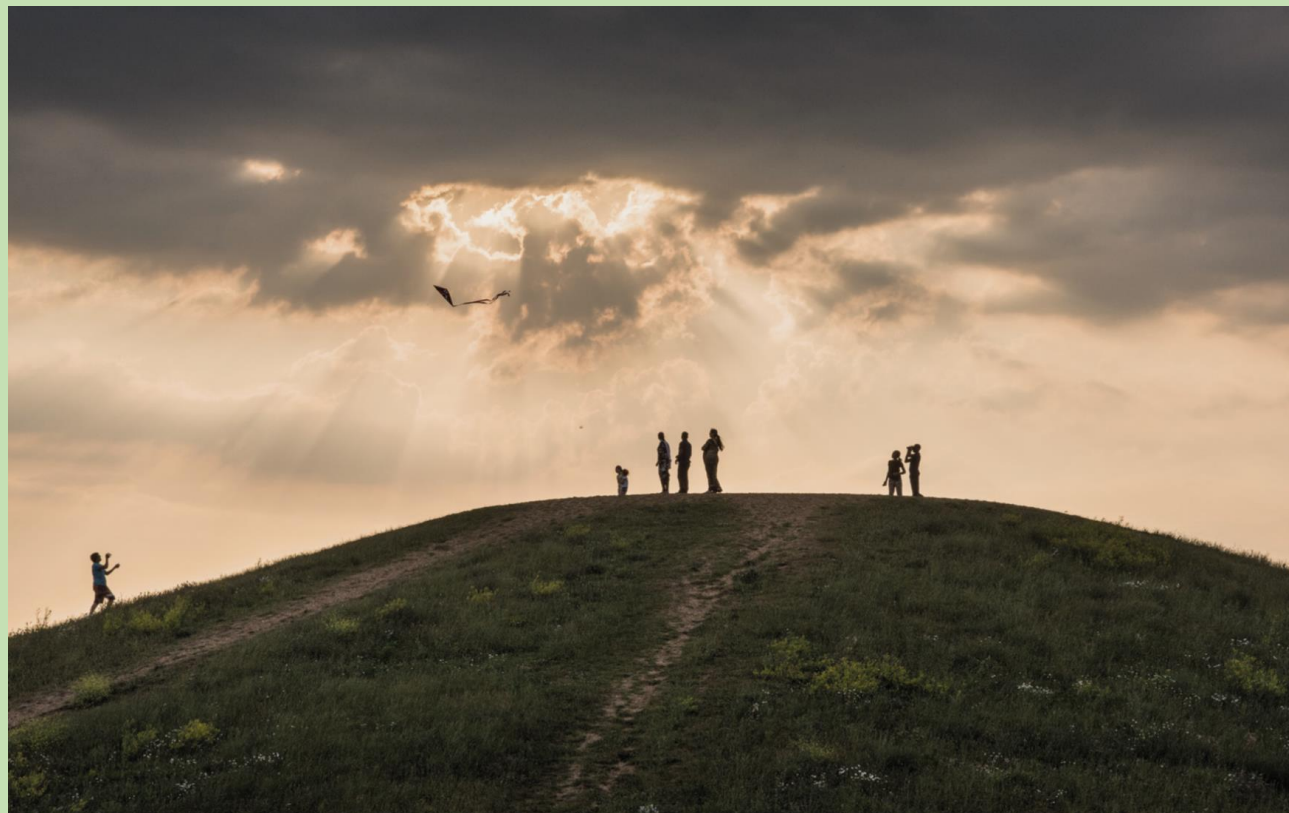


Regulation 19 Local Plan

Overview of Northolt

13th March 2024



EALING COUNCIL

The Local Plan

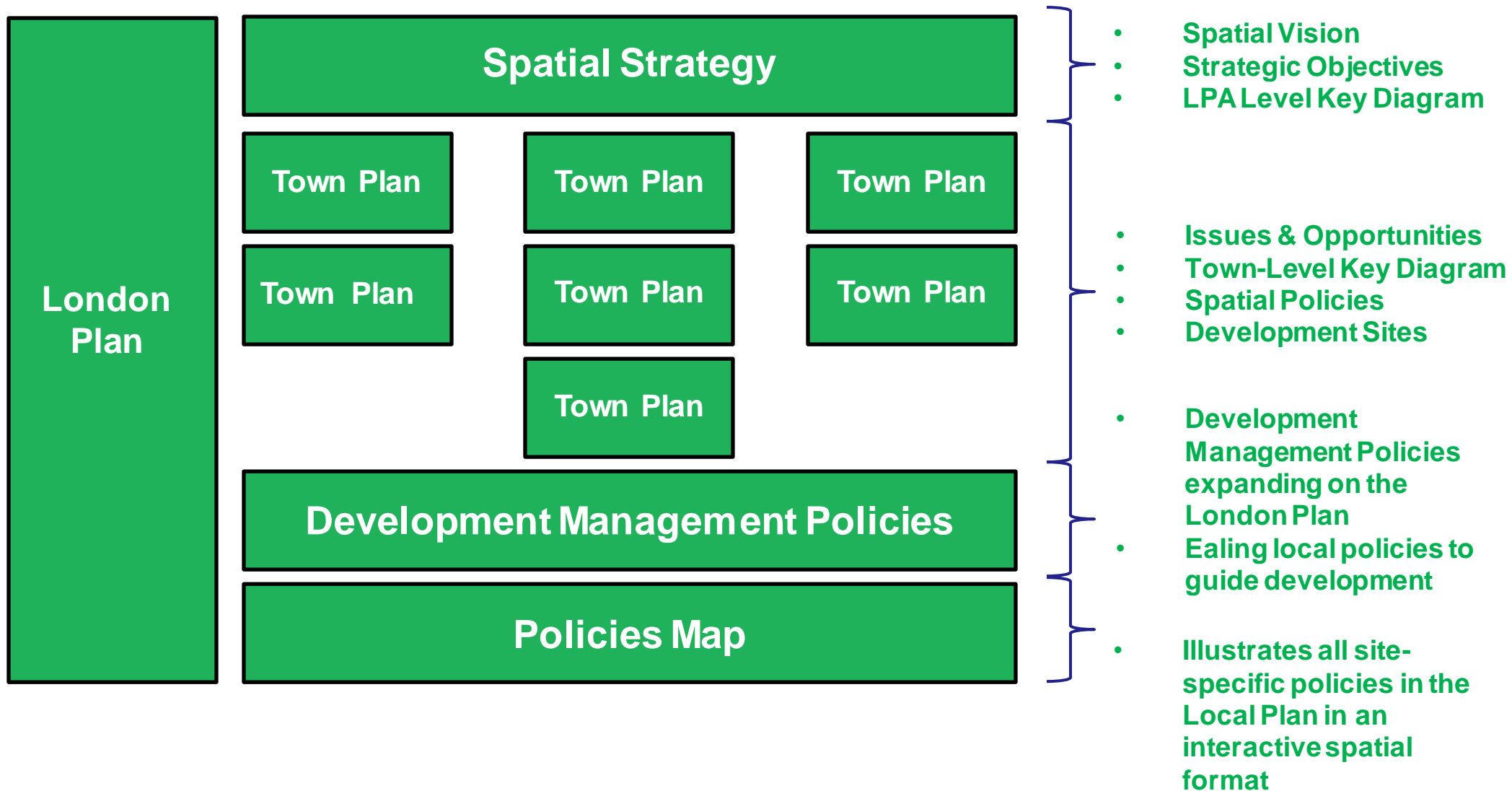
- ❑ A key document for the council that helps us **shape growth** and development in the borough
- ❑ Sets out the vision, strategic priorities and **planning policy framework** for development, in line with our Council Plan priorities
- ❑ Creates **certainty** for communities, businesses and investors across our seven towns
- ❑ Must be prepared in line with requirements set by national and regional government and sits alongside the **London Plan**
- ❑ Covers the period **2024 -2039**
- ❑ Reviewed every **5 years**



