Executive Summary

By 2026:

- Ealing will comprise a range of prosperous, cohesive and sustainable places and diverse communities and the council will harness opportunities for growth that will provide new homes and sustain and create jobs.

- To support this growth the council will develop and maintain a clear infrastructure delivery plan that will ensure the necessary physical, social and green infrastructure and services are provided and enhanced.

- Ealing Council will monitor and review this plan on an annual basis so as to ensure the levels of growth identified in this plan are sustainable over the plan period.

- Ealing’s housing stock will have grown to provide more affordable homes for local people and to accommodate our projected growth in population through new developments in our town centres, the re-modelling of our housing estates and other places with good transport accessibility.

- Ealing Council will promote business and enterprise by securing the stock of employment land, encouraging regeneration and renewal and being responsive to market demands.

- Crossrail will be built and the council will encourage investment that allows our residents to travel north-south across the borough with greater ease and, where appropriate, feeds directly into Crossrail.

- Ealing as a borough will be as self sufficient as possible in the management of our own waste.

- Ealing Council will promote sustainable design and construction in all development to play our part in addressing the global challenge of climate change.

- Ealing Council will ensure that the design of all development achieves the highest standards of quality in design and, in the right circumstances. This will include a number of landmark/tall buildings.

- Ealing’s pattern of attractive green and open spaces will not only have been protected but also enhanced.
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List of Background Papers

1. Demography
2. Housing
3. Green Space
Preface

Ealing is a fantastic place to live and work. It is located where the Thames Valley (the UK’s highest performing sub-region) meets metropolitan London between the West End and Heathrow Airport. Map 1 shows Ealing in its regional setting together with the West London growth corridors.

Ealing is the third largest London borough in terms of its population and is one of the most ethnically diverse communities in the country. Local analysis shows that the official demographic statistics underestimate the borough’s population and estimates Ealing’s population at 322,000 (with 127,000 households). Ealing’s population is expected to grow to 347,000 (142,500 households) by 2026.¹

New homes are needed in Ealing to accommodate the borough’s projected increases in population. There is a shortage of affordable homes for young families to move into, a general problem of high house prices, and there are too many households that have difficulty in getting access to decent housing.

Ealing has a strong and dynamic economy and is the largest commercial borough in London² with over 11,000 businesses and the third highest rate of VAT registrations in London. More than 138,900 people work in the borough³ including 33,204 who commute from outside the borough.⁴ There are few places in London with a comparable employment base so ensuring there is sufficient employment land and premises to sustain our businesses and encourage new companies to locate and grow here is a high priority.

Ealing boasts excellent transport links with London and the rest of the UK. Transport accessibility and capacity within and through Ealing are key determinants of the planning of the borough. Radial movement to and from the centre of London is highly developed, and accessibility within the two corridors – the Uxbridge Road / Crossrail corridor and the A40 and Park Royal corridor – is excellent. The challenge within these corridors is the capacity of the transport system.

Five Crossrail stations are planned for opening in 2017: four of which will be refurbished, providing increased transport capacity and faster journey times to London and to Heathrow Airport. Outside these corridors, accessibility reduces and there are problems around the viability of improving public transport and particularly of north – south movement in general. Planning of new homes and places of work is sensitive to these transport matters.

¹ According to the Ealing 2009 Special Projections. See Background Paper No 1 – Demography for more information.
⁴ According to the Employment Land Review, 2010. See Chapter 3 for an explanation.
New homes, jobs, transport infrastructure, schools, healthcare facilities, open space, public utilities and other community and recreational facilities are needed to support the new population and to improve what is already in the borough. The key challenge is to ensure that development is in the right place. This means that new development is located so it provides the homes that are needed; improves the quality of an area; does not squeeze out local businesses or community facilities needed in the area; protects what is good about Ealing; and that it is accompanied by an improvement in the ‘infrastructure’ in the area for the benefit of both existing and new residents.

In recent years Ealing has attracted the interest of developers and investors. Recession has resulted in a slowdown in development, however developers believe there are some early signs of economic recovery and some areas will emerge from recession sooner than others. Ealing will be one of those areas that will recover quickly because of its historic strengths including its strong mixed economy, location, highly qualified workforce, excellent transport links and environmental quality.\(^5\)

This Development (or Core) Strategy 2026 will guide the development of Ealing as an attractive place to live and work at the heart of West London. It sets out Ealing Council’s vision and proposals for the future development of the borough. The proposals set out how, where and when the council, working with statutory bodies, the private sector and voluntary sector, will:

- provide new housing, especially affordable homes for local families;
- sustain and create jobs;
- protect and enhance green and open space and the borough’s heritage; and
- ensure that community facilities, services and transport infrastructure are provided where and when needed.

The Development Strategy 2026 is part of a portfolio of development plans that make up the council’s Local Development Framework. This final draft plan contains the council’s submission proposals and, subject to a further round of consultation, will be submitted to Government for examination in January 2011. Appendix 1 provides a summary of the project plan and timetable for its implementation. These plans must conform generally with the London Plan produced by the Mayor of London. Appendix 2 shows how the London Plan provides both a context for and helps complement this strategy.

**What will Ealing be like in 2026?**

Ealing Council invites you to find out more about these plans for the future of Ealing. Consultation meetings and events are planned between **September 17th and November 1st 2010.** More information about the process can be found at: [http://www.ealing.gov.uk/services/environment/planning/planning_policy/local_development_framework/consultation/](http://www.ealing.gov.uk/services/environment/planning/planning_policy/local_development_framework/consultation/)

\(^5\) Ealing LDF Core Strategy Review – Shared Intelligence – March 2009.
CHAPTER 1: VISION FOR EALING 2026

The spatial vision for Ealing in 2026 seeks to ensure that the borough will comprise a range of prosperous, cohesive and sustainable places and diverse communities developed on the basis of balanced growth.

