



NORTHOLT **TOWN PLAN**

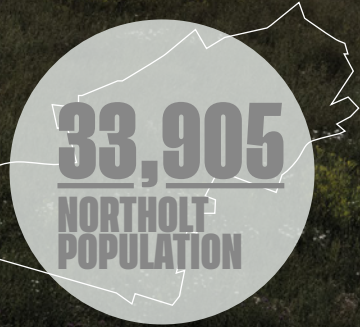


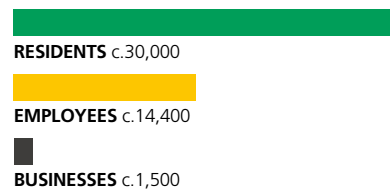
Image: Northala
Fields, Northolt.

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



A diverse population with areas of deprivation

4.5.2 — Northolt is home to a diverse and multi-cultural population of 34,000 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 poor

within Northolt, with the neighbourhoods south of the A40 suffering from low levels of accessibility.

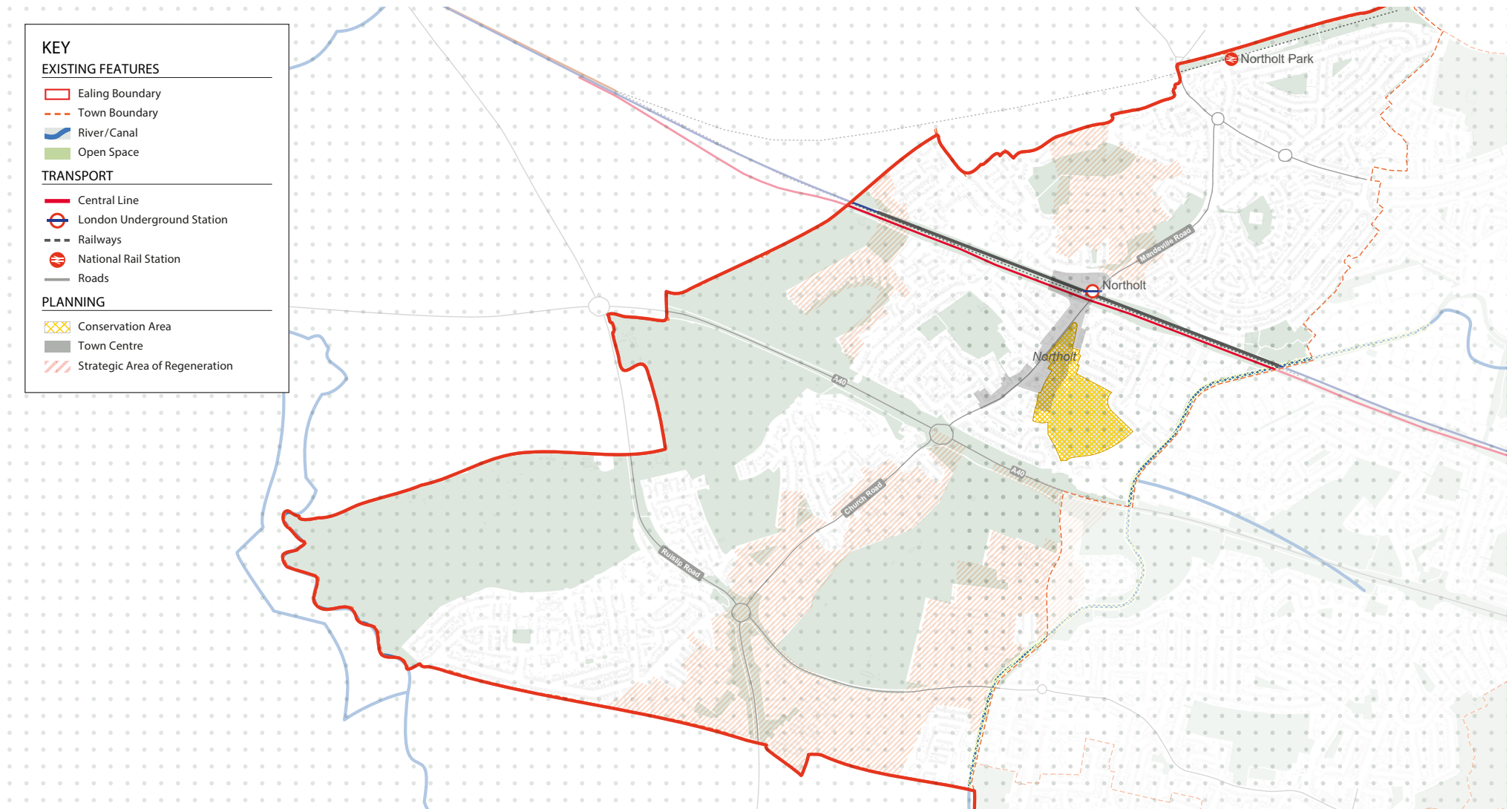
4.5.5 — The A40 and A312 pass through the town creating significant severance and this has meant that Northolt has limited active travel infrastructure. However, the Grand Union Canal offers some cycle connectivity to the rest of the borough.

Neighbourhood focussed 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 Location (SIL) site is the major employment site for the town.

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 (2022).


Poor connectivity, accessibility and air quality

4.5.10 — 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.

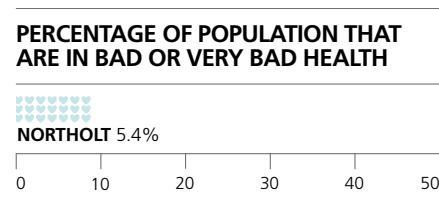
4.5.11 — The dominance of the car increases the sense of disconnection and diminishes people’s relationship with their town. There are high levels of severance owing to low-quality and fragmented walking and

cycling routes, and vehicular dominance. This negatively impacts footfall, dwell-times, expenditure and visitor experience in Northolt’s centres and shopping parades.

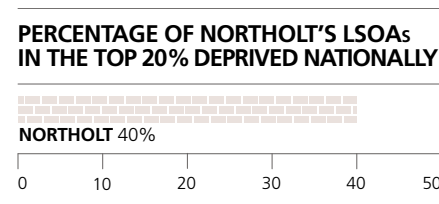
4.5.12 — Whilst public transport scored positively in the Shaping Ealing survey, public transport in Northolt strongly follows the AM and PM peaks, in which those who travel by bus most often work in and around Heathrow, while those by tube travel into the wider borough and to Central London. Further 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.

LINKS 

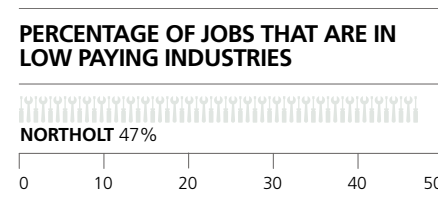
[Click here](#) for more information on the Shaping Ealing Report.



