CONSTRAINTS	RELEVANT PLANNING APPLICATION(S):
The site is currently occupied by the High Lane housing estate.	Flood Zone 2 (fluvial & tidal), 3a (surface water).	210009OUT.
SETTING/TYOLOGY	INDICATIVE TIME-FRAME FOR DELIVERY	
Free-form.	25% within 5 years, 75% beyond.	
PROPOSED USE		
Residential-led, mixed-use scheme.		

Site Plan: HA13 High Lane Housing Estate







NORTHOLT TOWN PLAN



Image: Northala
Fields, Northolt.

Northolt today

4.5.1 — Northolt is located in the north-west corner of the borough and comprises two wards: Northolt Mandeville and Northolt West End. Figure N1 illustrates the existing context of Northolt today.



Comparative number of residents, employees and businesses

RESIDENTS c.30,000

EMPLOYEES c.14,400

BUSINESSES c.1,500

A diverse population with areas of deprivation

4.5.2 — Northolt is home to a diverse and multi-cultural population of 30,000 residents. However, large areas are amongst the 10–20% most deprived neighbourhoods nationally – in particular the communities east of Church Road and surrounding Rectory Park. Historically, parts of Northolt have experienced low levels of inward investment.

Post-war character with strong provision of open space

4.5.3 — Northolt’s housing stock is largely composed of post-war residential estates, with strong provision of open space. The neighbourhoods to the west have strong accessibility to areas of strategic green open land. In addition, the Northolt Village Green Conservation Area is home to multiple listed buildings, including Grade I listed St Mary’s Church.

Poor north-south connectivity

4.5.4 — Northolt Underground Station, served by the Central line, is the primary transport hub for the town, with Northolt Park Station providing national rail connections to Marylebone and Gerrards Cross. Despite these public transport assets providing strong east-west connectivity, north-south connectivity is generally

inadequate within Northolt, with the neighbourhoods south of the A40 suffering from low levels of accessibility.

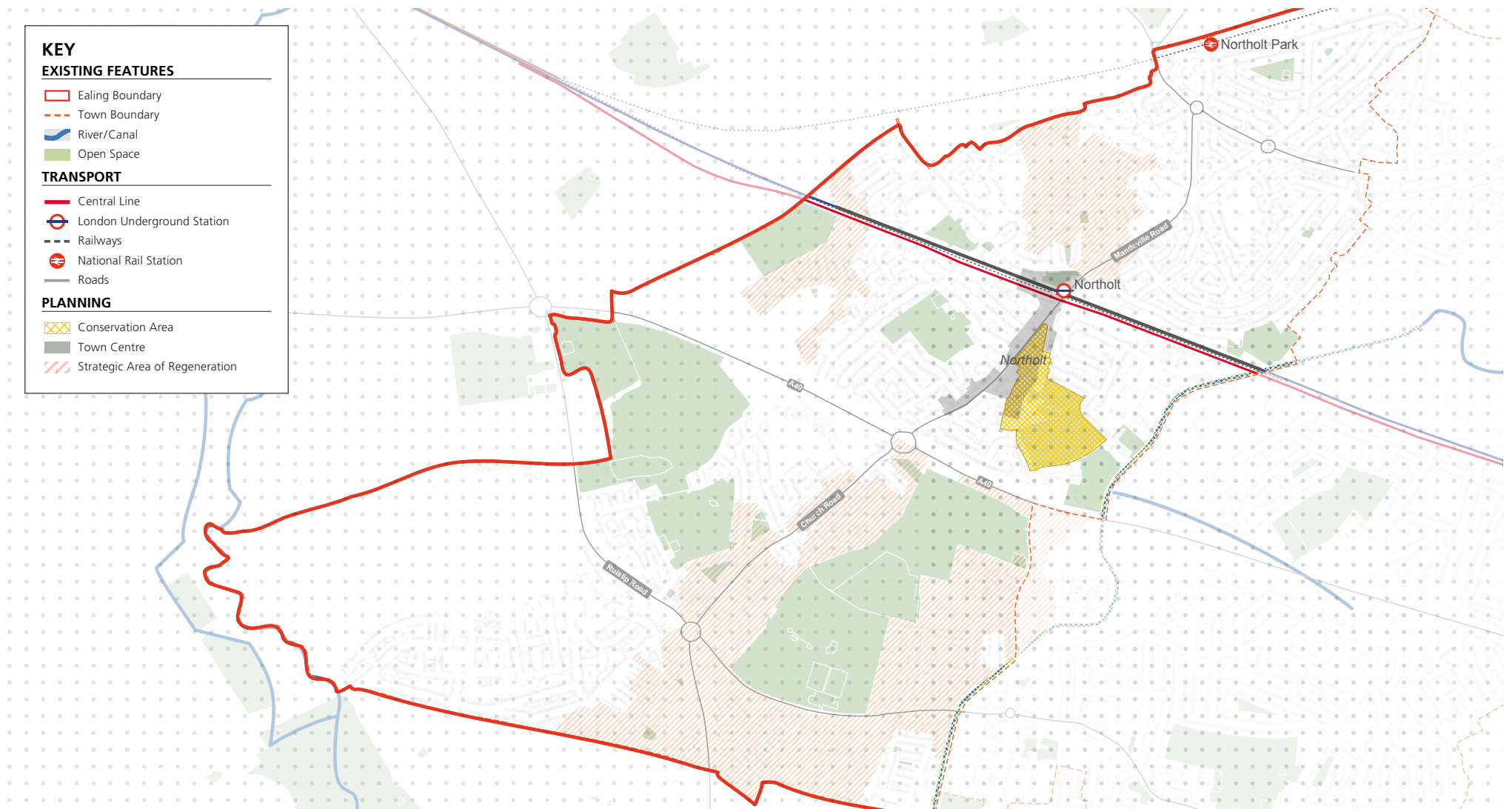
4.5.5 — The A40 and A312 pass through the town creating significant severance and this has meant that Northolt has limited active travel infrastructure. However, the Grand Union Canal offers some cycle connectivity to the rest of the borough.

Neighbourhood focused economy

4.5.6 — The main town centre is focused south of Northolt Underground Station, extending down Mandeville Road and Church Road. There are also smaller clusters of shopping parades elsewhere in the town, in particular around the White Hart Roundabout. These centres are areas where residents can access leisure, community and local services that are important for the well-being and health of residents, including Northolt Leisure Centre and Northolt Library.

4.5.7 — Northolt’s Strategic Industrial Land (SIL) site is the major employment site for the town and forms part of the wider ‘Productivity Arc’ that extends along the A40.

Figure N1:
Northolt Existing Context



Issues to address in Northolt

4.5.8 — Ealing Council has an ambition to create a ‘20-minute Neighbourhood’ in Northolt. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.5.9 — The following sets out the key issues facing Northolt based on the evidence base that has been developed as part of the Local Plan and reflecting what you told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.5.10 — For more information on Shaping Ealing, please visit the link below.

LINKS

[Click here](#) for more information on the Shaping Ealing Report.

Poor connectivity, accessibility and air quality

What you told us from Shaping Ealing...

You are concerned about clean air, safe walking and cycling routes, and clean and safe parks and open spaces. All these statements scored more negatively than the overall borough average.

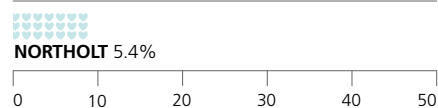


4.5.11 — While Northolt Mandeville (north of the A40) has stronger connectivity overall, Northolt as a whole is shaped by relatively poor connectivity within the town and with the rest of London. Most movement in Northolt is by car, whether local or long distance, with relatively little active travel. In addition, Northolt West End (south of the A40) is divided by the A40 from Northolt Mandeville, which has meant a lack of accessibility to the town centre.

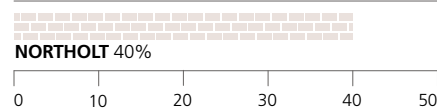
4.5.12 — The dominance of the car increases the sense of disconnection and diminishes people’s relationship with their town. There are high levels of severance owing to low-quality and fragmented walking and cycling routes, and vehicular dominance. This negatively impacts footfall, dwell-times, expenditure and visitor experience in Northolt’s centres and shopping parades.

4.5.13 — Public transport in Northolt strongly follows the AM and PM peaks, in which those who travel by bus most often work in and around Heathrow, while those by tube travel into the wider borough and to Central London. Further enhancements to the public transport network are needed in Northolt, particularly in the southern part of the town, as well as measures to promote active travel.

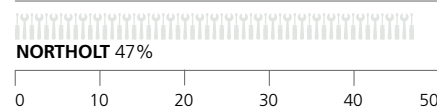
PERCENTAGE OF POPULATION THAT ARE IN BAD OR VERY BAD HEALTH



PERCENTAGE OF NORTHOLT’S LSOAs IN THE TOP 20% DEPRIVED NATIONALLY



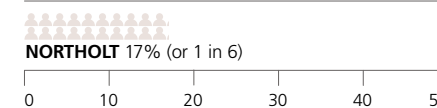
PERCENTAGE OF JOBS THAT ARE IN LOW PAYING INDUSTRIES



The second highest proportion of all of the borough’s towns.

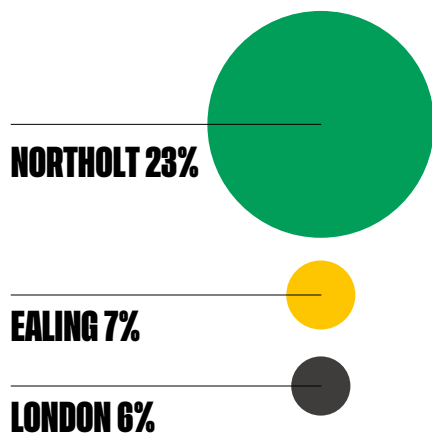
Source: See Northolt Town Profile.

PERCENTAGE OF WORKING AGE RESIDENTS CLAIMING BENEFITS



Source: See Northolt Town Profile.

COMPARATIVE POPULATIONS THAT HAVE NO QUALIFICATIONS



Source: See Northolt Town profile.



Image: View from Northala Fields, Northolt, West London.

Small and low-value local economy

What you told us from Shaping Ealing...

You are concerned about good employment opportunities in Northolt, and this scored more negatively than the overall borough average.



4.5.14 — There is a small and low-value local economy with a high number of jobs paying under the London Living Wage. The SIL site within Northolt has low employment densities compared to other industrial clusters across Ealing. Alongside this, there is a lack of office space and alternative workspace resulting in office-based workers leaving the town to work.

4.5.15 — Northolt’s economy lacks diversity in retail and commercial activity, due to the lack of a strongly defined town centre. Shopping parades around Northolt Station and White Hart Roundabout are underperforming, with an under-representation of personal services, and food and beverage businesses. In comparison to other areas of the Borough there are fewer facilities for arts and culture, fewer jobs, and less provision for skills training and adult education.

Lack of affordable housing and services

What you told us from Shaping Ealing...

You are concerned about a good range of affordable homes, the way the area is changing, lack of a good range of shops and leisure facilities and feelings of safety. Some of these concerns were much more negative for Northolt than the overall borough averages.



4.5.16 — The lack of vibrant and diverse town centres has meant that these centres offer limited employment, commercial and retail space, public spaces, leisure, and community facilities. Northolt suffers from the highest levels of deprivation and the highest proportion of low-income households in the borough. A significant number of residents hold no qualifications and a relatively low proportion of residents holds degree level qualifications.

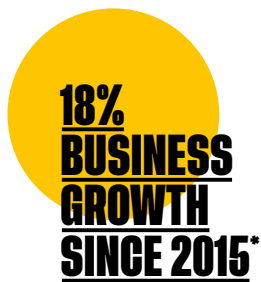
4.5.17 — This is compounded by a high proportion of residents identified as in bad or very bad health. There are also limited alternative housing options to suit young and older groups, including shared ownership and assisted living. These issues make the need for new and enhanced town centres critical to ensure accessibility to key services for local residents and provision of new homes close to points of connectivity.



Image: Northolt Underground Station.

Opportunities for Northolt

4.5.18 — Northolt is one of the Town Plan areas that has seen low levels of development and investment in recent decades, especially when compared to Southall, Ealing, and Acton. A lack of investment has contributed to Northolt being one of the borough's most deprived areas, therefore the 'Strategic place interventions' outlined in Chapter 3 proposes significant levels of development to bring more amenities, modern housing and new jobs to Northolt and address inequality. Northolt is also unique in that it does not have a strong local economy and its housing stock is largely low density and surrounded by lots of open space. As such, a transformational and innovative approach to growth is required for Northolt, which could be modelled on the principles of a 'garden city suburb' so Northolt can become a modern and sustainable neighbourhood with a new and dynamic economy supported by new homes at higher densities and a range of typologies and affordability.



*The second highest in the borough out of the 7 towns.

Source: See Northolt Town Profile.

Creating new town centres

4.5.19 — Northolt has a strong convenience retail offer which caters for the diverse local population. A new Neighbourhood Centre at the current White Hart Roundabout and an enhanced Local Centre at Northolt Underground Station would bring new and diverse uses to address the under-provision of leisure, food and beverage, and culture uses, that will help to grow the local evening and night-time economy.

4.5.20 — Within and around Northolt's town centres, there is the opportunity to provide a range of mixed-use developments including different housing types and tenures, including family housing and specialist accommodation types to meet expected increase in people aged 65+, and high-quality affordable housing options that are accessible to low-income and younger people.

Enhancing sustainable connectivity

4.5.21 — There are public transport connections into Central London from Northolt Underground Station, Northolt Park Railway Station, and a high frequency of buses along the A312. Sustainable, healthy, and active travel could be encouraged by creating new and connected cycle and walking routes, and consolidating and enhancing bus service provision at key commercial centres, to better connect residents to existing and emerging centres, wider employment areas, and the Elizabeth line.

Developing an inclusive economy

4.5.22 — There is a strong industrial business base in Northolt, located on the western edge of the Ealing Productivity Arc, with specialisms in manufacturing, wholesale, transport, and storage. Projected growth in the industrial sector could create new jobs, strengthen the local economy, and boost wages. There is also the opportunity to intensify Northolt's Strategic Industrial Location to attract high-value and high-density employment activities. This would complement wider industrial activity, improve the relationship to surrounding residential areas and strengthen economic ties to Greenford and Perivale.

4.5.23 — Northolt has an important service economy which meets varied local needs, including health and education uses. Across the existing and emerging commercial areas, there is the opportunity to attract new uses that address the under provision of employment, skills, and adult education, helping to build an inclusive and resilient local economy. Alongside this is a growing number of new business start-ups in Northolt and the need to create new neighbourhood workspaces that cater to different sectors.

Northolt Spatial Strategy

4.5.24 — This section articulates the borough-wide spatial strategy and a series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure N2 presents the Northolt spatial strategy.

4.5.25 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy in Ealing.

4.5.26 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

LINKS

[Click here](#) for more information on the Council's Spatial Options Report.



Image: Aerial view, A40 Road, Greenford towards Northolt.

Figure N2:
Northolt Spatial Strategy

KEY

EXISTING FEATURES

- Ealing Boundary
- Town Boundary
- River/Canal
- Open Space

TRANSPORT

- High Speed 2
- Central Line
- London Underground Station
- Railways
- National Rail Station
- Roads

PLANNING

- Town Centre
- Strategic Industrial Land
- Locally Significant Industrial Land

PROPOSED TRANSPORT AND ACTIVE TRAVEL LINKS

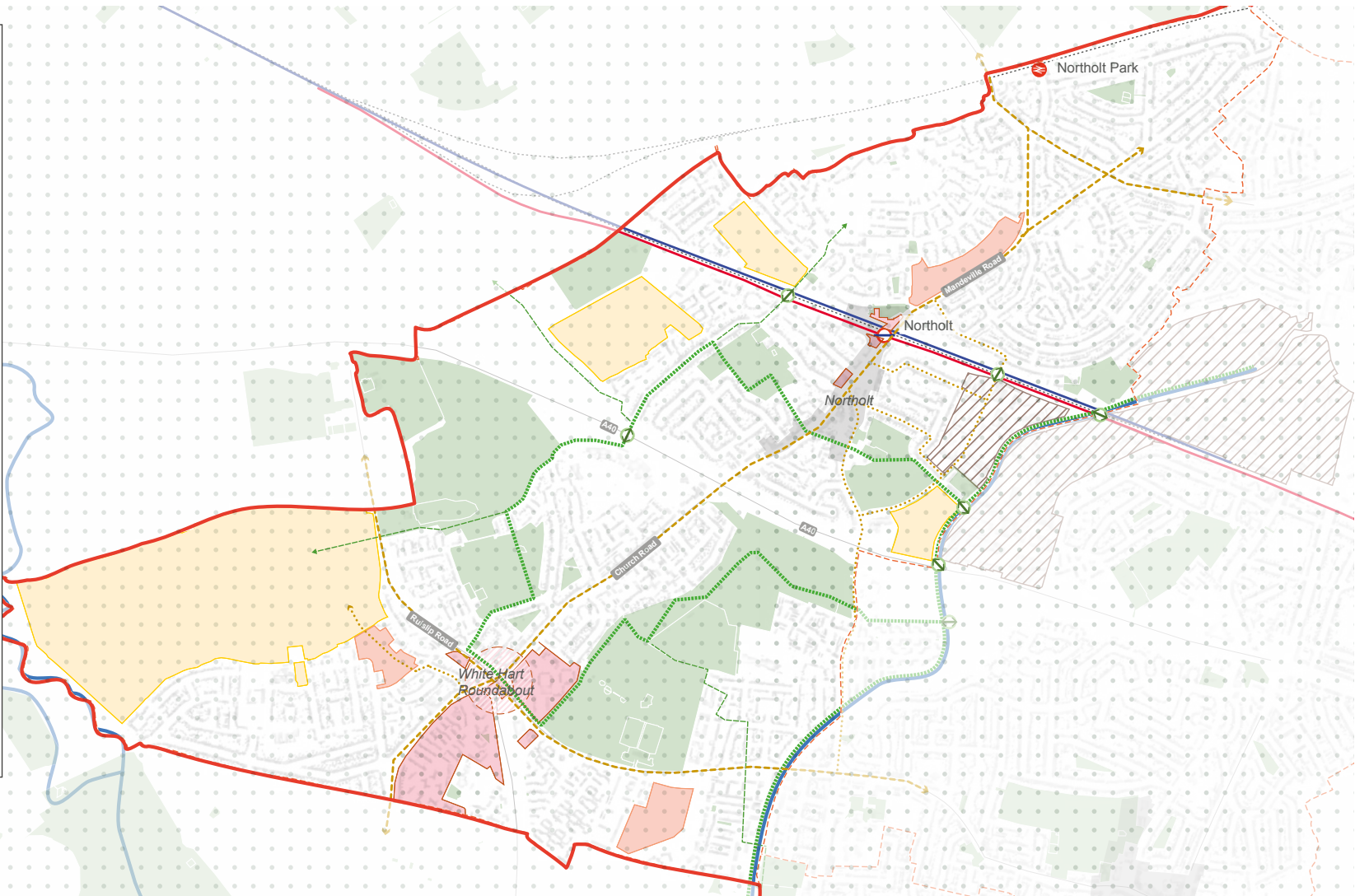
- Minor active travel routes
- Major active travel routes
- Minor green links
- Major green links
- Green Connection

PROPOSED DEVELOPMENT SITE INTENSITY

- Lower Development Intensity
- Moderate Development Intensity
- Significant Development Intensity

PROPOSED MASTERPLAN AREA

- Strategic Masterplan Area



Policy N.1: Northolt Spatial Strategy

A. Northolt represents a significant opportunity for investment to deliver improved employment opportunities, support healthier lifestyles, and achieve a better-quality local environment.

B. Northolt's town centres will play a larger role in creating economic opportunity, the provision of services, and acting as centres of connectivity. In particular:

(i) Northolt's existing neighbourhood town centre will be a focus for new, mixed-use development including housing that supports a stronger retail and service offer for those living and working in the area (see Policy N2).

(ii) This existing town centre will be complemented by a new secondary neighbourhood centre at the current White Hart Roundabout, which will be re-configured. Development intensity will be optimised around an enhanced public transport interchange (see Policy N3).

(iii) Church Road and Mandeville Road will be reinforced as a central corridor for commercial activity, with improved connectivity north-south

and to/from surrounding residential areas and green spaces.

(iv) Investment in these locations will also support in addressing key health determinants through increased provision of social infrastructure and access to services.

C. Northolt's housing estates at Medlar Farm, Yeading Lane, Racecourse, Grange Court, Willow Tree, and Islip Manor will be a focus for growth and enhancement and will be carefully master planned to optimise development opportunities, with high-quality public realm, accessibility improvements and timely infrastructure delivery.

D. Development and intensification of industrial and commercial uses will support and enhance the strategic role of the Ealing Productivity Arc including the provision of active frontages, improved public realm, and active travel routes, where appropriate. It will build on Northolt's strong industrial business base (with specialisms in manufacturing, wholesale, transport, and storage) and good connectivity to the A40 to create new jobs and catalyse the local economy by:

(i) Intensifying, diversifying, and improving Northolt's industrial cluster.

(ii) Using adjacent opportunity sites, where appropriate, to expand the commercial footprint.

(iii) Supporting new business start-ups in Northolt, including the provision of suitable and affordable premises.

(iv) Strengthening economic ties with Greenford and Perivale.

E. Active travel interventions will reinforce the north-south connectivity, while also improving the permeability of local neighbourhoods and supporting health and environment outcomes. Such measures include:

(i) Improving connectivity between the northern and southern parts of the town, addressing the severance caused by the A40, and the traffic congestion on the A312, including along Church/Mandeville Roads and Ealing/Kensington Roads.

(ii) Providing new pedestrian and cycle crossings will allow safer, more convenient crossing of Northolt's busiest roads, such as the A40, A312, and their tributaries.

(iii) Improving active travel routes to existing public transport hubs, such as Northolt Underground Station and Northolt Parkway, and new bus hubs near Northolt Station and White Hart Centre.

(iv) Improving the active travel links between Northolt's primary and secondary centres, residential areas, industrial areas, and green open spaces.

(v) Improve public transport connections to the nearest Elizabeth line stations so that Northolt residents can share the benefits of improved connectivity to key destinations such as Heathrow Airport, Ealing Broadway, and central London.

(vi) Development in and around Northolt Town Centre and White Hart Centre will prioritise active travel measures and links with the nearby network of green open spaces.

(vii) Ealing/ Kensington Road will become a key active travel corridor connecting residents to Northolt Station and employment areas.

(viii) Improving connectivity, public realm and accessibility between the industrial estates and the surrounding residential areas, addressing the issues caused by industrial traffic (including heavy

goods vehicles) and improving active travel routes between the industrial area, Northolt Station, and Northolt Town Centre.

F. Promote improvements in green infrastructure by:

(i) Enhancement of existing green routes to deliver a 'green ring' of pedestrian and cycle routes.

(ii) Delivery of a 'green ring' will incorporate measures to conserve local biodiversity, alleviate stormwater flooding and improve air quality, while also providing community recreational space.

(iii) Making the towpath adjacent to the Grand Union Canal a more popular route for leisure and commuter active travel, connecting residential neighbourhoods with employment sites.



Image: Public footpath, Northala Fields, Northolt.



**NORTHOLT REPRESENTS
A SIGNIFICANT OPPORTUNITY
FOR INVESTMENT TO DELIVER
IMPROVED EMPLOYMENT
OPPORTUNITIES, SUPPORT
HEALTHIER LIFESTYLES, AND
ACHIEVE A BETTER-QUALITY
LOCAL ENVIRONMENT.**

QUESTION



1. What are your views on the proposed spatial strategy for Northolt?
2. What are your local priorities for future infrastructure? i.e. more schools



**Click here or scan the QR code
to give us your views**

4.5.27 — New development must respond positively to Northolt’s character and identity and seek to enhance it. Northolt has a varied character that reflect periods of development and growth, from its historic village through to twentieth century suburban and industrial expansion. Northolt is an extensively suburban part of the borough, characterised by a limited range of low-density housing with neighbourhoods severed by major road and rail infrastructure creating a sense of isolation and little distinctiveness in the built form. Development will need to respond sensitively having regard to the growth and intensification themes and associated tall buildings guidance/indicative heights identified in each local character sub-areas.