The spatial vision supports the overarching vision and goals for Ealing as set out in Ealing’s Sustainable Community Strategy, ensuring that Ealing maintains its position as a successful borough at the heart of West London:

- To make Ealing a better place to live.
- To make Ealing one of the safest places in London.
- To reduce health inequalities and promote well-being and independence for adults and older people.
- To ensure that there are opportunities for all people and for business to prosper.
- To create a great place for every child and young person to grow up.
- To develop an effective and high performing Local Strategic Partnership (Partnership for Ealing).

There will be significant change in Ealing over the next 16 years with major new opportunities and challenges that need to be planned for. The spatial vision for Ealing is set out below, together with commentary and proposals on how to deliver it. Map 2 provides a diagrammatic interpretation of the spatial strategy in this plan. This key diagram shows the development corridors as well as locations for housing and employment development. The summary tables and pie charts show those sites with potential for housing and employment. More detailed proposals are provided in the subsequent chapters of this Development Strategy.

The vision is to harness opportunities for growth and development and promote improvement in appropriate locations. These locations are primarily along the Uxbridge Road / Crossrail and the A40 / Park Royal corridors. These two east-west corridors include Ealing’s town centres, Park Royal Industrial Estate (the largest in Europe) and the five Crossrail stations. Crossrail will provide a major impetus for growth and development. These growth corridors and their residential hinterlands overlays a pattern of green and open spaces and this attractive and highly valued environment will be protected and enhanced.

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6 See: [http://www.ealing.gov.uk/services/council/strategies_and_policies/community_strategy/](http://www.ealing.gov.uk/services/council/strategies_and_policies/community_strategy/)

7 See also An Atlas of Proposed Changes to the Adopted Proposals Map 2004 which illustrates in map form any proposed changes that arise from this Development Strategy and other draft development plan documents.

8 See report published by Crossrail and prepared by consultants Colin Buchanan on Wider Economics Benefits published 25th February 2009. This confirms Crossrail will deliver substantial economic benefits for London & the SE after 2017 and it calculates the benefits for Ealing as £57m pa including both transport and wider economic benefits.
LEGEND TO THE KEY DIAGRAM

- West London Alliance Borough Boundary
- A40 Corridor
- Uxbridge Road Corridor
- Green Space
- Hinterlands
- Crossrail Route
- High Speed 2 Route
- Town Centres
- Neighbourhood Centres (nodal point)
- Proposed Improvements to Transport Stations and Interchanges
- Proposed and Potential Improvements to Transport Links
- Potential Housing Sites
- Major Employment Locations and Employment Sites
- Special Opportunity Sites

DEVELOPMENT STRATEGY 2026 – FINAL SUBMISSION PROPOSALS

Housing Potential from Large Sites 2011-26

<table>
<thead>
<tr>
<th>Area</th>
<th>Units</th>
<th>% of whole borough</th>
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<tbody>
<tr>
<td>Uxbridge Road Corridor</td>
<td>9,788</td>
<td>78</td>
</tr>
<tr>
<td>A40 Corridor</td>
<td>2,628</td>
<td>21</td>
</tr>
<tr>
<td>Outside the Corridors</td>
<td>65</td>
<td>1</td>
</tr>
<tr>
<td>Within 800m of a Crossrail Station</td>
<td>9,646</td>
<td>77</td>
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<tr>
<td>Whole Borough</td>
<td>12,481</td>
<td>100</td>
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Housing Potential by Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Units</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Acton</td>
<td>2,000</td>
<td>16</td>
</tr>
<tr>
<td>Ealing</td>
<td>3,300</td>
<td>27</td>
</tr>
<tr>
<td>Greenford</td>
<td>490</td>
<td>4</td>
</tr>
<tr>
<td>Hanwell</td>
<td>280</td>
<td>2</td>
</tr>
<tr>
<td>Northolt</td>
<td>330</td>
<td>3</td>
</tr>
<tr>
<td>Park Royal</td>
<td>1500</td>
<td>12</td>
</tr>
<tr>
<td>Perivale</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Southall</td>
<td>4300</td>
<td>35</td>
</tr>
<tr>
<td>Total</td>
<td>12,000</td>
<td>100</td>
</tr>
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</table>

Key Employment Statistics by Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Office Floorspace</th>
<th>Office Jobs</th>
<th>Retail Floorspace</th>
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<tbody>
<tr>
<td>Acton</td>
<td>2,000</td>
<td>10-12,000</td>
<td></td>
</tr>
<tr>
<td>Ealing</td>
<td>90,000</td>
<td>6,500</td>
<td>50,000</td>
</tr>
<tr>
<td>Greenford</td>
<td>1,000</td>
<td>7-8,000</td>
<td></td>
</tr>
<tr>
<td>Hanwell</td>
<td>0</td>
<td>2,300-5,600</td>
<td></td>
</tr>
<tr>
<td>Northolt</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Park Royal</td>
<td>2,000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Perivale</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Southall</td>
<td>0</td>
<td>24,000-32,000</td>
<td></td>
</tr>
</tbody>
</table>

Potential Housing within 800m of Crossrail Station

- Within 800m of Crossrail Station: 23%
- Not Within 800m of Crossrail Station: 77%

Housing Potential by Area

- Acton: 16%
- Ealing: 36%
- Greenford: 27%
- Hanwell: 4%
- Northolt: 3%
- Park Royal: 2%
- Perivale: 0%
- Southall: 0%

SEPTEMBER 2010
To support this growth Ealing will develop and maintain a clear infrastructure delivery plan that will ensure the necessary physical, social and green infrastructure and services are provided and enhanced. This will make certain that Ealing continues to be a successful borough and that all communities have a high quality place to live and to work. These plans will ensure proper investment in the schools, health centres, transport, public utilities and other facilities needed by Ealing’s growing population. Wherever development is proposed, the council is also committed to excellence in urban design.

Other considerations in planning for the future of the borough include, for example:

- how to create communities that are safe, cohesive and engaged;
- how to provide renewable energy sources;
- where to accommodate waste management plants to enable increased recycling and less landfill;
- how to encourage greener transport including electric cars; and
- how to plan for other technological changes that will affect the way we live, travel, work and do business.

