



HANWELL TOWN PLAN

30,177
HANWELL
POPULATION

Image: Grand Union
Canal, Hanwell.



Hanwell today

4.4.1 — Hanwell is located in the centre of the borough and comprises two wards: North Hanwell and Hanwell. 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 Town Centre

4.4.2 — The town is home to approximately 30,000 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 Town 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 Boston Road and Boston Road provide local amenities alongside larger areas of commercial retail.

North-south severance

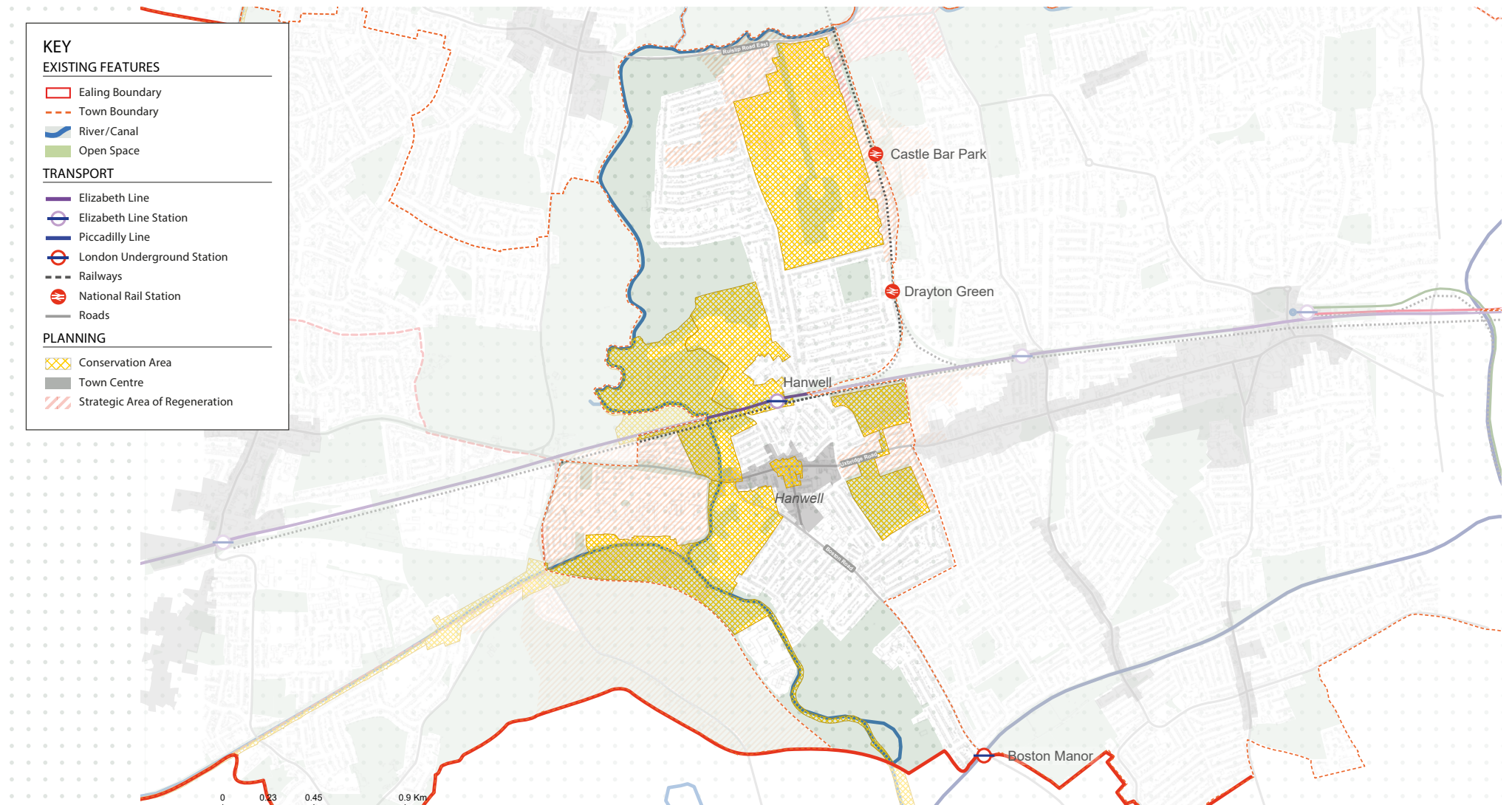
4.4.5 — Hanwell is well-connected by rail with Hanwell, Castle Bar Park and Drayton Green train stations providing connections to West Ealing, Paddington, Reading and Heathrow via the Great Western Rail and Elizabeth line.

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 (2022).

LINKS



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



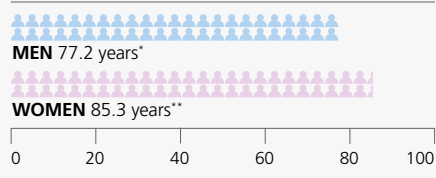
Image: Residential housing.

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

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

Source: Page 22, Hanwell Town Briefing, PRD.

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)

Lack of affordable housing

4.4.10 — 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.

4.4.11 — 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.

4.4.12 — 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

4.4.13 — 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.

4.4.14 — 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

4.4.15 — 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.

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

Image: Millennium Maze, Hanwell Zoo.



Opportunities for Hanwell

4.4.17 — 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

4.4.18 — 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.

4.4.19 — 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.

4.4.20 — 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

4.4.21 — 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.

4.4.22 — 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

4.4.23 — 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

4.4.24 — This section sets out a town spatial strategy that articulates the borough wide spatial vision and spatial strategy into a town specific policy that will help guide future development and investment within the area. This is followed by a series of town specific spatial policies that set out detailed policy related to specific areas within the town. Further development and investment opportunities are also identified within each place. Figure H2 presents the Hanwell spatial strategy.

4.4.25 — 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 also provide a local and contextually specific response to the London Plan that will help guide future growth and planning policy in Ealing.

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



Image: Aerial view of Hanwell Town Centre.