4.5.28 — Northolt represents a significant opportunity for investment to deliver improved employment opportunities. The spatial strategy seeks to enhance the existing Northolt neighbourhood centre whilst creating a new secondary centre around the existing White Hart Roundabout which will be reconfigured. Allied with significant improvements to public transport, better connectivity between the two centres and the promotion of active transport, this will act as a catalyst for the wider regeneration of the area.

4.5.29 — Northolt also possesses a significant portfolio of mainly low-density housing estates, which provide an opportunity for enhancement and appropriate forms of development to increase housing densities. By optimising the capacity of development close to the two town centres this will also increase footfall and inward investment, that will help support a thriving economy and the vitality of local high streets.

4.5.30 — Northolt forms a crucial and inherent part of both the A40 corridor of industrial land uses and the broader Ealing Productivity Arc of industrial and commercial uses. The Ealing Productivity Arc links Park Royal in the northeast of the borough with Southall in the southwest of the borough and towards the economic hub at Heathrow Airport in Hillingdon. It comprises a unique resource of land with a key strategic function in meeting London’s overall industrial and logistics needs. It also has a particular local role in Northolt in supporting the range and quality of local employment options.

4.5.31 — Intensification of employment uses, alongside co-location and the provision of new employment sites adjacent to established ones will provide opportunities to further strengthen and diversify Northolt’s economy and provide good-quality employment opportunities for local people.

4.5.32 — Northolt has the second highest number of new business start-ups in the borough. It will be a more attractive place for businesses to start and grow, providing affordable businesses premises in well connected, accessible locations. Linking business start-ups to established businesses in Northolt, Greenford, and Perivale can create further opportunities for growth and diversification.

4.5.33 — Northolt’s long-term health and prosperity, and particularly that of its two centres, depends upon better local connections as well as the ability to link into the rest of the borough and to Greater London. Long-term plans should prioritise this greater network connectivity, particularly with places that provide employment for Northolt residents.

4.5.34 — While the rail and underground services at Northolt and Northolt Park stations provide good links to central London, they are a long distance from the residential areas in the southern part of the town, which have much lower levels of public transport accessibility. These areas, however, are closer to the nearest Elizabeth line stations (Hayes & Harlington and Southall) and would benefit from fast and reliant public transport connections to these stations. This would enable Northolt residents to take advantage of the enhanced east-west connectivity provided by the Elizabeth line.



Image: Investing in cycleways across Northolt.

4.5.35 — In addition to improving public transport connections, a key priority is improving walking and cycling routes, and enhancing their safety and attractiveness. Priority active travel routes should include routes to schools, town centres, key employment areas, and green open spaces. Improving active travel options will also improve traffic congestion and environmental quality, contributing to improved health and wellbeing outcomes.



**A KEY PRIORITY IS
IMPROVING WALKING
AND CYCLING ROUTES,
AND ENHANCING
THEIR SAFETY AND
ATTRACTIVENESS.**

Policy N.2: Northolt Neighbourhood Town Centre

A. To diversify and enhance Northolt Town Centre by:

(i) Optimising and enhancing the commercial centre around Northolt station, underpinned by a new spatial masterplan and delivery of a new bus hub.

(ii) Strengthening and diversifying the commercial core through active frontages and mixed uses, particularly on the stretch of the A312 between Kingston Close and Moat Farm Road, as well as the northern end of Ealing Road.

(iii) Improving the provision of community and leisure facilities and enhancing the evening and night-time economy offer to attract more people (including families) and improve the sense of safety and community cohesion.

(iv) Maximising the benefits of the high-quality green open spaces close to Northolt Town Centre (such as Northala Fields and Belvue Park) by improving accessibility, wayfinding, and signage.

(v) Improving the appearance and attractiveness of the built environment and public realm and encouraging active modes of travel to reduce traffic congestion and improve safety and environmental quality.

(vi) Improving the public realm between Northolt town centre and the Northolt Industrial Estate to reinforce Northolt’s strategic location along the ‘productivity arc.’

B. To preserve and reinforce the character of the existing town centre and particularly around Northolt Village Green Conservation Area, Ealing Road, and Mandeville Road connecting to Northolt Underground Station.

QUESTION

What are your views on diversifying and enhancing this neighbourhood town centre?

[Click here](#) or scan the QR code to give us your views



4.5.36 — Northolt Town Centre already has a valuable local character and assets, particularly in the form of Northolt Village Green Conservation Area, and the shops and facilities along the A312. Northolt is also set within and bordered by the broader green and blue network in the form of the Green Ring and the Grand Union Canal. These provide a valued amenity and strongly define the character of the place.

4.5.37 — The area is currently characterised by heavy traffic, and by a car dependent relationship with surrounding residential areas. Northolt Underground Station provides a focus, and legible entry to the town for those who arrive by rail. However, at present, there is little near the station to entice people to spend more time there or to generate economic activity. Better links to Northolt Town Centre (which lies about 500 metres south of the station), enhancements to the area around the station, including an improved public realm, and more attractive active travel routes would increase footfall and the vibrancy of the town centre.

4.5.38 — Northolt Town Centre is Northolt’s only significant commercial centre at present, providing a range of convenience shops, services, and food and drink takeaways. In common with the rest of London, local residents have come to further value local facilities and shopping over the COVID-19 pandemic, and footfall and

local retail health have improved as a result. Growing and diversifying this centre will improve both local amenities and the strength and resilience of the local economy, providing more and better jobs for local residents.

4.5.39 — There is potential to make better use of empty or underutilised land, including land adjacent to Northolt station, as part of a new spatial masterplan for the area.

4.5.40 — Despite being within walking distance to several significant green open space assets including Belvue Park, Northala Fields, and Islip Manor Park, there are currently limited links between these and the town centre. There is a need to improve accessibility, wayfinding, and signage, including the current pedestrian and cycling routes across the A40 to Northala Fields.



Image above:
A40 road Northolt.

Policy N.3: White Hart Neighbourhood Centre

A. To create a diverse and attractive new White Hart Neighbourhood Centre that will complement Northolt Town Centre and contribute to the regeneration of the wider area by:

- (i) Reconfiguring the existing roundabout to create a more vibrant local centre that meets the everyday needs of local residents.
- (ii) Using a masterplan-led approach and, where necessary, land assembly to optimise opportunities for development and better link the areas on different sides of the roundabout and create a sense of place and community.
- (iii) Providing an enhanced public transport interchange that improves local accessibility, promotes active modes of travel, and mitigates the impacts of traffic congestion and severance that currently constrain the potential of the area.

(iv) Improving the range and diversity of shops, services, and employment in the area.

(v) Seeking to introduce more community and leisure facilities.

(vi) Improving the public realm.

(vii) Acting as a catalyst for the renewal of low-density residential estates in the area.

(viii) Promoting accessibility, wayfinding, and signage to the high-quality green open spaces at nearby Lime Tree Park and Rectory Park (leading to Northala Fields).

QUESTION

Do you support this ambition?
[Click here](#) or scan the QR code
to give us your views





Image: Existing shops like this Barber's in Northolt Town entre.



THERE IS AN OPPORTUNITY TO DEVELOP A NEW NEIGHBOURHOOD CENTRE.



Image: Target Roundabout approach, Northolt, West London.

4.5.41 — At present, Northolt has a sole neighbourhood centre along the A312, north of the A40 (Northolt Town Centre). The part of Northolt south of the A40 (Northolt West End) is currently disconnected from that, due to the distance between them but also the severance caused by the A40 and the busy Target Roundabout.

4.5.42 — In accordance with the polycentric vision for the borough, there is an opportunity to develop a new neighbourhood centre, building on the existing shops and services around the White Hart Roundabout.

4.5.43 — Northolt West End forms a set of discrete neighbourhoods, based upon a pre-19th century village and with a diverse range of characters, but increasingly dominated by a late 20th century car-driven highway network. Unusually, however, this network provides a clear spatial hierarchy, with routes converging on White Hart Roundabout, albeit dominated by heavy trunk road vehicular traffic.

4.5.44 — The economy of Northolt West End is less well developed than that of Northolt Town Centre but there is potential to grow and diversify it as part of a masterplan-led approach that will provide a well-connected and complementary mix of retail, food and drink, community, housing, and employment uses, alongside public realm and transport improvements.

4.5.45 — Transport improvements to reduce traffic congestion and enhance walking and cycling routes are key priorities and prerequisites to any plans for establishing a successful White Hart Centre.

Northolt development sites

4.5.46 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: View over the A40 road to St Mary's church, Northolt.

4.5.47 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council's ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.5.48 — Table N1 sets out all the draft Northolt development sites and the schedules that follow sets them out in more detail.

4.5.49 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.5.50 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.5.51 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the 'Call for Sites'.

4.5.52 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



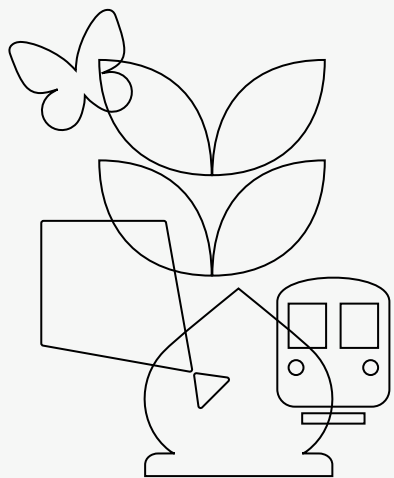


Table N1:
Northolt development sites

NO01	Car Sales Site	330	NO11	Telephone Exchange	350
NO02	Mandeville Parkway	332	NO12	Yeading Lane II	352
NO03	Northolt High School	334	NO13	Grange Court	354
NO04	Islip Manor Housing Estate	336	NO14	Community Centre & St Raphael's Primary School	356
NO05	Northolt Sorting Office	338	NO15	West London Shooting Ground	358
NO06	Northolt Driving Range	340			
NO07	White Hart Roundabout	342			
NO08	Medlar Farm Estate	344			
NO09	Yeading Lane I	346			
NO10	Electricity Substation, Ruislip Road	348			

Northolt – NO01

Car Sales Site

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Station Yard, Mandeville Road, Northolt UB5 5BH	0.44	Northolt Village	Council, Transport for London (TfL)

CURRENT USE

The site has most recently been used for car sales and includes the car park for the leisure centre.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme with some employment/retail space at lower levels and re-provision of car parking space.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 12 storeys (42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Borough Importance for Nature Conservation, Green Corridor, Tree Preservation Order, existing industrial use (non-designated), Northolt

Neighbourhood Centre, HS2 Sub Surface Safeguarding Zone.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO01 CAR SALES SITE



Northolt – NO02

Mandeville Parkway

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Mandeville Road, Northolt UB5 4LY	5.06	Wood End	Council

CURRENT USE

The site is currently used as Mandeville Parkway Public Open Space and includes housing on Lewes Close.

SETTING/TYOLOGY

Green spaces.

PROPOSED USE

Residential and green space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Corridor (nearby), Strategic Area for Regeneration, Northolt Neighbourhood Centre (nearby), Public Open Space.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Scope for limited residential development to enable improvements to the green space.

Site Plan: NO02 Mandeville Parkway



Northolt – NO03

Northolt High School

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Eastcote Lane, Northolt UB5 4HP	5.54	Northolt Park Racecourse	Council

CURRENT USE

The site is currently used as a secondary school, with associated facilities.

SETTING/TYOLOGY

Campus/Green spaces.

PROPOSED USE

Retention of school (education use) on 75% of site, residential on 25% of site.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Borough Importance for Nature Conservation, priority habitat, Green Corridor (abuts) and HS2 Surface Safeguarding Consultation Zone.

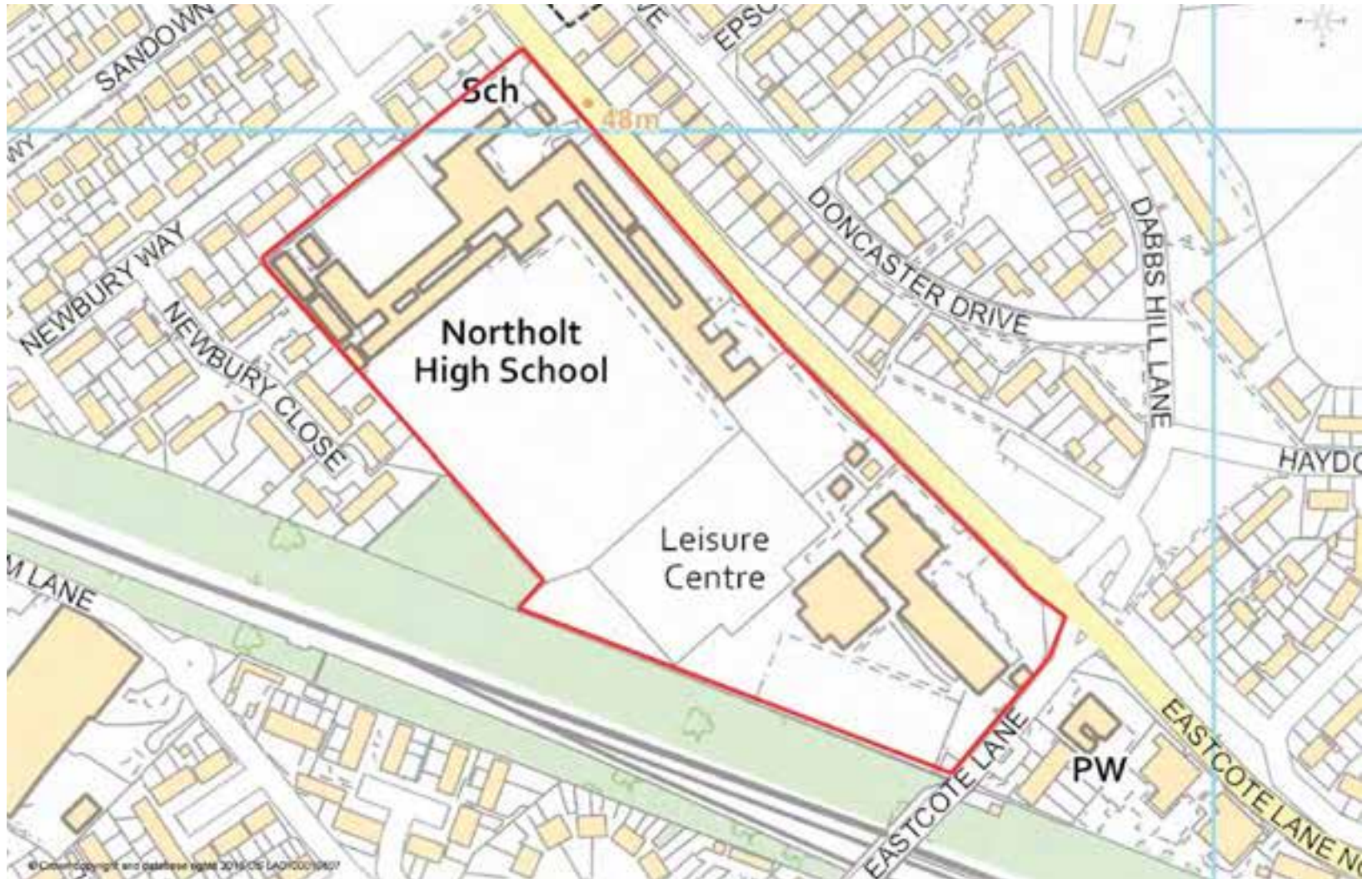
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO03 Northolt High School



Northolt – NO04

Islip Manor Housing Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Arnold Road, Northolt UB5 5SS	12.50	Islip Manor	Council

CURRENT USE

The site is occupied by the Islip Manor housing estate, and also features Prior’s Field, a publicly accessible green space.

SETTING/TPOLOGY

Free-form/Green spaces.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Belt, Site of Metropolitan Importance for Nature Conservation, priority habitat, Site of Local Importance for Nature Conservation and Green Corridor (nearby), Strategic Area for Regeneration, Public Open Space, Primary Shopping Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Opportunity to enhance and reconfigure wider green/open space, and improve access and permeability through the site.

Site Plan: NO04 Islip Manor Housing Estate



Northolt – NO05

Northolt Sorting Office

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
46 Mandeville Road, Northolt UB5 5AA	0.29	Northolt Village	Private

CURRENT USE

The site is currently used as a post office, Royal Mail depot and sorting office.

SETTING/TIPOLOGY

Centres/Continuous block.

PROPOSED USE

Residential-led, mixed-use scheme.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 12 storeys (21 - 42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Northolt Village Conservation Area (nearby), locally listed buildings, Site of Borough Importance for Nature Conservation (nearby), Northolt Neighbourhood Centre, Primary Shopping Centre (nearby).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO05 Northolt Sorting Office



Northolt – NO06

Northolt Driving Range

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Rowdell Road, Northolt UB5 6AG	4.57	Northolt Village	Council

CURRENT USE

The site has most recently been used as a sports facility with a golf driving range. There is a gym located to the east of the site.

SETTING/TYOLOGY

Campus/Other green spaces.

PROPOSED USE

Employment-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Northolt Village Conservation Area (adjacent), Flood Zone 3a (surface water), Green Belt, Site of Metropolitan Importance for Nature Conservation, Site of Borough Importance for Nature Conservation (nearby).

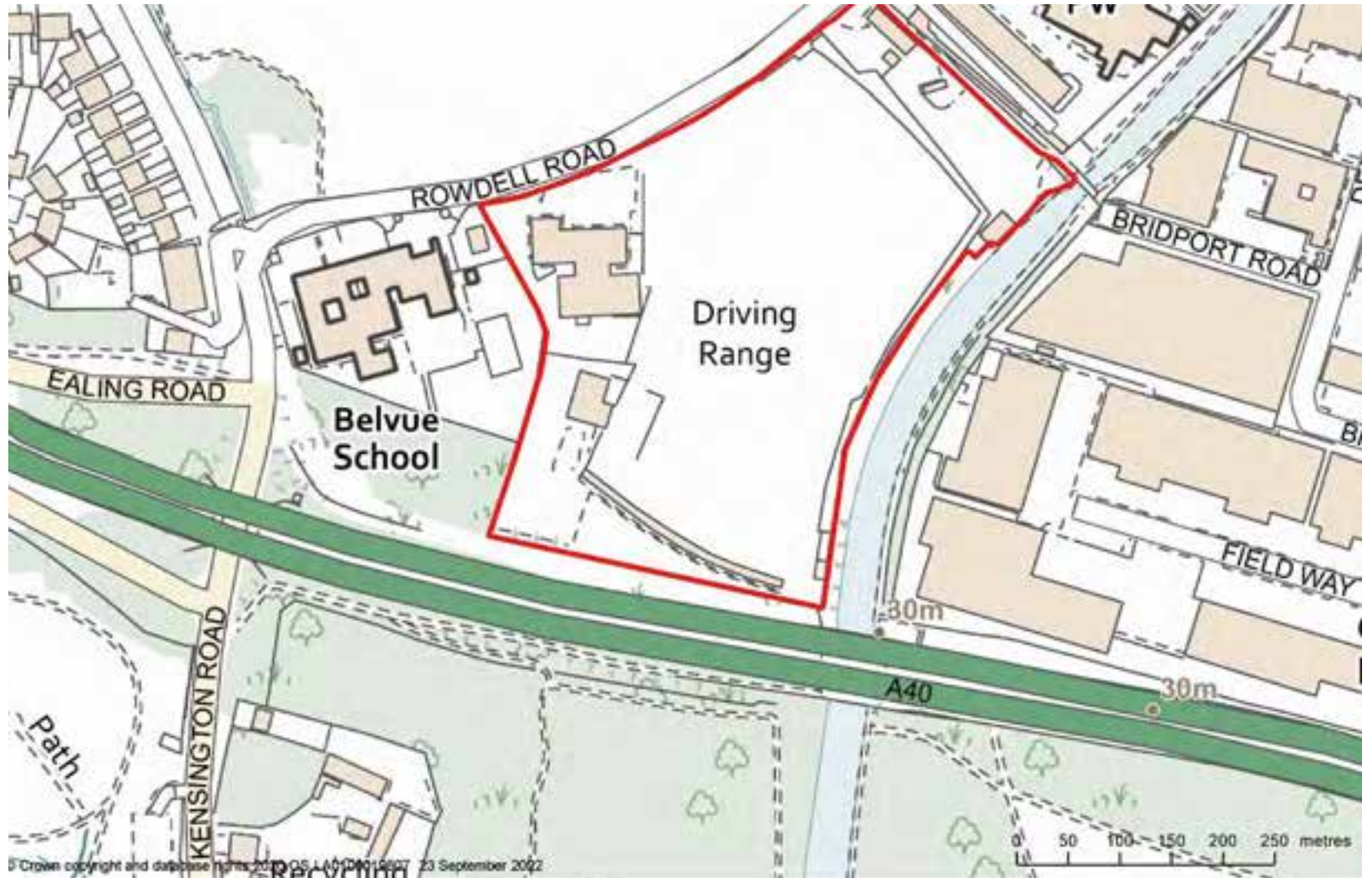
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO06 Northolt Driving Range



Northolt – NO07

White Hart Roundabout

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Northolt UB5 6HQ	0.52	Radcliffe Way	Public (Transport for London) – part ownership

CURRENT USE

The site is currently used as a pedestrian underpass to cross the White Hart Roundabout.

SETTING/TYOLOGY

Free-form.

PROPOSED USE

Residential and retail/commercial.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed White Part Public House (adjacent), Green Corridor, Site of Borough Importance for Nature Conservation (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Significant layout changes would be required in order to accommodate development.

Site Plan: NO07 White Hart Roundabout



Northolt – NO08

Medlar Farm Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Parkfield Drive, Northolt UB5 5NS	4.85	Rectory Park	Council

CURRENT USE

The site largely consists of the Medlar Farm housing estate. There is a children’s centre located in the northern part of the site. The site is located within the Academy Gardens amenity greenspace.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed White Hart Public House (nearby), Green Corridor, Site of Borough Importance for Nature Conservation (nearby), Strategic Area for Regeneration.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

SETTING/TYOLOGY

Free-form.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

PROPOSED USE

Residential-led, mixed-use scheme.

Site Plan: NO08 Medlar Farm Estate



Northolt – NO09

Yeading Lane I

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Yeading Lane, Northolt UB5 6HT	11.39	Radcliffe Way	Council

CURRENT USE

The site largely consists of the Yeading Lane I housing estate. There is a church located in the northern part of the site, and amenity space located to the east of the site.

SETTING/TIPOLOGY

Free-form.

PROPOSED USE

Residential-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Borough Importance for Nature Conservation, Green Corridor, Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO09 Yeading Lane I



Northolt – NO10

Electricity Substation, Ruislip Road

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Ruislip Road, Northolt UB5 6LW	0.35	Northolt Grange	Private (SSE energy services)

CURRENT USE

The site is currently used as an electricity substation.

SETTING/TYOPOLOGY

Continuous block.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed The Old Cottage, Ruislip Road (nearby), Green Corridor, Site of Borough Importance for Nature Conservation (adjacent).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO10 Electricity Substation, Ruislip Road



Northolt – NO11

Telephone Exchange

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Ruislip Road, Northolt UB5 5AX	0.41	Ruislip Road Estates	Private

CURRENT USE

The site is currently occupied by a telephone exchange and ancillary parking.

SETTING/TYOPOLOGY

Free-form.

PROPOSED USE

Residential and retail.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Site of Borough Importance for Nature Conservation, and Green Corridor (adjacent), priority habitat (nearby), Strategic Area for Regeneration, non-designated employment site.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO11 Telephone Exchange



Northolt – NO12

Yeading Lane II

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Aspen Lane, Northolt UB5 6XB	4.91	Ruislip Road Estates	Council

CURRENT USE

The site is currently occupied by a housing estate.