This is above the borough median ranking 2nd out of the 7 towns.

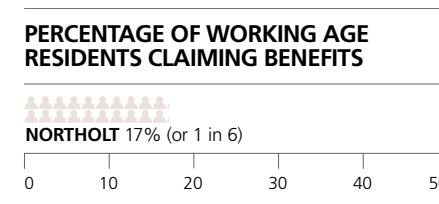


Source: IMD 2019.



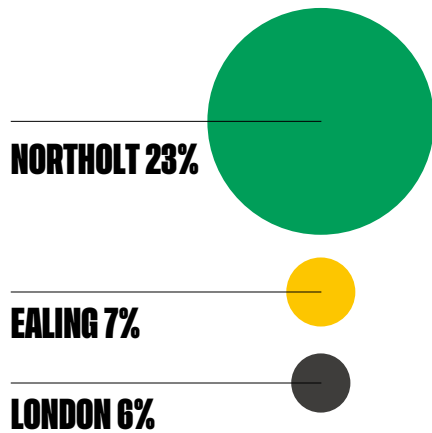
The second highest proportion of all of the borough’s towns.

Source: See Northolt Town Profile.



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 economy

4.5.13 — 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.

4.5.14 — Northolt’s economy lacks diversity in retail and commercial activity, due to the lack of a strongly defined town centre. Shopping parades around Northolt Underground Station and White Hart Roundabout are underperforming, with an under-representation of personal services, and food and beverage businesses. In comparison to other parts 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

4.5.15 — 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.

4.5.16 — 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

4.5.17 — 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.

4.5.18 — 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, so it 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 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. 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.

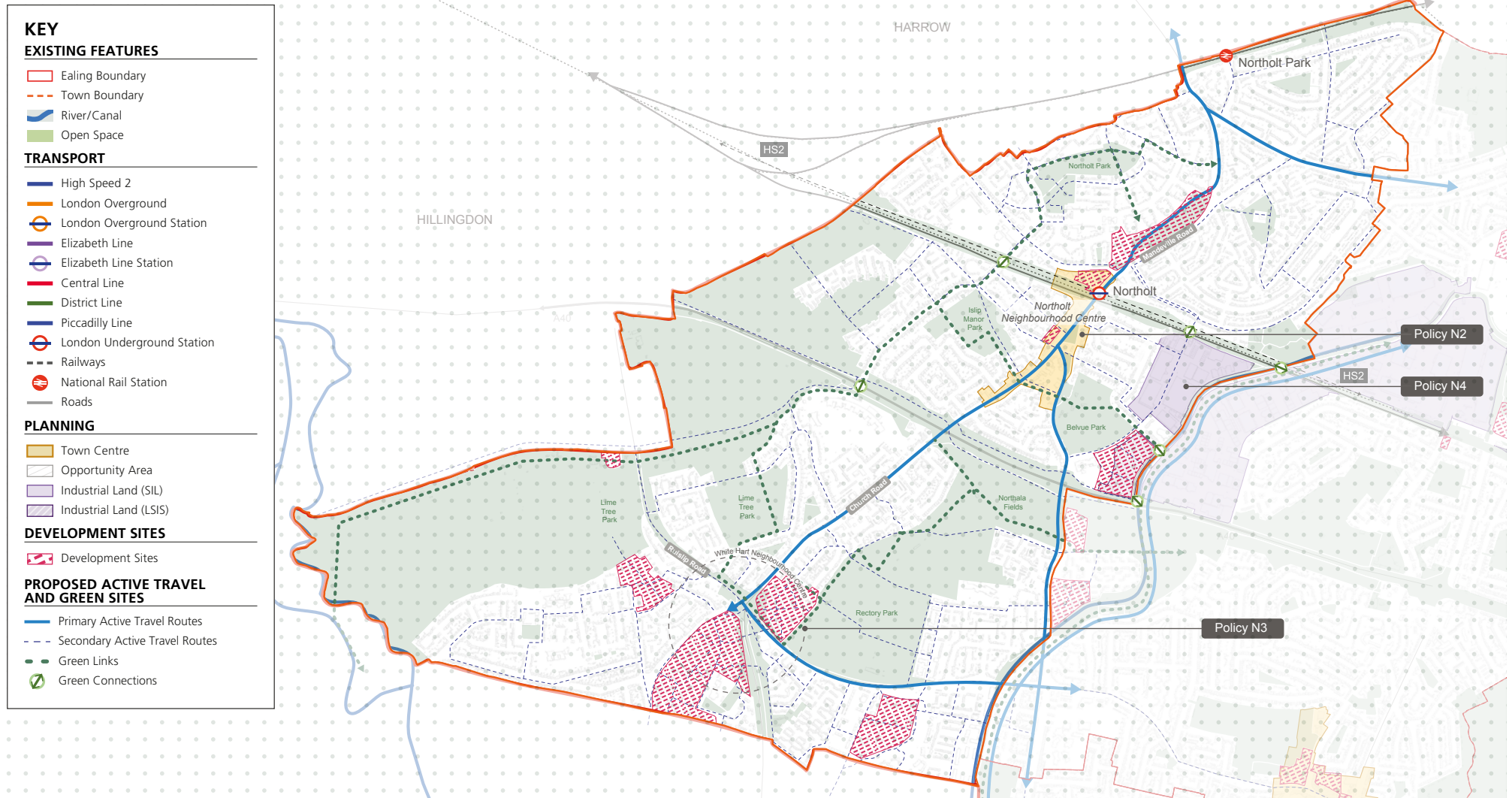


FURTHER DEVELOPMENT AND INVESTMENT OPPORTUNITIES ARE ALSO IDENTIFIED WITHIN EACH PLACE.



Image: Aerial view, A40 Road, Greenford towards Northolt.

Figure N2:
Northolt Spatial Strategy



Policy N1: Northolt Spatial Strategy

Spatial vision for Northolt

A. Northolt represents a significant opportunity for investment and growth to deliver new and improved housing, jobs, services, transport infrastructure and amenities.

B. Northolt's town centres will play a larger role in creating economic opportunity, the provision of services, and acting as centres of local and wider 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 and opportunities for new workspaces and community infrastructure (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) The Church Road and Mandeville Road corridor will be reinforced as a central corridor for commercial activity, with improved connectivity north-south and to and from surrounding residential areas and green spaces.

C. An improved industrial cluster at Northolt Industrial Estate will harness projected growth in the industrial sector and create new and resilient local jobs (see Policy N4).

Tackling the climate crisis

D. Significant investment in active travel interventions and improved public transport 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 local public transport hubs, such as Northolt Underground Station and Northolt Parkway, and new bus and mobility hubs near Northolt Underground Station and the new White Hart Neighbourhood 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 and active travel connections to the nearest Elizabeth line stations so that Northolt residents can share the benefits of improved wider connectivity to key destinations such as Heathrow Airport, Ealing Broadway, and central London.