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

Figure H2:
Hanwell Spatial Strategy

KEY

EXISTING FEATURES

- Ealing Boundary
- Town Boundary
- River/Canal
- Open Space

TRANSPORT

- High Speed 2
- London Overground
- London Overground Station
- Elizabeth Line
- Elizabeth Line Station
- Central Line
- District Line
- Piccadilly Line
- London Underground Station
- National Rail Station
- Roads

PLANNING

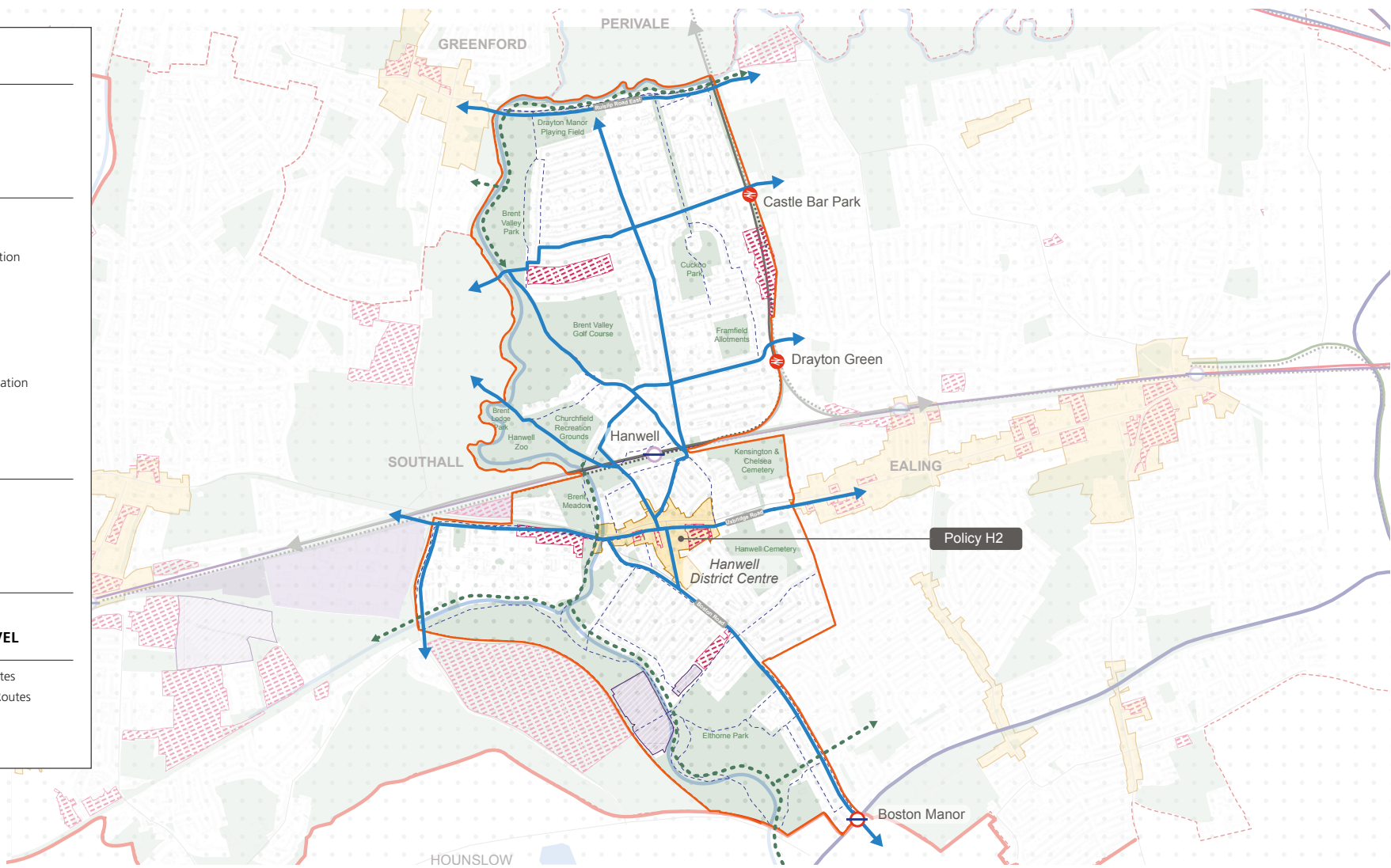
- Town Centre
- Opportunity Area
- Industrial Land (SIL)
- Industrial Land (LSIS)

DEVELOPMENT SITES

- Development Sites

PROPOSED ACTIVE TRAVEL AND GREEN SITES

- Primary Active Travel Routes
- Secondary Active Travel Routes
- Green Links
- Green Connections



Policy H1: Hanwell Spatial Strategy

Spatial vision for Hanwell

A. Hanwell is a compact area with a rich history, strong local character, prominent local heritage assets and green spaces. 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, cultural 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.

Tackling the climate crisis

C. Connectivity will be improved and severance caused by the Uxbridge Road and the railway will be reduced across Hanwell by:

(i) 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.

(ii) Improving connections with the rest of the borough by investing in better wayfinding and signage from Trumplers Way Industrial Estate to Greenford and Perivale, via the publicly accessible spaces of the Brent Valley Park.

(iii) 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.

(iv) 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, exploring the potential for additional crossings and better links to the new Brent Valley Park.

(v) Strengthening connections by public transport and active travel enhancements and improvements to the public realm to and from Greenford for

residents living in the north of Hanwell, where Greenford Town Centre is more easily accessible.

Fighting inequality

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

Creating good jobs and growth

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 Wharncliffe Viaduct.

F. The key infrastructure delivery priorities for Hanwell are set out in Table H1.

4.4.27 — 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.

4.4.28 — 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. This is further set out in the Ealing Character Study.

4.4.29 — 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.

4.4.30 — 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 District 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 masterplanned intensification. The former has significant scope for heritage-led regeneration due to its attractive location on the Grand Union Canal.



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.



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

4.4.32 — 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.

4.4.33 — 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 District Centre.

4.4.34 — 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.

4.4.35 — 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 District Centre and the town as a whole.

4.4.36 — The IDP forms a key element of the Local Plan's evidence base, setting out the infrastructure that will be required to support the planned growth

across the borough, informed through engagement with stakeholders and infrastructure providers. IDPs are living documents, acting as a 'snapshot in time', and as different infrastructure providers respond to their own unique challenges, the information will naturally date and alter over time. The IDP will require updating on a regular basis to reflect this.

4.4.37 — The delivery of infrastructure is the responsibility of various different bodies, as detailed within the IDP, including those which have a statutory duty to provide sufficient infrastructure to meet the identified need, as well as those who are responding to market conditions.

4.4.38 — Table H1 demonstrates the infrastructure schemes which will support the sustainable delivery of planned growth over the plan period in Hanwell.

Table H1:
Key infrastructure delivery schedule

Infrastructure Type	Infrastructure Scheme	Infrastructure Provider	Delivery Phasing
Community centres	Hanwell Community Centre restoration.	Ealing Council	TBC
Education	Further pupil forecasting and school capacity work to identify early years, primary, secondary, further years and SEND provision required to support planned growth in Hanwell.	Ealing Council	Throughout plan-period
Special educational needs and disability (SEND)	St Ann's School Expansion.	Ealing Council	TBC
Healthcare	Further work to establish the required levels of healthcare provision to support planned growth in Hanwell (including primary and secondary healthcare and social care).	North West London Integrated Care Board (ICB)	Throughout plan-period
Primary & secondary healthcare	Ealing Hospital / St Bernard's - to provide a new Medium Secure Unit and review options to move the existing mental health services to a new 90-bed low secure unit on site.	North West London ICB	0–5 years
Secondary healthcare	Ealing Hospital: Meadow House Hospice refurbishment / rebuild / relocation.	North West London ICB	TBC
Secondary healthcare	Ealing Hospital: A&E department expansion and development.	North West London ICB	TBC
Secondary healthcare	Ealing Hospital: Theatre & Critical Care refurbishment and modernisation.	North West London ICB	TBC
Secondary healthcare	Ealing Hospital: Outpatients refurbishments and efficiency improvements.	North West London ICB	TBC
Secondary healthcare	Ealing Hospital: Site infrastructure and car parking improvements.	North West London ICB	TBC
Secondary healthcare	Ealing Hospital: Energy Centre and Net Zero investments.	North West London ICB	TBC
Secondary healthcare	Ealing Hospital: Endoscopy expansion and refurbishment	North West London ICB	TBC
Active travel	A range of schemes to support active and sustainable travel in Hanwell, including public realm, streetscape and highways improvements.	Ealing Council	TBC
Flood mitigation	Feasibility studies of critical drainage areas at Boston Road catchment.	Environment Agency	TBC
Heat Networks	Proposed area in Hanwell has been identified and designated as best suited for a heat network as a low cost and low-carbon solution.	Ealing Council	TBC