SETTING/TYOLOGY

Free-form.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Belt, Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

Potential to include Green Belt land abutting site to enable its reconfiguration and improve its utility.

Site Plan: NO12 Yeading Lane II



Northolt – NO13

Grange Court

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Old Ruislip Road, Northolt UB5 6QJ	3.13	Northolt Grange	Council

CURRENT USE

The site is currently occupied entirely by the Grange Court housing estate and associated areas of Public Open Space.

SETTING/TYOLOGY

Free-form.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO13 Grange Court



Northolt – NO14

Community Centre & St Raphael’s Primary School

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Rushdene Crescent, Northolt UB5 6AD	0.43	Northolt Grange	Council

CURRENT USE

Part of the site is in use as a community centre and part of the site is in use as a primary school.

SETTING/TIPOLOGY

Campus.

PROPOSED USE

Residential, new Public Open Space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Site of Borough Importance for Nature Conservation (nearby).

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

220545FULR3.

Site Plan: NO14 Community Centre & St Raphael's Primary School



Northolt – NO15

West London Shooting Ground

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
All Souls & West London Shooting School, West End Road, Northolt UB5 6RA	75.2	Down Barns	Private

CURRENT USE

The site is occupied by the West London Shooting Grounds and Down Barns Farm. The remainder of the site is open space (grassland/woodland).

SETTING/TYOLOGY

Agriculture/Green spaces.

PROPOSED USE

Open Space-led.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 2 (fluvial and tidal), Flood Zone 3a (surface water), Green Belt, Site of Borough Importance for Nature Conservation, Site of Local Importance for Nature Conservation priority habitat, Archaeological Interest Area, Ancient Monument.

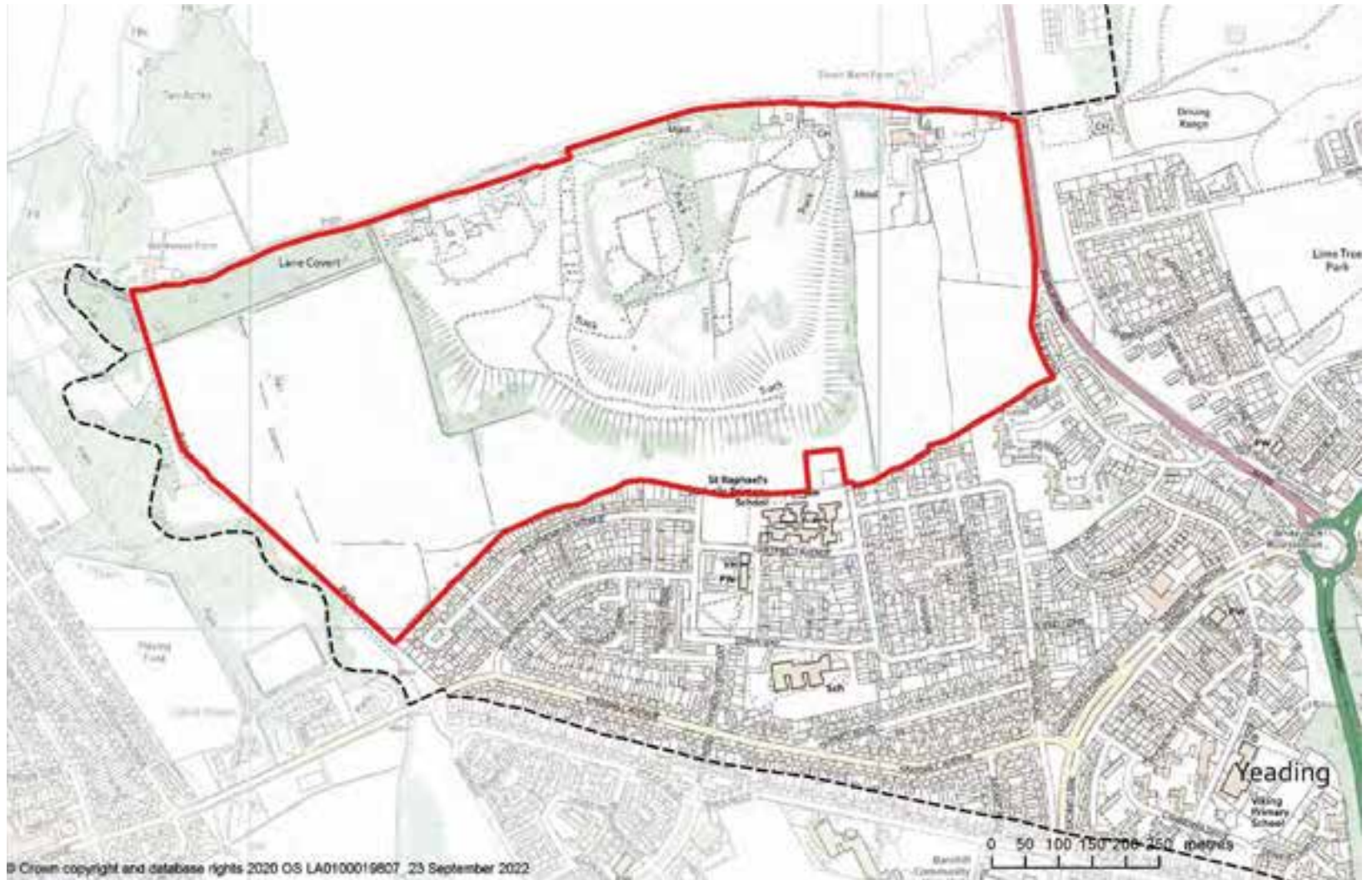
INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: NO15 West London Shooting Ground



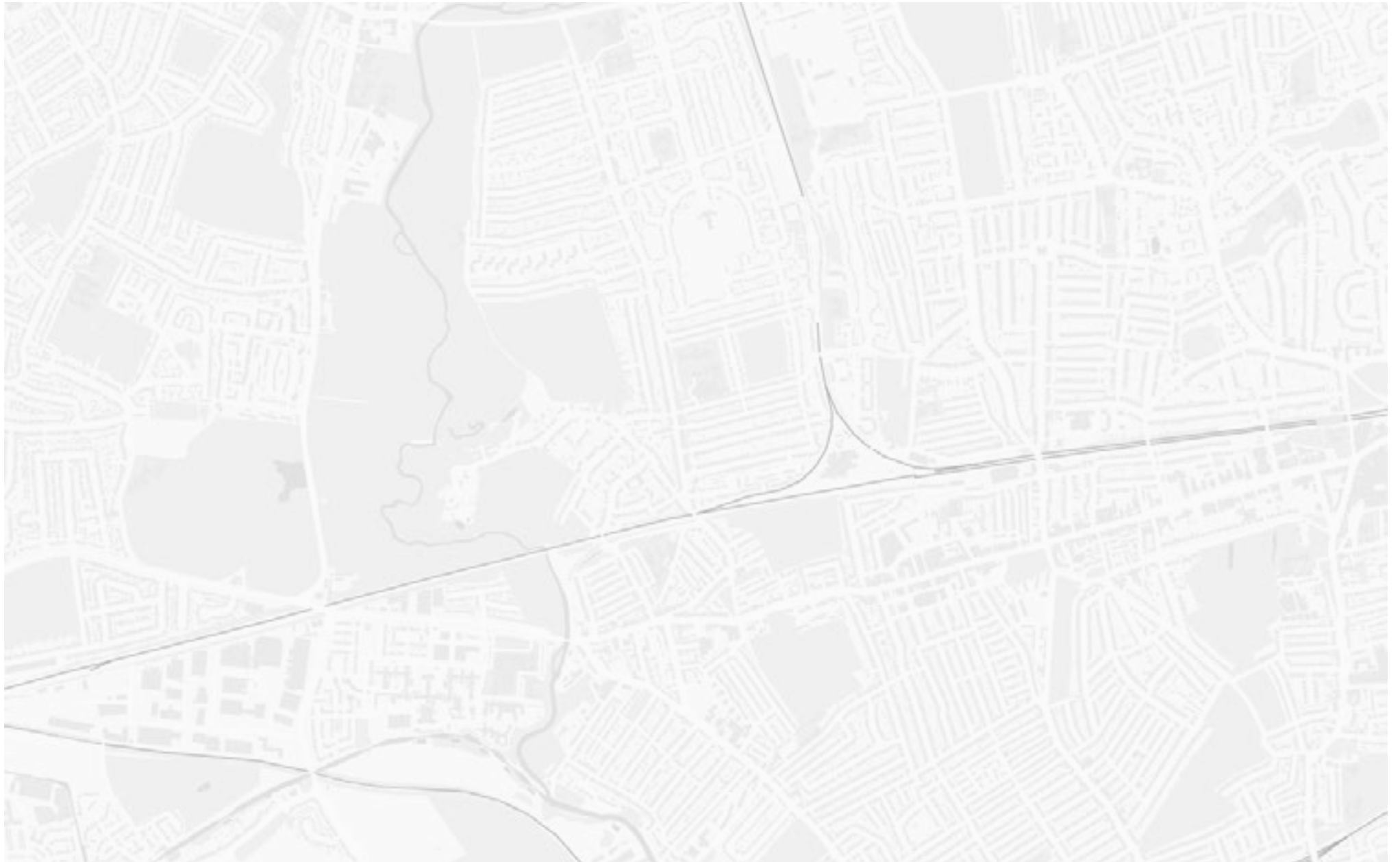




Image: Hoover Building, Perivale.

PERIVALE TOWN PLAN

15,000
PERIVALE
POPULATION



Perivale today

4.6.1 — Perivale is located in the north of the borough and comprises the ward of Perivale. The area is home to a multi-cultural population of around 15,000 residents. Figure P1 illustrates the existing context of Perivale today.

Suburban town with local amenities and small town centres

4.6.2 — Perivale developed during the first half of the 20th century, with industrial manufacturing acting as the catalyst for investment in inter-war housing and Western Avenue providing strategic connectivity into London. Perivale is relatively affluent, with none of its neighbourhoods within the top 20% most deprived nationally.

4.6.3 — Today, Perivale retains a suburban character with predominantly semi-detached homes and high-quality parkland. Perivale benefits from numerous quality green and blue spaces such as Perivale Park, Perivale Wetlands, Perivale Woods, Horsenden Hill, and the Grand Union Canal.

4.6.4 — Community assets such as Perivale Hive, Perivale Community Centre, and Horsenden Hill Farm provide valuable leisure, education, and community facilities. Horsenden Hill attracts visitors to Perivale from much further afield.

4.6.5 — Perivale's primary shopping parades on Bilton Road and Medway Parade provide local amenities offering limited food and retail provision. There is also a large supermarket at the Hoover Building fronting the A40. However, many residents will often travel outside of the neighbourhood to shop in Greenford Broadway,

Westway Cross, Ealing Broadway and outside of the borough in neighbouring Harrow and Wembley.

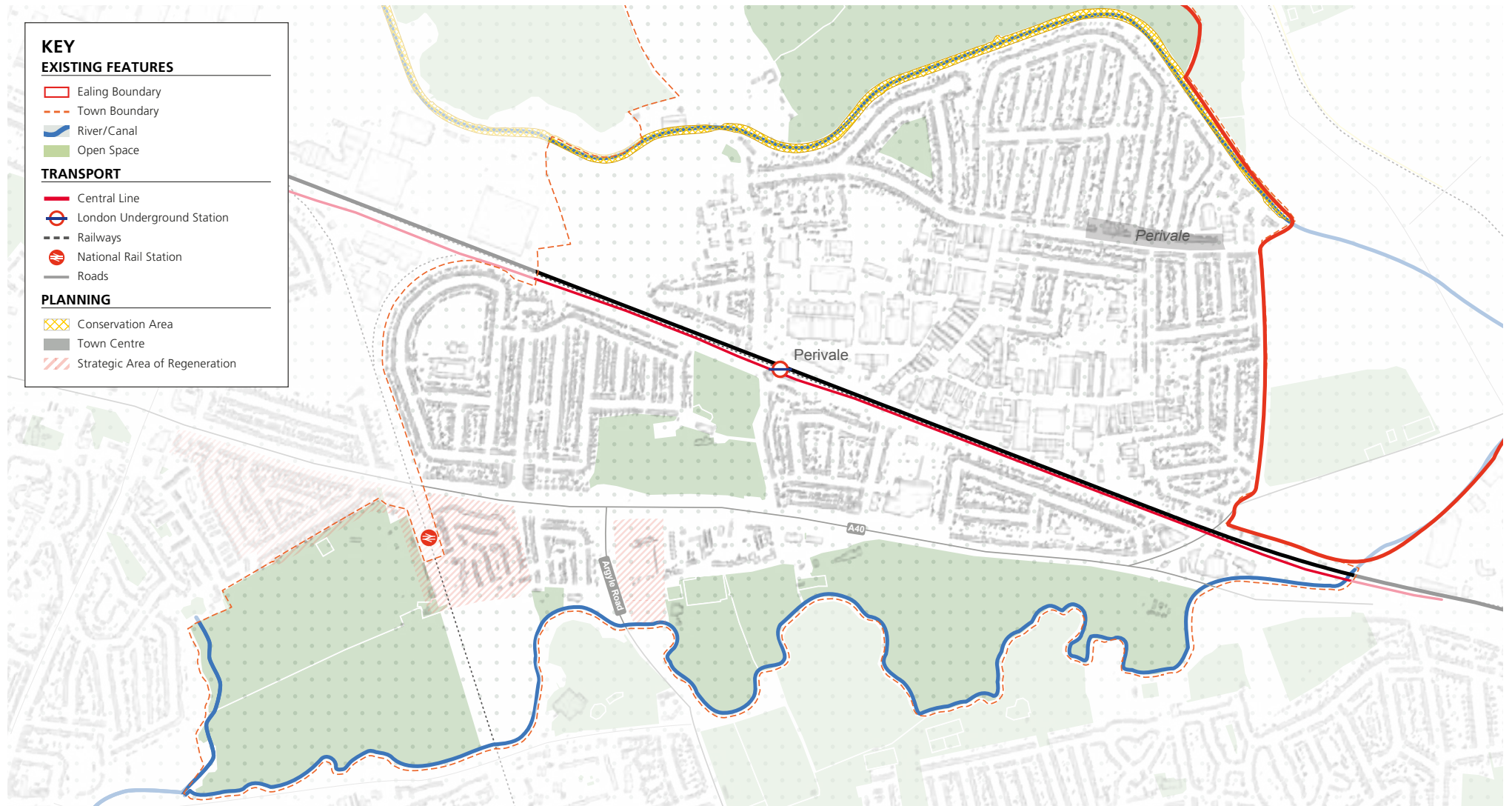
Location of valuable industrial land

4.6.6 — The industrial sectors that developed in the early 20th century have been retained. Today, Perivale has a high concentration of valuable industrial land that has been protected over the years. Perivale's industrial land is a major employer for the area and forms part of the Productivity Arc extending along the A40 from North Acton to Northolt. A range of key logistics, manufacturing, and food businesses provide local jobs as well as attracting workers to Perivale from elsewhere in the borough.

High levels of traffic congestion and fragmentation along the road network

4.6.7 — Perivale Underground Station, on the Central line, is the primary transport hub offering connections between West Ruislip, central and east London. While Perivale has strong provision of public transport, its road network suffers from high levels of traffic congestion owing to the area's proximity to the A40. This is further worsened by industrial, commuter, and school traffic competing on the local road network. Perivale's parks provide some cycle connections, but these are fragmented by the A40 and by the congested local road network.

Figure P1:
Perivale Existing Context



Issues to address in Perivale

4.6.8 — Ealing Council has an ambition to create a '20-minute Neighbourhood' in Perivale. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.6.9 — The following sets out the key issues facing Perivale based on the evidence base that has been developed as part of the Local Plan and reflecting what you told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.6.10 — For more information on Shaping Ealing, please click on the link below.

LINKS

[Click here](#) for more information on the Shaping Ealing Report.

**17%
OF PERIVALE'S
POPULATION
HAS NO
QUALIFICATIONS.**



Image: Second-hand shopping.

Lack of a town centre with retail and community facilities

What you told us from Shaping Ealing...

You are concerned with the way the area is changing, a lack of good shops and leisure facilities, and a lack of local facilities like GP surgeries, schools, and libraries.



4.6.11 — While Perivale has a number of small shopping parades, it lacks a coherent local centre that provides a central meeting point for the town. This is compounded by high levels of severance and fragmentation caused by the road network that have contributed to the lack of a singular community identity.

Poor Economic Opportunity

What you told us from Shaping Ealing...

You are concerned about a lack of good employment opportunities in Perivale.



4.6.12 — Historically, deprivation levels in Perivale have been relatively low compared to national averages. This is partly because of the local economy's reliance on protected industrial land, which has provided good quality and knowledge-intensive jobs. This has helped Perivale

to have the lowest proportion of low-wage jobs in the borough.

4.6.13 — However, Perivale has seen structural employment shifts since 2015, which were accelerated by the pandemic, with a rising claimant count and a rising number of low-paying jobs compared to national averages. Further contributing to this is that 17% of Perivale's population has no qualifications. If structural employment shifts continue, with less access to high quality jobs linked to the industrial sites this risks undermining the potential for good growth.

Congestion and severance creating poor north-south connectivity

What you told us from Shaping Ealing...

You are concerned about air quality in Perivale, safe walking and cycling routes and clean safe parks and open spaces.



4.6.14 — Public transport provision is good, but the local bus network suffers due to the high levels of traffic congestion. Walking and cycling opportunities are limited by barriers including the A40, railway lines, the canal, and industrial areas which fragment the area. The pedestrian and cyclist experience is further worsened by the combined industrial, school, and commuter traffic

competing for limited local road space. Routes running north-south through Perivale are particularly congested and discourage active travel between Horsenden Hill and Ealing Sports Ground.

Limited housing options for a changing population

What you told us from Shaping Ealing...

You are concerned about the range of affordable housing in Perivale.



4.6.15 — Housing affordability is an issue along with a limited range of housing options to suit aspirant or older groups. New housing schemes have sought to bring housing choice, but increased affordability is needed alongside further investment to support local services and improve existing infrastructure.



Image: Promoting and investing in buses.



Opportunities for Perivale

4.6.16 — Perivale is one of the Town Plan areas that has seen moderate levels of development and investment in recent decades, especially when compared to Southall, Ealing, and Acton. Perivale comprises a suburban residential context alongside high concentrations of valuable industrial land that acts as a major employer in west London. There is an opportunity to further strengthen the role of the local economy in Perivale to intensify industrial land with a greater range of new jobs and create a better relationship between industrial areas and local retail centres. The ‘Strategic place interventions’ in Chapter 3 suggests lower levels of development, however much of this should be concentrated around the Perivale Station and environs as part of a strategic master planning approach to intensifying the neighbouring Perivale industrial centre with new jobs and new homes.

**75%
OF PERIVALE'S
POPULATION ARE
EDUCATED TO
DEGREE-LEVEL
(NVQ 4+).**

Masterplan-led regeneration of Perivale industrial estates

4.6.17 — Perivale benefits from being well-connected by east-west public transport, proximity to high-quality green spaces and hosting valuable strategic industrial land. In addition, its local shopping parades provide local amenities and a limited range of community, education, and leisure facilities.

4.6.18 — These social and economic assets provide the ingredients for the development of a cohesive masterplan for this area that could focus on improving accessibility to Perivale’s existing businesses, community spaces and parks to create a more sustainable future. As part of this, a heritage and public realm strategy would help to celebrate existing businesses and create a more attractive environment to promote footfall and accessibility, diversifying the economic offer within the town and ensure that shopping parades provide a wider range of amenities.

Industrial land leading in sustainability

4.6.19 — Perivale’s industrial land holds significant potential, in which there are opportunities to improve the environmental sustainability of existing buildings and business activity in this area. Partnering with local landowners and stakeholders would create opportunities to increase the provision of local, skilled jobs and access to vocational training. A masterplan led approach to regeneration would provide a long-term opportunity to improve local connectivity of the local road network, helping to relieve traffic congestion, support active travel and improve air quality for the town.

Provision of new housing types and tenures for all residents

4.6.20 — There is the need to provide a better range of housing types and tenures alongside mixed-uses within and surrounding Perivale’s town centres, including family housing and specialist accommodation types to meet expected increase in people aged 65+, and high-quality affordable housing options that are accessible to low-income and younger people.

Perivale Spatial Strategy

4.6.21 — This section articulates the borough-wide spatial strategy and a series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure P2 presents the Perivale spatial strategy.

4.6.22 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy in Ealing.

4.6.23 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

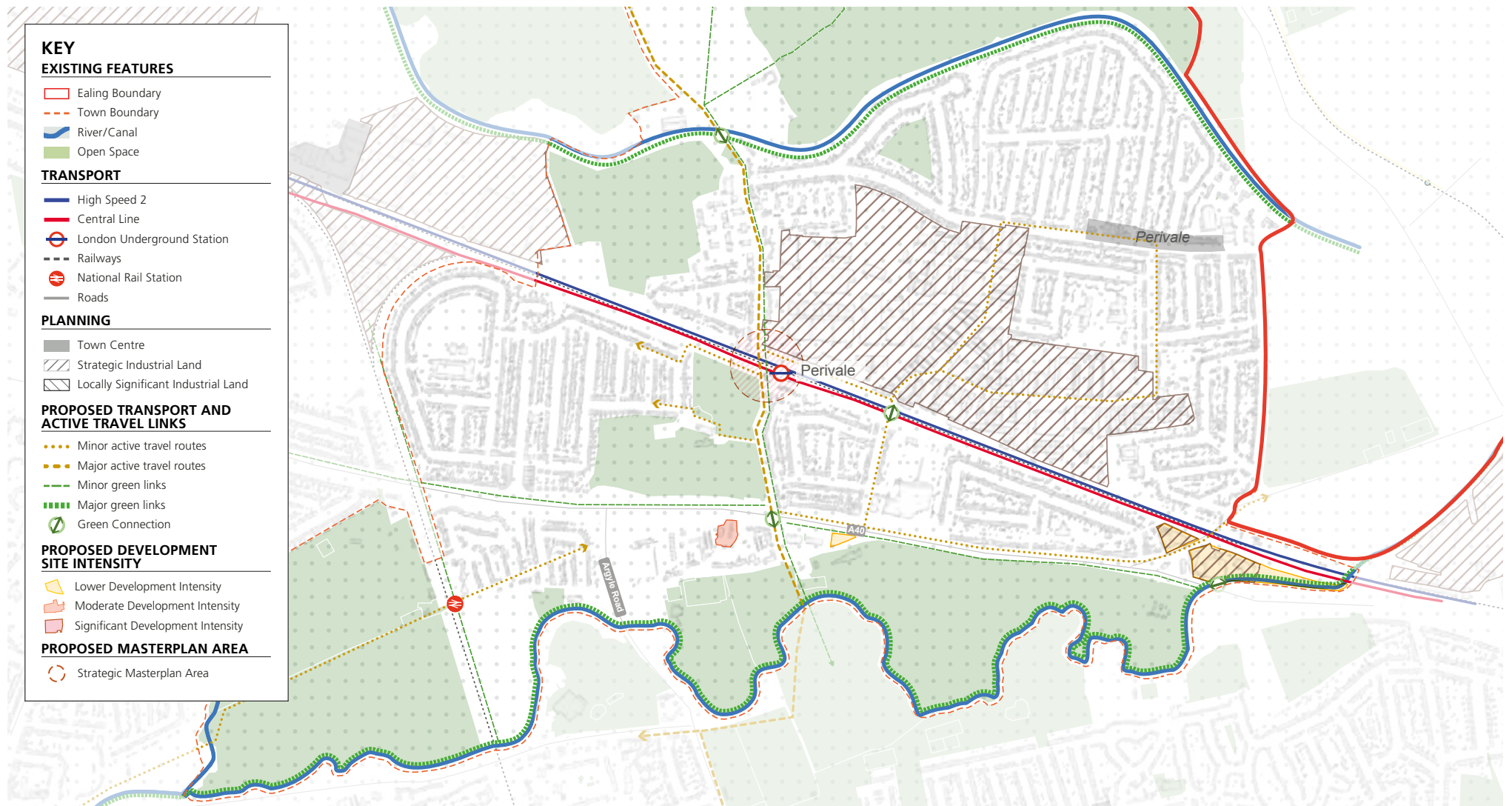
LINKS

[Click here](#) for more information on the Council's Spatial Options Report.