(vi) Ealing/Kensington Road will become a multi-modal corridor connecting residents to Northolt Underground Station and employment areas.

(vii) Improving wayfinding between the industrial estates and the surrounding residential areas and Northolt Underground Station.

E. Promote improvements in green infrastructure by:

(i) Enhancement of existing green routes to deliver a 'green ring' of pedestrian and cycle routes with better connections to the town centres.

(ii) Delivery of a 'green ring' will incorporate measures to conserve local biodiversity, alleviate stormwater flooding and improve air quality, while also enhancing green spaces with improvements to support community recreation.

(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.

Fighting inequality

F. Investment in town centres will also support in addressing key health determinants through increased provision of social infrastructure and access to services.

Creating good jobs and growth

G. Northolt's housing estates at Medlar Farm, Yeading Lane, Racecourse, Grange Court, Willow Tree, and Islip Manor will be a focus

for sustainable growth and enhancement and will be carefully master planned to optimise development opportunities, with high-quality public realm, accessibility improvements and timely infrastructure delivery. In very limited circumstances a reconfiguration of green space may be supported as part of a master planned approach where the benefits to the green infrastructure network are deemed to be compelling.

H. Development and intensification of industrial and commercial uses will include 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 to encourage increased local jobs and a sustained interest in the local economy.

(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 workspace.

(iv) Strengthening economic ties with Greenford and Perivale.

I. The key infrastructure delivery priorities for Northolt are set out in Table N1.



**NORTHOLT REPRESENTS A
SIGNIFICANT OPPORTUNITY FOR
INVESTMENT AND GROWTH TO
DELIVER NEW AND IMPROVED
HOUSING, JOBS, SERVICES,
TRANSPORT INFRASTRUCTURE
AND AMENITIES.**

4.5.27 — 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.

4.5.28 — 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.

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

4.5.30 — 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.

4.5.31 — Northolt forms a crucial and inherent part of the A40 corridor of industrial land uses. 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.

4.5.32 — 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.

4.5.33 — 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.

4.5.34 — 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.


**A KEY PRIORITY IS
IMPROVING WALKING
AND CYCLING ROUTES,
AND ENHANCING
THEIR SAFETY AND
ATTRACTIVENESS.**



Image: Investing in cycleways across Northolt.

4.5.35 — 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.

4.5.36 — 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, and green open spaces. Improving active travel options will also improve traffic congestion and environmental quality, contributing to improved health and wellbeing outcomes.



Image: Business owner, Northolt.

4.5.37 — 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.

4.5.38 — 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.

4.5.39 — Table N1 demonstrates the infrastructure schemes which will support the sustainable delivery of planned growth over the plan period in Northolt.



**NORTHOLT HAS THE
SECOND HIGHEST NUMBER
OF NEW BUSINESS START-
UP IN THE BOROUGH.**

Table N1:
Key infrastructure delivery schedule

Infrastructure Type	Infrastructure Scheme	Infrastructure Provider	Delivery Phasing
Community centres	Northolt Grange Community Centre redevelopment.	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 Northolt.	Ealing Council	Throughout plan-period
Secondary Education	Northolt High School redevelopment.	Ealing Council	TBC
Special educational needs and disability (SEND)	John Chilton School Expansion.	Ealing Council	TBC
Special educational needs and disability (SEND)	Mandeville School Expansion.	Ealing Council	TBC
Healthcare	Further work to establish the required levels of healthcare provision to support planned growth in Northolt (including primary and secondary healthcare and social care).	North West London Integrated Care Board (ICB)	Throughout plan-period
Primary healthcare	Northolt Hub - a solution to address population growth and health needs for the area/community.	North West London ICB	10–15 years
Primary healthcare	Grand Union Village (GUV) - expansion of primary care at Grand Union Village Health Centre.	North West London ICB	0–5 years
Highways	White Hart roundabout reconfiguration.	TfL	TBC
Bus	Introduction of a multi-mode transport interchange in Northolt, including a bus hub, Northolt station (served by the Central line) and active travel improvements.	TfL / Ealing Council	TBC
Active travel	A range of schemes to support active and sustainable travel in Northolt, including public realm, streetscape and highways improvements.	Ealing Council	TBC
Flood mitigation	Improve sewer capacity and SuDS scheme at Belvue Park.	Thames Water	0–5 years
Flood mitigation	Feasibility studies of critical drainage areas at Northolt .	Environment Agency	TBC

Northolt Spatial Policies

Policy N2: Northolt Neighbourhood Town Centre

To diversify and enhance Northolt Neighbourhood Centre to create an enhanced gateway to the area by:

- (i) Optimising and enhancing the commercial centre around Northolt Underground Station including new retail, leisure, food and beverage, workspace and community uses that will complement the existing high street offer. This will be underpinned by a new spatial masterplan and delivery, a new bus and mobility hub and a new public square for outdoor trading and complementary events.
- (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) Enhancing Northolt Underground Station, including providing step free access.
- (iv) 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.

- (v) Maximising the benefits of the high-quality green open spaces close to Northolt Neighbourhood Centre (such as Islip Manor Park, Belvue Park, linking to Northala Fields further south) by improving accessibility, wayfinding, and signage.
- (vi) 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.
- (vii) Improving the public realm and wayfinding between Northolt Neighbourhood Centre and the Northolt Industrial Estate.
- (viii) 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.

4.5.40 — Northolt Neighbourhood 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.

4.5.41 — 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 Neighbourhood 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.

4.5.42 — Northolt Neighbourhood 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.

4.5.43 — There is potential to make better use of empty or underutilised land, including land adjacent to Northolt Underground Station, as part of a new spatial masterplan for the area.

4.5.44 — 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 N3: White Hart Neighbourhood Centre

To create a diverse and attractive new White Hart Neighbourhood Centre bringing together existing small shopping parades that will complement Northolt Town Centre and contribute to the regeneration of the wider area by:

- (i) Reconfiguring the existing roundabout to deliver improved connectivity, new homes and create a more vibrant local town 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 with improved public space, and better links the areas on different sides of the roundabout and create a better sense of place and community.
- (iii) Providing an enhanced bus and mobility hub 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) Taking an exemplar climate action led approach to renewal of the Yeading and Medlar Farm Estates, with a focus on retrofit, infill and community-led initiatives.
- (v) Improving the range and diversity of shops, services, and employment in the area.
- (vi) Seeking to introduce more community and leisure facilities.
- (vii) Improving the public realm and shop frontage.
- (viii) Acting as a catalyst for the renewal of low-density residential estates in the area.
- (ix) Promoting accessibility, wayfinding, and signage to the high-quality green open spaces at nearby Lime Tree Park and Rectory Park (leading to Northala Fields).