Hanwell Spatial Policies

Policy H2: Hanwell District Centre

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 District Centre.

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

(v) Enhancing the unique cultural offer of the area including supporting local festivals and community events.



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

4.4.39 — Hanwell District 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.

4.4.40 — 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 District Centre, which is important to realising its role as a hub for housing, transport, local services, and employment.

4.4.41 — The boundary of Hanwell District 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.

4.4.42 — 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 District Centre, and certainly within the boundary of the 20-minute neighbourhood.

4.4.43 — This more diffuse nature of Hanwell District 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.

4.4.44 — 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 District Centre.



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



Image: Hanwell Locks, Grand Union Canal.

Hanwell Development Sites

4.4.45 — There will be significant change over the 15-year Local Plan period. 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 growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

4.4.46 — 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. The selection of these Development Sites was the subject of a detailed assessment and a 'call for sites.'

4.4.47 — Development Sites have 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.

4.4.48 — Figure H3 and Table H2 present all the Hanwell Development Sites and the schedules that follow set out key site information, contextual considerations and design principles for each.

4.4.49 — Development Sites represent site-specific components of the development plan and are intended to deliver the broader thematic policies set out elsewhere in this document.

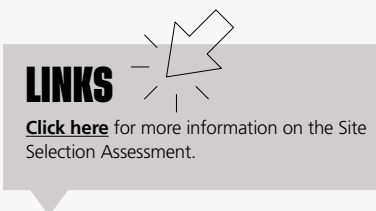
4.4.50 — Development Sites form the adopted policy for each of these specific sites and will not restate all relevant development plan policies; however all proposals are expected to accord with the development plan as a whole, as well as any local placemaking objectives set out in the relevant Town Plan. Proposals will also need to take account of relevant masterplans or supplementary planning document (SPD) guidance as part of future planning applications.

4.4.51 — The Development Site schedules that follow should be read in conjunction with the overarching principles below:

Residential: Refers to Use Class C3 housing.

Setting/Typology: Development proposals must respond to relevant contextual design guidance provided in Part 2 of the Ealing Character Study.

PTAL: Refers to the 2015 base year as defined by Transport for London. Development proposals must be assessed against the latest data available at the point of application.



Tall Buildings: Detail on specific tall buildings sites is set out in the Tall Buildings Strategy and supporting Site Study Appendices. Height is set out in storeys and a metre equivalent is prescribed in Policy D9 as an average of 3.5 metres per storey. The tall buildings threshold height is simply that and not a presumption that any height up to this is automatically acceptable. Proposed heights remain subject to a full design assessment at the point of application.

Flood Risk: Development proposals must comply with latest technical guidance provided by the council, including the Strategic Flood Risk Assessment (SFRA) Level 1 and 2.

Key Infrastructure Requirements: Infrastructure is expected to be delivered in earlier phases of development. These requirements are consolidated in the council's Infrastructure Delivery Plan, which acts as a 'snapshot in time', setting out the infrastructure that will be required to support the planned growth across the borough, delivered through a variety of bodies, including Ealing Council.

Design Guidance: Development proposals must comply with latest design guidance provided by the Greater London Authority (GLA), the council's Ealing Character Study and Housing Design Guidance.

Housing: Development proposals for sites with a residential component must satisfy the requirements of the council's Housing Strategy at the point of application.

Industry: Development proposals for sites with an industrial component must satisfy the requirements of Policy E4 for testing and reversion of industrial uses.

4.4.52 — Any factual information cited in a Development Site should be reconfirmed prior to application. Planning designations can be sourced on the council's Interactive Policy Map.

4.4.53 — For Development Sites under multiple ownership, applicants should undertake effective engagement with residents, landowners, developers and leaseholders to facilitate potential land assembly for the benefit of comprehensive and cohesive development. Where single applications are submitted for part of a Development Site, proposals must not compromise future delivery of land remaining within the overall Development Site boundary.

4.4.54 — The deliverability of Development Sites was assessed at the plan making stage. The Site Selection Report explains the approach, methodology and findings and can be found on the council's website.

4.4.55 — The council will promote the delivery of these Development Sites, including use of compulsory purchase powers where these are necessary for land assembly.

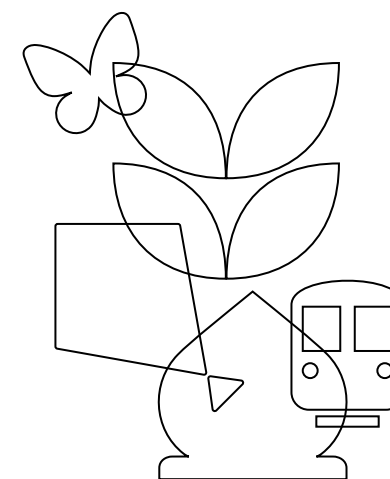


Table H2:
Hanwell Development Sites

01HA	Land to the front of Ealing Hospital	284	06HA	Tile Depot & Lambourn Close	294
02HA	Gray's Garage	286	07HA	Copley Close Estate	296
03HA	George Street Car Park	288	08HA	High Lane Housing Estate	298
04HA	Site of Lidl and discount store	290			
05HA	Marshall Site, Gold's Gym & Garages on Montague Avenue	292			