Image: Perivale industrial estate.

Figure P2:
Perivale Spatial Strategy



Policy P.1: Perivale Spatial Strategy

A. Within Perivale, the focus will be to reinforce the town’s strong economic offering, diversifying the town’s retail, residential, community, and leisure offer, improving the accessibility and functional role of its green open spaces and improving residents’ quality of life.

B. Perivale will reinforce the town’s economic identity as a well-connected industrial hub with a strong presence of manufacturing jobs by:

(i) Safeguarding, intensifying, diversifying, and enhancing its industrial core which makes a significant contribution to its economy and provides a good range of employment opportunities. This will include providing affordable workspaces for small businesses and new start-ups.

(ii) Better connecting Perivale’s industrial uses to those in Northolt, Greenford, and Park Royal as part of the Ealing Productivity Arc.

(iii) Maintaining good levels of accessibility, both for workers travelling there by public transport, as well as heavy goods vehicles, while addressing issues of severance and safeguarding the safety of active

travel around the industrial estates.

(iv) Improving quality of life for local residents by enhancing the public realm; providing safe and attractive active travel modes; and mitigating the severance, heavy goods vehicle (HGV) traffic, and environmental impacts caused by industrial activity.

C. Perivale’s local shopping parades will be enhanced through diversification and public realm improvements with an emphasis on improving the appearance and role of local centres and their connectivity to the residential areas they serve by:

(i) Improving and diversifying the existing neighbourhood centre at Perivale (Bilton Road) and local centre at Medway Parade to better serve the day to day needs of local communities (see Policies P2 and P3).

(ii) Promoting the creation of a new local centre on Horsenden Lane South that will help meet the daily needs of local residents, workers, and people travelling to and from Perivale station (see Policy P4).

D. Perivale will see relatively limited levels of residential led development as potential opportunities are primarily located away from town centres or places of high public transport accessibility.

E. Perivale will see better, safer, and more attractive public transport and active travel routes. These will help address issues of severance caused by the A40, industrial estates, waterways, and the railway line, reducing car-dependency and contributing to improved health and wellbeing outcomes by:

(i) Improving public transport connectivity, including providing better links to the Elizabeth line via the currently underutilised South Greenford station which is located on the Greenford / Perivale border.

(ii) Creating new active travel routes from Perivale Station to Perivale (Bilton Road) neighbourhood centre.

(iii) Enhancing the Grand Union Canal and the A40 to act as active travel corridors (including an A40 cycle superhighway with a dedicated lane separate from the traffic) to deliver improved walking and cycling connectivity west into Greenford and east into Brent.

(iv) New and improved crossings will overcome key barriers to north-south movement posed by the Grand Union Canal, the London Underground and the A40.

(v) Improving the existing poor pedestrian and cycling accessibility to South Greenford station and its surroundings through the delivery of new, well-lit A40 crossings.

(vi) Providing an enhanced canal crossing that will connect into the eastern edge of Horsenden Hill, with an active travel route through Horsenden Hill to provide a connection to Sudbury Hill.

(vii) Promoting a continuous active travel corridor from Perivale Park west into Greenford town centre and south to Trumpers Lane (industrial estate) in Hanwell via the publicly accessible spaces of the Brent Valley Park.

(viii) Making a series of targeted public realm and traffic management interventions at roads dominated by industrial traffic will help prioritise the safety of pedestrians and cyclists.

F. Perivale will benefit from better links to green and blue spaces, enhancing their appearance and functional role as places that connect people and communities. Improved public realm, greening and new green spaces will be required as part of any new development to both enhance the attractiveness of Perivale's streetscapes while helping to address poor air quality.

QUESTION

1. What are your views on the proposed spatial strategy for Perivale?
2. What are your local priorities for future infrastructure? i.e. more schools

Click here or scan the QR code to give us your views



PRESERVING AND PERIVALE WILL REINFORCE THE TOWN'S ECONOMIC IDENTITY AS A WELL-CONNECTED INDUSTRIAL HUB WITH A STRONG PRESENCE OF MANUFACTURING JOBS.



Image: Perivale's industrial hub with a strong presence of manufacturing jobs.

4.6.24 — New development must respond positively to Perivale’s character and identity and seek to enhance it. Perivale has a well-defined urban structure with several typologies present that reflect periods of its development and growth, including a fine-grained historic industrial core and inter-war suburban semi-detached and suburban terraced housing development. Development will need to respond sensitively, having regard to the growth and intensification themes and associated tall buildings guidance/indicative heights identified in each local character sub-area.

4.6.25 — Perivale currently faces a number of severance challenges, including the busy A40, the railway line, the Grand Union Canal, and the industrial cluster at the centre of the town. The cumulative impact of the above is a town that can feel disjointed and fragmented, with a greater reliance on car use. This is further exacerbated by the lack of a strongly defined town centre that would act as a focal point for the town. Improving connectivity and mitigating the impacts of severance is therefore a priority for Perivale. This includes providing new and improved crossings across the A40, canal, and railway line, to improve north-south connectivity.

4.6.26 — Perivale forms a crucial and inherent part of both the A40 corridor of industrial land uses and the broader Ealing Productivity Arc of industrial and commercial uses. Intensification of employment uses, alongside co-location and the provision of new employment sites adjacent to established ones will provide opportunities to further strengthen and diversify Perivale’s economy and provide good-quality employment opportunities for local people.

4.6.27 — South Greenford station is on the border with Greenford. It is currently the least used train station in London, with a limited service and poor accessibility. It provides Perivale’s only connection to the Elizabeth line, a link that needs to be strengthened through a frequent and reliable service. That would make South Greenford station more attractive to local people, enabling them to take advantage of the improved connectivity offered by the Elizabeth line while also relieving pressure from the Central line services at Perivale station, which can get very crowded at peak times.

4.6.28 — Given the limited retail, services, community, and leisure offer at Perivale’s local centres, it is important to strengthen public transport and active travel routes to Greenford (in the west), and Alperton and Wembley (in the east). This includes safer and more attractive walking and cycling routes, including along the Grand Union Canal.

4.6.29 — There is a need and an opportunity to improve active travel routes to nearby green open spaces (including, Perivale Wood, Ealing Central Sports Ground, Perivale Park, and Brent River Park). This includes providing safer walking and cycling routes and improving wayfinding and signage. Better active travel routes across the canal can also improve connectivity to Greenford, providing a more pleasant walking and cycling alternative.



Image: Inter-war suburban residential areas.



**THERE IS A
NEED AND AN
OPPORTUNITY TO
IMPROVE ACTIVE
TRAVEL ROUTES
TO NEARBY GREEN
OPEN SPACES.**



Image: Aerial view of the Grand Union Canal and Perivale from Horsendon Hill.



Policy P.2: Perivale (Bilton Road) Neighbourhood Centre

- A. To diversify and expand the range of retail, food and drink, community, and leisure uses in the existing local centre at Bilton Road to better meet the everyday needs of local residents.
- B. To create a stronger sense of place and community through public realm and active travel improvements to improve accessibility to existing businesses, community spaces and parks.

QUESTION

What are your views on diversifying and creating a sense of place at Bilton Road?

[Click here](#) or scan the QR code to give us your views



Image: Expanding retail areas.

4.6.30 — Given the strong presence and influence of Perivale’s industrial centre, it is important to balance it with vibrant and diverse local centres that provide people with the opportunity to meet their day to day needs locally, while interacting with each other and strengthening community cohesion.

4.6.31 — Perivale currently lacks a strong town centre. Bilton Road is the largest of its existing local centres, providing a limited range of convenience shops and food and drink outlets. It would benefit from a greater range and diversity of uses, including more services, community and leisure uses, and improved public realm that would help strengthen the character and attractiveness of the area.

Policy P.3: Medway Parade Local Centre

- A. To diversify and improve the range of retail, food and drink, community, and leisure uses at Medway Parade to better meet the everyday needs of local residents and create a stronger sense of place and community.
- B. Recognising that even a more diverse local centre at Medway Parade is unlikely to fully meet the daily needs of local people due to space constraints, better public transport and active travel corridors will complement and strengthen connections to bigger centres in Greenford and Ealing.

QUESTION

Do you agree with our approach to diversify and improve this Local Centre?

[Click here](#) or scan the QR code to give us your views



PROVIDE PEOPLE WITH THE OPPORTUNITY TO MEET THEIR DAY TO DAY NEEDS LOCALLY.



Image: Improving links between Medway Parade and larger centres.

4.6.32 — Medway Parade provides a limited, but valuable, retail, services, and food and drink offer to local residents. This will be enhanced and further diversified to better meet local needs. There is potential to improve the attractiveness of the local centre through public realm and active travel improvements.

4.6.33 — Space constraints limit the amount of uses that can be accommodated at Medway Parade. It is therefore important that local residents have good active travel access to the bigger centres at Greenford Town Centre and Westway Cross. Medway Parade is also within ten minutes’ walk from the currently underutilised South Greenford station, which provides links to the much larger centres at West Ealing and Ealing Broadway.

Policy P.4: Perivale Station and environs

A. To explore the potential for a new neighbourhood centre on Horsenden Lane South to better serve the day to day needs of local residents, workers, and people travelling via Perivale station.

B. To improve the quality of the public realm and active travel routes connecting the area around Perivale station to the wider residential areas, the industrial estate, and green open spaces.

QUESTION

Do you support this ambition?
[Click here](#) or scan the QR code
 to give us your views



4.6.34 — While many people travel to and from Perivale station on a daily basis, there is currently little in the immediate area to encourage them to spend more time there or to generate economic activity. Providing a new neighbourhood centre on Horsenden Lane South would also help bridge the gap between Bilton Road local centre to the east and Medway Parade to the west. This would make Perivale a more polycentric town, providing local people with more opportunities to meet their daily needs locally. We will also seek to encourage a masterplan led approach between council, TfL and industrial landowners to optimise the potential for future mixed-use development and ensure significant improvements in connectivity and public realm.



IT IS THEREFORE IMPORTANT THAT LOCAL RESIDENTS HAVE GOOD ACTIVE TRAVEL ACCESS TO THE BIGGER CENTRES AT GREENFORD TOWN CENTRE AND WESTWAY CROSS.

Perivale development sites

4.6.35 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: Hoover building has been repurposed to a Tesco superstore.

4.6.36 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council’s ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.6.37 — Table P1 sets out all the draft Perivale development sites and the schedules that follow sets them out in more detail.

4.6.38 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.6.39 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.6.40 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the ‘Call for Sites’.

4.6.41 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



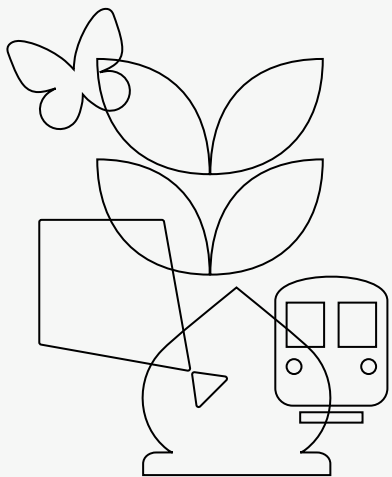


Table P1:
Periavale development sites

PE01	Starvin Marvin's & Garage	378
PE02	Land on the South Side of Western Avenue	380
PE03	Alperton Lane North	382
PE04	Alperton Lane South and Metroline Depot	384

Perivale – PE01

Starvin Marvin’s & Garage

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
BP Garage, Western Avenue, Perivale UB6 8TF	0.35	South Greenford	Private

CURRENT USE

The western part of the site is used as a petrol station. The eastern part of the site consists of residential uses.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Corridor, Site of Local Importance for Nature Conservation, (nearby), Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: PE01 Starvin Marvin's & Garage



Perivale – PE02

Land on the South Side of Western Avenue

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Perivale Lane, Perivale UB6 8TW	0.11	South Greenford	Private

CURRENT USE

The site is currently vacant storage land with advertising hoarding.

SETTING/TYOPOLOGY

Centres.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Lychgate (nearby), Grade II Listed Tomb (nearby), Grade I Listed Ancient Church of St Mary (nearby), Grade II* Listed Hoover Canteen (nearby) locally listed building (nearby), Metropolitan Open Land, Green Corridor, Site of Borough Importance for Nature Conservation (nearby), Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: PE02 Land on the South Side of Western Avenue



Perivale – PE03

Alperton Lane North

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Alperton Lane, Perivale UB6 2XY	0.40	Perivale	Private

CURRENT USE

The site is currently occupied by a number of small businesses, including a car wash, car sales business and IT security company.

SETTING/TPOLOGY

Campus/Continuous block.

PROPOSED USE

Industrial-led mixed-use intensification.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Corridor, Site of Borough Importance for Nature Conservation (adjacent and nearby), priority habitat (nearby), Strategic Industrial Location (SIL).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

A masterplan will be required in line with Development Management policies.

Site Plan: PE03 Alperton Lane North



Perivale – PE04

Alperton Lane South and Metroline Depot

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Alperton Lane, Perivale UB5 9RT	1.87	Brent Valley	Private

CURRENT USE

There is a mix of uses on the site, including a large self-storage facility and bus depot. The site also features a number of small business units.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Industrial-led mixed-use intensification.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 2 (fluvial/tidal), Flood Zone 3a (surface water) and 3b (fluvial/tidal), Metropolitan Open Land, Site of Borough Importance for Nature Conservation, priority habitat, Green Corridor, Strategic Industrial Land (SIL).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

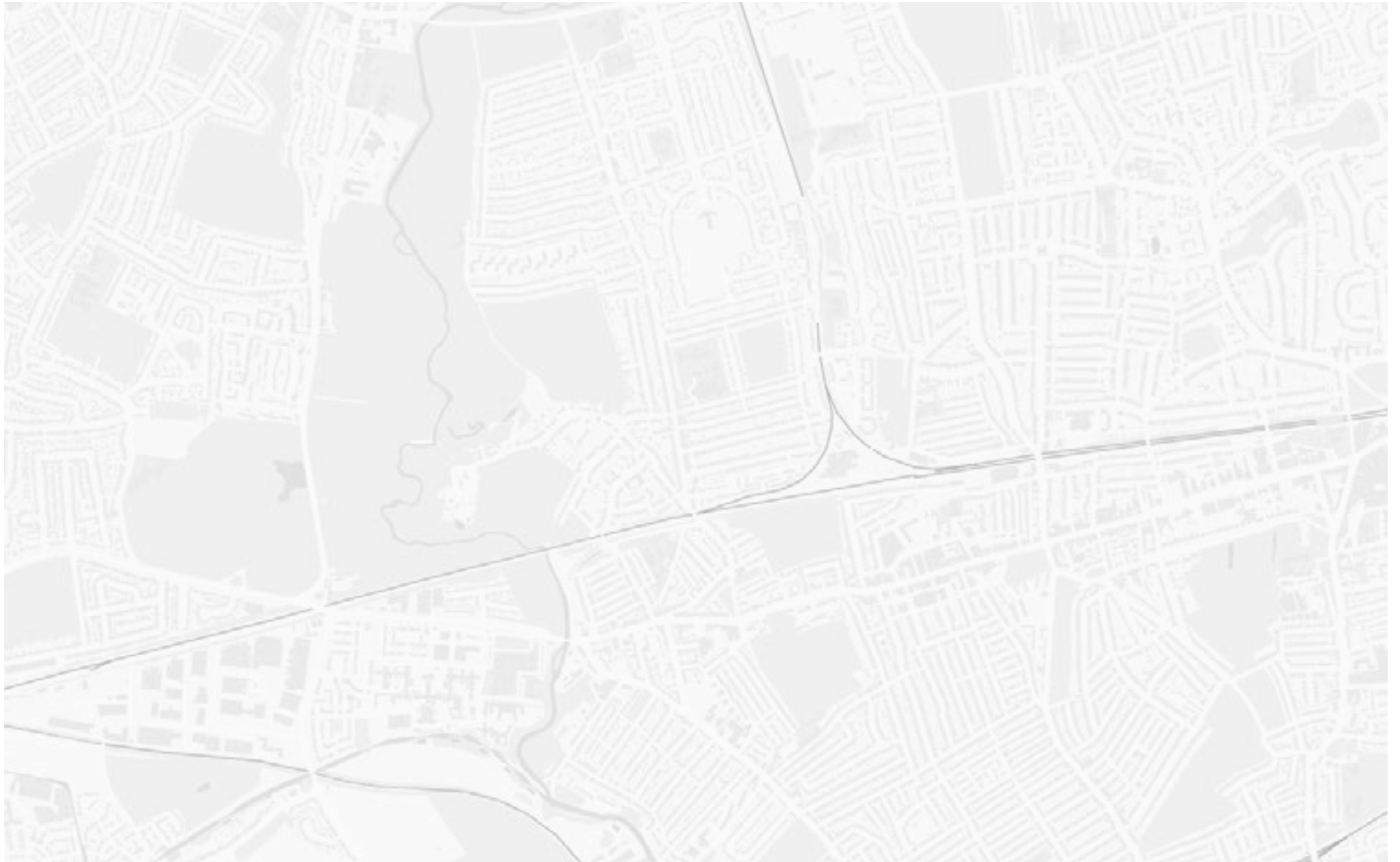
No relevant planning applications.

NOTES

A masterplan will be required in line with Development Management policies.

Site Plan: PE04 Alperton Lane South and Metroline Depot







SOUTHALL **TOWN PLAN**



Image: King Street, Southall.

Southall today

4.7.1 — Southall is located in the south-west of the borough and comprises six wards: Lady Margaret, Dormers Wells, Southall Broadway, Southall West, Southall Green, and Norwood Green. Figure S1 illustrates the existing context of Southall today.

Diverse population with areas of deprivation

4.7.2 — The area is home to approximately 70,000 people, which comprises 21% of the borough's population, making it the borough's second largest town. It is also among the most diverse areas in the UK, with 86% of Southall's population identifying as non-white. However, there are pockets of deprivation throughout Southall. It has the second highest index of multiple deprivation score out of the borough's seven towns and a high proportion of Southall is ranked among the top 20% most deprived nationally.

An industrial hub and cultural destination

4.7.3 — Southall comprises two main centres. The first is Southall Major Town Centre organised around the A4020 / Broadway and characterised by specialist Asian food, retail and fashion shops with a nationwide catchment and an international recognition. The second is King Street Neighbourhood Centre that offers mainly convenience goods to serve the local area.

4.7.4 — In addition, Southall's industrial areas are home to nearly 400 businesses, providing over 4,000 jobs. They have a low vacancy of 5.7%, reflecting the strong demand in this area. This has seen clustering of

businesses within the Great Western Strategic Industrial Location, with a number of smaller clusters including International Trading, Featherstone, and Bridge Road industrial estates.

4.7.5 — Southall is a cultural destination of national importance, and it is imperative that future change and development builds upon and enhances this success

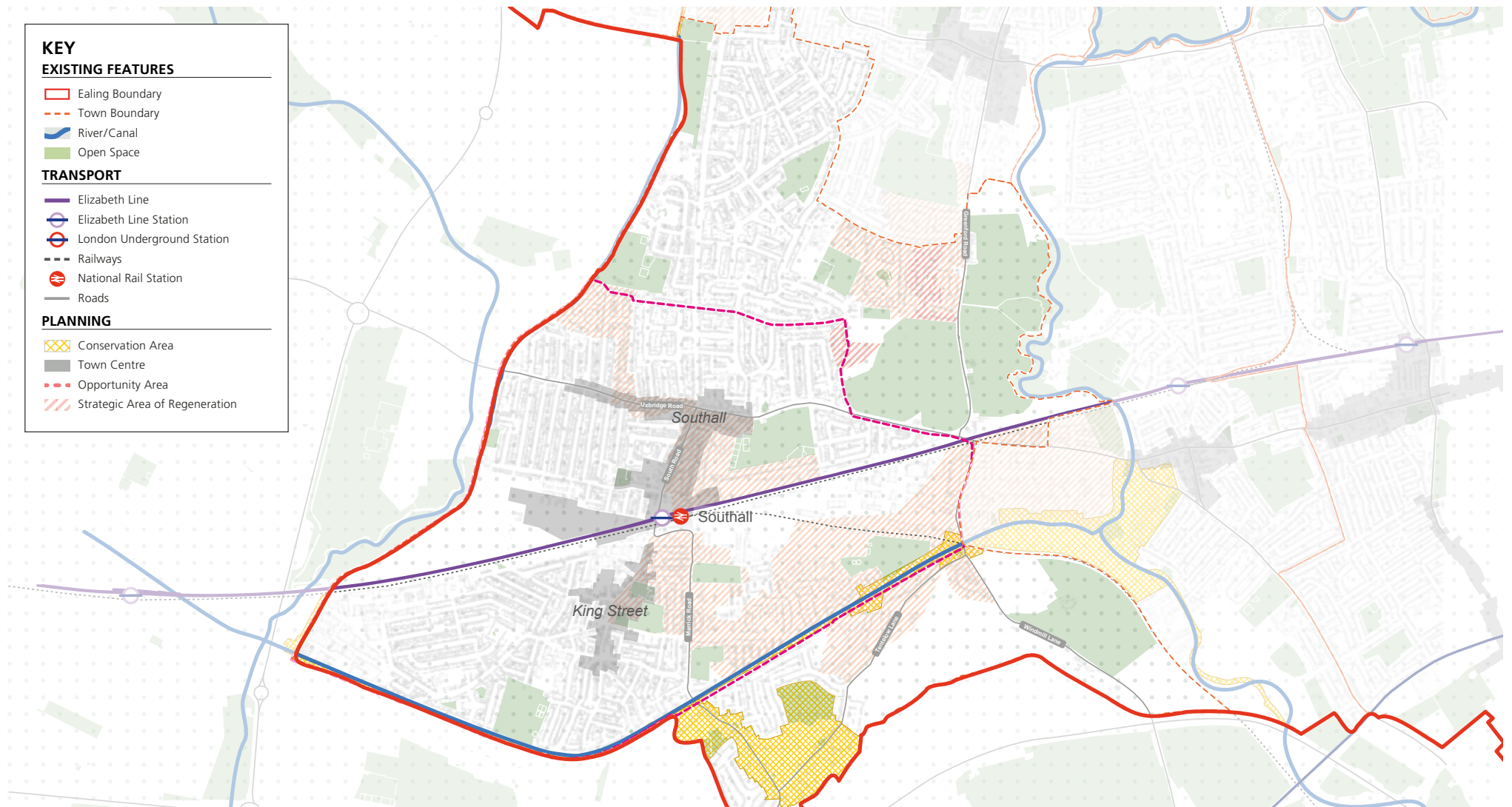
Transformational levels of growth and investment

4.7.6 — A large part of Southall was designated an Opportunity Area in the 2011 London Plan, identifying a potential for 9,000 new homes and 3,000 new jobs by 2041. The designation was driven by a combination of factors including the availability of former industrial brownfield sites and the planned arrival of the Elizabeth line at Southall station. The existing Southall Opportunity Area Planning Framework (OAPF) was adopted in 2014 and it needs to be replaced. This will be done through a new Southall Reset Vision and Masterplan Framework.

86%
OF SOUTHALL'S
POPULATION
IDENTIFIES AS
NON-WHITE.

21%
OF THE
BOROUGH'S
POPULATION IS
FROM SOUTHALL.

Figure S1:
Southall existing context



Issues to address in Southall

4.7.7 — Ealing Council has an ambition to create a '20-minute Neighbourhood' in Southall. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.7.8 — The following sets out the key issues facing Southall based on the evidence base that has been developed as part of the Local Plan and reflecting what you told us through the Shaping Ealing survey and other engagement events that took place earlier in the year.