Image: View over the A40 road to St Mary's church, Northolt.



Image: Target Roundabout approach, Northolt, West London.

4.5.45 — 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.

4.5.46 — There is an opportunity to develop a new neighbourhood centre, building on the existing shops and services around the White Hart Roundabout.

4.5.47 — 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.

4.5.48 — 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.

4.5.49 — 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 Neighbourhood Centre.


**THERE IS AN
OPPORTUNITY TO
DEVELOP A NEW
NEIGHBOURHOOD
CENTRE.**

Policy N4: Northolt Industrial Estate

To improve and enhance the existing industrial cluster at Northolt Industrial Estate by harnessing projected growth in the industrial sector and building on existing industrial specialisms to boost wages and economic output by:

- (i) Industrial Intensification to unlock significant new industrial floorspace, creating new jobs focused in the green, circular and creative sectors.
- (ii) Retrofit and property upgrades to enhance existing industrial stock.
- (iii) Redesignating the Northolt Driving Range as a new Strategic Industrial Location to deliver new industrial and commercial floorspace, creating new jobs.
- (iv) Enhanced and improved active travel routes and public realm that connect the Industrial Estate to Northolt Underground Station.
- (v) Enhanced public realm, wayfinding and branding that unites the Greenford and Northolt Industrial Estates.



Image: Existing shops like this Barber's in Northolt Town centre.

4.5.50 — Northolt has a strong economic base and there is scope to grow and enhance the industrial estate through industrial intensification and upgrading existing premises. Ealing Council will work with key stakeholders to positively support these improvements.

Northolt Development Sites

4.5.51 — 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.

4.5.52 — 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.'

4.5.53 — 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.

4.5.54 — Figure N3 and Table N2 present all the Northolt Development Sites and the schedules that follow set out key site information, contextual considerations and design principles for each.

4.5.55 — 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.

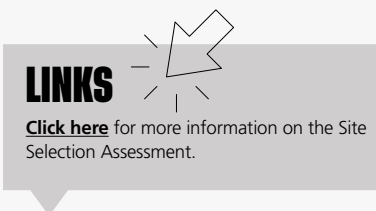
4.5.56 — Development Sites form the adopted policy for each of these specific sites and will not restate all relevant development plan policies; however all proposals are expected to accord with the development plan as a whole, as well as any local placemaking objectives set out in the relevant Town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

4.5.57 — 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.

4.5.58 — 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.

4.5.59 — 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.

4.5.60 — 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.

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

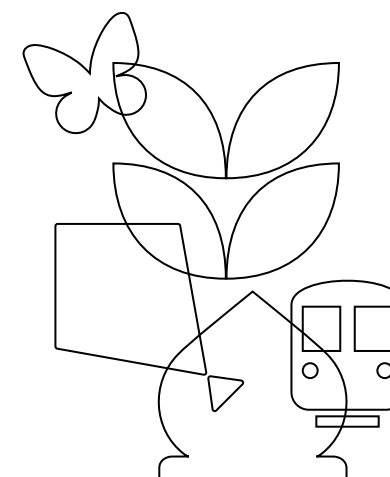
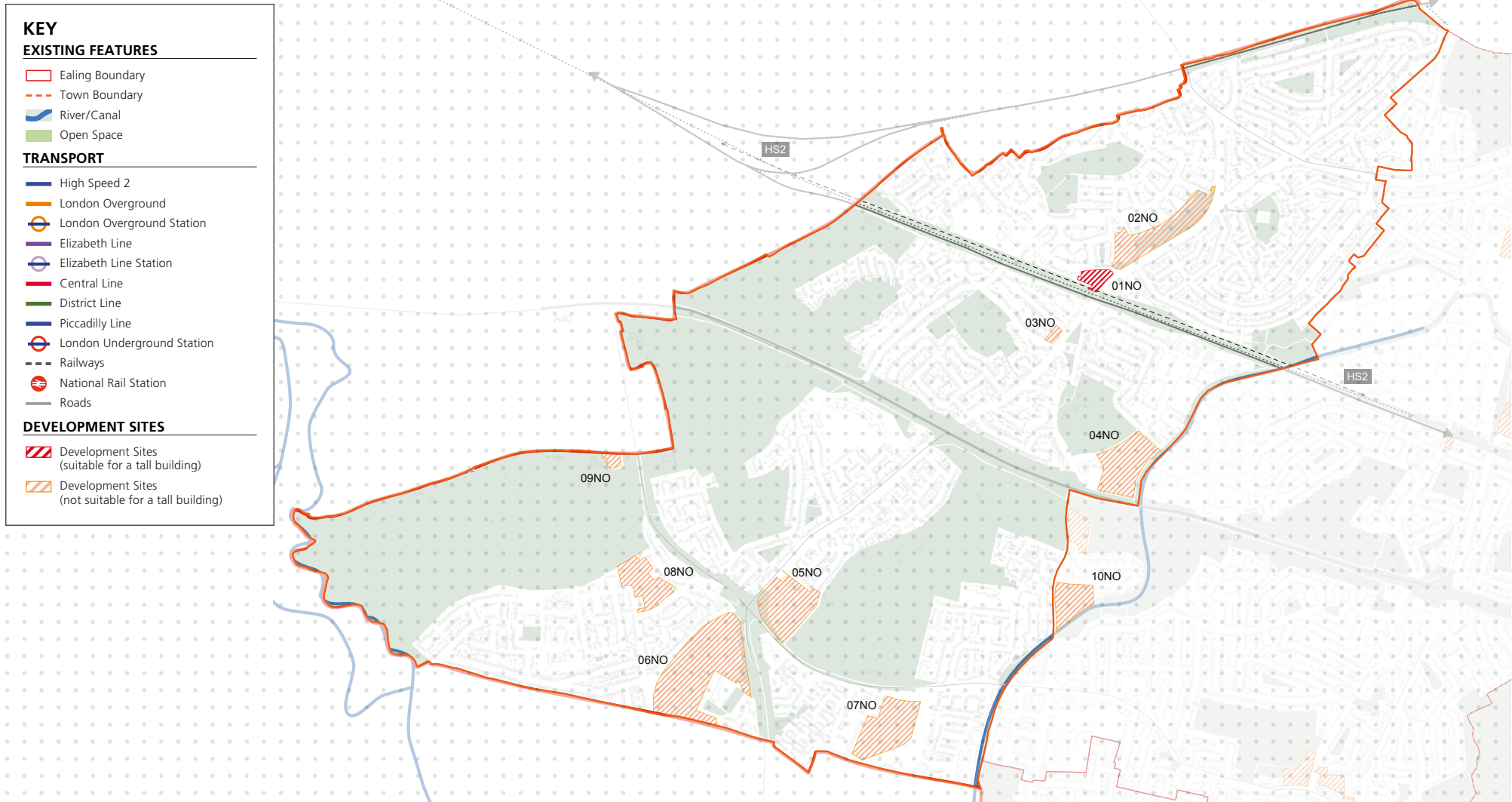