Figure H3:
Hanwell Development Sites

KEY

EXISTING FEATURES

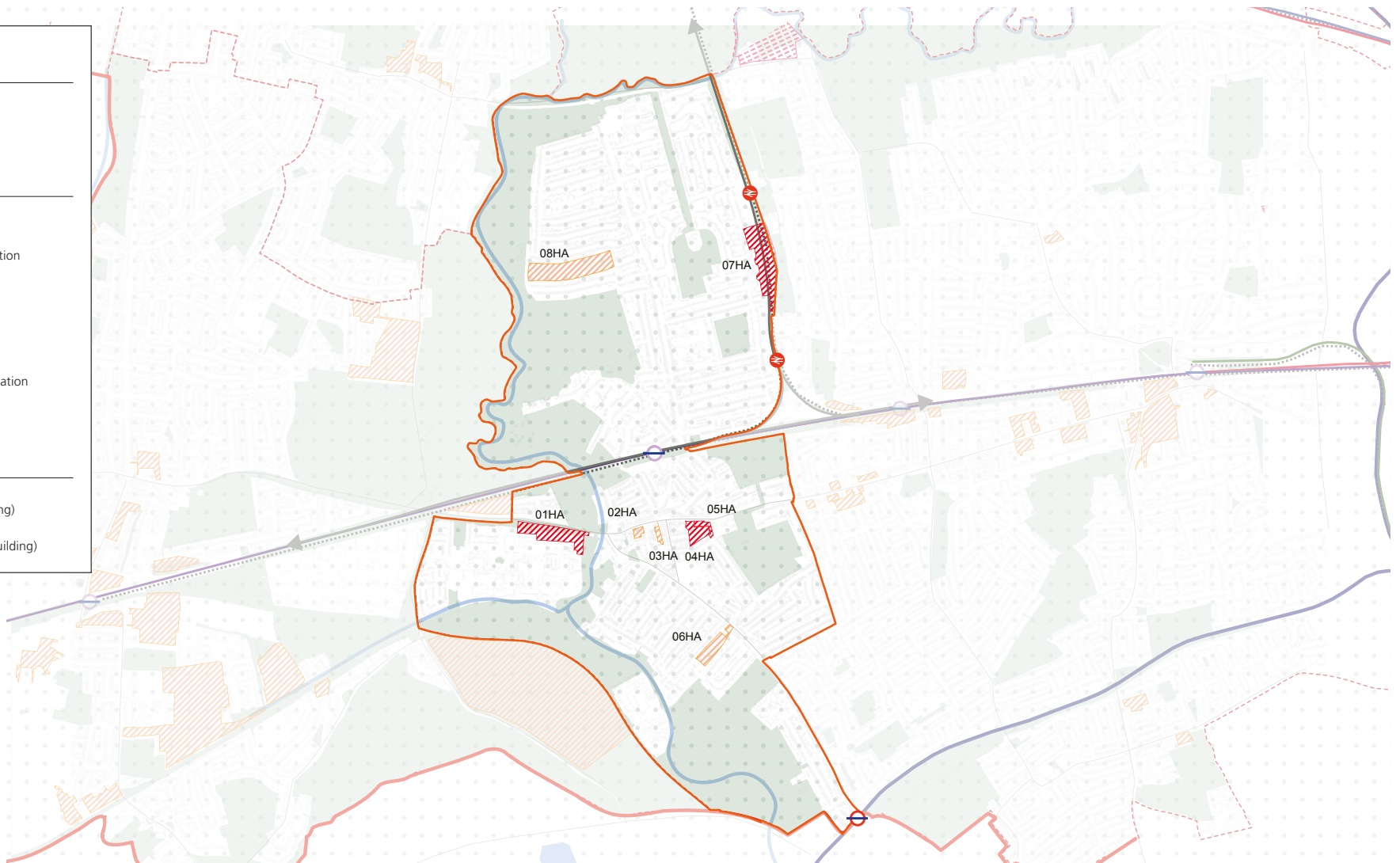
- Ealing Boundary
- Town Boundary
- River/Canal
- Open Space

TRANSPORT

- High Speed 2
- London Overground
- London Overground Station
- Elizabeth Line
- Elizabeth Line Station
- Central Line
- District Line
- Piccadilly Line
- London Underground Station
- Railways
- National Rail Station
- Roads

DEVELOPMENT SITES

- Development Sites (suitable for a tall building)
- Development Sites (not suitable for a tall building)



Hanwell – 01HA

Land to the front of Ealing Hospital



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Uxbridge Road, Southall, UB1 3HW	2.44	NHS

CURRENT USE

Ealing Hospital car park and adjacent residential properties.

PROPOSED USE

Residential and reprovide car parking for hospital.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Campus/Continuous block.

PTAL

3–4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 12 storeys (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 Hanwell Bridge (nearby), Churchfields CA (adjacent), St Mark’s Church and Canal CA (nearby), SINC (borough) (adjacent), SINC (metropolitan) (nearby), Green Corridor, Priority Habitat (nearby), Blue Ribbon Network (adjacent), Strategic Area for Regeneration, Metropolitan Open Land.

KEY INFRASTRUCTURE REQUIREMENTS

Green links to Capital Ring/MOL (Fitzherbert Walk/River Brent). Public realm, landscaping and greening improvements. Flood risk mitigation (fluvial and surface water). Health facilities.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- The site forms part of the wider Ealing Hospital, which includes an accident and emergency department, the Three Bridges medium secure unit, Meadow House hospice, and other departments and facilities.
- Any proposals should take into consideration development on neighbouring site 1750.
- St Bernard's Hospital to the east of Ealing Hospital has recently been redeveloped with high rise high density residential development (St Bernard's Gate).
- Uxbridge Road is dual carriageway, with heavy traffic that creates a hostile edge for the northern part of the site.
- In contrast, the eastern edge of the site abuts Fitzherbert Walk along the Brent River, which forms part of London's Capital Ring. The river and riverside walk are designated MOL and is encompassed by St Marks Church and Canal Conservation Area with Churchill Conservation Area and Brent Meadow/Connolly Meadow MOL to the north of the site. Part of northern edge of the

site lies within a Green Corridor.

- The hospital is within a 15-minute walk of Hanwell Station and there are bus routes that run along the Uxbridge Road, with one route terminating within the hospital grounds.
- The site is at risk of both fluvial and surface water flooding. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment, and any future site-specific flood risk assessment triggered by an application.

DESIGN PRINCIPLES

- Promote a mixed use residential led development with buildings facing along the main route into Ealing Hospital from the Uxbridge Road (A4020).
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range up to a maximum of 12 storeys (42m) across the site with storeys, with varied heights and taller elements situated to the north of the site.
- Reprovide affordable, key worker and assisted housing alongside the provision of new residential and community uses.
- Reprovide office uses in low rise buildings along the eastern edge of the site, fronting the River Brent.
- Ensure new buildings respond sensitively to existing residential frontages to the west and avoid privacy and overlooking issues with the hospital.
- Provide active frontages along the northern edge of the site, and internal streets where possible.
- Improve east-west and north-south pedestrian access through the site.
- Improve access to the Capital Ring route that runs along the eastern edge by opening up spaces along the interface between the site and Fitzherbert Walk. Public realm improvements should include upgrading the access points from Hanwell Bridge.
- Ensure tree planting along the northern edge of the site in particular to enhance the existing Green Corridor and create a buffer between the Uxbridge Road and the site.

- Limit vehicular movement to the perimeter of the site, improving the pedestrian/public realm.
- Provide new podium car parking for both hospital and limited residential parking.
- Ensure that existing access to the hospital is provided from Uxbridge Road, with the potential for reconfiguring internal arrangements and access for ambulances.