4.7.9 — For more information on Shaping Ealing, please click on the link below.

LINKS

[Click here](#) for more information on the Shaping Ealing Report.

52%
OF SOUTHALL'S
JOBS ARE
CLASSIFIED AS
LOW PAY WORK.*

*highest proportion in the borough.



Image: Southall Rail Station.

Lack of employment led growth within the Opportunity Area

What you told us from Shaping Ealing...

You are concerned about the range of affordable homes and a lack of good employment opportunities in Southall.



4.7.10 — The current pace of new homes provision has been rapid, however, there has been little increase in employment space or new jobs.. At the same time, the borough’s industrial market is facing rapid shifts, with the decline of traditionally higher employment density uses such as manufacturing and growth in lower density sectors such as logistics. This risks the loss of local jobs unless steps are taken to shape this development.

Changing Southall Identity

What you told us from Shaping Ealing...

You are not happy with the way the area is changing, a lack of good local facilities such as schools, GP surgeries, and libraries and the range of shops and leisure facilities.



4.7.11 — One of the key opportunities is to retain Southall’s unique identity and enhance its heritage amid large scale development and rapid change. New large-scale development may lead to economic and social barriers between longstanding communities and those moving in, making social cohesion more difficult. Despite the improvements in connectivity and higher levels of public investment in the area, there are concerns about some of the heights proposed in new developments, loss of heritage assets, and pressure on local services.

Health and wellbeing challenges

What you told us from Shaping Ealing...

You are not happy with the air quality in Southall, feeling of safety, safe walking and cycling routes, and clean and safe parks and open spaces.



4.7.12 — The borough-wide challenges of deprivation and low pay are particularly acute in Southall. These contribute to deeply embedded health and wellbeing challenges. Southall’s population density is among the highest in Ealing (ranking second out of the seven towns), with large parts of Southall having deficient access to open space. It is critical that these social issues are addressed alongside further growth.

SOUTHALL HAS THE LOWEST LIFE EXPECTANCY IN THE BOROUGH

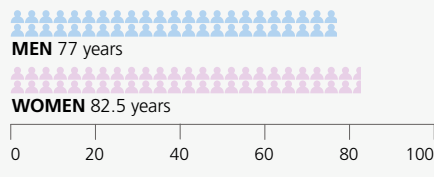


Image: Berkeley: The Green Quarter, Southall.

Opportunities for Southall

4.7.13 — Southall is home to the borough’s most diverse population and is one of the most deprived and lowest in terms of health and well-being outcomes. It is also an industrial hub of London importance with over 4,000 jobs within its industrial areas alone and is a cultural destination of national importance. Southall is also undergoing a period of rapid and transformational development and investment that has been framed the Opportunity Area designation of the London Plan.

4.7.14 — Much of that growth has focused on building new homes, consequently the ‘Strategic place interventions’ in Chapter 3 suggests moderate level of development and this should be employment-led to help rebalance the offer of new homes and new jobs for Southall. The Southall Reset Programme sets out how future development and investment in Southall should better celebrate and strengthen the unique character and cultural heritage of Southall, where longstanding resident and businesses communities can be complimented by new residents and businesses to build a more economically resilient and socially cohesive Southall.

Enabling community-led groups to enact change

4.7.15 — The Southall Reset Programme provides an opportunity to enable a community-led approach to regeneration and investment for Southall Town Centre and its surrounding neighbourhoods. It will be focused on tackling deep-rooted challenges specific to Southall, to support its residents and businesses to become part of a thriving Southall community and benefit from a more inclusive economy.

4.7.16 — The Let’s Go Southall programme encourages greater walking and cycling. It is helping to drive local demand for enhanced active travel measures and safe walking and cycling routes. This could bring transformational changes and provides a unique opportunity to complement the programme with active travel infrastructure investments.

Enhanced connectivity to create a diversified town centre

4.7.17 — The arrival of the Elizabeth line is an opportunity to enhance Southall as a destination, and there is a clear rationale for continued large-scale regeneration at Southall station and on strategic sites. This includes diversifying the town centre activities and intensifying industrial land, capitalising on the area’s

excellent connectivity and bringing new employment opportunities.

Prioritising employment-led growth

4.7.18 — Southall’s businesses have grown by 20% since 2015. This is the highest of the borough’s seven towns. Southall is home to major public sector employers, such as Ealing Hospital NHS Trust, St Bernard’s Hospital and major industrial sites housing a wide range of businesses. Future growth will require a mix of employment spaces, blending lower density distribution activity with high quality, flexible and affordable workshop, office, studio, and other types of space to allow existing businesses to grow and new businesses to locate here. This will ultimately make Southall a destination within London and beyond to start and grow a new business.

Providing housing for all residents

4.7.19 — With the significant number of new homes planned in Southall, there is an opportunity for new developments to raise the design quality, on-site amenity space provision, and public realm enhancement. Southall has seen an increase in inter-generational living which can be an opportunity that could address social and community needs.

**+20%
GROWTH IN
SOUTHALL'S
BUSINESSES
SINCE 2015.**

**3RD
MOST
AFFORDABLE
TOWN IN THE
BOROUGH.**



Image: Fabric trader, Southall.

Southall Spatial Strategy

4.7.20 — This section articulates the borough-wide spatial strategy and a series of associated policies have been developed that provide greater detail in delivering the spatial strategy. Figure S2 presents the Southall spatial strategy.

4.7.21 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These provide a local and contextually specific response to the London Plan that will guide future growth and planning policy in Ealing.

4.7.22 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.

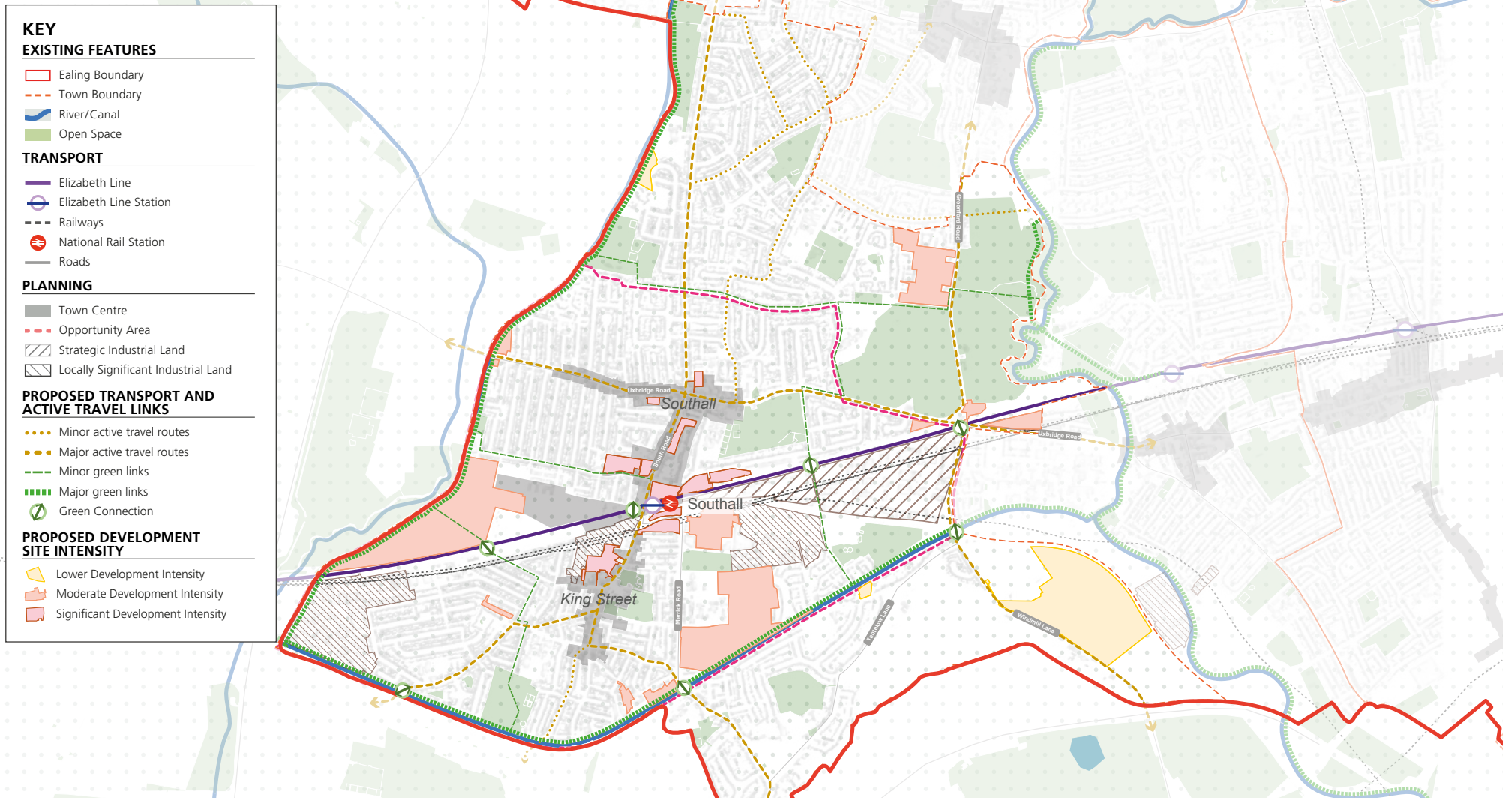
LINKS

[Click here](#) for more information on the Council's Spatial Options Report.



Image: South Road, Southall.

Figure S2:
Southall Spatial Strategy



Policy S.1: Southall Spatial Strategy

A. Southall is a cultural destination of national importance. While recognising local concerns about the scale and pace of recent development, new growth presents an opportunity to tackle the widespread challenges of deprivation, low pay, and poor health. It also provides a significant opportunity for investment to deliver improved employment opportunities, affordable homes, support healthier lifestyles, and achieve a better-quality local environment.

B. The Southall Opportunity Area Planning Framework (OAPF) will be replaced by the Southall Town Plan and associated site allocations. To inform these, the Council will consult the community on priorities for a new Southall Reset Vision and Masterplan Framework. Growth will feature moderate employment led development intensity and will:

- (i) Be regeneration and community-led to address locally specific issues of deprivation, low pay, ill health and access to infrastructure and services.
- (ii) Capitalise on Southall's strategic location along

the Elizabeth line and the Ealing Productivity Arc to maximise economic opportunities for the area.

(iii) Be focussed around Southall station (Elizabeth line and Great Western Railway), West Southall (Southall Green Quarter), and East Southall (MBC and Honey Monster sites), through mixed-use schemes making use of high levels of public transport connectivity and availability of brownfield sites and prioritising new green space provision to address existing deficiencies.

C. Strengthen Southall's role as a Major Centre in London's town centre hierarchy, with a good range of retail, commercial, leisure and community uses provided and enhanced in Southall Town Centre (see Policy S2).

D. King Street Neighbourhood Centre will complement Southall Town Centre, whose offer will be enhanced through parade intensification and new town centre uses and services at West Southall (see Policy S3).

E. Southall's strong industrial base (with specialisms in wholesale, warehousing and logistics, and transport) will be supported and enhanced through:

(i) The provision of a variety of employment spaces within easy reach of Southall station, encouraging a diversity of tenants and higher-value job opportunities and higher paying jobs utilising varied and innovative typologies, plot and unit sizes with flexible floorplates, internal heights and affordability ranges.

(ii) Protecting Strategic Industrial Locations (Great Western SIL) and Locally Significant Industrial Sites (Bridge Road, Featherstone and International Trading LSIS), improving densities, and ensuring the longevity of these employment sources.

(iii) Redesignating Charles House and the Balfour Business Centre as LSIS to provide further protection for currently valuable non-designated industrial land.

(iv) Supporting masterplan-led co-location of housing on Locally Significant Industrial Sites provided there is no net loss of industrial floorspace and an increase in employment density.

(v) Capitalising on the proximity of Heathrow airport in terms of supporting local jobs and local supply chains.

(vi) The provision of affordable and managed workspace in Southall for small and medium enterprises (SMEs); this includes allocating business space at Southall Manor House as part of a pilot scheme for affordable and managed workspace.

(vii) Capitalising on the presence of the West London College Green Skills Hub to create green jobs by identifying industry champions to lead future curriculum development and define business needs in Southall.

(viii) Developing an Inclusive Economy Plan responding to the specific conditions of poverty and deprivation and looking at the utilisation of key public sector assets to foster growth and regeneration.

(ix) Exploring with the GLA, Film London, landowners and other stakeholders the feasibility of establishing a film studio campus in Southall.

F. The specific housing needs of Southall residents will be addressed by:

(i) Delivering more genuinely affordable housing to tackle deprivation and low income particularly in

Norwood Green, Southall Broadway, and Southall Green wards.

(ii) Promoting innovative design solutions to facilitate inter-generational living both as part of new-build housing developments and through the adaptation of existing homes.

(iii) Meeting other specific housing needs to Southall.

G. 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.

H. More attractive town centres will increase visitor numbers from other parts of the borough and neighbouring boroughs, to help support a thriving economy.

I. Moderate levels of development at Golf Links Estate and Havelock Estate will regenerate these urban environments and encourage local provision of social infrastructure and convenience goods stores.


**SOUTHALL IS
A CULTURAL
DESTINATION
OF NATIONAL
IMPORTANCE.**



Image: Residential development in Southall.

Policy S.1: Southall Spatial Strategy

J. The relationship between neighbourhoods in Dormers Wells and Lady Margaret and Greenford Town Centre will be strengthened through public realm improvements and wayfinding signs.

K. Active travel connections will be improved throughout Southall and specifically by:

(i) Establishing a key north-south active travel corridor running from Lady Margaret Road down to the Grand Union Canal, via Southall Town Centre and King Street Neighbourhood Centre.

(ii) Improving connections across the railway at Dudley Road, South Road, and Windmill Lane.

(iii) Linking in with active travel improvements along the wider Uxbridge Road, upgrade the provision of safe cycle routes and crossings, ensuring continuous provision and easy access to town centres in Hanwell, Ealing, and Acton

(iv) Working with the Heathrow Strategic Planning Group (HSPG) and associated authorities and other parties including Heathrow Airport and Hillingdon Council to establish high quality active travel networks across the Heathrow Interaction Area

and improve 24-hour travel connections to support shift workers.

L. The health and wellbeing of Southall’s residents will be improved by:

(i) Adding to the network of green open spaces particularly in deficient areas in the western and southern parts of Southall. Improving the quality of green open spaces through a coordinated programme of environmental and safety enhancements, tree planting and greening.

(ii) Strengthening connections to the Brent Valley and Grand Union Canal, with a focus on improving pedestrian and cycle access and wayfinding and implementing the Southall Grand Union Canal Wellbeing Way Project.

(iii) Improving access to primary healthcare infrastructure at Southall Jubilee Gardens and Lady Margaret Road medical centres. Identifying opportunities for space for health infrastructure/ services in new developments and retrofit projects in south-eastern Southall.

(iv) Enhancing existing social and community infrastructure, improving accessibility to facilities,

and identifying opportunities for new social and community infrastructure in new development projects. This will include addressing specific needs for a homeless shelter, an inter-faith forum and for young people.

(v) Recognising the role of good design, heritage, and culture in place-making by:

a) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets including Norwood Green Conservation Area and Norwood Hall which are currently identified on Historic England’s Heritage at Risk Register.

b) Delivering growth in and around Southall’s two Conservation Areas at Norwood Green and at the southwest stretch of the Grand Union Canal through careful, contextual design that is informed by existing character areas and promotes heritage assets.

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

d) Celebrating the rich heritage of Southall and harnessing it as a tool to promote awareness, learning, regeneration, and community cohesion.

e) Retaining and reinforcing Southall's identity by ensuring new development meets the highest design standards and responds positively to the local character.

f) Making improvements to public realm and ecology along the Grand Union Canal towpath.

QUESTION



1. What are your views on the proposed spatial strategy for Southall?
2. What are your local priorities for future infrastructure? i.e. more schools

Click here or scan the QR code to give us your views

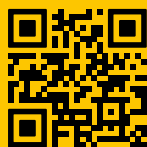


Image: Aerial view Sri Guru Singh Sabha Gurdwara Sikh Temple, Southall.



4.7.23 — A large part of Southall was designated an Opportunity Area in the 2011 London Plan, identifying a potential for 9,000 new homes and 3,000 new jobs by 2041. The Southall Opportunity Area Planning Framework (OPAF) was approved in 2014 and has informed the majority of the recent developments in Southall, which in turn have contributed to the indicative growth targets. A reset and new vision for Southall to better reflect the current priorities of the local community, including the amount and type of development that should come forward in future, will be taken forward through a new vision and masterplan framework and the Local Plan will eventually replace the Southall OAPF.

4.7.24 — A revised framework, once prepared, will be used as a material consideration in the determination of future planning applications. As well as more detailed masterplans and updated planning advice for remaining brownfield sites, an inclusive economy plan will be prepared, responding to the specific conditions of poverty and deprivation in Southall and looking at how best key public sector assets in the area can be utilised to foster growth and regeneration.

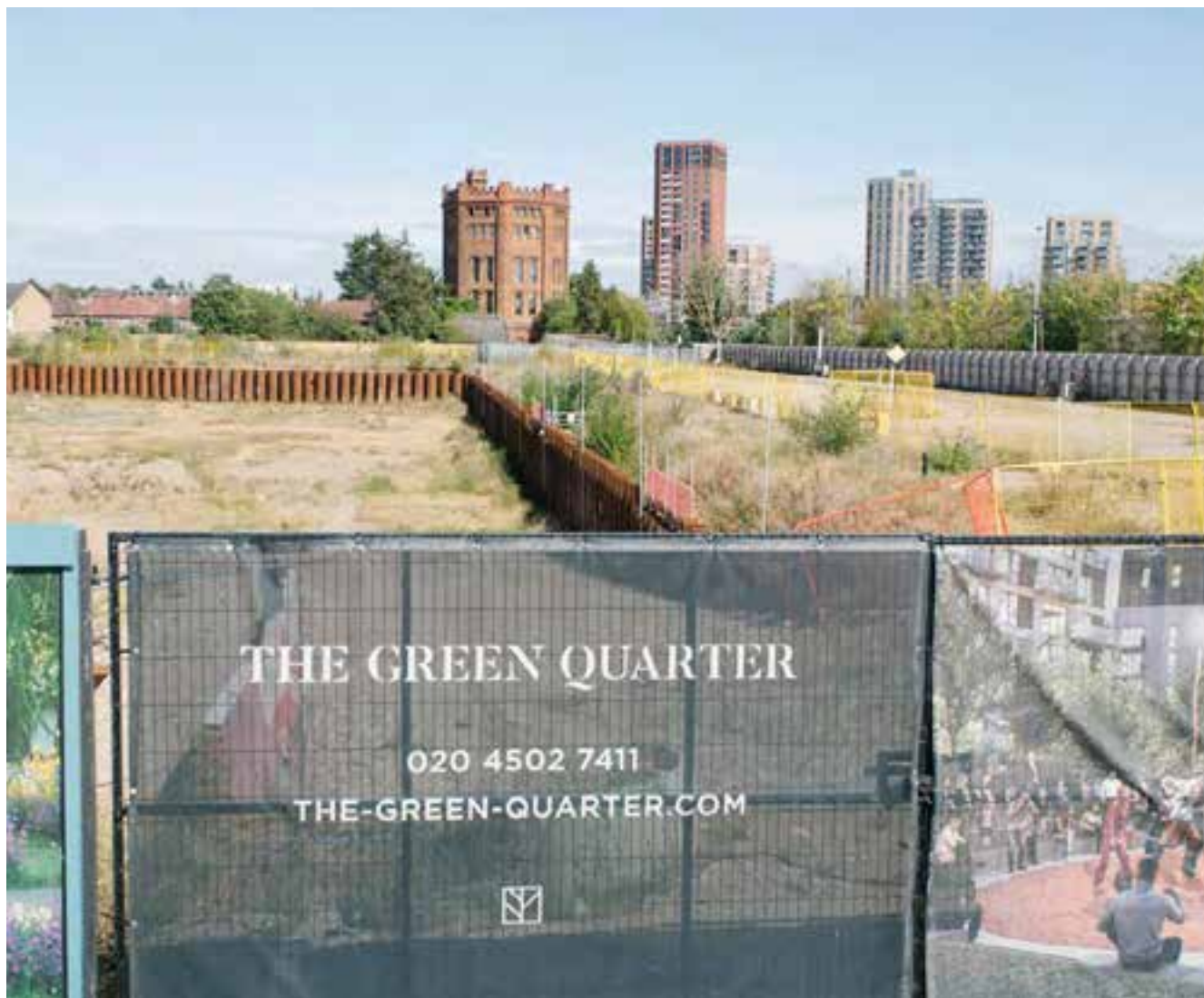


Image: The Green Quarter, a recent development opportunity in Southall.

4.7.25 — Southall Town Centre is classified as a Major Centre in the hierarchy of town centres providing a good range of retail services, offices, civic functions and cultural, leisure and entertainment uses, serving the local population and neighbouring areas. Southall Town Centre is also complemented by King Street Neighbourhood Centre which is located just to its south. To help ensure that Southall's population is well-served, and to ensure it is attractive as a vibrant destination for visitors from outside the area, it is vital to improve the range of retail and other services during the day and night by enhancing their offer and capacity and the quality of the townscape.

4.7.26 — This will be achieved by focussing public realm interventions at Southall Town Centre and King Street Neighbourhood Centre to make streets greener and more attractive, improve perceptions of safety and the visitor experience, and reduce crime. This, in turn, will increase visitor numbers from elsewhere in the borough, as well as neighbouring boroughs. It can also be assisted by connecting Southall Town Centre, West Southall (Green Quarter development), East Southall (Middlesex Business Centre and Honey Monster sites), and King Street Neighbourhood Centre with adjoining new developments such as west of The Green, providing complementary retail, leisure, and community uses and public realm improvements to enhance the town centre offer.

4.7.27 — To meet people's daily needs and reduce travel it will be important to strengthen connectivity to neighbouring town centres at Hanwell and Greenford. This includes strengthening the relationship between neighbourhoods in Dormers Wells and Lady Margaret and Greenford town centre through public realm improvements and wayfinding signs.

4.7.28 — Southall has experienced economic growth in recent years, with new businesses growing by 20% between 2015 and 2020. However, this growth has mostly been in lower paid jobs, providing insecure employment. This contributes to Southall having the lowest incomes in the borough. The Southall Employment Audit (June 2022) concludes that Southall will require a mix of employment spaces, blending lower density distribution activity with workshop, office, studio, and other types of space to allow existing businesses to grow and new businesses to locate there. This will require more proactive planning policy intervention to protect and intensify industrial land and create the conditions and spaces that can adapt to changing market conditions.



**IT IS VITAL TO
IMPROVE THE RANGE
OF RETAIL AND OTHER
SERVICES DURING
THE DAY AND NIGHT.**



Image : Greengrocer's,
Southall Town Centre.


**HEATHROW IS AN
 IMPORTANT ECONOMIC
 ANCHOR FOR SOUTHALL
 AND FOR EALING AS
 A WHOLE.**



Image : Heathrow Express connections, Southall station.

4.7.29 — Industrial land, representing over 70% of total commercial floorspace in Southall, will be protected within Strategic Industrial Land (SIL) sites. Opportunities will be explored where appropriate to expand Locally Significant Industrial Sites (LSIS), including at Balfour Business Centre and Charles House. New development and consolidation of Locally Significant Industrial Land (LSIS) will be required to increase job densities and overcome historically inefficient use of land.

4.7.30 — Heathrow is an important economic anchor for Southall and for Ealing as a whole. Over 4,000 Ealing residents (according to the 2011 Census) commuted to Heathrow for work. Ealing hosts 3,300 airport related jobs, and 350 businesses in activities such as hotels, freight transport, and warehousing and storage. Southall directly supports 500 airport-related jobs and 100 airport-related businesses. To maximise the ability of Southall residents to take up job opportunities at the airport, the council will work with the Heathrow Strategic Planning Group (HSPG), local businesses, and other stakeholders to improve surface access to and from the airport and support local supply chains.