The council initially considered a number of different alternative approaches (or “futures”) that included following established development plan policies or embracing change or protecting the past. Each of these approaches were based on the principle that we must manage growth in a sustainable way so that we are able to meet our present needs and ensure that future generations are also able to meet their needs.⁹

At the same time consideration was given to the future shape of each local area of the borough if one of these alternative futures were chosen. Each of the borough’s neighbourhoods has its own particular characteristics and issues to address. Map 3 shows the eight neighbourhoods that make up the borough and Appendix 3 provides a summary of some of their chief characteristics and how the Development Strategy 2026 will impact upon their future development. It was always acknowledged that the best future for Ealing is likely to include elements of all three of these alternative approaches futures. It is evident that although the council has embraced change it will affect each of the localities in very different ways.

This Development Strategy 2026 seeks to identify and promote those areas that can accommodate growth and either have good public transport access, the capacity to accommodate growth, are in need of regeneration, or can deliver jobs and infrastructure. It seeks to ensure that future development contributes to making places where people want to live and work.

TemporalVision for Ealing 2026

(a) By 2026, we aim to provide 14,000 additional homes, 94,500 sq metres of new office floorspace, decrease our net stock of industrial floorspace by 57,000 sq metres (equivalent to 14 hectares) through managed release and provide up to 150,000 gross sq metres of new retail floorspace.

(b) Development of these new homes and business space will be primarily concentrated in:

- The Uxbridge Road / Crossrail corridor - particularly focused in Acton, Ealing and Southall town centres; around key stations at Acton Mail Line, Ealing Broadway and Southall; and, municipal housing estates including Copley Close, Green Man Lane, Havelock and South Acton.
- The A40 / Park Royal corridor – particularly focused in Greenford town centre; Acton Main Line, Greenford and North Acton stations; Park Royal; and, other industrial estates.

(c) To promote business and enterprise by securing the stock of employment land, encouraging regeneration and renewal and being responsive to market demands. For industrial and warehousing businesses, we will protect our position as one of London’s premier locations. For the office market we will reverse our relative underperformance compared to neighbours; with a focus on providing high quality office space in Ealing town centre and capturing benefits afforded by Crossrail.

(d) To ensure the viability and vitality of the borough’s town centres in accordance with the established shopping hierarchy.

(e) To be a healthy and safe place to live and ensure that the necessary physical, social and green infrastructure and services as identified in the Infrastructure Delivery Plan are provided and enhanced in the borough.

(f) To support sustainable, safe and convenient transport networks to and through Ealing that, in particular, improve north-south transport links between the Uxbridge Road / Crossrail and A40 / Park Royal corridors and to promote healthy travel behaviour and seeks to reduce the need to travel.

(g) To protect and enhance suburban communities, improve public transport, cycle and pedestrian links to the development corridors and neighbourhoods.

(h) To care for the borough’s historic character, ensure excellence in urban design and design out crime to make Ealing’s environment safe, attractive and accessible for all.

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10 See Employment Land Review 2010.
11 See Retail Needs Study 2010, Table 6.11 (non food retail) and Table 7.7 (range of food retail) floorspace.
12 See Chapter 6 “Ensuring Sustainable Delivery” below and the Infrastructure Delivery Plan, published September 2010.
13 For more detailed information see the Development Management development plan document.
(i) To protect the pattern of green spaces and green corridors, identify and safeguard quiet areas and spaces of relative tranquillity and ensure that new development improves and adds to green space.

(j) To reduce the environmental impact of activities within the borough, protecting and improving air quality and ambient noise levels, achieving and maintaining a clean and healthy environment for all communities to enjoy.

(k) To promote sustainable design and construction in all development to play our part in addressing the global challenge of climate change.

Work has been undertaken to verify the potential demographic changes over the plan period and to identify the future needs and demands of Ealing’s population. By 2026, 14,000 new homes are planned to provide more affordable homes for local people and to accommodate the projected increase in population and households. Map 4 (below) shows housing and employment development sites together with the development corridors and the relationship with Crossrail.

Ealing wants to provide modern, upgraded commercial premises in a quality environment and aims to provide 94,500 sq metres of new office floorspace (creating approximately 5,800 jobs) and decrease the net stock of industrial floorspace by 57,000 sq metres (equivalent to 14 hectares) through managed release. Overall, a net increase in 10,600 jobs over the plan period will be supported from changes in office, industrial and other employment sources. This plan aims to ensure that there is sufficient development land capacity to accommodate this growth.

This development strategy is primarily about apportioning the required growth to the right places across the borough, ensuring that it is well related to the provision of infrastructure, that the design is of high quality, and that it tackles social need. Residential and business development will be primarily concentrated in two development corridors – the Uxbridge Road / Crossrail corridor and the A40 / Park Royal corridors – in the following places:

- Town centres within these corridors, in particular those with excellent transport connections and supply of available development sites including Acton, Ealing, Greenford and Southall town centres;
- Park Royal;
- Other places with existing or future good public transport accessibility including the areas around Greenford, North Acton and Acton Mainline stations; and
- Municipal housing estates which need regeneration to improve the quality of life for residents and provide more homes for local families in need of them including Copley Close, Havelock, Green Man Lane and South Acton estates.

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14 See Background Paper No.1 on Demography.
15 See Employment Land Review, September 2010.
Map 5: The Retail Hierarchy in the London Borough of Ealing
Another key borough-wide proposal that is crucial to the delivery of the strategy is the coordination of major housing and commercial development with the provision of physical, social and green infrastructure. Further work has been undertaken to identify the infrastructure required to deliver the strategy, as well as in identifying when and where this will be and who will provide it. This is set out in the council’s Infrastructure Delivery Plan.

Put simply, without the necessary infrastructure needed to support development, then the levels of growth that the plan seeks to achieve by 2026 will not be sustainable. The council will therefore monitor the delivery of infrastructure to support development and will update its plans on an annual basis\(^\text{17}\). Crucially, this will also examine and review whether or not the levels of residential and commercial development proposed can be reasonably sustained over the plan period.