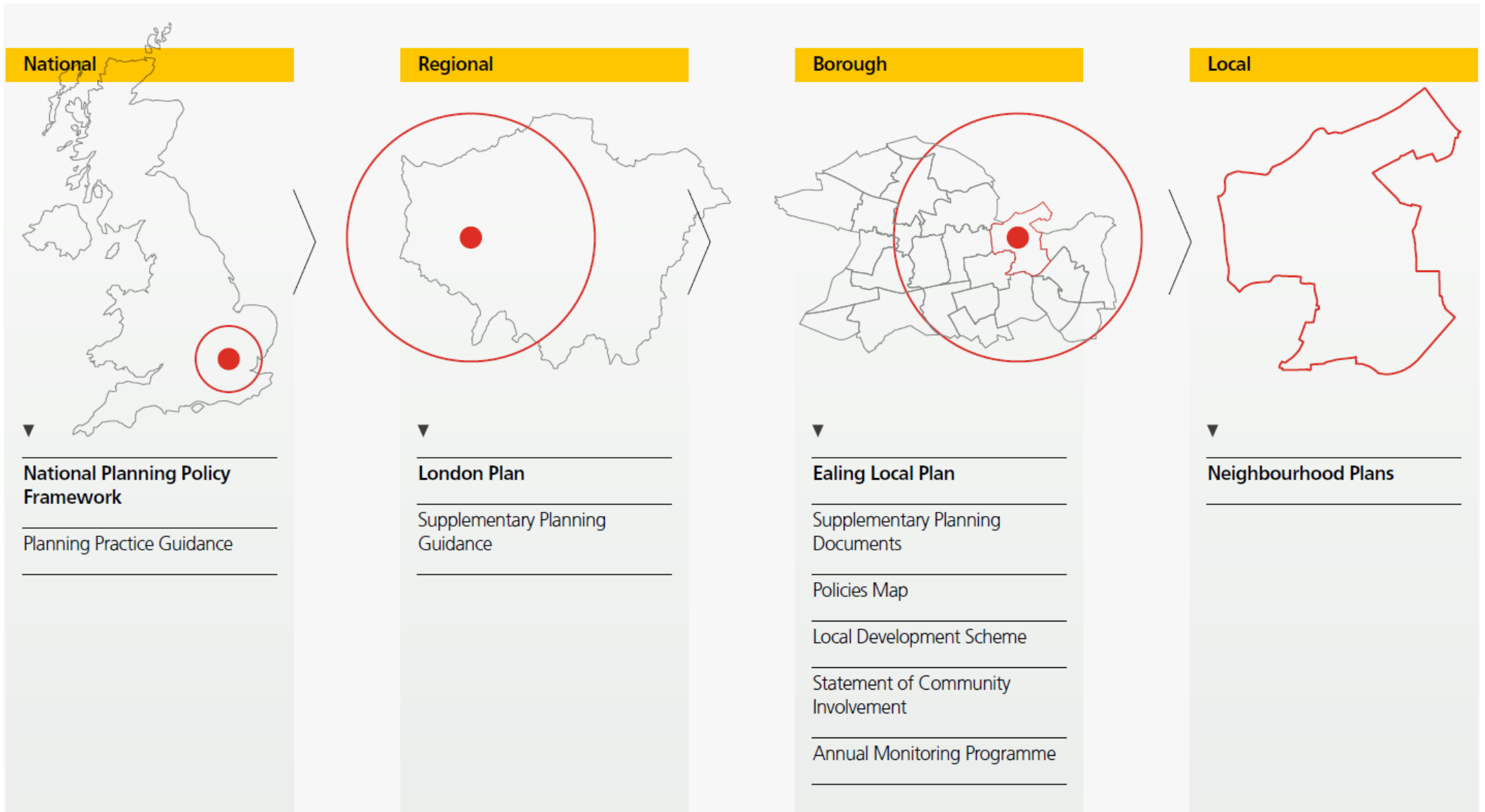
The Local Plan - highlights

- ❑ Focus on **place making** and regenerating town centres
- ❑ Seven **towns** approach to spread growth and investment across the borough
- ❑ Promote **active travel**
- ❑ 50% **affordable housing** requirement, 70% of which for low-cost rent
- ❑ Raise **fast track threshold** for affordable housing from 35% to 40%
- ❑ Introduce **small site** affordable housing contributions
- ❑ Protect employment space and promote opportunities for **jobs**
- ❑ Affordable **workspace** policy
- ❑ Robust approach to **tall buildings**, where they are acceptable and what height
- ❑ New suite of ambitious **climate action policies**, including on whole life carbon
- ❑ Clear **design** principles and infrastructure requirements for site allocations
- ❑ New **Community Infrastructure Levy** (developer tax) to secure funding for the infrastructure required to support growth

The Local Plan - structure and format



The Planning Framework



Stages in the preparation of the Local Plan

0 Shaping
Ealing
Consultation

1 Evidence
Gathering

2 Preparation
of Reg.18
Local Plan

3 Reg.18
Local Plan
Consultation

4 Modifications
to the
Local Plan

5 Publication of
Reg.19
Local Plan

6 Submission for
Independent
Examination
(Reg.22-25)

7 Adoption by
Full Council
(Reg. 26)

**Target Submission of
Local Plan for Examination
by Summer 2024 with
Adoption in 2025**

Setting the priorities

Three Strategic Objectives

Nine Priorities

Tackling the Climate Crisis



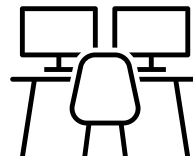
- Inclusive Economy
- Climate Action
- Thriving Communities

Fighting Inequality



- Tackling Crime and Inequality
- A Fairer Start
- Healthy Lives

Creating Good Jobs and Growth



- Good Growth
- Decent Living Incomes
- Genuinely Affordable Homes

The Vision



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



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



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



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

Key Diagram

KEY

EXISTING FEATURES

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

TRANSPORT

- High Speed 2
- West London Orbital
- West London Orbital Station
- Elizabeth Line
- Elizabeth Line Station
- Central Line
- District Line
- Piccadilly Line
- Roads

