

**London Borough of Ealing
Development (or Core) Strategy
Submission Development Plan Document – Independent
Examination**

Council's note

1. Map 1 arose out of some research conducted through the auspices of the West London Alliance which at the time comprised the boroughs of Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow.

2. In particular, it informed a response to the Outer London Commission submitted and published on May 6th 2009 (see attached report) where the Mayor of London was consulting on proposals for "super" or "growth hubs". The WLA argued strongly for a different approach. The report is attached and is also available to download here:

<http://server1.brent.gov.uk/wlaextranet.nsf/617d094ff972ab1d8025707b005b6eca/b484eb01cf87d1f8802575b700358fe8?OpenDocument&Highlight=2,outer,london,commission>

3. West London is polycentric sub-region with a number of town centres, but none with the sort of critical mass to compare with growth hubs such as Croydon in South London. Much of its economy is located along radial transport spines, where there are several major industrial and office clusters.

4. It proposes an alternative based on its inherent geography of radial transport corridors and developing a strategy which maximises the key development opportunities along them. It then describes four broad radial corridors (see Para 30):

M4/Great Western Rail/Uxbridge Road, extending from Hammersmith and Earls Court through Ealing; Southall and north of Heathrow via Hayes and Stockley Park beyond London to Slough (importantly also the alignment for the Crossrail Route);

* A4/A30/South West Rail, diverging from the above at Brentford through Hounslow and Feltham, and beyond to Staines;

* A40/rail corridor from White City, Park Royal and Old Oak via Perivale and Northolt out to Uxbridge,

* North-west rail corridor from Willesden junction (also underground lines) to Wembley and Harrow, continuing to Watford; related to the A5/M1 North West London corridor.

5. However, in the final iteration of the OLC submission the map was not published although its key components were described.

6. These corridors effectively form the London Plan's 'Western Wedge' concept but are more fine grained than the broad brush approach adopted in the then emerging Replacement London Plan. This view is reinforced by the analysis and mapping we have carried out of future major sites intended for development. With development focussing on arterial roads and the rail infrastructure it also helps build the case for better orbital transport links.

7. It has been used to inform the approach taken by West London boroughs in a number of strategy documents and was first used by Ealing at an LDF Workshop with CABI in January 2010. CABI suggested that it provided some useful contextual information regarding Ealing and its setting as a place and suggested that we might include it in future iterations of the CS. The Council thought this was a helpful suggestion and it first appeared in the Final Proposals version issued for consultation in Autumn 2010.

8. Map One is not presented to justify the development corridors, but rather to place them in context. The Council do not accept that consideration as to whether or not this map should be included relates to any of the tests of soundness.

9. There is no question of any issue of general conformity with the London Plan as the GLA have not raised objections to the principle of its inclusion. Any changes suggested by the GLA to ensure better clarity and consistency have already been taken on board by us.