West London is expected to experience significant growth in consumer expenditure which could generate demand for up to 227,000 sq m extra comparison goods floorspace by 2016. Ealing will benefit from the substantial growth in capacity gained through Crossrail.\(^\text{18}\) There is demand for up to 150,000 gross sq metres of new retail floorspace\(^\text{19}\) in the borough. National and regional guidance directs any new retail floorspace to town centres first.

The hierarchy of town centres is set out in the London Plan and include Ealing (a Metropolitan Centre), Southall (a major centre) and Acton, Greenford and Hanwell (district centres). There are also a further 11 neighbourhood centres. Map 5 shows the distribution of retail provision across the borough (excluding local centres).\(^\text{20}\) To ensure the future viability and vitality of the centres the boundary of the Southall town centre has been reconfigured to include the major retail development on Southall Gas Works site whilst at the same time excluding the area south of The Green. King Street will be re-branded as a neighbourhood shopping centre serving Southall Green.\(^\text{21}\) It is also proposed that designated shopping frontages in Hanwell are reduced, while improving the quality of all frontages in the town centre.\(^\text{22}\) Detailed proposals will be contained within the Development Management policy document.

The Development Strategy assumes the development of Crossrail and five Crossrail stations.\(^\text{23}\) It also assumes other transport improvements as set out in the Mayor of London’s Transport Strategy which will increase the capacity and quality of east–west (radial) public transport to and from central London, and north–south transport linking the radial corridors and improving orbital movement in West London. There will need to be further proposals to enhance north-south movement where this will facilitate

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\(^{17}\) A revised Infrastructure Delivery Schedule will be published each year as part of the Annual Monitoring Report (AMR).


\(^{19}\) See Retail Needs Study 2010, Table 6.11 (non food retail) and Table 7.7 (range of food retail) floorspace.

\(^{20}\) See Retail Needs Study 2010, map at Appendix 6 Figure 2 for the West London hierarchy.

\(^{21}\) See Policy 2.8 (b) below.

\(^{22}\) See Policy 2.7 (c) below.

\(^{23}\) See Policy 1.2 (d) below.
regeneration. Measures will also be adopted that seek to promote healthy travel behaviour and reducing the need to travel. This includes avoiding unnecessary car trips, shopping locally and providing facilities within a certain distance etc. The council will also seek to widen the range of transport choices including improvements to public transport, cycle and pedestrian links. “Smarter travel” initiatives include for example the promotion of car clubs, car sharing, travel awareness and planning, eco driving and the use of electric vehicles. More details are provided in the council’s Local Implementation Plan.

The Development Strategy takes proper account of the need for environmental protection in appropriate localities both in growth corridors and in surrounding areas. This is related to the heritage value and character of the places in question. The strategy allows for development that will enable the area to be more sustainable (e.g. facilitating mixed tenure communities and accessible community facilities) while protecting the character of a place.

It is expected that the design of all development will achieve high standards of sustainability and provide for climate change adaptation and mitigation. In addition new development will be expected to contribute to improving the quality of life in the borough through the reduction of noise pollution, protecting soundscape quality, reducing pollutant emissions and minimising public exposure to pollution. The Development Strategy should sustain busy and prosperous communities in both new and well-established urban localities.

The pattern of growth corridors and residential hinterlands overlays a pattern of green spaces and green corridors, and ‘greening’ (e.g. addressing open space deficiency) is a vital element of the strategy. Indeed, development is expected to yield resources to enhance and improve the quality of green and open space. Ealing’s reputation as a green borough will be improved as the Development Strategy is implemented and biodiversity will increase during this period. Open spaces also provide an oasis of calm and tranquillity for residents from the bustle of city life. Preserving these quiet areas will protect this vital but overlooked amenity.

To further enhance the development of sustainable communities within the borough, Ealing Council carried out a heat mapping study in collaboration with the GLA and LDA to identify potential opportunities for decentralised energy network(s) within the borough.\(^24\) It will help to meet the local and regional CO2 reduction targets as well as the Mayor of London’s target for 25% of London’s energy supply to come from decentralised sources by 2025. The results are available online on a London Heat Map tool\(^25\) developed by the Mayor and its intention is to help developers identify decentralised opportunities within Ealing borough and the wider London area.

\(^24\) This project was carried out in accordance with the consultation draft replacement London Plan Policies 5.5: Decentralised Energy Networks and 5.6: Decentralised Energy in Development Proposals, published October 2009.

By 2026, the borough should comprise a range of prosperous and cohesive communities - sustainable communities - developed on the basis of balanced growth, protection and greening. Key localities for growth will have been regenerated, and careful development management will have enhanced the character of all areas and green spaces across the borough.

Final Proposal 1.2
Delivery of the Vision for Ealing 2026

A range of other local development framework documents and procedures will aid the delivery of the Development Strategy 2026. In particular, Ealing’s Development Strategy must also have regard to the Sustainable Community Strategy, produced by local strategic partners in the borough – i.e. the local authority (with its range of service responsibilities) and other agencies involved in housing, health, education, employment, community safety etc. The local strategic partners produce Local Area Action Plans to deliver their community priorities. Ealing Council has also produced a Statement of Community Involvement which sets out arrangements for involving the community in all parts of the Local Development Framework and in development control decisions.

It is therefore vital for the local authority to work closely with business, local strategic partners, and to ensure that Ealing’s Development Strategy is in tune with the GLA’s evolving London Plan and the investment plans of the agencies that work alongside. These include the London Development Agency, the Metropolitan Police, and in particular, Transport for London. It is essential to ensure that development has appropriate transport access and capacity. This may rely on improvements to underground and overground railways, road improvements, better buses, improvements to interchanges, creation and improvement of off-road walking and cycling routes and other measures to promote sustainable travel. In addition, the council’s own Local Implementation Plan is a key document.

Key policies that will help deliver Ealing Council’s spatial vision include:

1.2 (a) At least 50% of the housing developed in Ealing up to 2026 will be affordable housing, as defined in the London Plan, to achieve mixed communities with a range of housing types across the borough and to meet need.