PLANNING

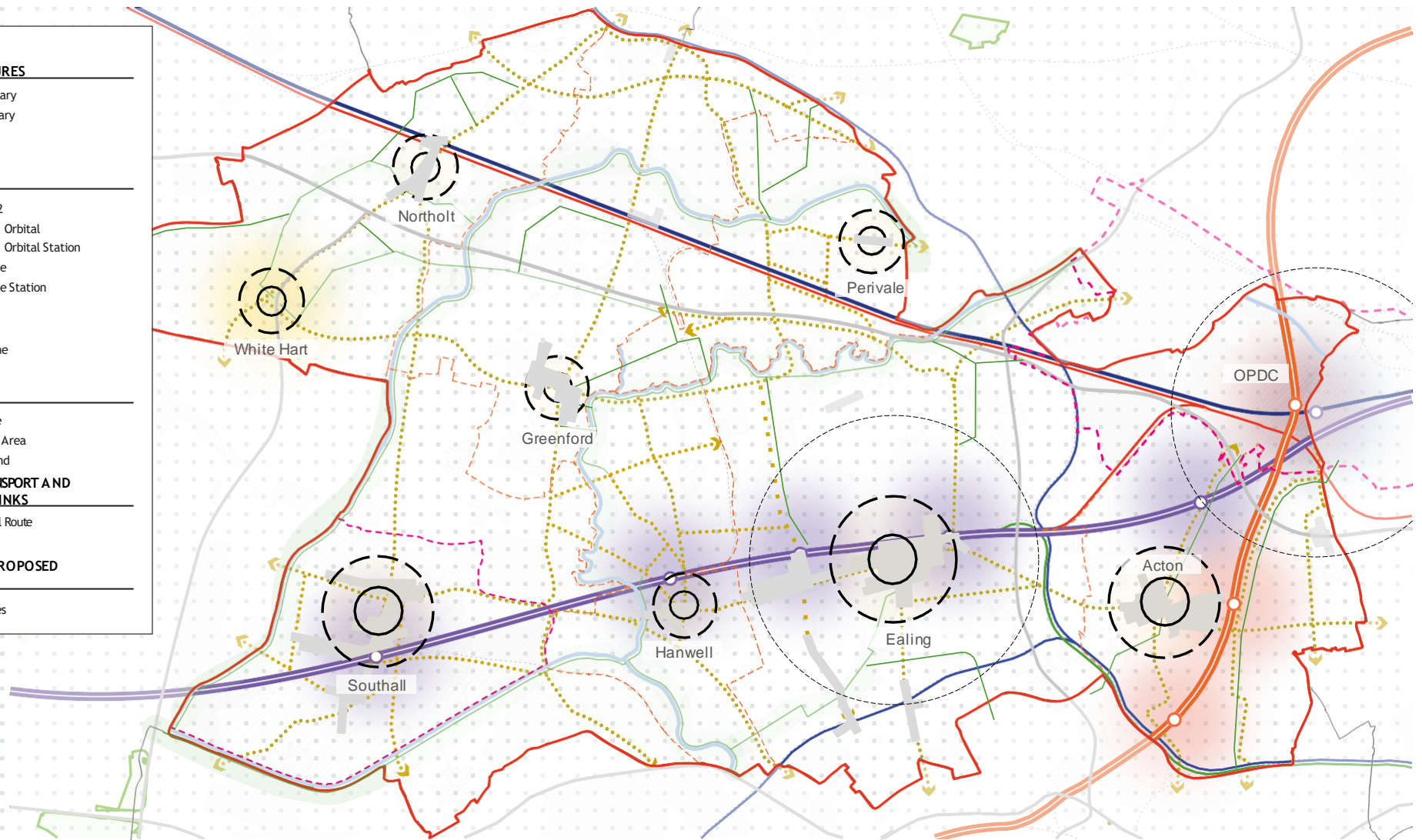
- Town Centre
- Opportunity Area
- Industrial Land