Hanwell – 02HA

Gray's Garage



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

CURRENT USE
Auto repair shop and car wash.
PROPOSED USE
Residential-led, mixed-use scheme.
RELEVANT PLANNING APPLICATION(S)
P/2010/3306.
SETTING/TYOLOGY
Centres.
PTAL
4–5
TALL BUILDINGS
The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS
Flood Zone 3a (surface water), St Marks Church and Canal CA (nearby), Hanwell Clock Tower CA (nearby), locally listed buildings (nearby), SINC (local) (nearby), existing industrial use (non-designated), Hanwell District Centre, Archaeological Interest Area.
KEY INFRASTRUCTURE REQUIREMENTS
Public realm improvements and measures to improve permeability and active travel.
INDICATIVE TIMEFRAME FOR DELIVERY
Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- The site is situated along the A4020 Uxbridge Road, a historic arterial road leading into and out of inner London and is located within Hanwell District Centre.
- The area is characterised by mainly two and three storey buildings on the Uxbridge Road, with shops and services on the ground floor and residential above, and two storey terraced housing to the south.
- Overall scale and design of proposals should be responsive to heritage aspects of the adjoining St Mark's Church & Canal Conservation Area to the south and the Hanwell Clock Tower Conservation Area to the north-east.
- The site is within a 10-minute walk from Hanwell Station and there are several bus routes along the Uxbridge Road.

DESIGN PRINCIPLES

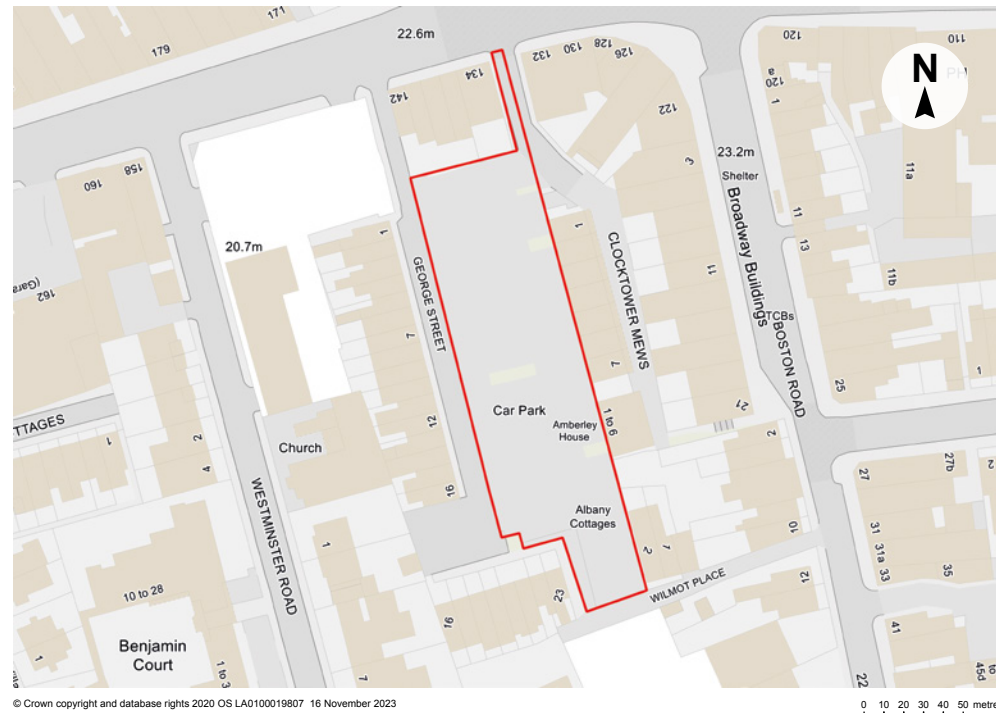
- Capitalise on the site's location along A4020 Uxbridge Road within Central Hanwell, its proximity to Hanwell Crossrail Station and nearby parks by

introducing a mixed-use development that provides residential, commercial space and public open space.

- Consider the potential for a mid- to high-density scheme that provides residential, office and commercial uses to complement the town centre.
- The scale of development must not exceed 5 storeys (18 metres).
- The scale along the southern boundary should be lower than along Uxbridge Road so as not to over-dominate the amenity of the adjacent Maudesville Cottages and Westminster Road residential developments.
- Proposed heights should consider the impact of views from St Mark's Church & Canal and Hanwell Clock Tower Conservation Areas.
- Active frontages should be incorporated into development overlooking Uxbridge and Westminster Roads with the introduction of non-residential uses, such as office or community uses at lower floors.
- Ensure unified shopfronts and provide an upgraded public realm on Uxbridge Road and Westminster Road with building lines consistent with those established by neighbouring properties to restore the perimeter block structure.
- Provide new pedestrian routes through the site that integrate with the Brent Valley Park and parks to the south-west and improve existing pedestrian routes to the town centre.
- Incorporate no/low levels of car parking for any residential development given the town centre location.

Hanwell – 03HA

George Street Car Park



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
George Street, Hanwell, W7 3SY	0.22	Council

CURRENT USE	PLANNING DESIGNATIONS/SITE CONSTRAINTS
Car park.	Flood Zone 3a (surface water), Clock Tower CA (adjacent), locally listed building (nearby), Hanwell District Centre.
PROPOSED USE	KEY INFRASTRUCTURE REQUIREMENTS
Residential-led, mixed-use scheme.	Improved public realm, landscaping and measures to improve permeability and active travel. Flood risk mitigation (surface water).
RELEVANT PLANNING APPLICATION(S)	INDICATIVE TIMEFRAME FOR DELIVERY
None.	Within years 6–10 (2028/29 – 2032/33)
SETTING/TYOLOGY	TALL BUILDINGS
Centres.	The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).
PTAL	
4	

CONTEXTUAL CONSIDERATIONS

- The site is situated on George Street, off the A4020 Uxbridge Road, a historic arterial road leading into and out of inner London. The site is located within Hanwell District Centre.
- The site is bounded by a small two storey block of terraced houses with shops and services on the ground floor to the north on the Uxbridge Road. To the north east is a new 6 storey flatted development on the Uxbridge Road. The site is bounded to the south and east by two storey terraced cottages which front onto the car park. The western edge of the car park is edged with the backs of 3 storey mews houses.
- Overall scale and design of proposals should be responsive to heritage aspects of the adjoining St Hanwell Clock Tower Conservation Area to the east.
- The site is within a 10-minute walk from Hanwell Station and there are several bus routes along the Uxbridge Road.
- The site is at high risk of surface water flooding, particularly the northern and south-western sections. The design and