Table N2:
Northolt Development Sites

01NO Car Sales Site and Northolt Leisure Centre	324	06NO Yeading Lane I	334
02NO Mandeville Parkway	326	07NO Yeading Lane II	336
03NO Northolt Sorting Office	328	08NO Grange Court	338
04NO Northolt Driving Range	330	09NO Kingdom Workshop, Sharvel Road	340
05NO Medlar Farm Estate	332	10NO Airways Estate	342

Figure N3:
Northolt Development Sites



Northolt – 01NO

Car Sales Site and Northolt Leisure Centre



SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Station Yard, Mandeville Road, Northolt, UB5 5BH	0.95	Council, Places for London (TfL)

CURRENT USE

Leisure centre, library, ancillary parking, former car sales site, public open space.

PROPOSED USE

Residential-led, mixed-use scheme, leisure, library, employment/retail, public open space.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Centres.

PTAL

4

TALL BUILDINGS

The site is in principle appropriate for a tall building. Design analysis indicates a maximum height of 10 storeys (35 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), SINC (borough), Green Corridor, Northolt Neighbourhood Centre, Strategic Area for Regeneration, Northolt Village Green CA (nearby).

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Measures to bus interchange, improve permeability and active travel. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Key strategic site in Northolt's town centre, located next to Northolt station and buses.
- Development proposals for this site should capitalise on its location and potential to improve the commercial and retail offer of the town centre, and consider placemaking opportunities.
- A key consideration will be the busy junction of Mandeville Road (A12) and Eastcote Lane North which, along with narrow pavements on Mandeville Road creates a hostile environment for pedestrians and cyclists. The trees and small green public space at the apex of the junction provides some relief for pedestrians from the traffic.
- Given its prominent location and gateway status, proposals should offer an aspirational landmark scheme that optimises the capacity of the site, with potential to improve and enhance the public realm, especially the leisure centre square.
- New development should respond to the site's proximity to Northolt Village Green

Conservation Area, views towards St Mary's Church, a Grade I listed building and neighbouring Mandeville Parkway Open Space.

- The site is subject to HS2 sub surface safeguarding, Tree Preservation Orders and a small area of SINC.
- Any proposals should take into consideration development on neighbouring site 02NO.
- The site is at high risk of surface water flooding, particularly in the south-eastern section of the site. 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

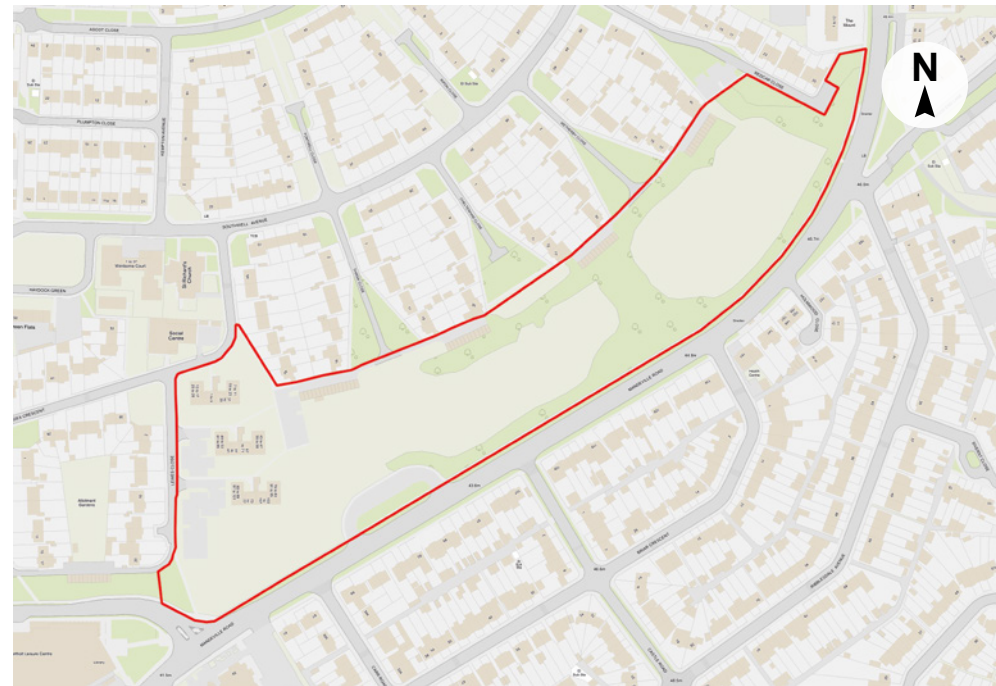
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 4 and a maximum of 10 storeys (35m) across the site, with the tallest elements situated towards the station and the middle of the site.

- Ensure building heights respond to both existing properties on Eastcote Road and to emerging town centre development whilst considering the visual impact on St Mary's Church and the Northolt Village Green Conservation Area.
- Retain the existing leisure centre building and its uses.
- Improve the leisure centre's connectivity to Northolt Station and should consider reconfiguring the leisure centre's ground floor to include a more prominent and visible entrance nearer Mandeville Road.
- Reprovide biodiverse planting on site or on adjacent SINC land if there is any development on SINC land within the site boundary.
- Consider the importance of the leisure centre square and trees on wayfinding and the field of vision for vehicles turning at this junction.
- Improve the pedestrian realm around Northolt Station and along Mandeville Road.
- Set back development from the road and use tree planting to create a better environment for pedestrians.

- Consider creating a new public space next to the station.
- Provide a cohesive access strategy to mitigate the site's level changes and to ensure the relationship between public uses and private residences are sensitively addressed.
- Incorporate no/low levels of car parking for any residential development given the town centre location.
- Retain some car parking on site to service the leisure centre.
- Create a new pedestrian/cycle link through the site to provide active travel connections between the scheme, Northolt Park, Mandeville Parkway, and the town centre.
- Active frontage should be incorporated into development overlooking Mandeville Road with the possible introduction of non-residential uses, such as office or community uses at lower floors.
- Ensure that the placement of new buildings should be orientated to mitigate the impact of noise from the railway and from employment uses to ensure the provision of quality new homes.

Northolt – 02NO

Mandeville Parkway



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Mandeville Road, Northolt, UB5 4LY	5.06	Council

CURRENT USE

Mandeville Parkway Public Open Space and housing on Lewes Close.

PROPOSED USE

Residential and green space.

RELEVANT PLANNING APPLICATION(S)

224817FUL.

SETTING/TYOLOGY

Green spaces.