PROPOSED TRANSPORT AND ACTIVE TRAVEL LINKS

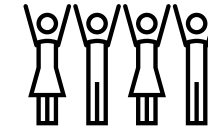
- Active travel Route
- Green Link

EXISTING AND PROPOSED TOWN CENTRES

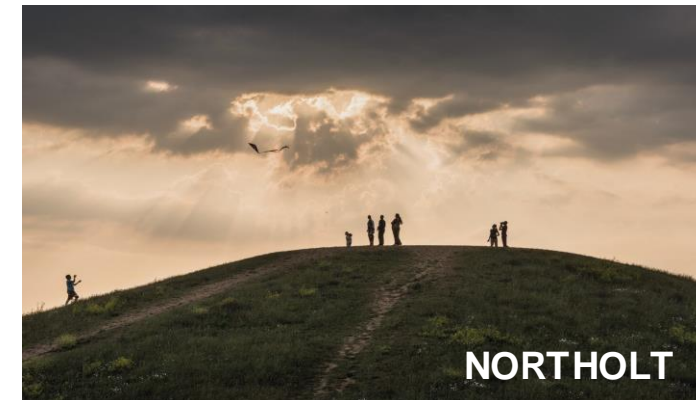
- Town Centres



Local Plan, Chapter 4 - Town Plans

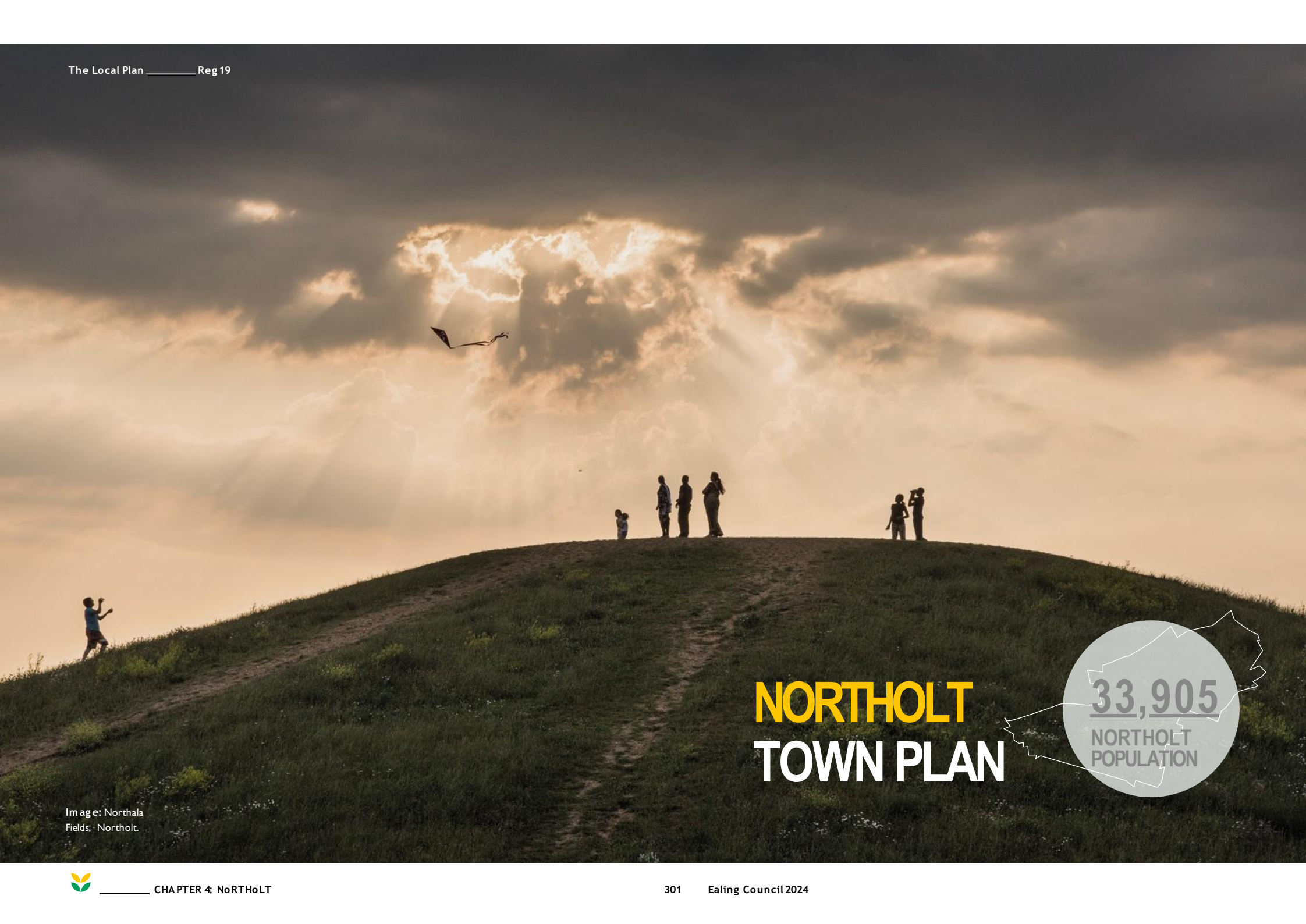


- Each of the 7 towns has a strong **local identity**, unique character and a differing set of priorities and opportunities
- Make sure they all contribute to the future **prosperity** of the borough
- Ensure that growth and development can be better **balanced** across the borough



Town Plans – structure and format

- Each town plan is divided into **4** main sections:
 - 1. The context** - the key issues and opportunities that have been identified through the evidence base and the Shaping Ealing consultation
 - 2. A town spatial strategy** – articulates the borough-wide spatial vision and spatial strategy into a town-specific policy that will guide future development and investment
 - 3. A series of town specific spatial policies** – set outs detailed policy related to specific areas within the town. Further investment and development opportunities are also identified within each town
 - 4. A set of Development Sites** – which are those specific sites (or site allocations) that will be critical to the delivery of the spatial strategy and addressing Ealing’s need for new genuinely affordable homes and employment space and any necessary physical, social, and green infrastructure



NORTHOLT TOWN PLAN

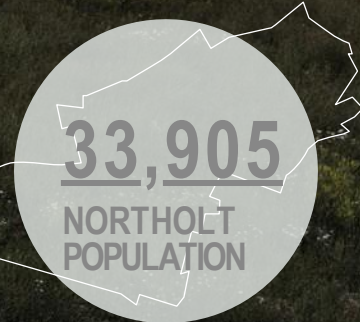


Image: Northala
Fields, Northolt.



Northolt Today

- ❑ Northolt is home to a **diverse and multi-cultural population**, but large areas are amongst the 10–20% most deprived neighbourhoods nationally
- ❑ Parts of Northolt have witnessed historically **low levels of inward investment**
- ❑ Northolt's **housing** stock is largely composed of post-war residential estates, with strong provision of open space
- ❑ Northolt Underground Station is the primary **transport hub** for the town, with Northolt Park Station providing national rail connections to Marylebone and Gerrards Cross
- ❑ **Poor north-south connectivity** with the neighbourhoods south of the A40 suffering from low levels of accessibility and severance
- ❑ **Neighbourhood focused economy**



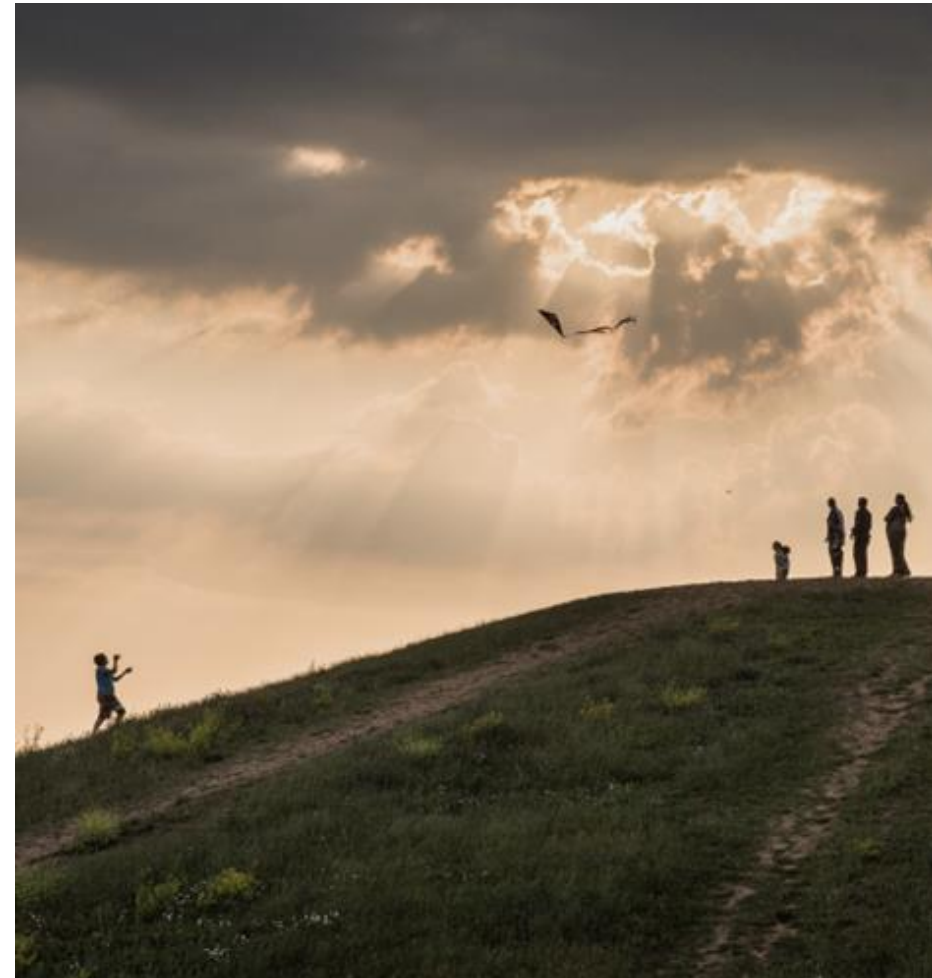
Northolt - Challenges and Opportunities

❑ Key challenges:

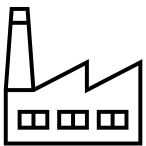
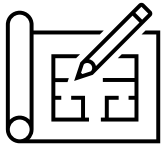
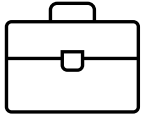
- ❑ Poor connectivity, accessibility and air quality
- ❑ Small low value economy
- ❑ Lack of affordable housing and services

❑ Key opportunities:

- ❑ Creating new town centres
- ❑ Enhancing sustainable connectivity
- ❑ Developing an inclusive economy



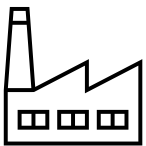
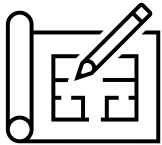
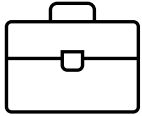
Northolt - Spatial Vision



- ❑ Northolt represents a significant opportunity for **investment and growth** to deliver new and improved housing, jobs, services, transport infrastructure and amenities
- ❑ Northolt's **town centres** will play a larger role in creating economic opportunity, the provision of services and as centres of connectivity
- ❑ Northolt's **existing neighbourhood centre** will be a focus for new mixed-use development
- ❑ Complemented by a **new secondary centre at the current White Hart Roundabout**
- ❑ **Improved industrial cluster** will harness projected growth in the industrial sector



Northolt - Spatial Strategy



- ❑ Making significant investment in **active travel and improved public transport** to improve north-south connectivity and permeability
- ❑ Investing in **town centres** and increasing provision of social infrastructure & access to services
- ❑ Northolt's **housing** estates will be a focus for sustainable growth and enhancement
- ❑ Development and intensification of **industrial and commercial uses** building on Northolt's strong industrial business base and good connectivity to the A40 to create new jobs and catalyse the local economy
- ❑ Delivering key **infrastructure** priorities



Northolt - 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
- Railways
- National Rail Station
- Roads

PLANNING

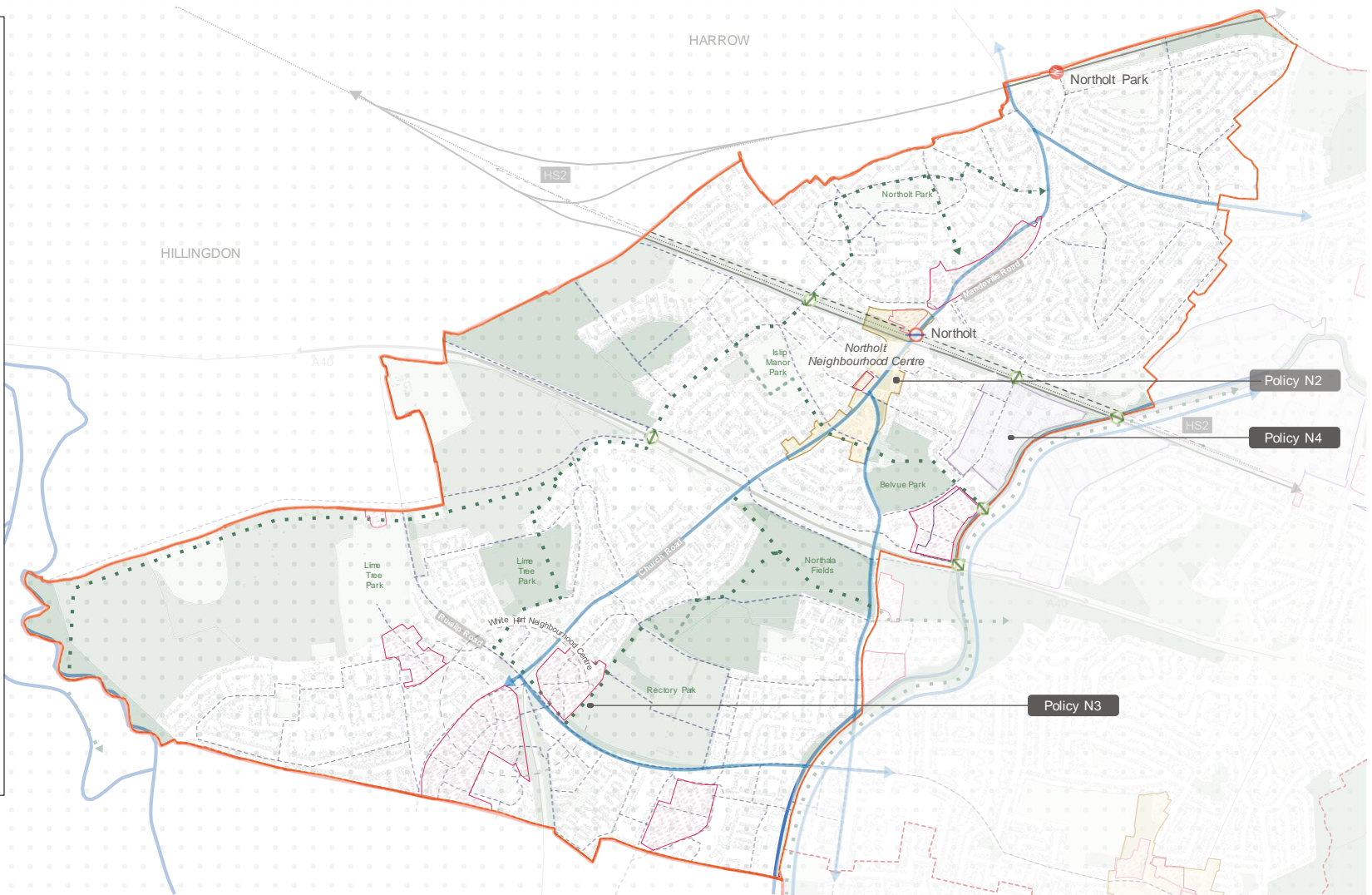
- Town Centre
- Opportunity Area
- Industrial Land (SIL)
- Industrial Land (LSIS)

DEVELOPMENT SITES

- Development Sites

PROPOSED ACTIVE TRAVEL AND GREEN SITES

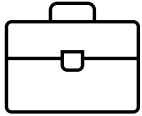
- Primary Active Travel Routes
- Secondary Active Travel Routes
- Green Links
- Green Connections



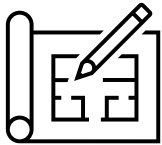
Northolt - Spatial Policies and Development Sites



Spatial Policies:



- To diversify and enhance Northolt Town Neighbourhood Centre to create an enhanced gateway to the area

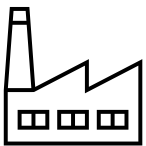


- To create a diverse and attractive new White Hart Neighbourhood Centre bringing together existing small shopping parades that will complement Northolt Town Centre and contribute to the regeneration of the wider area



Development Sites:

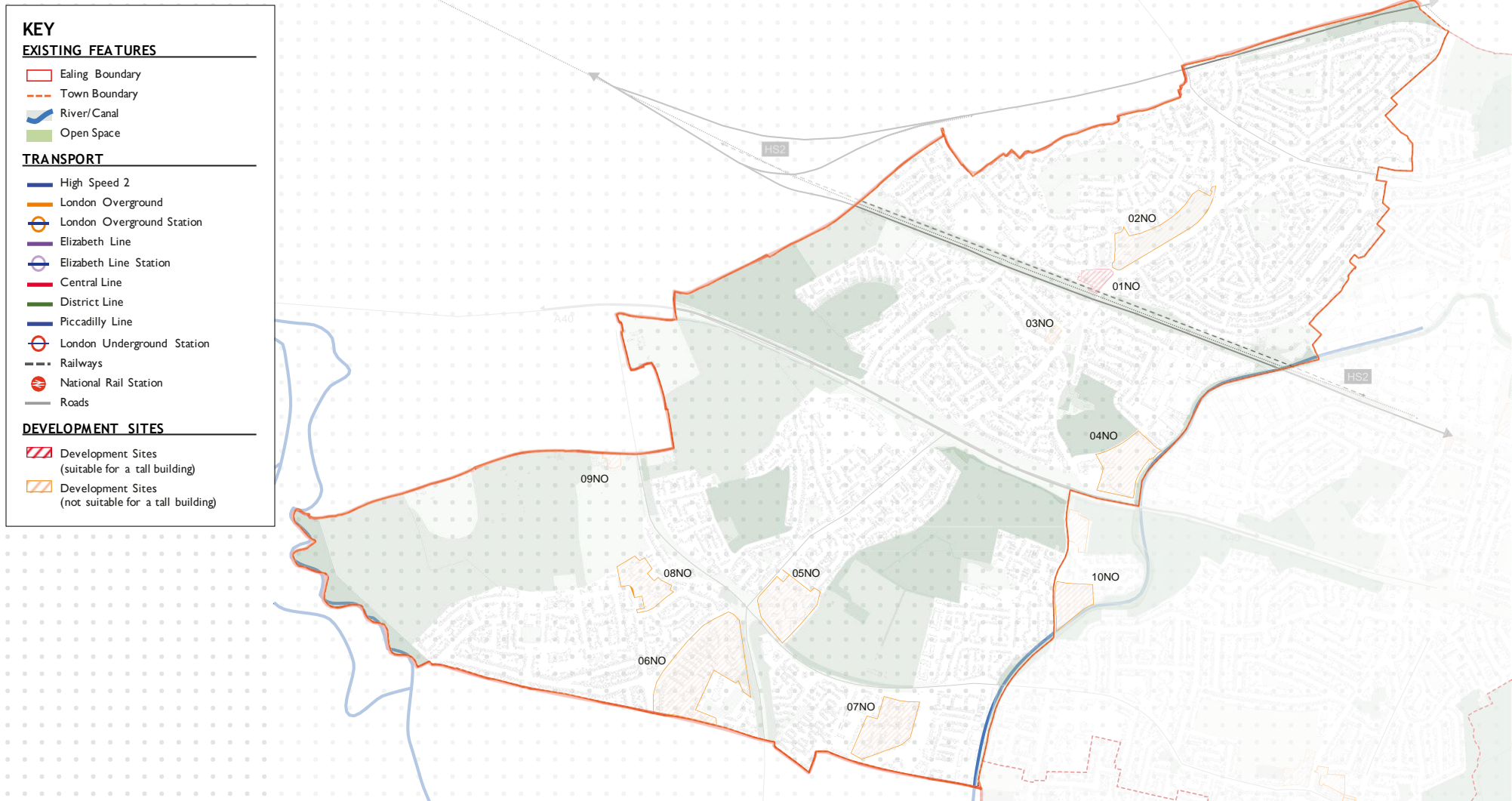
- 10 Development Sites, 5 less than Reg 18



- 1 Development Site potentially suitable for a tall building with a maximum height threshold of 10 storeys



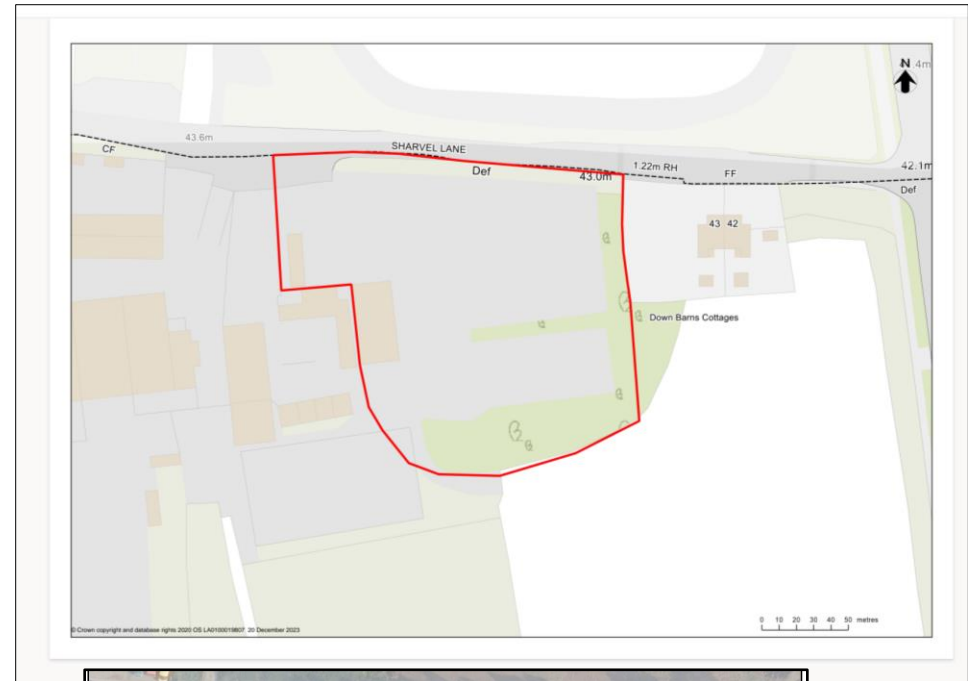
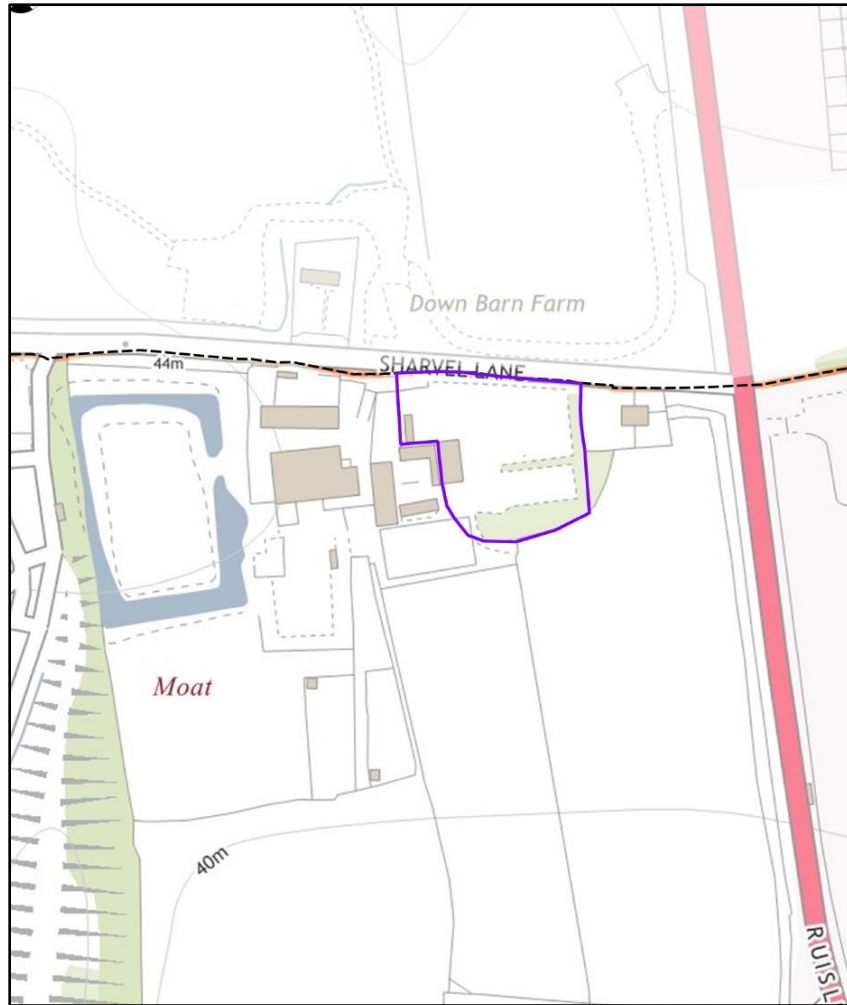
Northolt – Development Sites