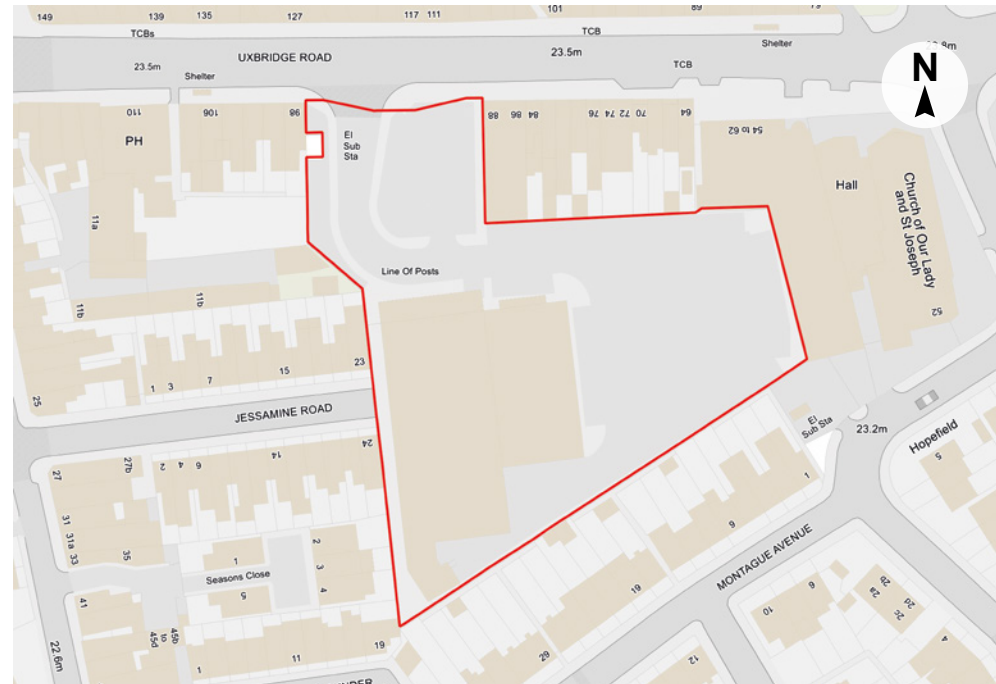
layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessments read alongside the general mitigation requirements.

DESIGN PRINCIPLES

- Ensure that the height of any development proposals takes into consideration the 2 storey terraced cottages fronting the site, with scale and massing responding sensitively to the low-rise surrounding housing.
- Reflect the fine-grained character of neighbouring streets.
- Create a mews style development to reflect existing adjacent residential development, with tree planting and soft landscaping to improve the public realm.
- Create a pedestrianised route through the site linking Uxbridge Road with Wilmot Place and Boston Road, to improve permeability in the area.
- Incorporate no/low levels of car parking for any residential development given the town centre location.

Hanwell – 04HA

Site of Lidl and discount store



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
90–94 Uxbridge Road, Hanwell, W7 3SU	0.83	Private

CURRENT USE

Retail (supermarket), associated parking.

PROPOSED USE

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

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Centres.

PTAL

4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Hanwell Clock Tower CA (nearby), Hanwell Cemeteries CA (nearby), locally listed building (nearby), Hanwell District Centre.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Measures to improve active travel.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- Lidl supermarket with surface parking covering half the site.
- A strategic site located within Hanwell town centre and close to Hanwell Clock Tower Conservation Area.
- Poor public realm at entrance to the site with wide access from Uxbridge Road.
- Within walking distance of Hanwell Station and bus routes along the Uxbridge Road.
- Development proposals should take into consideration development on adjacent site 05HA.

DESIGN PRINCIPLES

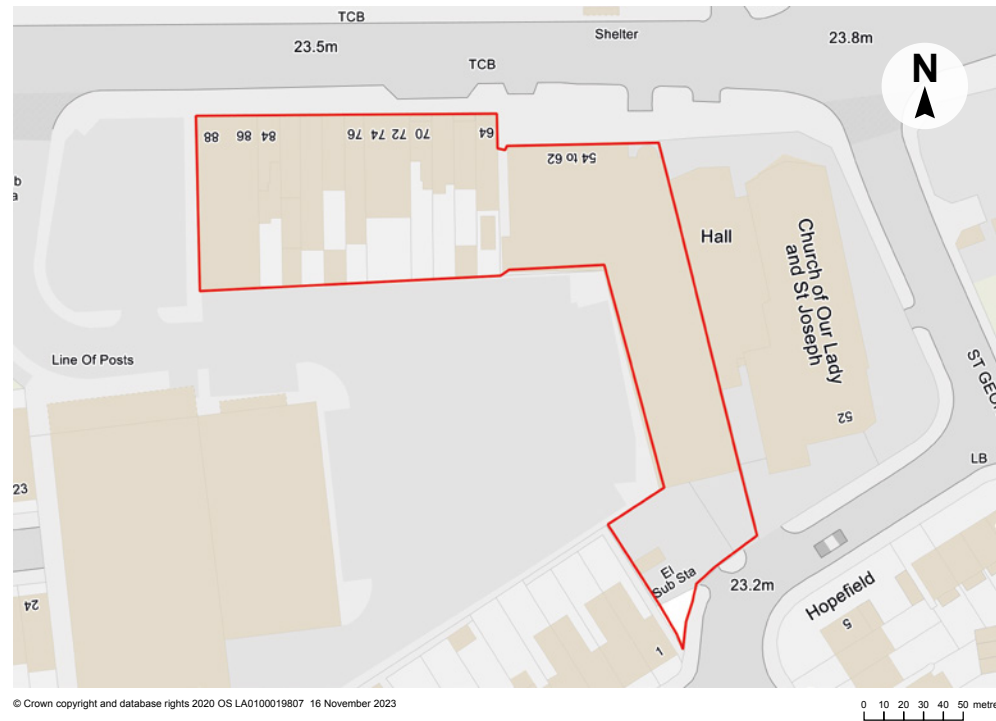
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 3 and a maximum of 6 storeys (21m) across the site, with the tallest elements situated on the Uxbridge Road and stepping down in height toward the rear of the site.
- Consider reconfiguring of the site with retail/café/restaurant continuing the

street frontage along the Uxbridge Road and an upgraded public realm to create a strong perimeter to the site.

- Create a high-quality public space within the development, linked to internal pedestrian streets with tree planting and soft landscaping, and improved pedestrian routes through the site from Uxbridge Road to Montague Avenue.
- Ensure the design, scale, layout, and materials reflects the prevailing character and fine grain of the surrounding area.
- Ensure that retail units along the Uxbridge Road are flexible in size to allow for smaller independent businesses.
- Reprovide the supermarket on site.
- Incorporate no/low levels of car parking for any residential development given the town centre location.
- Provide suitable onsite amenity space for any residential development.

Hanwell – 05HA

Marshall Site, Gold’s Gym & Garages on Montague Avenue



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
54–88 Uxbridge Road, Hanwell, W7 3SU	0.29	Private

CURRENT USE

Retail, leisure, professional services, education, a dentist, a car dealership and residential accommodation.

PROPOSED USE

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

RELEVANT PLANNING APPLICATION(S)

172913FUL, 215983FUL.