4.7.31 — To foster business start-ups and support entrepreneurship, opportunities will be taken to create affordable workspace in Southall to meet a wide range of needs including for charities and social enterprises, cultural and artistic needs and providing links with

schools, colleges and higher education institutions in the area including Southall Community College and the University of West London.

4.7.32 — Collaboration with the West London Green Skills Hub will support the creation of green jobs in Southall. This will be important to support Southall in its shift away from traditional industries and to take advantage of growing opportunities in the green economy sector to help reduce carbon emissions.

4.7.33 — Southall is experiencing the highest population growth in the borough and will require additional housing provision to meet its future needs. It also suffers from high levels of deprivation and poverty. Access to genuinely affordable housing will be critical to addressing local needs.

4.7.34 — Where appropriate, new developments will be planned from the outset to include provision for multi-generational living and will consider the cultural and faith requirements of different communities. Extensions and annexes to existing homes will also be supported where this does not affect the character of the area.



4.7.35 — To enhance the health and well-being of Southall residents, opportunities must be taken to improve access to open space, convenient walking and cycling links, and local primary care services. To address Southall’s deficiency in access to public open space in the south and west, new open spaces will be added to the network of green spaces through development opportunities (e.g., Green Quarter, Quayside Quarter, Margarine Works, Havelock Estate) and these will connect with the wider green network.

4.7.36 — The quality of open spaces will also be improved by addressing safety and security (specific opportunities around the station), providing additional tree planting, integration of greenery into the streetscape, and providing more places to sit and relax. Additional tree planting and urban greening will be particularly focussed around Uxbridge Road, The Broadway, South Road, and Hortus Burial Ground. Opportunities will be taken to improve urban greening across Southall through, for example, the provision of rain gardens, growing spaces, and natural spaces.

Image : Kayakers and walkers along the Grand Union Canal, Southall.



Image : Villiers High School
in Southall, west London.

4.7.37 — Active travel measures (including safe cycling and walking routes) will complement the ‘Let’s Go Southall’ programme in promoting physical activity and overcoming the severance caused by roads and railway lines. Routes will make use of sideroads where roads are not wide enough to accommodate cycle lanes (e.g., King Steet). These will complement recent improvements such as the Merrick Road foot and cycle bridge to provide a safe crossing away from South Road bridge. These will be supported through the provision of associated infrastructure such as bike hangers. Connecting with routes along the Grand Union Canal and the Brent Valley will also increase opportunities to make more sustainable journeys for work or pleasure.

4.7.38 — Evidence from the Health Study (2022) shows that access to primary care facilities in south-eastern parts of Southall need to be improved to cope with increased population levels. Southall has the highest level of projected population growth in the borough. Its population is projected to increase by 8.1% by 2026, 18.5% by 2031, 25.2% by 2036, and 32.0% by 2041.

4.7.39 — There is also high health and disability deprivation relative to other neighbourhood areas, particularly in Norwood Green ward which has the highest percentage of people reporting long term illness or disability in the borough. Opportunities will be taken to improve and refurbish existing primary health

care buildings and GP practices at Southall Medical Centre and Jubilee Gardens Medical Centre (both in Lady Margaret ward) and Lady Margaret Road Medical Centre (Dormers Wells ward).

4.7.40 — There is pressure for new school provision arising from population growth, particularly for early years and primary school provision. This will be partly met through development in west Southall and further work will be undertaken to examine the need for and options for delivering additional secondary school provision.

4.7.41 — Southall has fewer heritage assets (both designated and non-designated) than other parts of the borough and this is partly due to the need for further investigation to identify additional assets. Conservation Areas are located to the south at Canalside and Norwood Green but there is no significant cluster of historic buildings within Southall Town Centre to warrant a Conservation Area designation. However, there is great potential to place more emphasis at the heart of place-making in Southall through investment and development opportunities. Civic, cultural, and community uses will be encouraged particularly for prominent buildings in central locations of Southall such as the Kings Hall, Manor House, Southall Town Hall, and the Himalaya cinema as part of the wider regeneration of Southall Town Centre.

4.7.42 — Norwood Green Conservation Area is included on Historic England’s Heritage at Risk Register as the special character of this areas has been affected by poorly designed modern developments and additions. Norwood Hall also remains on the register. Active measures must be taken to secure the future long-term survival of these assets.

4.7.43 — New development must respond positively to, and enhance, Southall’s character and identity. Southall has a complex urban structure with a number of typologies present that reflect periods of development and growth, from the historic settlements of Southall and Southall Green to the mass inter-war suburban and industrial expansion. Development will need to respond sensitively having regard to the need for growth and intensification and associated tall buildings guidance/ indicative heights identified in each local character sub-areas.

Policy S.2: Southall Town Centre

A. To reinforce Southall's role as a Major Centre by:

(i) Maintaining and enhancing the range of retail, commercial, leisure and community uses in Southall Town Centre by strengthening and diversifying the commercial core through active frontages, mixed uses, and public realm interventions.

(ii) Creating a vibrant high street network to offer mainstream and specialist goods and services for local residents and visitors throughout the day and evening.

(iii) Expanding Southall's reputation as a shopping destination within the wider region with supporting visitor infrastructure and environmental and public realm improvements.

(iv) Improving the arrival experience at Southall Station with new and enhanced public realm and better connectivity to neighbouring development sites.

(v) Strengthening connectivity to neighbouring town centres at Hanwell and Greenford to ensure that the majority of residents' daily needs can be met conveniently.

(vi) Improving the out of hours and 24 hour-offer of Southall's centres to support shift workers and long-distance commuters, while avoiding amenity impacts.

(vii) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets and prominent buildings in the Town Centre including the Kings Hall Methodist Church, South Road (local heritage asset), the Himalaya Palace Theatre, South Road (GII*) and the Old Town Hall and former Fire Station, High Street (local heritage asset).

QUESTION

What are your views on our approach to maintain & enhance Southall Town centre?

[Click here](#) or scan the QR code to give us your views



Image: Street market, Southall.

SOUTHALL IS A STRONG PERFORMING TOWN CENTRE WITH A VERY STRONG IDENTITY.



Image: Encourage public transport across Southall.

4.7.44 — Southall Town Centre is classified as a major centre in the hierarchy of town centres providing a good range of shops, offices, civic functions and cultural, leisure and entertainment uses serving the local population and neighbouring areas. The functional area of Southall Town Centre is comprised of two main shopping parades along the A4020 ‘The Broadway’ and A3005 ‘South Road’. Both shopping parades are well connected to one another. Active travel connections are relatively poor but there is very good public transport connectivity. The town centre benefits from a range of retail (mainly comparison), food and beverage, and community uses. There is direct access to Southall Park from the eastern-most shopping parade.

4.7.45 — Southall is a strong performing town centre with a very strong identity. It could benefit from enhancements to the environment, active travel infrastructure, and its leisure offer to further increase visitor footfall. To help ensure that Southall’s population is well-served, and ensure it is attractive as a vibrant destination for visitors from outside the area, it is vital to improve the range of retail and other services during the day and night by enhancing their offer, capacity, and attractiveness of the townscape. This can be achieved by focussing public realm interventions to make streets greener and more attractive, improve perceptions of safety, reduce crime, and improve visitor experience, which in turn will increase visitor numbers

from neighbourhoods in Hillingdon and Hounslow. This will be achieved through:

- (i) Better integration of incidental greenery into the streetscape and better provision of spaces to sit and relax in the Town Centre.
 - (ii) An enhanced leisure offer to help increase footfall during weekdays and weekends.
 - (iii) Better cycle infrastructure to help facilitate mode shift away from car reliance.
 - (iv) Promotion of Southall’s strong identity to the wider borough and London.
 - (v) Investment in digital infrastructure and wireless internet for residents and visitors.
 - (vi) Addressing the severance at the southern section of South Road, near Southall station, due to the road fly over and differences in road level and shop entrances.
- 4.7.46 — Southall is unique as a destination for Asian goods and services. To ensure that the full economic benefits of such an offer are realised, further enhancements in public realm and visitor facilities will be prioritised. The wider historical, cultural, social, and religious aspects of Southall should be captured, commemorated, and celebrated through physical buildings and festivals, events, and activities with the local community.

Policy S.3: King Street Neighbourhood Centre

A. To enhance the vitality and viability of the King Street Neighbourhood Centre by:

(i) Strengthening and diversifying the commercial core through active frontages, mixed uses, and public realm interventions.

(ii) Expanding the King Street Neighbourhood Centre, west of The Green, to encompass new retail, food and beverage, and employment uses (at The Green), alongside public realm improvements and a high-quality pedestrian environment linking to public and green spaces.

(iii) Enabling King Street Neighbourhood centre to complement and connect with Southall Town Centre through sensitive consolidation of

frontages and vertical extensions to increase capacity and enhance the character of the area.

(iv) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets and prominent buildings in the Neighbourhood Centre including The Manor House, The Green (G11*) and adjoining Manor House Grounds/Gardens, St Anselm's RC Church, The Green, and St John's Old Church, King Street (Local Heritage Asset).

QUESTION

What are your views on the approach to improve King Street Neighbourhood centre?

[Click here](#) or scan the QR code to give us your views



Image Manor House, The Green Southall.



TAKING ACTIVE MEASURES TO SECURE THE FUTURE REPAIR, REUSE, AND LONG-TERM SURVIVAL OF HERITAGE ASSETS AND PROMINENT BUILDINGS IN THE NEIGHBOURHOOD CENTRE.


**ENHANCE THE
VITALITY AND
VIABILITY OF THE
CENTRE TO HELP
MEET LOCAL NEEDS.**

4.7.47 — King Street is categorised as a Neighbourhood Centre, serving a localised catchment with a good range of shops (largely convenience), food and beverage, offices, and community uses. The functional area of the neighbourhood centre extends along King Street, The Green, and Featherstone Road. It is a strong performing centre, but it would benefit from enhancements to the streetscape and active travel links to enhance the environment and facilitate mode shift, to further increase visitor footfall.



Image : Dominion Centre & Library,
King Street, Southall.

4.7.48 — To help enhance the vitality and viability of the centre to help meet local needs and to ensure that it can complement Southall Town Centre to its north, it is vital to improve the range of shops and other services during the day and night by enhancing their offer, capacity, and townscape.

4.7.49 — This will be achieved by focussing public realm interventions to make streets greener and more attractive, improve perceptions of safety and reduce crime, and enhance the visitor experience. This will be achieved through:

- (i) Investment in digital infrastructure and wireless internet provision.
- (ii) Better integration of incidental greenery into the streetscape and general enhancements to the environment.
- (iii) Better active travel infrastructure and links to encourage mode shift away from car reliance.

4.7.50 — It can also be assisted by ensuring effective and attractive connections and public realm between the neighbourhood centre and adjoining new developments such as west of The Green, which provide complementary shopping, leisure, community uses and public realm improvements to improve the overall offer of the centre.

Policy S.4: West Southall

A. To ensure effective delivery of development on the Southall Green Quarter site over the plan period, ensuring that any future revisions to the masterplan (and phasing) will need to meet the original strategic development objectives of the development including:

(i) Extending and complementing Southall Town Centre through a range of commercial, retail, community, leisure and cultural uses to strengthen its role as a Major Centre.

(ii) Improving bus and active travel measures and enhancing the public realm between the site, the Town Centre, Southall station, and the Grand Union Canal.

(iii) Providing a connected network of green and open spaces to address deficiencies in the area.

(iv) Providing social and community infrastructure, including a new primary school, community buildings, and a health centre.

(v) To provide a significant proportion of genuinely affordable housing and other tenures/types to meet local needs.

QUESTION

What are your views on better managing the transformation of West Southall?

[Click here](#) or scan the QR code to give us your views



4.7.51 — The Southall Green Quarter development (on the former Southall Gas works site) currently includes the provision of 20 ha of public realm and parkland, 3,750 new homes (30% affordable) in a range of different sizes and tenures, 25,300 sq. m of flexible commercial space, 20,050 sq. m of retail space, 14,090 sq. m of community uses and 9,650 sq. m. of hotel space. A cinema, health centre, primary school, and public parkland are also included in the scheme. It represents one of the largest regeneration schemes in London. The site is strategically placed directly west of Southall Town Centre and Southall station is opposite the eastern site entrance. Work has started on phases 1 and 3 and the rest of the development will be built out over the plan period.

4.7.52 — Delivery of development on this site is critical in meeting a range of housing, employment, leisure, and open space needs in Southall and the borough as a whole. It will effectively provide a westerly extension to Southall Town Centre and will add significantly to the range and capacity of town centre services, thereby strengthening the role of Southall as a Major Centre.

4.7.53 — To ensure effective delivery of development on the site over the plan-period, any future revisions to the masterplan (and phasing) will need to meet the original strategic development objectives of the development:

(i) To improve east-west active travel measures in and around the site to connect the Grand Union Canal and Southall Town Centre and train station, including two footbridges over the Grand Union Canal, pedestrian/cyclist conversion of the existing road under the railway to Brent Road, and several pedestrian/cycle only accesses to Beaconsfield Road. Appropriate bus routes and stops should also be facilitated to link the site east towards Southall and west towards Hayes.

(ii) To provide a range of retail, leisure, commercial, educational, and civic uses that will complement Southall Town Centre, along a new high street in the heart of the development, with strong pedestrian connections and high-quality public realm linking the two through an 'eastern gateway.'

(iii) To address qualitative deficiencies in Southall Town Centre's offer including the provision of larger floorplate units.

(iv) To improve access for the local community to the waterside environment through improved facilities and connections including improvements to the canal towpath.

(v) To provide a range of open space and play spaces to address deficiencies in the area including the provision of a central linear park, sports facilities, community gardens, and a wetland area.

(vi) To provide for a new primary school and health care provision to meet local needs.

(vii) To provide a significant proportion of genuinely affordable housing and other tenures/types to meet local needs.



DELIVERY OF DEVELOPMENT ON THIS SITE IS CRITICAL IN MEETING A RANGE OF HOUSING, EMPLOYMENT, LEISURE, AND OPEN SPACE NEEDS IN SOUTHALL.



Image: Greenspace and children's playspace in Southall.

Policy S.5: East Southall

A. To ensure effective delivery of development on the former Honey Monster and Middlesex Business Centre sites over the plan period, ensuring that any future revisions to the scheme (and phasing) will meet the original strategic development objectives of the development including:

(i) Providing a mixed-use development of residential, employment, convenience retail, community, and canalside leisure uses, with active frontages and commercial uses at ground floor and first floor levels, where appropriate.

(ii) Enhancing the canalside character and industrial heritage of the area by retaining and enhancing the setting of the Sunrise Radio building and adjacent locally listed facades.

(iii) Providing a connected network of new green and open spaces to address deficiencies in the area including a new square, linear park or naturalised edges for SUDs and improving access to Glade Lane Park and boundary treatment of Hortus Cemetery

(iv) Providing a range of unit sizes to support local needs including small and medium enterprise.

(v) Ensuring the development and access arrangements integrate well with the adjacent Bridge Road Industrial Estate LSIS.

(vi) Ensuring that the proposed east-west active travel and public transport route, Healum Avenue, is delivered in full to connect Havelock Estate to Merrick Road.

(vii) Improving active travel measures, canal tow paths and enhancing the public realm between Merrick Road and the Grand Union Canal through the site.

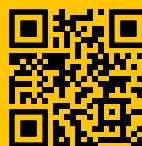
(viii) Providing a significant proportion of genuinely affordable housing and other tenures/ types to meet local needs.

(ix) Providing community infrastructure including safeguarded land for a new primary school facilities.

QUESTION

Do you agree with the proposals we have identified?

[Click here](#) or scan the QR code to give us your views



4.7.54 — East Southall includes two strategic sites south of the railway and bounded by Merrick Road, Bridge Road, and Glade Lane Park. It comprises the former Middlesex Business Centre and Honey Monster Site. Although, both sites have an extant planning permission that could provide circa 4,000 new homes and over 30,000 sqm of commercial space, neither has been fully implemented. It is critical that necessary social and physical infrastructure comes forward in a timely fashion to unlock the wider development opportunities and address the needs of the existing residential communities to the south, e.g. Havelock Estate, Glade Lane Estate, and Toplocks.

4.7.55 — Delivery of development on these sites is critical in meeting a range of housing, employment, leisure, and open space needs in Southall and the borough as a whole. It will complement development in and around the station and will effectively provide an easterly extension to Southall Town Centre, adding significantly to the range and capacity of town centre services, thereby strengthening the role of Southall as a Major Centre.

4.7.6 — To ensure effective delivery of development on these sites over the plan period, any future revisions to the masterplan (and phasing) will need to meet the original strategic development objectives of the development as set out in Policy S.5 East Southall.



IT IS CRITICAL THAT NECESSARY SOCIAL AND PHYSICAL INFRASTRUCTURE COMES FORWARD IN A TIMELY FASHION TO UNLOCK THE WIDER DEVELOPMENT OPPORTUNITIES.



Image: The Green Quarter development, East Southall.



Southall development sites

4.7.57 — There will be significant change over the 15-year life of the Local Plan. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate that growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

LINKS

[Click here](#) for more information on the Site Selection Assessment.

[Click here](#) for more information on Call for Sites.



Image: Southall Town Centre.

4.7.58 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council’s ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of development sites have been identified. These are sites with development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.7.59 — Table S1 sets out all the draft Southall development sites and the schedules that follow sets them out in more detail.

4.7.60 — The selection of these development sites was the subject of a detailed assessment, and a separate evidence base report explains the approach, methodology and findings. More details can be found on the link left.

4.7.61 — The information within this section will be further refined following public and stakeholder consultation and wider engagement with landowners and developers as the council progresses the Local Plan to adoption. This includes comments in respect to the suitability and deliverability of these sites.

4.7.62 — There is another opportunity to suggest additional sites for consideration and inclusion in the Local Plan as part of the ‘Call for Sites’.

4.7.63 — When reviewing the Development Sites identified within this town, we ask that you please consider the following questions and provide feedback:

Q1. Do you have any comments on any of the Development Sites in this Town Plan?

Q2. Is the information set out in the Development Sites accurate?

Fact Sheet. If you would like to suggest a Development Site not included in this town Plan, please submit a site using the Call for Sites link on the Local Plan page on Ealing Councils website, or see link to the left of page.

QUESTION

1. Please let us know your thoughts on the development sites and the questions?

[Click here](#) or scan the QR code to give us your views



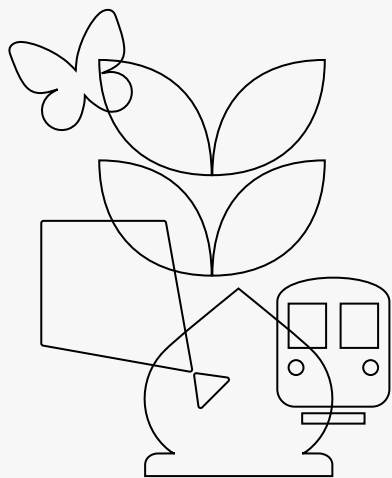


Table S1:
Southall development sites

SO01	Southall Crossrail Station Gurdwara	416	SO14	The Green Quarter (Southall Gasworks)	442
SO02	Park Avenue	418	SO15	Scotts Road Trading Estate	444
SO03	Southall Sidings	420	SO16	Endsleigh Industrial Estate	446
SO04	Former Sorting Office & Kings Hall Methodist Church	422	SO17	Witley Works	448
SO05	Southall West London College	424	SO18	Monorep Site	450
SO06	31 - 45 South Road & Telephone Exchange Quality Foods & Iceland	426	SO19	Warren Farm	452
SO07	Herbert Road Car Park	428	SO20	Great Westen Triangle Centre	454
SO08	Fairlawn Hall	430	SO21	Hanson's Timber Yard & Motec	456
SO09	The Arches Business Centre	432	SO22	Car Sales, Queenstyle and MBS	458
SO10	The Limes, Maypole Court, Banqueting Centre, 13 - 19 The Green	434	SO23	Golf Links Estate	460
SO11	Middlesex Business Centre	436	SO24	Cranleigh Gardens Industrial Estate & Kingsbridge Crescent	462
SO12	Havelock Estate	438	SO25	Southall TA Barracks	464
SO13	The Green	440	SO26	Hambrough Tavern	466

Southall – SO01

Southall Crossrail Station Gurdwara

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
2-10 Park Avenue, Southall UB1 3AG	1.22	Southall Town Centre	Network Rail, Private

CURRENT USE

Part of the site is occupied by Southall Station. Part of the site is used as a Gurdwara with associated parking. There are a number of retail and industrial uses to the east of the site.

SETTING/TYOLOGY

Centres/Campus.

PROPOSED USE

Residential-led, mixed-use scheme. with retail and community uses at ground floor.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy** including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 18 storeys (63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU4, Flood Zone 3a (surface water), Grade II Listed Railway Arches, Merrick Road (nearby), Grade II Listed King’s Hall Methodist Church (nearby) Southall Major Centre, Opportunity Area, Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO01 Southall Crossrail Station Gurdwara



Southall – SO02

Park Avenue

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Park Avenue, Southall UB1 3AD	1.24	Southall Town Centre	Council

CURRENT USE

The site features a number of auto repair businesses in addition to an early years education facility.

SETTING/TYOLOGY

Campus/Centres/Green spaces.

PROPOSED USE

Residential and some commercial on ground floor.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU4, Site of Borough Importance for Nature Conservation (adjacent), Site of Local Importance for Nature Conservation and Green Corridor (nearby) Tree Preservation Order, locally listed buildings (nearby), Southall Major Centre, Opportunity Area, Strategic Area for Regeneration, existing industrial use (non-designated).

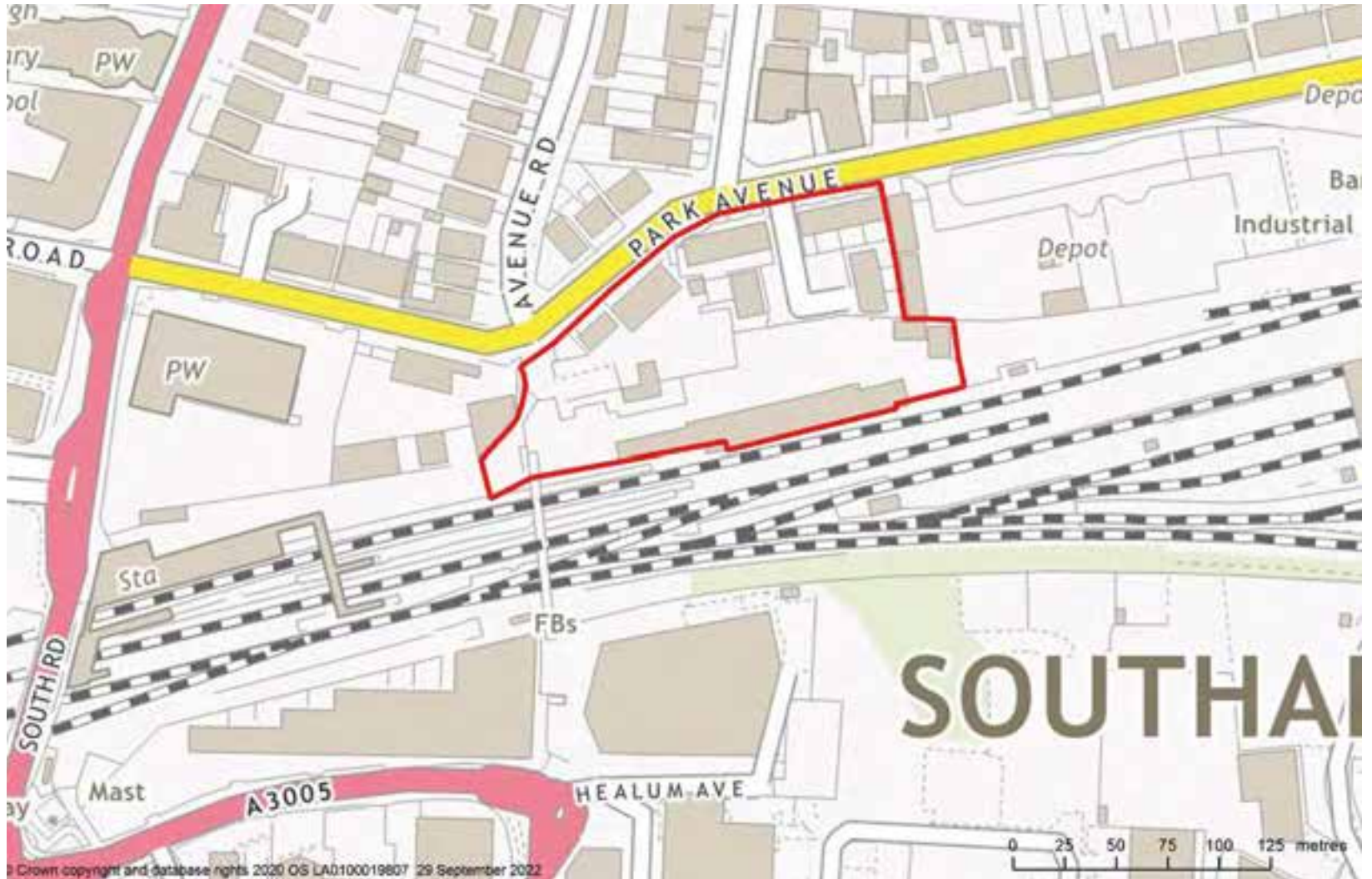
INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

216991FULR3.