09NO - Kingdom Workshop, Sharvel Lane

- ❑ A separate Regulation 18 consultation was carried out on the specific issue of identifying a site to meet our **identified need for 6 additional Gypsy and Traveller pitches**
- ❑ This was informed by the study undertaken by Three Dragons to look at the **suitability, availability and deliverability** of a number of sites
- ❑ **Two specific sites were consulted on:**
 - Downs Barn Farm/West London Shooting Ground (Eastern Section)
 - Northolt Driving Range
- ❑ Following consultation and discussion – a small parcel of land on the larger Downs Barn Farm/West London Shooting Ground site has been identified: **Kingdom Workshop, Sharvel Lane, Northolt** (09NO)

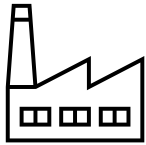
09NO- Kingdom Workshop, Sharvel Lane



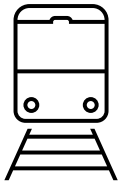
Development Management Policies



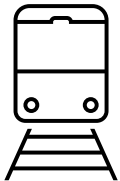
- Either **local variations** to existing London Plan Policies or **new local policies**



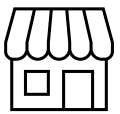
- Design and Amenity
- Tall Buildings
- Affordable Housing
- Large Scale Purpose Built Shared Living
- Small Sites Contribution



- Affordable Workspace
- Land for Industry, Logistics and Services to Support London's Economic Function
- Locally Significant Industrial Sites



- Open Space
- Urban Greening
- Biodiversity and Access to Nature
- Sports and Recreation Facilities
- Operational Energy Performance



- Embodied Carbon
- Whole Life Cycle Carbon Approach
- Reducing Waste and Supporting the Circular Economy



- Funding The Local Plan
- Enabling Development



Community infrastructure Levy – Draft Charging schedule

- ❑ At the same time as the publication of the Regulation 19 Local Plan, we will be consulting on a new **CIL Draft charging schedule**
- ❑ The primary use of CIL is to gain **financial contributions** from certain types of development to help fund new or improved strategic infrastructure required to support the growth identified in the Local Plan
- ❑ It is a **non-negotiable charge on development** and creates greater certainty the new development will contribute to delivering the infrastructure needed to support growth in a more consistent way than the current reliance on S106 agreements, which are subject to site by site negotiation
- ❑ S106 will still be used for **site specific mitigation** and non-infrastructure requirements such as affordable housing and skills funding
- ❑ Ealing has not previously adopted a CIL charging schedule and is the **only Local Planning Authority in London without one**

Ealing LPA: Draft Charging Schedule

- ❑ The setting of the draft charging schedule is based on the **infrastructure requirements** to deliver the Local Plan, drawing on the Infrastructure Delivery Plan, taking into account the impact on viability of the charge
- ❑ The schedule is subject to **consultation and independent examination** and the charges must be supported by viability evidence
- ❑ The charging schedule rates have been set in a way that seeks to strike a **balance between the additional investment needed to support development and the potential effect on the viability of development** as required by the Regulations. We have also compared with other LPA schedules
- ❑ Once the charging schedule is adopted it is assumed to be the **primary mechanism** to raise funds for strategic infrastructure
- ❑ Affordable Housing (including payments in-lieu) and non-infrastructure contributions (e.g. employment and training, carbon offset) will continue to be **secured via s106**

Ealing LPA CIL: Draft Charging Schedule (per sqm)

Use	Area	Rate
Residential	Ealing (see map)	£300
	Rest of Borough	£250
Student housing	Borough-wide	£350
Large-scale purpose built shared living (LSPBSL), and other HMOs	Borough-wide	£350
Office	Ealing MTC	£75
	Rest of Borough	Nil
Affordable workspace	Borough-wide	Nil
Retail, Food and Beverage uses	Borough-wide	Nil
Industry	Borough-wide	£100
Hotel	Borough-wide	£50
(Excludes serviced apartments that form a primary place of residence, these will constitute LSPBSL)		
Data Centres	Borough-wide	£150
Publicly funded or not for profit development for *medical, health and emergency services *educational uses *community, sport and leisure uses (Defined as development for an organisation that does not earn profits for its owners but conducts business for the benefit of the general public and in which all monies earned or donated are used for these objectives)	Borough-wide	Nil
All forms of development not otherwise identified	Borough-wide	£25

How to have your say on CIL?

- ❑ The CIL Draft Charging Schedule consultation runs alongside the Regulation 19 Local Plan consultation period runs from Wednesday 28 February until 10 April 2024
- ❑ All representations must be made by 6pm on Wednesday 10 April 2024
- ❑ More information is available here:

[Community Infrastructure Levy \(CIL\) | Community Infrastructure Levy \(CIL\) | Ealing Council](#)

How to have your say on Regulation 19?



- ❑ The Local Plan Reg 19 consultation period runs from Wednesday **28 February until 10 April** 2024
- ❑ All representations must be made by 6pm on Wednesday 10 April 2024
- ❑ We have created a **toolkit** to help you understand and respond to the regulation 19 draft new local plan, see: [Reg 19 toolkit | Ealing Council](#)
- ❑ These are the ways in which you can provide feedback:
 - ❑ complete this representation form via **survey monkey**
 - ❑ download the original representation **form**, complete and send via **email** or send via **mail**
 - ❑ write to us at localplan@ealing.gov.uk
 - ❑ send us a **letter** to: Strategic planning team, Perceval House, 14-16 Uxbridge Road, London W5 2HL
 - ❑ you can also find **hard copies** of the representation form in all libraries across the borough

Next Steps?