SETTING/TYOLOGY

Centres.

PTAL

4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 8 storeys (28 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Hanwell Cemeteries CA (nearby), Hanwell Clock Tower CA (nearby), Grade II St Mellitus Church (nearby), TPO, locally listed building (nearby), Hanwell District Centre.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm and landscaping improvements. Improve permeability and active travel.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1–15 (2023/24 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- A strategic site located within Hanwell town centre, adjacent to locally listed Church of Our Lady and St Joseph and close to Hanwell Cemeteries Conservation Area.
- Commercial elements will need to maintain a strong active frontage to support the vibrancy of Hanwell town centre and the Uxbridge Road.
- Within walking distance of Hanwell Station and bus routes along the Uxbridge Road.
- Development proposals should take into consideration development on adjacent site 04HA.

DESIGN PRINCIPLES

- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 3 and a maximum of 8 storeys (28m) across the site, with tallest elements situated on the Uxbridge Road and stepping down in height toward the rear of the site.

- Ensure that the design, scale and materials reflects the fine-grained character of the surrounding area and must consider the adjacent locally listed building and its setting.
- Maintain the existing frontage on the Uxbridge Road, creating a strong perimeter to the site, with commercial units and an improved public realm enhancing the importance of this site as a gateway to the town centre.
- Provide retail/commercial units in a variety of unit sizes to encourage local independent businesses.
- Maintain the historic building line of the Uxbridge Road.
- Provide a new community space on the southern part of the site fronting Montague Avenue potentially associated with the adjacent church, with improvements to the public realm.
- Create a pedestrian link between Uxbridge Road and Montague Avenue.
- Incorporate no/low levels of car parking for any residential development given the town centre location.

- Provide suitable onsite amenity space for any residential development.

Hanwell – 06HA

Tile Depot & Lambourn Close



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
128 Boston Road & Lambourne Close, Hanwell, W7 2LN	1.13	Council, Private

CURRENT USE

Residential, a tile showroom and builders' merchants.

PROPOSED USE

Residential, retail.

RELEVANT PLANNING APPLICATION(S)

177740FUL.

SETTING/TYOLOGY

Free-form/Campus.

PTAL

1b-2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), SINC (borough) (nearby), Archaeological Interest Area.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, greening and landscaping improvements. Improvements to pedestrian links.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

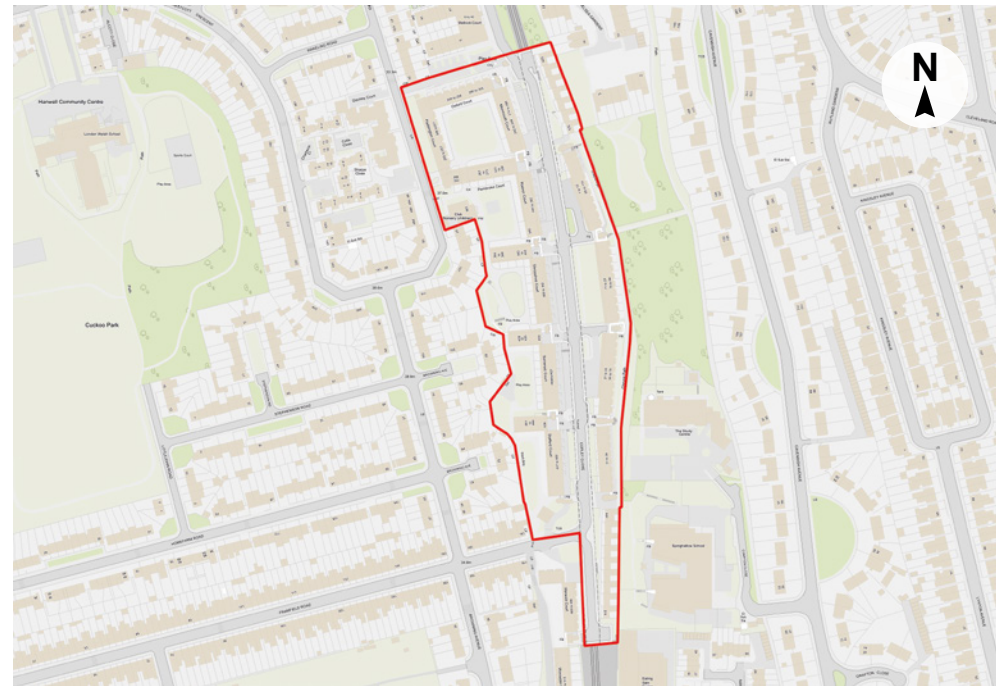
- The Tile Depot is situated on the Boston Road, adjacent and opposite primary and secondary shopping frontages on Boston Road.
- The majority of the site comprises council owned Lambourne Close, a housing estate, including Chris Payne House at the south western end of the site, a block of modular units used as temporary accommodation.
- To the south of the site is Trumpers Way LSIS.
- The site borders the back gardens of houses on Trumpers Way to the east and Humes Avenue to the west, which provides access to Lambourne Close.
- The site is within easy reach of Elthorne Waterside Park and the Grand Union Canal.
- The public realm outside Tile Depot on Boston Road and the junction with Trumpers Way is poor quality with many opportunities for improvement.

DESIGN PRINCIPLES

- Ensure an active frontage on the Boston Road, with proposed building lines maintaining the historic building lines of Boston Road and retaining the fine grain and historic development pattern of the area of the road.
- Retain retail uses on the ground floor with residential units above on Boston Road.
- Ensure that building heights are in keeping with the surrounding area and consider the cottages on Rosedale Close.
- Improve public realm, particularly on Boston Road and the junction with Trumpers Way, including tree planting and soft landscaping.
- Ensure that any development proposals for Lambourne Close first consider refurbishment or retrofit of the existing buildings, with some infill and airspace development. There are opportunities to reconfigure the green space surrounding the residential blocks to create better shared amenity space.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Retain Chris Payne House as the existing modular units have a life span of 50 years and provide much needed temporary accommodation.
- Improve pedestrian access through the site, with new east – west routes to allow better access to Trumpers way and Elthorne Park, and a north – south route to allow for access to Belvedere Road.

Hanwell – 07HA

Copley Close Estate



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Copley Close, Hanwell, W7 1AZ	3.64	Council

CURRENT USE

Residential estate with associated amenity space.

PROPOSED USE

Residential with health and retail facilities.

RELEVANT PLANNING APPLICATION(S)

201613FUL, PP/2013/2127.

SETTING/TYOLOGY

Free-form.