PTAL

2–4

TALL BUILDINGS

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

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Green Corridor (nearby), Strategic Area for Regeneration, Public Open Space.

KEY INFRASTRUCTURE REQUIREMENTS

Improvements to the public open space. Measures to improve active travel.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 1–5 (2023/24 – 2027/28)

CONTEXTUAL CONSIDERATIONS DESIGN PRINCIPLES

- The site encompasses Mandeville Parkway, a large area of public open space and Lewes Close, three blocks of three storey residential flats owned by the Council. Mandeville Parkway is edged with mature trees along its northern and southern boundaries.
 - The site is bounded by Mandeville Road to the south, one of the main routes through the town, and two storey housing to the north, west and east. The site includes a layby for buses and a bus stop. It is located across the road from Northolt Leisure Centre and Library, and close to Northolt Station.
 - Any proposed development should not result in the loss of public open space and should provide opportunities for protecting and enhancing the existing public open space, making it more accessible for local residents.
 - Any proposals should take into consideration development on neighbouring site 01NO.
- Ensure that development proposals reflect the prevailing character and height of buildings in the immediate area and range in height from 3 to 6 storeys.
 - New development should primarily be limited to infill on Lewes Close and redevelopment of the garages at the end of Thirsk Close and next to Redcar Close.
 - Ensure that new development does not compromise the openness or value of the existing public open space. Proposals should enhance the open space with improved public access, inclusive design, landscaping improvements and amenity for residents.
 - Create new, safe and accessible pedestrian and cycle routes through the park to provide better links between Racecourse Estate, Mandeville Road, Northolt Station and buses.

Northolt – 03NO

Northolt Sorting Office



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
46 Mandeville Road, Northolt, UB5 5AA	0.29	Private

CURRENT USE

Post office, Royal Mail depot and sorting office.

PROPOSED USE

Residential-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Centres/Continuous block.

PTAL

4

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

Northolt Village CA (nearby), locally listed buildings (nearby), SINC (borough) (nearby), Northolt Neighbourhood Centre.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm and greening improvements. Measures to improve active travel. Retain post office.

INDICATIVE TIMEFRAME FOR DELIVERY

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

CONTEXTUAL CONSIDERATIONS

- A strategic site located within the town centre. Development needs to optimise capacity of the site and improve the offer of Northolt town centre, including the retention of the post office.
- The site is essential to the character of the town centre, part of which includes Northolt Village Green Conservation Area, with several locally listed buildings and buildings with group value. Consideration must be given views of and visual impact on the Grade I listed St Mary's Church nearby and its setting.
- Proposals should take into consideration development on nearby site 01NO.

DESIGN PRINCIPLES

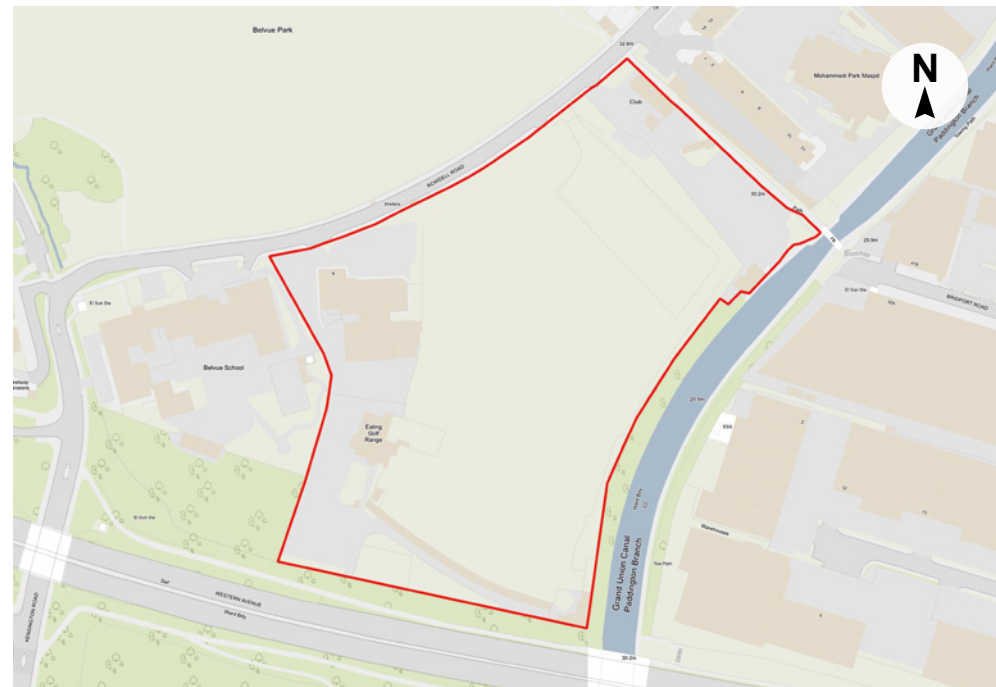
- Ensure new development satisfies the requirements of London Plan Policy E4 and Ealing Local Variation Policy E4 H-I for industrial retention and any co-location of residential uses should achieve industrial uplift.
- Create a masterplan for a mixed use scheme comprising of new residential and industrial (B1c and B8) uses, with

commercial and retail uses that contribute to an active frontage and natural surveillance along Mandeville Road.

- Design proposals should fully understand and respond to the built character of the area and its heritage, consider the importance of the site's contribution to enhancing the vibrancy of the town centre, and include public realm improvements along the Mandeville Road.
- Heights should vary across the site with taller elements concentrated along Mandeville Road and massing stepping down towards the existing housing to the west of the site.
- Consider how development proposals can take advantage of the corner plot and provide separate access for different uses.
- Ensure building lines reestablish historic building lines to create a more defined edge along Mandeville Road.

Northolt – 04NO

Northolt Driving Range



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Rowdell Road, Northolt, UB5 6AG	4.57	Council

CURRENT USE

Sports facility with a golf driving range and gym located to the east of the site.

PROPOSED USE

Employment-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Campus/Other green spaces.

PTAL

1a–1b

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). However, Policy D9 G applies subject to an agreed masterplan.

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Site Constraints: Flood Zone 3a (surface water), Northolt Village CA (adjacent), SINC (metropolitan), Green Corridor, SINC (borough) (nearby), LSIS.