- ❑ Following the Reg 19 publication window, after careful consideration of the responses, the plan will be submitted to the Secretary of State for **examination**
- ❑ The council can at this stage suggest **modifications** to the plan based on responses received, these are then considered by the inspector as part of the examination (i.e. they do not amend the submission version of the plan)
- ❑ If significant amendments were identified as needed, further **consultation** would be required before submission
- ❑ The Planning Inspector assesses the plan for **legal compliance** and against the **tests of soundness** set out in the NPPF. The EIP will be structured around the issues that the inspector identifies
- ❑ Expect to **submit** the Local Plan to SoS for examination in **Summer 24**
- ❑ Public **hearing dates** are dependent upon the Planning Inspector, expected **Autumn/Winter 24**
- ❑ **Adoption expected Summer 25** (subject to EiP and Inspector's Report)

Any questions?



Policy D9 - Tall Buildings



Policy D9: Tall Buildings London Plan – Ealing LPA – local variation

E.The definition of a tall building in different parts of Ealing is set out in Table DMP1.

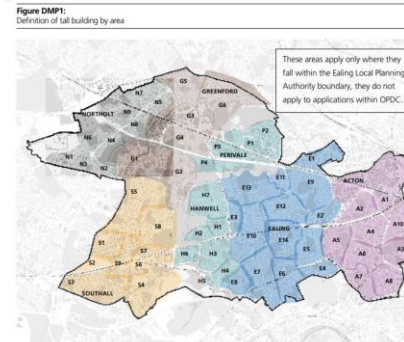
F.Tall buildings above defined thresholds are exceptional and should be located upon specified Development Sites defined in the Development Plan.

G.The tall buildings threshold height is simply that and not a presumption that any height up to this is automatically acceptable.

H.Tall buildings on designated industrial sites will be subject to agreed masterplans and based upon local impacts and sensitivity.

Table DMP1:
Definition of Tall Buildings

Town	Area	Tall Build- ing (m)	Storeys	Town	Area	Tall Build- ing (m)	Storeys	Town	Area	Tall Build- ing (m)	Storeys
Acton	A1	31.5	9	Greenford	G1	21	6	Southall	S1	21	6
	A2	49	14		G2	21	6		S2	21	6
	A3	24.5	7		G3	21	6		S3	21	6
	A4	49	14		G4	21	6		S4	21	6
	A5	24.5	7		G5	21	6		S5	21	6
	A6	28	8		G6	21	6		S6	24.5	7
	A7	28	8	Perivale	P1	21	6		S7	21	6
	A8	21	6		P2	21	6		S8	21	6
	A10	21	6		P3	21	6		S9	21	6
	Ealing	E1	24.5		7	P4	21	6	Hanwell	H1	21
E2		21	6	Northolt	N1	21	6	H2		21	6
E3		21	6		N2	21	6	H3		21	6
E4		21	6		N3	21	6	H4		21	6
E5		21	6		N4	21	6	H5		21	6
E6		21	6		N5	21	6	H6		31.5	9
E7		21	6		N6	21	6	H7		21	6
E8		21	6		N7	21	6				
E9		21	6		N8	21	6				
E10		24.5	7		N9	21	6				
E11		21	6								
E12		21	6								
E13		21	6								
E14		73.5	21								



Chapter 3 - Key changes between Reg 18 and Reg 19

- ❑ Strengthening policies around **climate action**
- ❑ Making **provision** for a new circular economy hub to support waste reduction, the creation of a new Ealing Regional Park and the creation of a new outdoor swimming facility in Ealing
- ❑ Setting out borough wide **infrastructure** schemes which are necessary to support planned growth
- ❑ Clarifying **housing delivery** targets and the maximisation of affordable housing
- ❑ Clarifying the need to meet an identified future need of **six additional pitches** for the Gypsy and Traveller community.
- ❑ To not proceed with the original proposals regarding changes to **Green Belt and Metropolitan Open Land** designations as a consequence of the objections raised, including by the Mayor of London. Boundary changes are only now proposed where:
 - ❑ a site has been identified for development and allocated in the Local Plan
 - ❑ some boundary corrections have been made which reflect the current reality and use of sites



De-designation of Green Belt and MOL sites

- ❑ Gurnell Leisure Centre (**19EA**) - existing leisure centre, car park and hardstanding area
- ❑ Fmr Barclays Sports Ground (**21EA**) –existing pavilion, hardstanding and car park in NW corner. Site allocation revised.
- ❑ Old Actonians Sports Ground (**23EA**) – area N of Gunnersbury Lane as it is separate and distinct from the broader parcel S of the Gunnersbury Lane.
- ❑ Westway Cross (**04GR**) – car park
- ❑ Smiths Farm (**06GR**) – disused industrial site
- ❑ Northolt Driving Range (**04NO**) –designation south of Rowdell Road / Western Avenue
- ❑ Kingdom Workshop, Sharvel Road (**09NO**) – unauthorised lorry repair site
- ❑ Land South of the Western Avenue (**02PE**) – very small enclave divorced from the rest of the MOL

Chapter 4 - Key changes between Reg 18 and Reg 19

For the Town Plans:

- Reconfiguration and strengthening of each of the town **spatial strategy** policies
- Setting out key **infrastructure** delivery priorities for the area with an amended spatial strategy diagram
- Strengthening the spatial Policy E2 on **Ealing Metropolitan Town Centre**
- Adding new policies for the **industrial estates** in Greenford, Northolt and Perivale

For the Development Sites:

- Of the **118** sites consulted upon at Reg 18, **40** have not been carried through into Reg 19.
- **4** entirely new sites have been added arising from the call for sites making a revised total of **82** sites. **22** sites have had their red line boundaries amended
- Each of the Development Sites now includes:
 - Updated proposed uses for the site and an indicative **timetable** for delivery
 - Consideration of any relevant contextual circumstances, **design principles** and **key infrastructure** requirements to guide any future development proposals
 - Where appropriate, specific guidance on the **suitability of any tall buildings** and parameters on scale, height and massing

Chapter 5 - Key changes between Reg 18 and Reg 19

- Strengthening the policy on **affordable housing** (Policy HOU)
- Clarifying the application of a policy (E3) on **affordable workspace** with additional supporting text
- Adding a new policy to consider the impact of any development proposals upon the **visual openness of green and open spaces** (Policy G4)
- Clarifying that Ealing will apply the **urban greening factor** as set out in the London Plan with a target of 0.4 for residential development and 0.3 for commercial development (Policy G5)
- Adding a new policy to promote local **biodiversity** improvement (Policy G6)
- Adding a new policy to promote **sports and recreation facilities** (policy S5)
- Adding a **new suite of policies on climate action** including on operational energy performance (Policy OEP), embodied carbon (Policy ECP), the whole life cycle carbon approach (Policy WLC) and on reducing waste and supporting the circular economy (Policy SI 7)