PTAL

1b–2

TALL BUILDINGS

The site is in principle suitable for a tall building. An agreed masterplan indicates a maximum height of 7 storeys (24.5 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Cuckoo Estate CA (adjacent), SINC (borough) (adjacent), Green Corridor (adjacent), Priority Habitat (adjacent), SINC (local) (nearby), Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, greening and landscaping improvements. Active travel improvements and green links. Health facilities.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Copley Close is a long narrow estate bounded by the railway line to the east and the establishes neighbourhoods of the Cuckoo Estate to the west.
- Part of a larger estate regeneration project, much of which has already been completed.
- This part of the estate is characterised by blocks of flats and some housing. Cars are parked along the length of Copley Close with many parked on pavements. The public realm is poor quality and pedestrians and cyclists are not prioritised.
- Adjacent to Cuckoo Estate Conservation Area, Greenford Branch Line Green Corridor, Gurnell Grove and Castlebar SINC, close to Castlebar Park and Copley Wood.
- The estate sits to the east of Greenford and north of Hanwell. It is largely isolated despite being close to Castle Bar Park Station at the top of the site, Drayton Green Station to the south and a bus route that runs along Copley Close, as these public transport services run infrequently.

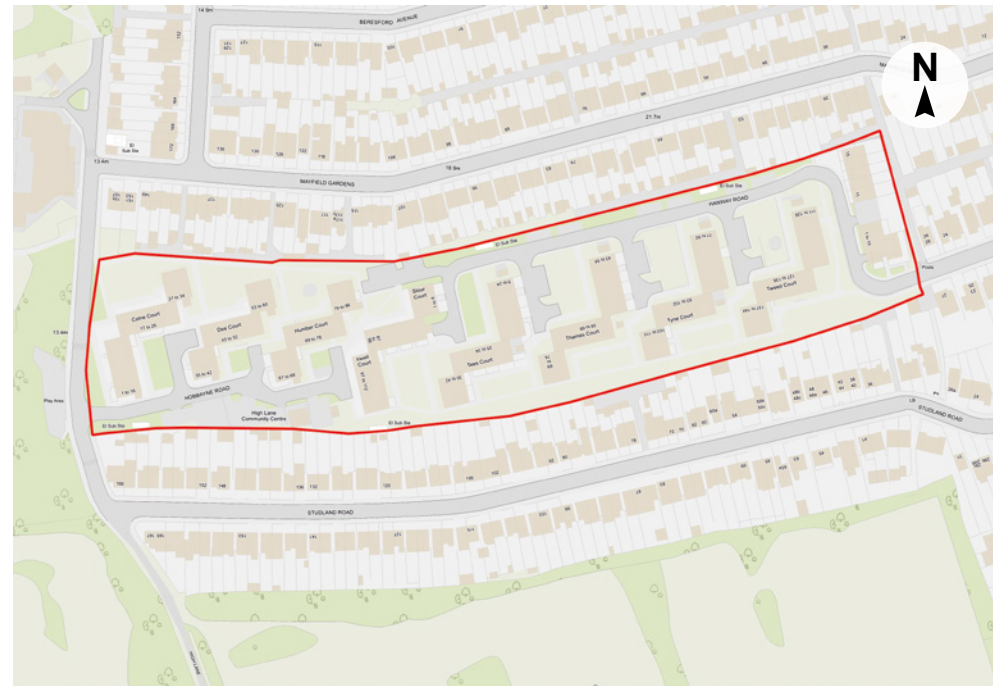
- The estate is characterised by poor quality housing, with severe design and layout problems, including poorly maintained public areas and play spaces.

DESIGN PRINCIPLES

- Redevelop and regenerate the southern and eastern areas of the estate to optimise the delivery of renewed affordable housing stock, and to provide a better defined and structured urban form with public realm improvements.
- Replace existing housing with new, higher density housing to optimise the use of the land, taking account of London Plan Policy H8.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Consider the potential for retrofit and refurbishment.
- Ensure building height, massing and street layout proposals are developed in accordance with the agreed masterplan. Heights are to range up to a maximum of 7 storeys (24.5m) across the site.
- The design, scale and massing should consider the character of the surrounding area and parts of the estate that have already been redeveloped, creating a distinct character that respects the suburban and heritage context of the Cuckoo Estate.
- Provide enhanced road access to the estate and improved integration with the surrounding area.
- Improve the public realm, accessibility, and wayfinding throughout the site, with increased permeability for pedestrians and cyclists.
- Provide public and private garden space including play space for children.
- Provide new amenities such as small-scale retail and community uses.
- Create green, pedestrian, and cycle links to Copley Wood.
- Car parking should be provided for units of three bedrooms or more.

Hanwell – 08HA

High Lane Housing Estate



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
High Lane Estate, Hobbayne Road, Hanwell, W7 3RJ	3.62	Council

CURRENT USE

Residential estate.

PROPOSED USE

Residential led, mixed use scheme, shop/café, community space, energy centre and substation.

RELEVANT PLANNING APPLICATION(S)

210009OUT, 232807FUL.

SETTING/TYOLOGY

Free-form.

PTAL

1 a–2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 2 (fluvial & tidal), 3a (surface water), SINC (borough) (nearby).

KEY INFRASTRUCTURE REQUIREMENTS

Public realm improvements including public open space, community space, energy centre and substation. Flood risk mitigation (fluvial and surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1–10 (2023/24 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- The estate consists of discrete 3 and 4 storey flat blocks built in the 1970s with a large amount of surface car parking.
- There is a significant change of levels across the site with land sloping downwards from the east towards Brent Valley Park.
- Proximity to Brent Valley Park, MOL, Community Open Space, Public Open Space and SINC.
- The estate is bounded to the north, south and east by residential streets of predominantly two storey interwar semi-detached houses with substantial back gardens with many mature trees on the boundaries. Mayfield Primary School and High Lane Playground are located immediately to the west, off High Lane.
- Car movement is prioritised on the site, with one vehicular access from High Lane and another from Highland Avenue ending in cul de sacs. The internal road network offers little priority for pedestrian and cycle movements.
- Buses are located within 350 metres of the easternmost part of the site, with

Hanwell Station, Drayton Green Station and Castle Bar Park Station all located within 1 km.

- The western edge of the site is at risk from fluvial flooding from the River Brent. The site is also currently at risk of surface water flooding, particularly in some areas of Hanway Road, and part of Hobbayne Road. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment read alongside the general mitigation requirements.

DESIGN PRINCIPLES

- Create a masterplan to support the redevelopment of the site with a residential led mixed use scheme to provide a range of new homes (flats and houses) with an improved housing mix, high quality public and private amenity space, play space, landscaping and an improved public realm.
- Replace existing housing with new, higher density housing to optimise the use of the land, taking account of London Plan Policy H8.

- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Provide a substation and energy centre, and a community space, with improved roads and pedestrian and cycle routes throughout the site to create better permeability.
- Ensure building heights are a maximum of 6 storeys across the site and step-down in height to the south of the site. Houses should be situated to back onto the rear of neighbouring properties on Studland Road or Mayfield Gardens and heights should reflect changes in site levels.
- Ensure development proposals take the form of perimeter mansion blocks with courtyards, pocket parks and a central park.
- Create green, pedestrian and cycle links to Mayfield Local Park and the Brent River Park.
- Car parking should be reduced although the low PTAL for the site means it is not suitable for low or no car parking.