The council has worked with the GLA to agree to an affordable housing target and level of provision, as established in the council’s Strategic Housing Market Assessment (SHMA) and Borough Housing Strategy. A level of 50% affordable housing will be required on all new developments comprising 10 units or more. This is further defined as 60 per cent provision of social rented

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26 This was adopted by full council on 20 June 2006 and came into operation on this date. It was reviewed and updated in September 2010. See: http://www.ealing.gov.uk/services/environment/planning/planning_policy/local_development_framework/statementofcommunityinvolvement/
accommodation (as provided by Registered Providers) and 40 per cent intermediate provision which is subsidised accommodation discounted from market rate levels.\textsuperscript{27} The SHMA also identifies housing need in the borough, demonstrating that both smaller (one and two bedroom units) and larger (three and four bedroom units) are required. The SHMA and the background paper on housing outline the balance between need, demand and supply and further detail will be provided in an Affordable Housing Viability Assessment.\textsuperscript{28}

1.2 (b) To apply a sequential approach to the location of new office development with the primary focus being at Ealing town centre, a secondary focus at Park Royal and with some provision at Greenford. Employment land (including office and industrial uses) will be categorised for long-term protection, medium-term release over time, and short-term release to allow for managed release of some employment sites.

A net increase in office floorspace of up to 90,000 sq metres will be encouraged in Ealing town centre to ensure the office market there maintains a sustainable critical mass. Park Royal and, to a lesser extent, Greenford will also see a net increase in office floorspace. Whilst office development can still be suitable in other areas, there will not be an overall net increase in other areas during the plan period.\textsuperscript{29}

Managed release of employment sites will involve categorising employment sites into three broad categories:

- **Long-term protection** – These sites are the core employment sites which should be the borough’s primary focus for general industrial and warehousing land. Where appropriate, these sites may also accommodate office development.
- **Medium-term release** – These sites are most likely to have conflicts with neighbouring uses and to be lost over time.
- **Short-term release** – These sites have either been lost to residential or have been so diluted by other uses to no longer qualify as protected employment land.

1.2 (c) To make provision of appropriate physical, social and green infrastructure in the right locations and at the right time to support the levels of housing and employment growth to be delivered in Ealing, and maintenance of an Infrastructure Delivery Plan and Schedule, indicating the phasing and funding of infrastructure development.

The council has produced an Infrastructure Delivery Plan which will help:

\textsuperscript{28} Affordable Housing Viability Assessment prepared by BNP Paribas Real Estate, September 2010.
\textsuperscript{29} See Employment Land Review 2010.
To engage with infrastructure providers.
To deliver the right levels of infrastructure for growth.
To coordinate the provision of different types of infrastructure.
To direct the right level of employment growth and housing development in the right place.
To bid for funding from other infrastructure agencies.

Related to this, a clear framework for negotiations on planning obligations is essential, including developers’ contributions towards requirements such as affordable housing, public transport, schools etc, and more specific requirements that are necessary for approval of the development. There is more detail on the provision of infrastructure in Chapter Six. A separate supplementary planning document on Legal Agreements is also being progressed.

1.2 (d) To support opportunities from Crossrail and High Speed 2 (HS2) working closely with Crossrail and HS2 planners to ensure the benefits to the borough are maximised. These benefits include improved accessibility, greater public transport capacity on the key east/west radial corridor in the borough, and a major potential contribution to the regeneration and economic development in town centres and other sites along routes.

Crossrail\(^{30}\) will boost London's rail capacity by 10% when it opens in 2017. Accessibility of Central London for passengers from Ealing would be significantly improved, with journey times from Southall to the West End, for example, being only 19 minutes. The council are required to collect s106 contributions towards Crossrail on behalf of the GLA for developments of over 500 square metres and within 1 kilometre of a Crossrail station for offices and retail development.\(^{31}\)

HS2 will provide a link with the Crossrail service on the Great Western Main Line and a fast link to Heathrow via the existing Heathrow Express service. The route would then continue on a widened Chiltern Line route through the borough alongside the Central Line London Underground service.

\(^{30}\) See report published by Crossrail and prepared by consultants Colin Buchanan on Wider Economics Benefits published 25\(^{th}\) February 2009. This confirms Crossrail will deliver substantial economic benefits for London & the SE after 2017 and it calculates the benefits for Ealing as £57m pa including both transport and wider economic benefits.

\(^{31}\) TfL are preparing a Supplementary Planning Guidance (SPG) for this. A protocol with Boroughs is also being developed out of this work. The request for contributions will apply to relevant developments that are both referable and non-referable to the GLA.
1.2 (e) To ensure that future development achieves the highest standard of sustainable design and construction, including construction of the public realm, highways and other physical infrastructure. In this regard, the council will seek to reduce energy usage in buildings by requiring all development to demonstrate that it has minimised on-site carbon dioxide emissions by using less energy through maximising energy efficiency, supplying energy efficiently using low carbon heating and cooling systems and using on-site renewable energy generation. The council will work with partners to promote and develop decentralised energy (DE) networks with a particular focus on those parts of the borough with the greatest potential for such networks.

Sustainable design and construction standards are set out in a separate energy evidenced base report. This sets minimum and advisory targets for reducing carbon dioxide emissions from all development, while setting requirements for establishing potential low carbon heat distribution networks. The council will work with partners to promote and develop decentralised energy (DE) networks with a particular focus on those parts of the borough with the greatest potential for such networks. More detailed policies will be contained within the Development Management policy document.

1.2 (f) To support higher densities in areas of good public transport accessibility. Whilst proper regard shall be made to relevant London Plan policies, the council will take into account primarily the quality of the design, the location of the site and the need to provide a suitable housing mix. Tall buildings are acceptable where they contribute positively to the urban environment. The quality of the design solution proposed, especially in relation to its surroundings, and the accessibility of its location are the overriding considerations in the assessment of any proposed development. Tall buildings should generally be limited to Acton, Ealing and Southall town centres, gateways to Park Royal and to identified development sites.

Whilst proper regard shall be made to relevant London Plan policies to support higher densities in areas of good public transport accessibility, the density matrix should not be applied mechanistically and the council will, in particular, take into account primarily the quality of the design, the location of the site and the need to provide a suitable housing mix. It is important to acknowledge that higher density housing does not automatically equate to a requirement for high-rise development.