Site Plan: SO02 Park Avenue



Southall – SO03

Southall Sidings

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Park Avenue, Southall UB1 3AD	1.16	Southall Park	Transport for London

CURRENT USE

The site is largely used for building material storage. The site features a slight overlap with a religious use on the western boundary.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Residential.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU4, Site of Borough Importance for Nature Conservation, Tree Preservation Order, Opportunity Area, Strategic Area for Regeneration, existing industrial use (non-designated).

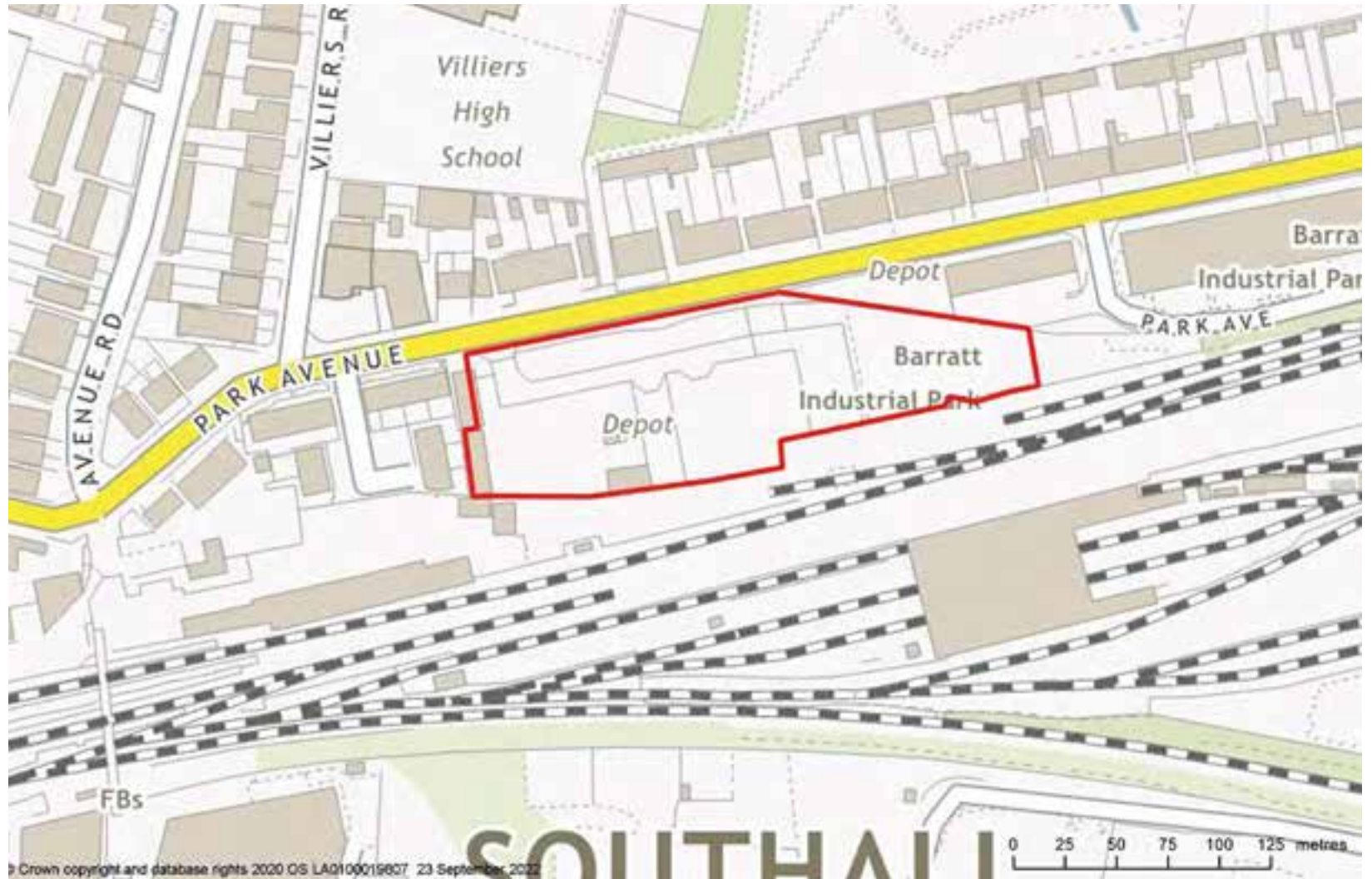
INDICATIVE TIME-FRAME FOR DELIVERY

50% in 5 years, 50% beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

201888FUL.

Site Plan: SO03 Southall Sidings



Southall – SO04

Former Sorting
Office & Kings Hall
Methodist Church

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
South Road, Southall UB1 1RB	0.58	Southall Town Centre	

CURRENT USE

The site features a range of typical town centre uses. The former Kings Hall Methodist church is located to the north of the site.

SETTING/TYOPOLOGY

Centres.

PROPOSED USE

Residential and retention of community facilities.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU4, Site of Borough Importance for Nature Conservation, Tree Preservation Order, Opportunity Area, Strategic Area for Regeneration, existing industrial use (non-designated).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

222363VAR, PP/2015/4921.

Site Plan: SO04 Former Sorting Office & Kings Hall Methodist Church



Southall – SO05

Southall West London College

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Beaconsfield Road, Southall UB1 1RB	1.62	Central Southall	Private

CURRENT USE

The site is in use as a post-16 higher education facility, with an associated sports centre and community uses.

SETTING/TIPOLOGY

Campus/Centres/Green spaces.

PROPOSED USE

Residential and education.

DESIGN PRINCIPLES

Part of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU3, Flood Zone 3a (surface water), locally listed building (adjacent), Southall Major Centre, Opportunity Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

203705FUL.

Site Plan: SO05 Southall West London College



Southall – SO06

**31 - 45 South Road
& Telephone Exchange,
Quality Foods & Iceland**

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
31 - 61 South Road, Southall UB1 1SW	1.04	Southall Town Centre	Private

CURRENT USE

The site features a range of retail, commercial, residential and office uses, in addition to a supermarket to the south of the site. The site also features a telephone exchange and car park.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential above retail ground floor.

DESIGN PRINCIPLES

Majority of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU2, Flood Zone 3a (surface water), Grade II* Listed Himalaya Palace (nearby), Site of Local Importance for Nature Conservation (adjacent), Southall Major Centre, Opportunity Area, Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO06 31 - 45 South Road & Telephone Exchange, Quality Foods & Iceland



Southall – SO07

Herbert Road Car Park

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Punjab Lane, Southall UB1 1LH	0.27	Southall Town Centre	Council

CURRENT USE

The site is currently occupied by a multi-storey car park.

SETTING/TYOPOLOGY

Centres.

PROPOSED USE

Residential.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Himalaya Palace (nearby), Southall Major Centre, Opportunity Area, Strategic Area for Regeneration, Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO07 Herbert Road Car Park



Southall – SO08

Fairlawn Hall

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
High Street, Southall UB1 3HB	0.46	Southall Town Centre	Private

CURRENT USE

The site features educational and office facilities and a car park.

SETTING/TIPOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

DESIGN PRINCIPLES

Majority of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed 77 North Road (nearby), Grade II* Listed Himalaya Palace (nearby), locally listed building (adjacent), Southall Major Centre, Opportunity Area, Strategic Area for Regeneration, Archaeological Interest Area.

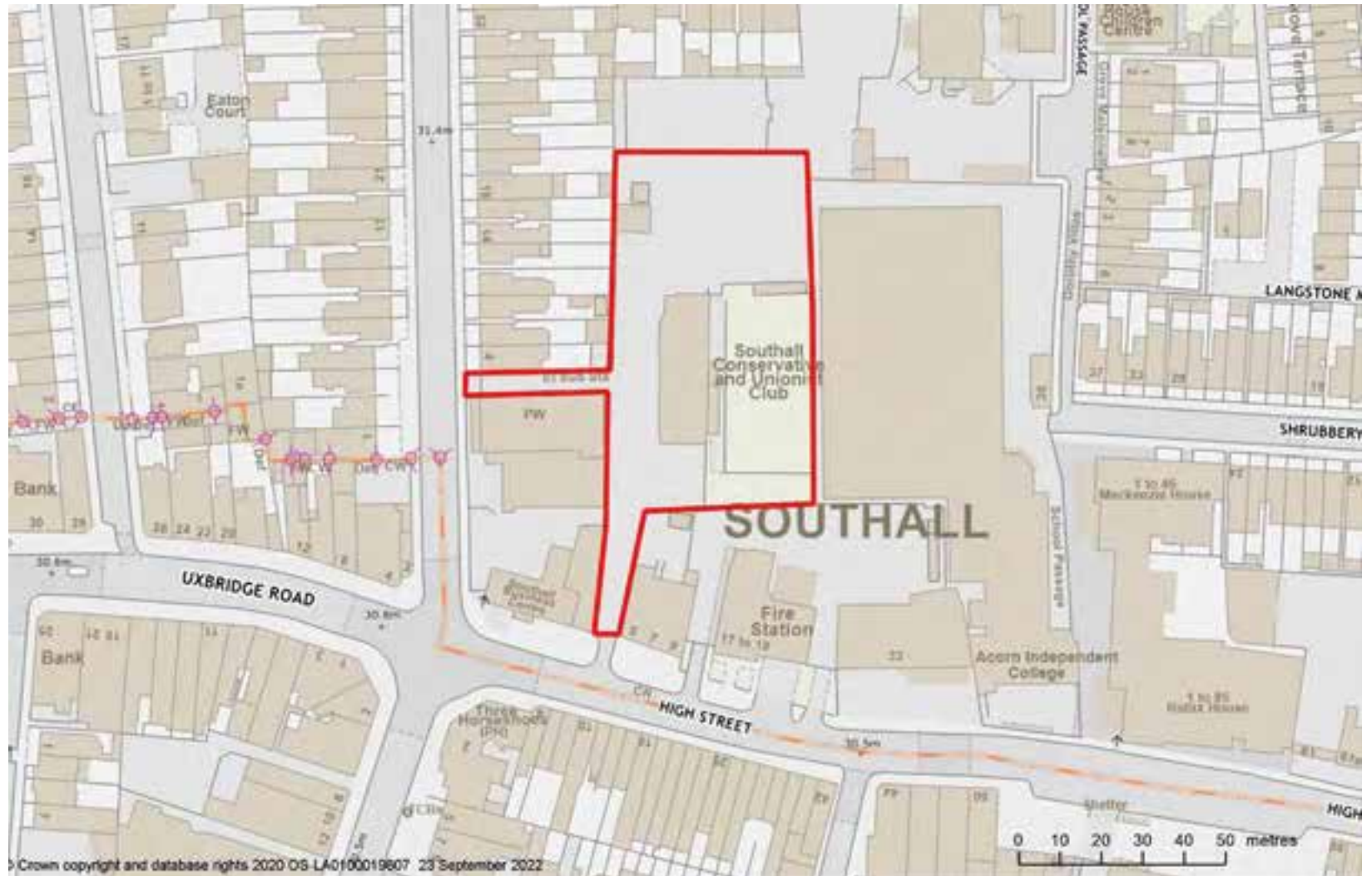
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO08 Fairlawn Hall



Southall – SO09

The Arches Business Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Merrick Road, Southall UB2 4AU	0.61	Southall Town Centre	Private

CURRENT USE

The site is currently hosts a range of industrial, retail, educational and office uses.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Residential, light industrial, offices and flexible commercial uses.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 12 storeys (21 - 42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU6, Flood Zone 3a (surface water), locally listed building, Site of Borough Importance for Nature Conservation & Site of Local Importance for Nature Conservation (nearby), Green Corridor (adjacent), industrial use (non-designated), Opportunity Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

181380FUL.

Site Plan: SO09 The Arches Business Centre



Southall – SO10

The Limes, Maypole Court, Banqueting Centre, 13 - 19 The Green

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
13 - 19 The Green and 10 Merrick Road, Southall UB2 4AU	1.22	Southall Town Centre	Council, Private

CURRENT USE

The site is mixed-use, with the eastern part of the site used as a banquet hall and the west of the site is used as a dementia care facility. The site also features residential uses.

SETTING/TIPOLOGY

Campus.

PROPOSED USE

Mixed-use scheme with residential, health facility, community use and a portion of commercial/retail.

DESIGN PRINCIPLES

Majority of site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**; further guidance will be produced. Indicative heights range between 6 - 12 storeys (21 - 42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation Sou4, Flood Zone 3a (surface water), locally listed building (nearby), King Street Neighbourhood Centre, Opportunity Area, Strategic Area for Regeneration, Primary Shopping Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

216215FUL.

Site Plan: SO10 The Limes, Maypole Court, Banqueting Centre, 13 - 19 The Green



Southall – SO11

Middlesex Business Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Bridge Road, Southall UB2 4AB	4.82	Industry	Private

CURRENT USE

The site is occupied by Middlesex Business Centre, featuring a number of workspace units, in addition to light industrial, storage and distribution uses.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Mixed-use scheme with residential, health facility, community use and a portion of commercial/retail.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 7 to 18 Storeys (24.5 – 63 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU6, Flood Zone 3a (surface water), locally listed buildings, Green Corridor (adjacent), Site of Local Importance for Nature Conservation & Site of Metropolitan Importance for Nature Conservation (nearby), existing industrial use (non-designated), adjacent to Locally Significant Industrial Site

(LSIS), Opportunity Area and Strategic Area for Regeneration.

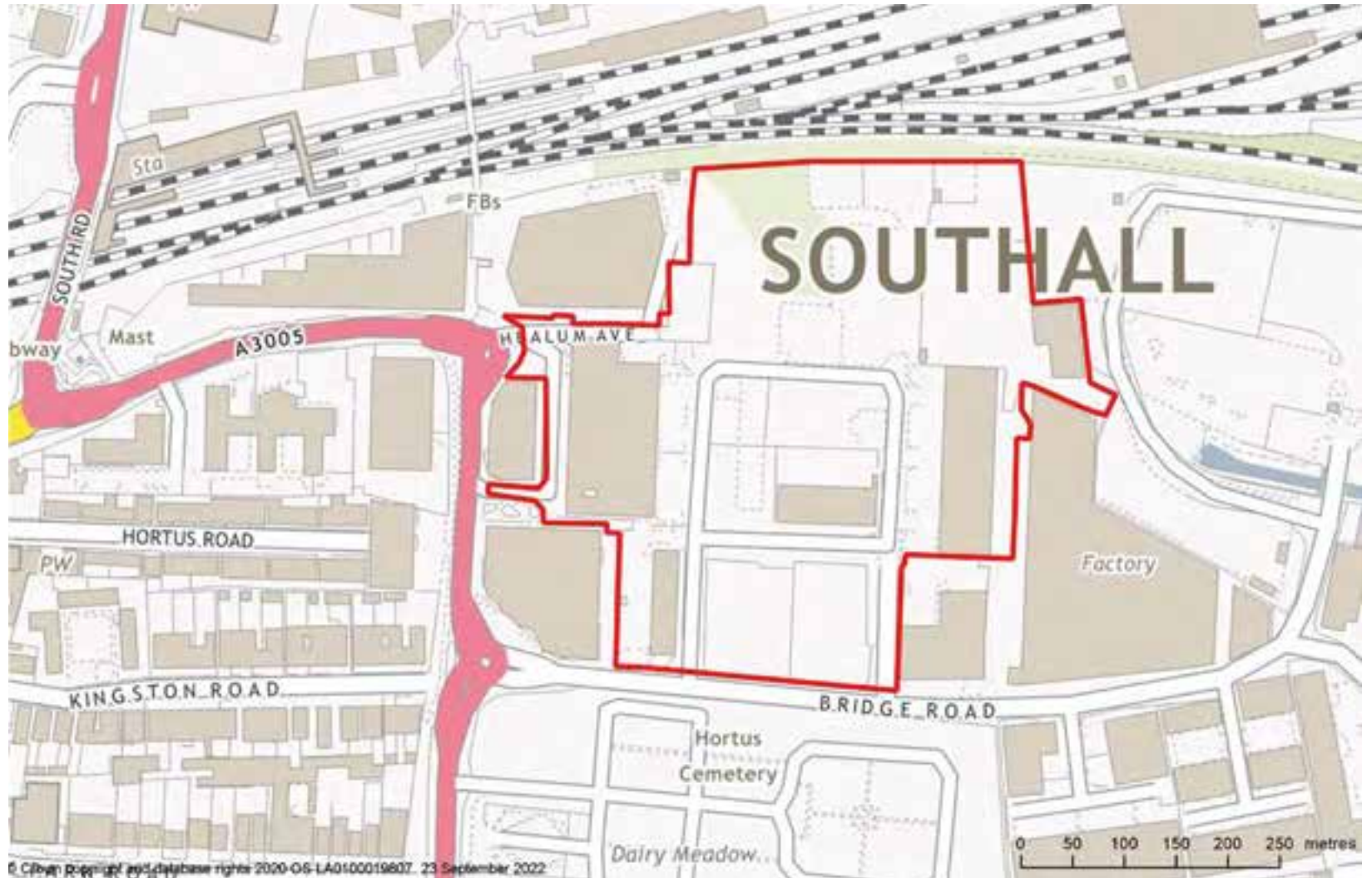
INDICATIVE TIME-FRAME FOR DELIVERY

Within 5 years.

RELEVANT PLANNING APPLICATION(S):

183673OUT.

Site Plan: SO11 Middlesex Business Centre



Southall – SO12

Havelock Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Havelock Road, Southall UB2 4NY	17.07	Northwood Green	Council

CURRENT USE

The site is currently occupied entirely by the Havelock Estate housing estate and associated areas of open space including Bixley Field Allotments, Canalway Park and Hillary Road.

SETTING/TYOLOGY

Continuous block/Free-form/Other green spaces.

PROPOSED USE

Residential-led, mixed-use scheme with reprovision of allotments and green space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing Site Allocation SOU7, Flood Zone 3a (surface water), Canalside Conservation Area (adjacent), Site of Metropolitan Importance for Nature Conservation, Site of Local Importance for Nature Conservation (adjacent), adjacent to Locally Significant Industrial Site (LSIS), Opportunity Area, Strategic Area for Regeneration, Public Open Space, Community Open Space, Blue Ribbon Network, Archaeological Interest Area.

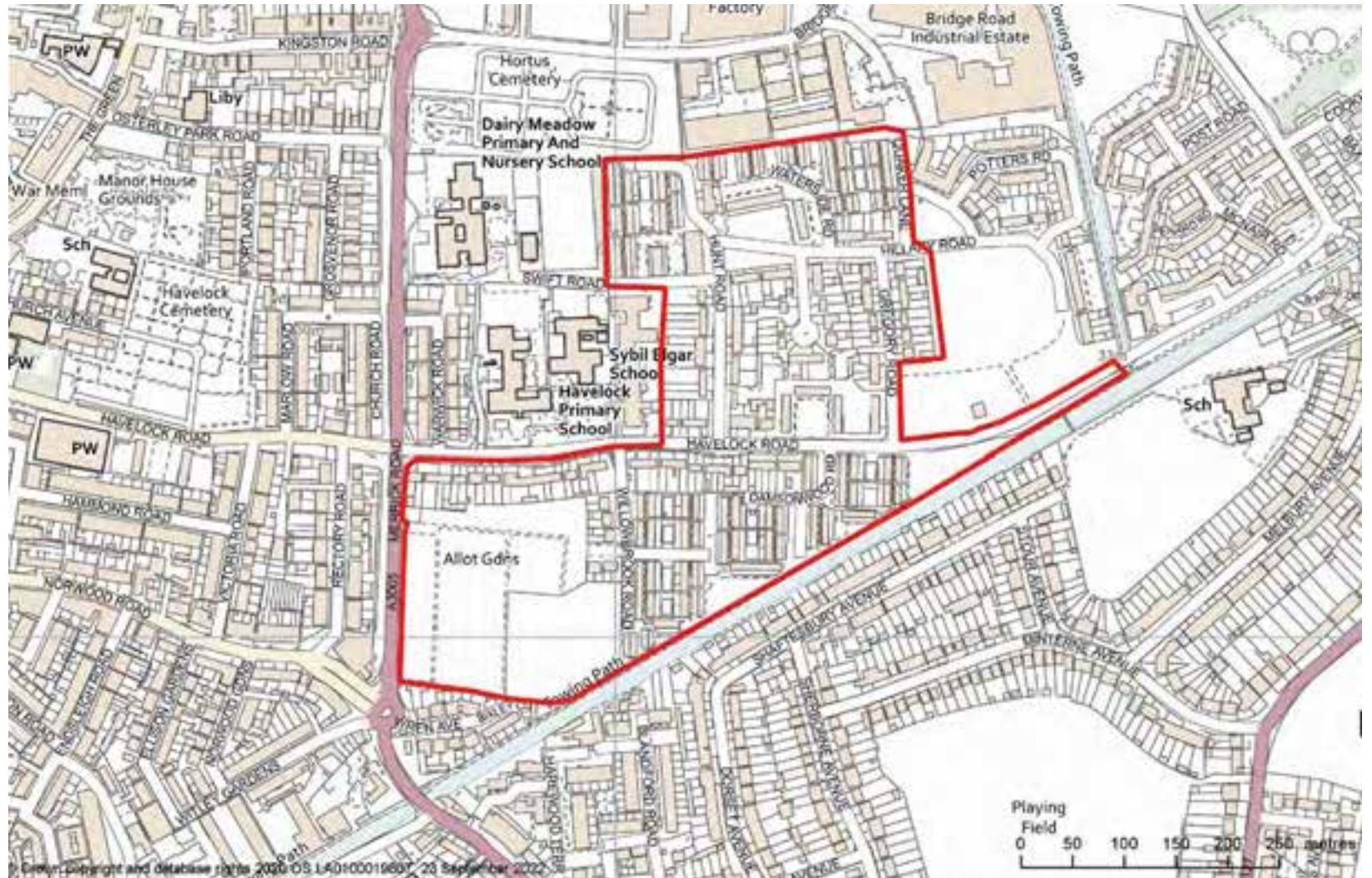
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO12 Havelock Estate



Southall – SO13

The Green

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Green, Southall UB2 4BZ	2.05	Southall Town Centre	Private

CURRENT USE

The site features a large car park in addition to a range of uses including retail, commercial, light industrial and entertainment.