KEY INFRASTRUCTURE REQUIREMENTS

Measures to improve active travel and the canal towpath. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

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

CONTEXTUAL CONSIDERATIONS

- Site is adjacent to Belvue Park and within the setting of St Mary's Church and visual impact will need to be carefully considered, both on the historic interest of the asset and the visual openness of the greenspace.
- It is also proximate to Belvue school, with commensurate implications for safe pedestrian routes and visual impact.
- Consideration should be given to impacts on the canal, both in respect of surface water runoff and potential for contamination from industrial uses, and to the desirability of pedestrian routes and surveillance along the bank.
- The site is at risk of surface water flooding, particularly in the southern section, and along the western boundary. The site is also located within 5m of an Ordinary Watercourse. 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

- Development proposals should begin with analysis of industrial demand in this area and of what types of provision can be best accommodated given the site constraints.
- Create a masterplan that ensures any mixed use development scheme complements future industrial provision and contributes to placemaking.
- Consider the potential for residential development near to Belvue School and/or along the canal where it can mediate between any industrial provision and the surroundings.
- Improve pedestrian routes to and through the site and connections to green space.
- Ensure access and servicing arrangements provide safe pedestrian links to Belvue School and to any mixed development on site.
- Ensure that heights, scale and massing is considered in relation to views to and from the St Mary's Church and Belvue Park.

- Ensure building materials reflect the broader landscape in assessing the impact of development. Planted walls may be the best solution to this setting.

Northolt – 05NO

Medlar Farm Estate



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Parkfield Drive, Northolt, UB5 5NS	4.85	Council

CURRENT USE

Medlar Farm housing estate, with children's centre located in the northern part of the site and open space.

PROPOSED USE

Residential-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Free-form.

PTAL

2-3

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), Grade II Listed White Hart Public House (nearby), Green Corridor, SINC (borough) (nearby), Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Reprovide children's centre. Highways, public realm, landscaping and greening improvements and a new public square. Green links.

INDICATIVE TIMEFRAME FOR DELIVERY

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

CONTEXTUAL CONSIDERATIONS

- A housing estate set back from the busy White Hart Roundabout to the west and adjacent to Rectory Park and Rectory Fields Green Belt. The site is bounded on the north east by Church Road (A312) and the south east by Ruislip Road. To the north east is low rise housing, mostly 2 storey semi detached and terraced houses.
- The 12 storey and 4 storey linear blocks are interspersed with grassed areas and there are many mature trees, including Medlars which give the estate its name. Some of the blocks are arranged to form courtyards enclosing grassy areas and an area of hardstanding. There is one road into the estate, accessed off Parkfield Drive and several pedestrian paths.
- There is a children’s centre located in the northern part of the site that will need to be reprovided.
- The estate is a strategic site included in the White Hart Roundabout Strategic Masterplan Area.
- White Hart Public House, a statutory listed building is located across from

- Medlar Farm Estate on the corner of Ruislip Road and Church Road.
- The nearest shops are on Church Road and Yeading Lane, which provide limited everyday shopping.
- Any proposals should take into consideration development on neighbouring site 06NO.

DESIGN PRINCIPLES

- Create a new town centre around the White Hart Roundabout taking account of the White Hart Roundabout Strategic Masterplan.
- Ensure that, as a first option, proposals consider retrofitting/refurbishment with infill development and adding additional storeys to the existing 4 storey blocks, although this could limit improved layout options.
- Complete demolition and redevelopment would result in higher densities and a comparatively significant increase in unit net gain due to more a more efficient site layout.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Provide active frontages on Church Road and Ruislip Road with an improved public realm, and the creation of a new public square for Northolt should be explored with a hub of retail, commercial and community uses, and reprovion of the children’s centre.
- Improve communal spaces within the estate with better pedestrian and cycle links to create better permeability through the site.
- Create green links through to Rectory Park, with tree planting and links to internal green spaces.
- Ensure densities and better legibility/wayfinding.
- Retain mature trees, especially the Medlar trees which give the estate its name.

Northolt – 06NO

Yeading Lane I



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

0 50 100 150 200 250 metres

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Yeading Lane, Northolt, UB5 6HT	11.35	Council

CURRENT USE

Yeading Lane I housing estate, church located in the northern part of the site, and amenity space located to the east of the site.

PROPOSED USE

Residential-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Free-form.

PTAL

1b-3

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), Green Corridor, Public Open Space, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Highways, public realm, landscaping and greening improvements. Measures to improve permeability, active travel and green links.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6-10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- A large housing estate located next to the White Hart Roundabout. The estate comprises a mix of flats and houses, ranging in height from 2 to 10 storeys. The estate is bounded by The Parkway to the east and Yeading Lane to the east. The southern edge borders LB Hillingdon.
- The estate is characterised by its poor public realm with buildings surrounded by grassy areas that lack definition and are not welcoming or useable. The houses have back gardens and there are many mature trees which provide a contrast to the dominant roads, parking areas, and dilapidated garages. Pedestrians and cyclists are not prioritised.
- The estate is a strategic site included in the White Hart Roundabout Strategic Masterplan Area.
- The estate includes the Yeading Lane Estate Open Space, and part of the Hayes Bypass Roughs SINC and is adjacent to the Ruislip Road Green Corridor.

- Any proposals should take into consideration development on neighbouring site 05NO.

DESIGN PRINCIPLES

- Create a new town centre around the White Hart Roundabout taking account of the White Hart Roundabout Strategic Masterplan.
- Ensure the regeneration of the estate and creation of new affordable homes for local residents. Ensure that, as a first option, proposals consider retrofitting/ refurbishment with infill development and adding additional storeys to houses and smaller blocks of flats, although this could limit improved layout options.
- Complete demolition and redevelopment would result in higher densities and a comparatively significant increase in unit net gain due to more a more efficient site layout.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Explore the opportunity to deliver an aspirational sustainability-led scheme with the goal of all units achieving Net Zero Carbon by 2050.
- Provide improvements to the public realm, permeability, way finding, new pedestrian and cycle routes, retention of existing trees and additional tree planting.
- Upgrade the Yeading Lane Estate Open Space and the area of SINC between the estate and The Parkway.
- Active frontage should be sought through the introduction of retail, commercial, café/restaurant and community spaces along Yeading Lane. This will benefit both residents and the wider community.

Northolt – 07NO

Yeading Lane II



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Aspen Lane, Northolt, UB5 6XB	4.91	Council

CURRENT USE

Yeading Lane II housing estate.

PROPOSED USE

Residential led mixed use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Free-form.

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), Green Corridor (nearby), Green Belt, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm. Measures to improve active travel and green links. Play space facilities.

INDICATIVE TIMEFRAME FOR DELIVERY

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

CONTEXTUAL CONSIDERATIONS

- The site is set back from the Ruislip Road and is bounded on three sides by Rectory Fields Green Belt. It is across the road from Rectory Park which has recently benefitted from investment.
- The estate is characterised by 2 storey terraced housing, with 3 storey blocks of flats located on the south eastern edge adjoining Rectory Fields. Surrounded by grassy areas and mature trees, the estate is dominated by its roads and car parking. There is a small play area in the western part of the estate.
- Several bus routes run along the Ruislip Road.
- There is a small block of retail, commercial and professional services on the Ruislip Road within a few minutes' walk of the site, however the small supermarket has been closed for several years and the mini centre has little to offer local residents.