However, tall buildings can be appropriate and enhance townscape providing they are of high quality design and in suitable locations. The identification of areas suitable for tall buildings will help to promote appropriate sites, deliver housing targets and also importantly direct such developments away from less appropriate/more sensitive locations (i.e. those considered sensitive by virtue of their location, existing use or design. The council recognises that clearer guidance needs to be developed as to what constitutes

33 See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular, Appendix 5 that shows district heating focus areas.
34 See the consultation draft replacement London Plan Policy 3.4: Optimising Housing Potential, published October 2009.
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a suitable location. More detailed policies on density and tall buildings will be contained within both the Development Sites and Development Management policy documents including clearly defining those specific locations judged to be suitable for tall buildings.

1.2 (g) To make provision to manage 455,000 tonnes of waste per annum, or put arrangements in place to ensure that the pooled waste management requirements of Ealing, Brent, Harrow, Hillingdon, Hounslow and Richmond are accommodated within the six boroughs by 2026. It will give priority to waste reduction, recycling and composting.

In West London, six Boroughs have joined together to plan for the management of future waste. The plan will identify sufficient sites to deal with this waste. It will devise policy that will help implement site development and awareness of sustainable waste management. The most recent information from official sources showed that West London currently produces just over two million tonnes of municipal and commercial waste each year. This waste comes from homes, businesses, hospitals and other facilities. It is expected that this amount will increase to 2.11 million tonnes by 2026. At the moment 70% is transferred to sites outside London.

1.2 (h) To promote the regeneration of special opportunity sites in the borough, in which a suitable range or mix of uses will be permitted where the proposals are consistent with sustainable development principles.

The council has identified three special opportunity sites in the borough:

- Glade Lane;
- Southern Gateway; and
- Greenford Green.

35 The West London Waste Plan (WLWP) is a Joint Waste Development Plan Document. It will form part of each Borough’s Local Development Framework (LDF) and will plan for all waste in the plan area up to 2026. For more information see: http://www.wlwp.net/index.html. The plan aims to identify and safeguard sufficient sites for waste management facilities in the area to deal with West London’s own waste. The Plan will give priority to waste reduction, recycling and composting. However, it will still need to plan for the disposal of waste in other ways. This is likely to include the use of new or emerging technologies such as anaerobic digestion and energy from waste plants. However there will still be a requirement for land filling some waste that cannot be treated by other ways.

36 ‘Minor alterations to the consultation draft replacement London Plan, borough level arisings and apportionments, corrections and clarifications’ (December 2009).


38 All three sites were previously identified in the UDP, although the boundaries for both Greenford Green and Southern Gateway have been extended. Southall Gas Works, Grand Union Village and Atlas Road, previously designated as Special Opportunity Sites, have been de-designated. The revised boundaries are incorporated in the Atlas of Changes to the Proposals Map, and further detail regarding these sites are set out in final proposals 2.9, 3.4 and 4.2 respectively.
These are large and prominent sites which are key to the achievement of the council’s regeneration objectives. This designation is distinct from the Opportunity Areas defined in the London Plan. The designation ‘Special Opportunity Site’ is intended to convey that the council will use its powers as local planning authority to encourage and negotiate development schemes that address the individual site problems and fulfil their potential to act as major examples of investment for their wider hinterland. Schemes should deal fully with site and community infrastructure provision and any potential contaminated land issue.

1.2 (i) To promote and install a network of electric vehicle charging points across the borough.

The Mayor of London also proposes to promote increased and more widespread use of electric vehicles, for example, by securing charging points in car parks through parking standards or in some cases, on-street where appropriate. Ealing’s Electric Vehicle Charging Points (EVCP) Policy supports the Mayor’s plan to deliver a network of charging points across London by 2015. In 2009/10, twelve EVCP were installed in four car parks across Ealing and there are plans to install a further five points in the Borough by the end of 2010/11. The council will promote further schemes to broaden this network over the plan period.

1.2 (j) Whilst recognising the need to contribute towards the supply of land won aggregates in West London, the council will resist the extraction of mineral aggregates on sites where this would have an adverse impact on the local environment and amenity. The council will also seek to minimise the movement of aggregates by road, maximise the movement of aggregates via rail or the canal network and will encourage aggregates recycling at depot sites in Ealing – including at Horn Lane and Park Royal.

Although Ealing is identified in the London Plan as a borough with remaining aggregate reserves in London, the location of these reserves in sensitive localities means that it is highly unlikely that Ealing will be able to contribute to meeting the supply of land won aggregates in West London. A number of sites in the Osterley area of the borough were identified as having un-worked reserves, although it is proposed that none of these sites be taken forward for mineral workings because of their existing open space status, their heritage value, and their strategic role for sports/recreation. Furthermore, the council notes that there are significant un-worked aggregate reserves in neighbouring West London boroughs. The council will however continue to ensure that the distribution of aggregates throughout the borough is done so through the most sustainable methods, and with minimal impact on the environment and the amenity of its residents.

1.2 (k) To reduce the overall level of flood risk in the borough and beyond, through the layout and form of new development, and the appropriate application of sustainable drainage techniques. All new development, including the consideration of sites forming part of the Development Sites document, will be the subject of a sequential test, which will seek to direct new development to areas of least risk.
With regards to flood risk, all new development, including the consideration of sites forming part of the Development Sites policy document, will be the subject of a sequential test, which will seek to direct new development to areas of least risk.\textsuperscript{39}

1.2 (l) To protect the existing gypsies and traveller’s site at Bashley Road, Park Royal and to consider provision for an additional site in due course subject to the feasibility of identifying a site appropriate to that use and to the availability of funding.

The London Plan\textsuperscript{40} makes provision of pitches for gypsies and travellers (including travelling show people) and sets a target for seven new pitches to be provided in Ealing for the time period 2007-2017, to be extended according to growth indices up to the end of the plan period. However, the waiting list for the one gypsy and traveller site at Bashley Road in Ealing is only for one family requiring one pitch, a figure that suggests there is no need for an additional site in the short and medium term.