SETTING/TYOLOGY

Campus/Centres.

PROPOSED USE

Residential, flexible commercial, employment and community floorspace, parking.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 12 storeys (21 - 42 metres).

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU8, Flood Zone 3a (surface water), Grade II Listed Southall War Memorial (nearby), Grade II Listed The Green Manor House (nearby), locally listed building, Locally Significant Industrial Site (LSIS), adjacent to Locally Significant Industrial Site (LSIS), King Street Neighbourhood Centre,

Opportunity Area, Strategic Area for Regeneration, Archaeological Interest Area, Primary Shopping Area (adjacent).

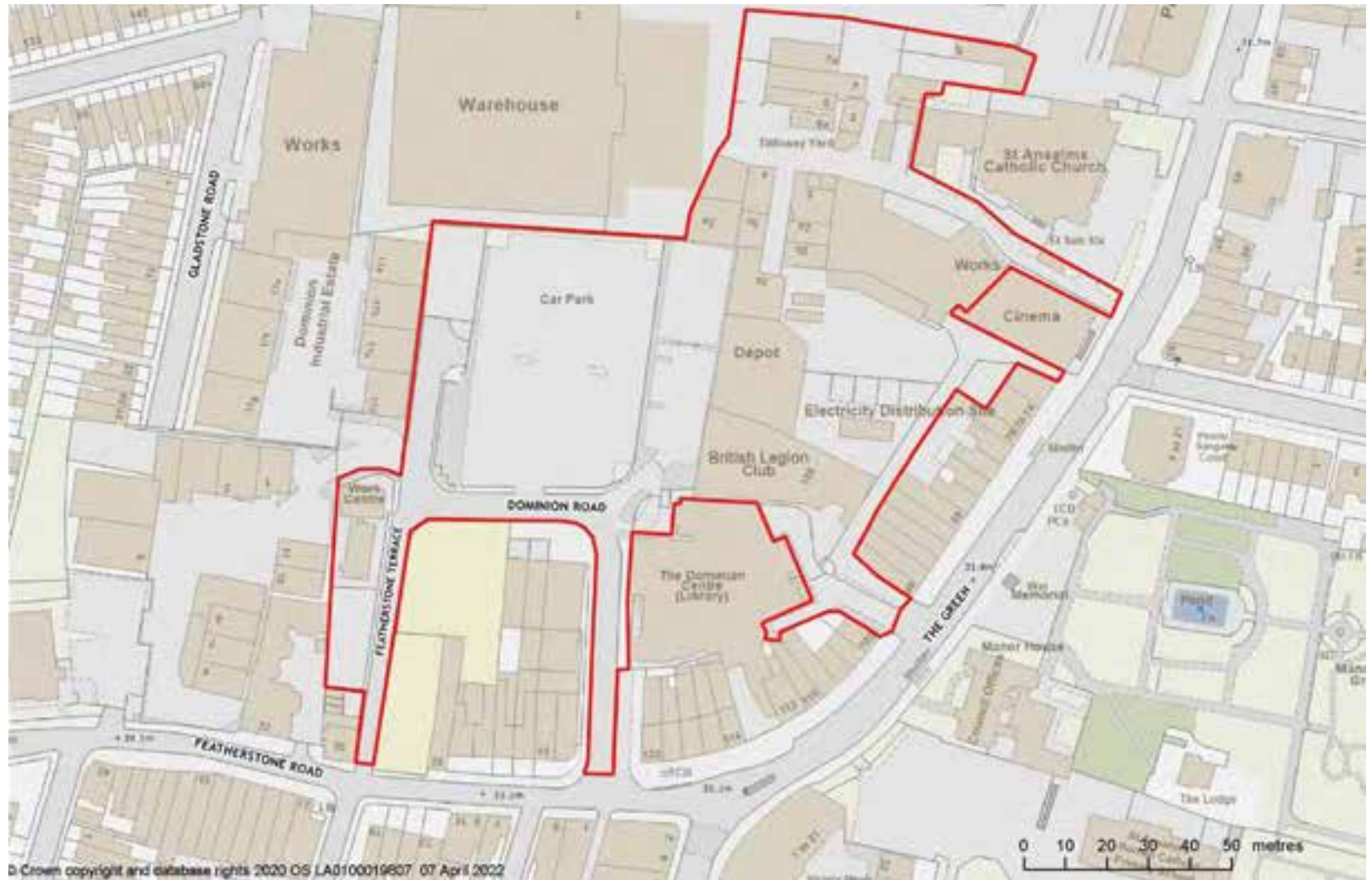
INDICATIVE TIME-FRAME FOR DELIVERY

50% in first 5 years, 50% beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

215058FULR3.

Site Plan: SO13 The Green



Southall – SO14

The Green Quarter (Southall Gasworks)

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Straight, Southall UB1 1QX	22	Southall Green Quarter	Private

CURRENT USE

The site is a former gas works currently used as a construction site for Southall Gasworks. Part of the site has recently been used as long-stay parking for Heathrow Airport.

DESIGN PRINCIPLES

Site falls within an area potentially appropriate for tall buildings – refer to **Tall Buildings Strategy**. Indicative heights range between 6 - 18 storeys (21 - 63 metres).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

PP/2015/4682, 171562VAR.

SETTING/TIPOLOGY

Continuous block.

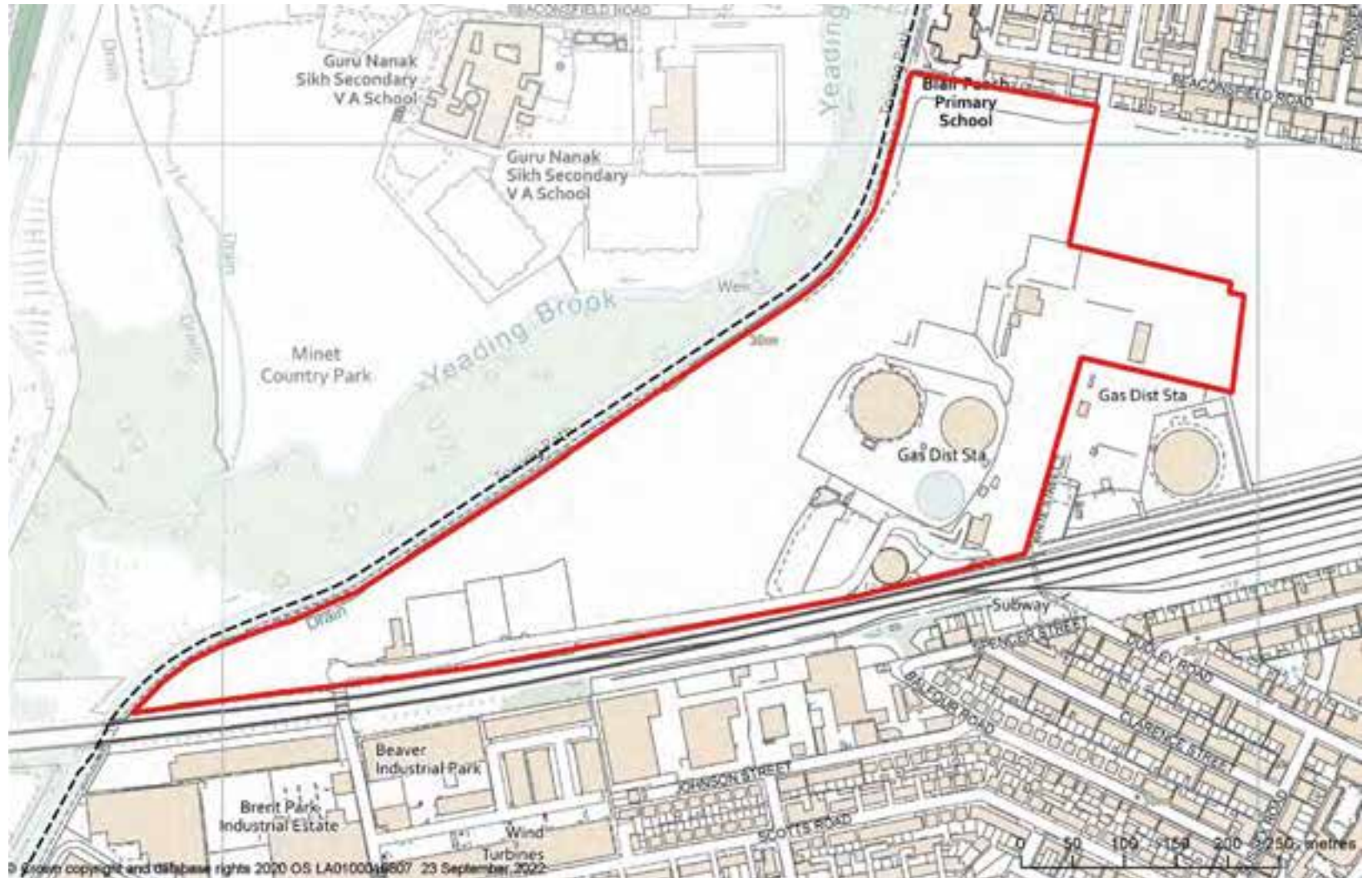
PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Part of Existing Site Allocation SOU5, Flood Zone 3a (surface water), Canalside Conservation Area (adjacent), Site of Metropolitan Importance for Nature Conservation, priority habitat, and Green Corridor (adjacent), Southall Major Centre, Opportunity Area.

PROPOSED USE

Residential, employment uses, school and health centre.

Site Plan: SO14 The Green Quarter (Southall Gasworks)



Southall – SO15

Scotts Road Trading Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Scotts Road, Southall UB2 5DD	0.56	Southall Green	Private

CURRENT USE

The site features a number of industrial units, occupied largely by auto repair businesses.

SETTING/TYOLOGY

Campus/Continuous block.

PROPOSED USE

Residential.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Existing industrial site (non-designated), Opportunity Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO15 Scotts Road Trading Estate



Southall – SO16

Endsleigh Industrial Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Endsleigh Road, Southall UB2 5QR	0.69	Southall Green	Private

CURRENT USE

The site features a range of industrial, small business and retail uses.

SETTING/TYOPOLOGY

Campus/Continuous block.

PROPOSED USE

Residential-led, mixed-use scheme including some industrial uses.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Metropolitan Importance for Nature Conservation (adjacent), existing industrial site (non-designated), Opportunity Area, Canalside Conservation Area (nearby), Blue Ribbon Network (nearby).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

190140FUL.

Site Plan: SO16 Endsleigh Industrial Estate



Southall – SO17

Witley Works

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Witley Gardens, Southall UB2 4ES	1.24	Southall Green	Council, Private

CURRENT USE

The site features a combination of residential, retail and industrial uses.

SETTING/TIPOLOGY

Campus/Free-form.

PROPOSED USE

Industrial-led mixed-use intensification.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Norwood Green Conservation Area (nearby), locally listed building (nearby), Site of Metropolitan Importance for Nature Conservation (adjacent), Opportunity Area, existing industrial site (non-designated).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO17 Witley Works



Southall – SO18

Monorep Site

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Poplar Avenue, Southall UB2 4PN	0.49	Northwood Green	Private

CURRENT USE

The site is in use as a car sales and repair facility.

SETTING/TIPOLOGY

Campus.

PROPOSED USE

Residential with retention of place of worship.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Grade II Listed Glade Lane Bridge (adjacent), locally listed building (nearby), Site of Metropolitan Importance for Nature Conservation, Site of Borough Importance for Nature Conservation (nearby), Strategic Area for Regeneration, existing industrial use (non-designated), Archaeological Interest Area, St Mark’s Church and Canal Conservation Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO18 Monorep Site



Southall – SO19

Warren Farm

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Warren Farm, Windmill Lane, UB2 4NE	24.67	Warren Farm Park	Council

CURRENT USE

The site consists of Warren Farm School Sports Centre and Nature Reserve.

SETTING/TIPOLOGY

Green spaces.

PROPOSED USE

Sports facilities and Local Nature Reserve.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Metropolitan Open Land, St Mark's Church and Canal Conservation Area (adjacent), Scheduled monument (nearby), Site of Borough Importance for Nature Conservation, Green Corridor and Site of Metropolitan Importance for Nature Conservation (nearby), Strategic Area for Regeneration, Archaeological Interest Area, Community Open Space.

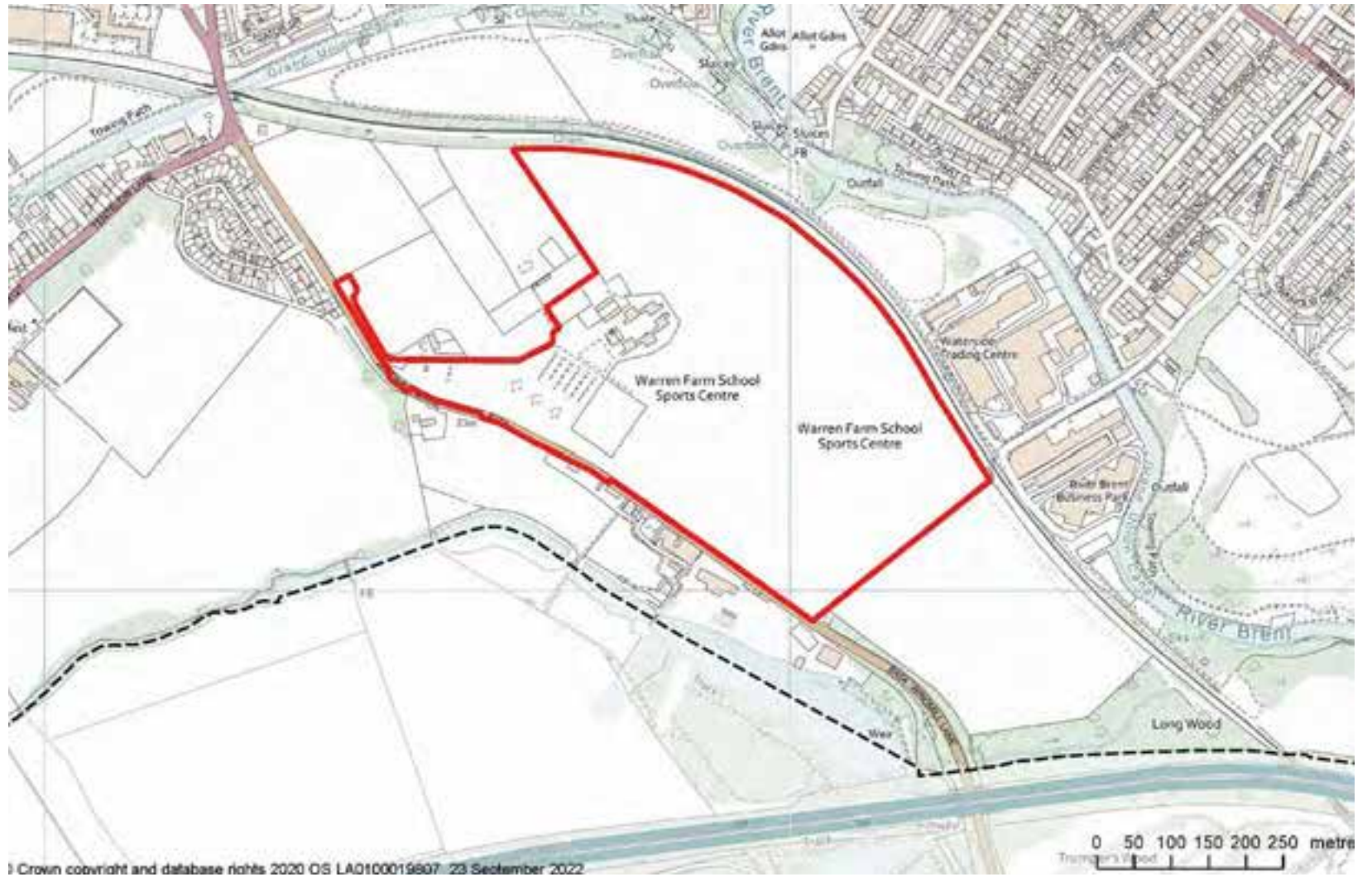
INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO19 Warren Farm



Southall – SO20

Great Westen Triangle Centre

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Uxbridge Road, Southall UB1 3EJ	1.84	Brent Valley Park	Private

CURRENT USE

The site features industrial uses including auto repair and a builders' merchants. Further, the site features warehouse and educational uses.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Mixed industrial intensification.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed St Bernard's Lodge (nearby), locally listed building (nearby), Site of Borough Importance for Nature Conservation, Green Corridor, priority habitat (adjacent), Strategic Area for Regeneration, Strategic Industrial Location (SIL).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

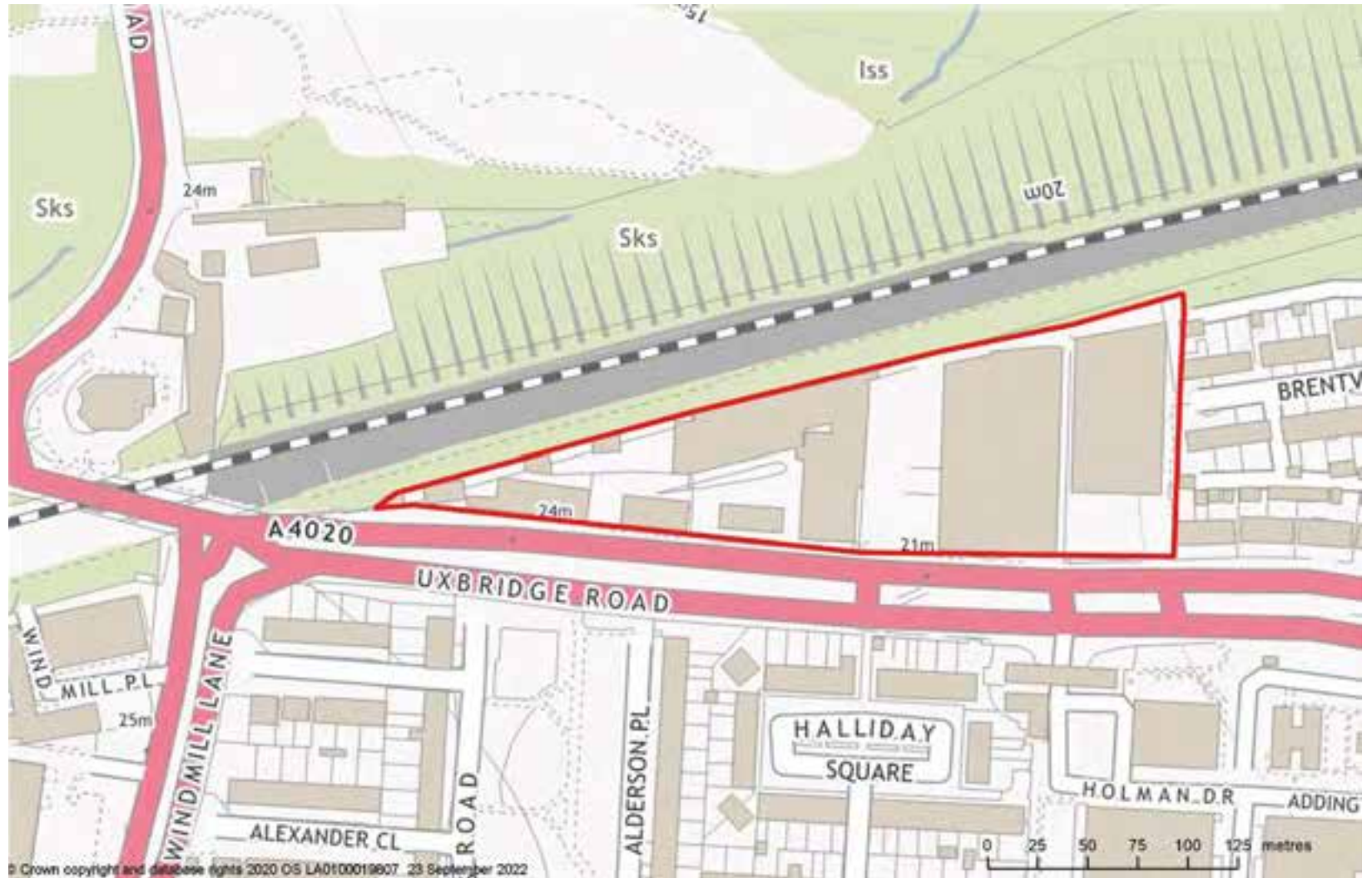
RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

NOTES

A masterplan will be required in line with Development Management policies.

Site Plan: SO20 Great Westen Triangle Centre



Southall – SO21

Hanson’s Timber Yard & Motec

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Uxbridge Road, Southall UB1 3EQ	0.84	Central Southall	Private

CURRENT USE

The site is currently used as a timber and building materials yard. The site also contains an auto repair garage.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential, employment and community open space.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Metropolitan Open Land, Site of Borough Importance for Nature Conservation, priority habitat, Green Corridor, Tree Preservation Order, Strategic Area for Regeneration, existing employment use (non-designated), Archaeological Interest Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO21 Hanson's Timber Yard & Motec



Southall – SO22

Car Sales, Queenstyle and MBS

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
220 Uxbridge Road, Southall UB1 3DZ	0.50	Southall Park	Private

CURRENT USE

The site features a number of large retail units for building materials, in addition to car sales and MOT centre to the west of the site.

SETTING/TYOLOGY

Centres.

PROPOSED USE

Residential-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Borough Importance for Nature Conservation, Green Corridor, priority habitat (nearby), Tree Preservation Order, Opportunity Area, existing industrial use (non-designated).

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO22 Car Sales, Queenstyle and MBS



Southall – SO23

Golf Links Estate

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Fleming Road, Southall UB1 3ND	7.86	Dormers Wells	Council

CURRENT USE

The site is currently occupied by the Golf Links housing estate. The site also features the Birkdale Court Outdoor Sports facility as well as the Redcroft Road Sports Facilities Recreation Ground.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Borough Importance for Nature Conservation (adjacent), Strategic Area for Regeneration.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

195348OUT, PP/2013/4843.

SETTING/TYOLOGY

Free-form/Continuous block.

PROPOSED USE

Residential (infill).

Site Plan: SO23 Golf Links Estate



Southall – SO24

Cranleigh Gardens Industrial Estate & Kingsbridge Crescent

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
Cranleigh Gardens, Southall UB1 2BZ	1.59	Southall	Private

CURRENT USE

The site is occupied by an industrial estate comprised of numerous small businesses. The site also houses the Nanaksar Gurdwara.

SETTING/TYOLOGY

Campus.

PROPOSED USE

Residential, community.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Metropolitan Importance for Nature Conservation (adjacent), Site of Local Importance for Nature Conservation (nearby), existing industrial use (non-designated), Opportunity Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

185960FUL, P/2013/2628.

Site Plan: SO24 Cranleigh Gardens Industrial Estate & Kingsbridge Crescent



Southall – SO25

Southall TA Barracks

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Broadway, Southall UB1 1PN	1.13	Central Southall	Ministry of Defence

CURRENT USE

The site is currently used as a barracks for the Army Reserve.

SETTING/TIPOLOGY

Other green spaces.

PROPOSED USE

Residential-led, mixed-use scheme including some employment uses.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Flood Zone 3a (surface water), Site of Metropolitan Importance for Nature Conservation (adjacent), Opportunity Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

No relevant planning applications.

Site Plan: SO25 Southall TA Barracks



Southall – SO26

Hambrough Tavern

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
The Broadway, Southall UB1 1NG	0.17	Central Southall	Private

CURRENT USE

The site has most recently been used as a public house.

SETTING/TYOLOGY

Centres/Green spaces.

PROPOSED USE

Residential-led, mixed-use scheme.

PLANNING DESIGNATIONS/ SITE CONSTRAINTS

Canalside Conservation Area (adjacent), Opportunity Area.

INDICATIVE TIME-FRAME FOR DELIVERY

Beyond 5 years.

RELEVANT PLANNING APPLICATION(S):

184519FUL.

Site Plan: SO26 Hambrough Tavern