DESIGN PRINCIPLES

- Ensure that, as a first option, proposals consider retrofitting/refurbishment with infill development and adding additional

storeys to houses and the blocks of flats, although this could limit improved layout options.

- Complete demolition and redevelopment would result in higher densities and a comparatively significant increase in unit net gain due to more a more efficient site layout.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Improve the pedestrian and cycle routes through the site and look at creating north – south and east-west green links through the site connecting with Rectory Fields.
- Explore potential for reconfiguring Rectory Fields to improve its utility.
- Improve the public realm, particularly for pedestrians.
- Car parking should be reduced.
- Upgrade and enlarge the play area facilities.
- Improve natural surveillance and safety for residents.

Northolt – 08NO

Grange Court



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Old Ruislip Road, Northolt, UB5 6QJ	3.13	Council

CURRENT USE

Grange Court housing estate and associated areas of amenity space.

PROPOSED USE

Residential led mixed use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Free-form.

PTAL

1a-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), locally listed buildings (nearby), Green Corridor (nearby).

KEY INFRASTRUCTURE REQUIREMENTS

New community centre. Children’s nursery. Highways, public realm, landscaping and greening improvements. Play space facilities. Measures to improve permeability, active travel and green links.

INDICATIVE TIMEFRAME FOR DELIVERY

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

CONTEXTUAL CONSIDERATIONS

- The residential estate is a mix of 3 and 5 storey blocks of flats with three semi-detached houses, surrounded by grassed open space and parking courtyards. Vehicular access is from the Old Ruislip Road. Permeability through the site is poor and there are no formal play spaces for children, who are prohibited from playing ball games on the grassed areas.
- Adjacent to Green Belt land to the north (West London Shooting Ground) and surrounded by a predominantly residential area characterised by two storey semi-detached houses.
- The nearest shops and services are within 500 metres along Yeading Lane and Church Road, providing limited everyday shopping.
- There are a number of mature and semi mature trees on the estate, which should be retained.
- There is a substation on the site that might need to be relocated and its capacity increased.

DESIGN PRINCIPLES

- Ensure, as a first option, development proposals should consider retrofitting/ refurbishment with infill development and adding additional storeys to the 3 storey blocks, although this could limit improved layout options.
- Complete demolition and redevelopment would result in higher densities and a comparatively significant increase in unit net gain due to more a more efficient site layout.
- Provide new pedestrian and cycle routes to increase permeability through the site.
- Create a new road layout; new well defined public spaces and public realm improvements.
- Create new street frontages on Old Ruislip Road and Edward Road.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Consider provision of new community, commercial and retail space, and a nursery.
- Retain mature trees to maintain the site's green character and amenity.

Northolt – 09NO

Kingdom Workshop,
Sharvel Road



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Sharvel Lane, off West End Road, Northolt, UB5 6RB	0.48	Private

CURRENT USE

Lorry repairs

PROPOSED USE

Gypsy and Traveller Site (residential).

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Agriculture/ Green spaces.

PTAL

1a – 1b

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

Moated Site at Down Barns Farm Ancient Monument (nearby), Green Belt (adjacent), Green Corridor (nearby), SINC (borough) (nearby), Archaeological Interest Area.

KEY INFRASTRUCTURE REQUIREMENTS

Utilities including water and electricity. Public realm. Greening measures. Play space facilities.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1–5 (2023/24 – 2027/28)

CONTEXTUAL CONSIDERATIONS

- The site has been selected to accommodate future Gypsy and Traveller need within the borough with a proposal for six pitches, following a public consultation exercise in July and August 2023. Full details of the selection assessment process and details of 'Site 5: West London Shooting Ground' can be found in the Gypsy and Traveller Pitch Provision Site Assessment, June 2023: [Gypsy and Traveller pitch provision | Ealing Council](#).
- The current use on the site is an unconsented lorry repair workshop, which is not a compliant Green Belt use.
- The site is located within Down Barns Farm and close to the West London Shooting Ground, designated Green Belt and close to an area of Local SINC.
- Proposals for this site will need to consider nearby Downe Barns Scheduled Ancient Monument.
- The surrounding area is farmland, with a trade shop for construction and engineering tools located adjacent to the site.

- A golf course lies to the north of the site within neighbouring LB Hillingdon.
- The site is accessed along via Sharvel Lane, off West End Road/Ruislip Road (A4180).

DESIGN PRINCIPLES

- Ensure that the layout and design of the pitches will be decided in consultation with local Gypsy and Traveller community.
- Ensure new development includes tree and hedge planting to screen the site from neighbouring uses and to create a defensible boundary.
- Establish if there is a need for any decontamination due to its current use as a lorry repair workshop.
- Provide water, electricity supplies and other utilities will need to be provided
- Explore the potential to work with the neighbouring farm to allow pasture for horses, if appropriate.

Northolt – 10NO

Airways Estate



© Crown copyright and database rights 2020 OS LA0100019807 20 December 2023

0 25 50 75 100 125 metres

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Hotspur Road, Northolt, UB5 6TN	2.52	RSL

CURRENT USE

Residential uses and amenity green space.

PROPOSED USE

Residential.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Free-form.

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) (adjacent), SINC (metropolitan) (adjacent), Priority Habitats (adjacent), Green Belt, Green Corridor, Public Open Space, Blue Ribbon (adjacent) Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Community centre. Public realm and greening improvements. Measures to improve active travel and green links. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

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

CONTEXTUAL CONSIDERATIONS

- Potential for a comprehensive estate regeneration to create an enhanced environment for residents with better wayfinding and sense of place.
- The housing estate is predominantly linear blocks of flats between 3 and 4 storeys with some undercroft car parking, surrounded by open spaces and car parking that is poor in quality and does not function well. There is little or no legibility or visual connection between spaces within the estate.
- The estate is set back from Kensington Road, bounded on the south by Grand Union Canal with its Green Belt and SINC designations. A short walk to the north is Smiths Farm Public Open Space and Northala Fields lie a bit further to the north east.
- There is one bus route on Kensington Road, and little other public transport within easy access.
- The site is fairly isolated from local shopping and other services, with Northolt town centre and Northolt Station within a 20 minute walk.

- The site is at risk of surface water flooding, particularly along Leander Road and Brabazon Road located in the north, west and centre of the site. The site is also located within 5m of an Ordinary Watercourse. 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

- Explore opportunities to optimise development on the site through densification. Building heights should range from 3 to a maximum of 5 storeys across the site with taller elements situated towards Kensington Road taking care to respond sensitively to the surrounding context and strategic views.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Improve the poor quality open space and lack of legibility.

- Create enhanced streetscapes, better permeability through the estate and natural surveillance along active travel routes, especially on Kensington Road.
- Create green links to the canal, with new internal streets and improvements to the canalside walk.