Furthermore, the London Plan suggests that 72 per cent of gypsy and traveller’s need for accommodation concerns those already living in bricks and mortar accommodation. In the light of these factors, the council will only make provision of an additional site in due course provided the waiting list for the site at Bashley Road were to reflect a strong demand, based on the future feasibility of identifying a site appropriate to that use and to the availability of funding. The council will also keep on proposing alternative bricks and mortar accommodation to gypsies and travellers looking for accommodation suited to their needs through the general needs housing service and strive to continue to provide the high quality services that make Ealing’s reputation as a local and regional support hub for gypsies and travellers facing accommodation related issues.

1.2 (m) To acknowledge the need to monitor and review performance. Measures from the core and local indicators together with an updated Infrastructure Delivery Planning Schedule will be included in the Annual Monitoring Report. In particular, given the difficulties of forecasting retail needs over a 15-year period, the council will commission a retail needs update within five years of the adoption of this strategy.

Finally, a clear monitoring process is necessary, to understand progress in the supply of land, premises and transport and to ensure that development proceeds in a co-ordinated fashion. The council’s annual monitoring reports on the local development framework will be the key instruments in this process.

\textsuperscript{39} The Sequential Test is a requirement of national Planning Policy – PPS 25 ‘Development and Flood Risk’. Flood risk in the borough is mapped as part of the Strategic Flood Risk Assessment (March 2008).

\textsuperscript{40} The 2010 Minor Alterations to the 2009 London Plan Policy 3.9.
Map 6: Development Areas in Both Corridors
CHAPTER 2: DEVELOPMENT IN THE UXBRIDGE ROAD / CROSSRAIL CORRIDOR

The Uxbridge Road (A4020) is one of West London’s major roads. It passes through four town centres in the borough as well as large residential districts. It is well served with bus routes and provides several transport connections for commuters with London Underground and rail stations situated either on it or within walking distance. It is also the main east-west cycle route in the borough.

The main intercity railway line which traverses the borough, runs parallel to the Uxbridge Road in central Ealing (Ealing Broadway station is effectively adjacent to the Uxbridge Road), and runs north-eastward through Acton to Paddington, and south-westward through Southall to Slough, Heathrow, Reading, the West of England and South Wales. This line currently provides direct and fast services, and is to be upgraded to provide Crossrail services from Heathrow to the West End and the City of London.

Crossrail will be a substantial addition to Ealing’s transport infrastructure. It will not only underpin physical, economic and social change in this corridor but will fundamentally alter the overall demand for new development and its spatial distribution at each of the five proposed Crossrail stations in Ealing.41

Final Proposal 2.1
Realising the potential of the Uxbridge Road/Crossrail Corridor

(a) By 2026, seek the development of over 9,00042 extra housing units (74 per cent of the borough’s total net increase in housing development).

(b) To supplement the introduction of Crossrail, make improvements in bus services, capacity and servicing arrangements along

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41 See report published by Crossrail and prepared by consultants Colin Buchanan on Wider Economics Benefits published 25th February 2009. This confirms Crossrail will deliver substantial economic benefits for London & the SE after 2017 and it calculates the benefits for Ealing as £57m pa including both transport and wider economic benefits.

42 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
The corridor is defined with an approximate boundary of one kilometre either side of the Uxbridge Road (roughly a 12 minute walk or four minute cycle ride). It includes Acton, Ealing, Hanwell and Southall town centres, several municipal housing estates and five Crossrail stations at Acton mainline, Ealing Broadway, West Ealing, Hanwell and Southall – with the greatest development potential at Ealing and Southall. The Uxbridge Road / Crossrail Corridor has high accessibility by public transport and the whole area is attractive to development. Within the corridor, the Development Strategy differentiates between efforts to promote regeneration and to conserve the built and natural environment.

The Uxbridge Road / Crossrail corridor has a significant role to play in establishing decentralised energy network(s). Ealing Town Centre, Green Man Lane Estate, South Acton and Southall town centre all have high potential for developing such networks. Further information on each of the areas identified for potentially developing a low carbon heat network is provided under the relevant policy section below and more detail is provided in an evidence base background document. The Ealing Hospital Area has also been identified by the heat mapping study to have a medium potential for developing a decentralised energy network. The hospital site is adjacent to an extensive number of residential properties with a light industrial estate to the west. Although there are not currently any proposals for the specific site, the hospital would form an ideal anchor load for any development in this area.

The following proposals relate to different parts of the Uxbridge Road / Crossrail corridor and Map 6 above shows those areas referred to:

43 See Map 7 below.
44 See Appendix 2. Map 12 shows public transport accessibility levels in Ealing.
45 See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.
Final Proposal 2.2
Regenerate Acton Town Centre

(a) To regenerate Acton Town Centre leading to the provision of 525 additional mixed tenure homes and allow residential and other uses on Uxbridge Road, east of the old town hall.

(b) Development of 10-12,000 gross sqm of retail floor space, additional food and drink outlets, a new swimming pool and improved cultural and community facilities at prime sites, including Morrisons, The Oaks, Beechworth House and the Town Hall site.

(c) To improve the public domain, including the market square at The Mount, King Street, High Street and Churchfield Road and ensure that design has proper regard to the conservation area and listed building designations throughout the town centre.

(d) To make provision for improved public transport, pedestrian and cycling and urban realm enhancements including improvement of pedestrian and cycle access to and from South Acton estate and the retention of existing levels of town centre parking in Acton.

(e) To improve open spaces and habitats including the provision of new children’s play space in association with new residential development, enhanced links to Acton Park and play facilities in Woodlands Park.

These proposals reflect the opportunities identified in the Acton Town Centre Development Framework (2008), as well as the requirements identified by transport planners, health services, leisure services and housing officers within the council. They also reflect views expressed in the various LDF consultation exercises in 2006, 2007 and 2009 and the Acton Town Centre consultation in the summer of 2008.

Final Proposal 2.3
Regenerate South Acton

(a) To regenerate South Acton to achieve an attractive and popular residential locality, integrating the municipal and owner occupied residential areas and creating easy pedestrian access to Acton town centre. This will lead to the provision of 862 additional mixed tenure homes.

(b) To further explore opportunities for creating a district energy network.

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46 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

47 Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace)

48 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
South Acton has been a regeneration priority for the council for some time, due to the poor condition of the housing and blocks, poor layout, lack of cohesion on the estate and disintegration with the surrounding locality, including the High Street, and its status as a largely mono-tenure estate and associated stigma. It also has low levels of resident satisfaction with the estate both as a place to live and with the management of homes, and also performs poorly on socio-economic measures.

The council's Estates Review Report\textsuperscript{49} confirmed that South Acton is in need of a holistic approach to the regeneration of the estate to create a new neighbourhood and tackle to problems above. Regeneration will also integrate the area with Acton town centre and contribute to the economic regeneration of the area, while increasing the supply of private and affordable homes.

The South Acton Area and South Acton Estate have been identified, through the heat mapping study, as having a high potential for establishing a decentralised energy network. More specifically, the South Acton Estate can initiate an energy network, which is a substantial development with a total of 2,662 residential dwellings. Other developments in the vicinity which can act as catalysts are the Oaks Shopping Centre, Bollo Lane and Acton Town Hall Complex. Further information on establishing a district-heating network within this area can be found in the evidence base document.\textsuperscript{50}

Final Proposal 2.4  
**Regenerate the Acton Main Line station area**

(a) To demolish the existing station building as part of the Crossrail proposals to enable the construction of a new Acton Main Line station building on Friary Road providing additional capacity at the station and improved passenger facilities. In addition, improved bus links to Park Royal, Acton Town and South Acton will be explored along with enhanced interchange facilities and key access routes to the station.

(b) To promote a mixed-use regeneration of the area to the south of the station.

(c) To retain the aggregates and cement works to the north of the station, as this is an important railhead for the distribution of construction materials in West London. Opportunities will be sought to reduce further the environmental impact of the industrial activities on the surrounding residential areas.

These proposals seek to explore the development opportunities surrounding the station in association with the refurbished Crossrail station at Acton Main Line. In so doing this will create more of a sense of place at or near the station and help maximise the use and

\textsuperscript{49} See report to Ealing Council Cabinet "Estates review report and regeneration strategy", February 26th, 2008.

\textsuperscript{50} See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.
attractiveness of Crossrail for Acton residents. The initial proposals also seek to consolidate and maximise existing freight use for aggregates and waste. There is also potential for improved bus interchange facilities. Further studies will be undertaken to examine and help realise the development potential of this area.

Final Proposal 2.5

Regenerate Ealing Town Centre

(a) To regenerate Ealing Town Centre and develop a vibrant and diverse range of new homes, shops, offices, sport and leisure and other public facilities leading to the provision of 2,600 additional mixed tenure homes up to 90,000 sq metres increased office space providing up to 6,500 potential office jobs, and 50,000 sqm of gross retail floor space. Development sites will be specified in the Development Sites policy document and will include:

- Dickens Yard;
- Arcadia;
- Lammertons;
- Ealing Broadway Shopping Centre; and,
- the office quarter along the Uxbridge Road (between Ealing Broadway and West Ealing).

(b) To define and reinforce the distinctive character and roles of different parts of the town centre and assess the best distribution of development to match the needs of the catchment population. The metropolitan centre comprises different quarters with different roles and characteristics including:

- Ealing Broadway – a high quality retail destination;
- Ealing Green – a cultural and community quarter with important university functions and the film studios;
- Uxbridge Road between Ealing Broadway and West Ealing – high quality head offices and ancillary functions; and
- West Ealing – value and convenience goods and a wide range of eating-places.

(c) To strengthen and extend the retail core of the town centre leading to an increase in the quantum, quality and diversity of the existing retail/leisure offer and sustain the town centre’s position in the retail hierarchy.

(d) To retain and attract new business development by retaining a sufficient supply of premises and encouraging sustainable, commercial development and improvements to access and amenity, in particular, in the office quarter.

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51 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

52 See Employment Land Review 2010

53 Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace)
(e) To provide and enhance the quality of the existing townscape and historic character including:
- to enhance historic buildings and frontages that contributes to the character and appearance of the town centre including removing/mitigating aspects of the built form that have a negative impact;
- to introduce new town squares and public spaces;
- to improve permeability with the introduction of a high quality pedestrian orientated retail circuit linking Ealing Broadway and the Haven Green transport interchange with the various retail destinations throughout this part of the town centre;
- to create a coherent townscape across the different quarters of the town centre through the form and height of new development but recognise that taller elements are possible in key locations and within blocks that respond to surrounding scales and features;
- to introduce high quality buildings that are well designed, environmentally sustainable and which meet the needs of modern occupiers, in particular, to provide landmark buildings in gateway locations; and,
- to develop a “boulevard” along the Uxbridge Road with an increase in the number of street trees, other planting and active ground floor frontages.

(f) To provide new stations at Ealing Broadway and West Ealing as part of the Crossrail proposals, including enhanced bus interchange facilities (at Ealing Broadway) and facilities for cycling and walking to and from the town centre, improvements to the public realm including enhancement of the streetscape, upgrading the quality of existing open spaces in the vicinity of the town centre, improved signage, street furniture, lighting and public art.

(g) To provide a comprehensive range of cultural, heritage, social, sport and leisure facilities, including:
- to create a new health centre;
- to make improvements to the Questors Theatre (in conjunction with development of a neighbouring site with an Uxbridge Road frontage);
- to refurbish Ealing Town Hall and Pitzhanger Manor to provide a new landmark focus for civic, community and cultural activities;
- to provide for a boutique hotel;
- to provide for a cinema; and
- to encourage the promotion of additional restaurants and cafes.

(h) To establish a decentralised energy network(s) within Ealing Town Centre with a potential connection to Green Man Lane Estate.

In September 2010, the council published “Ealing Metropolitan Town Centre Spatial Development Framework”. Produced by a team of consultants, led by Tibbalds Planning and Urban Design, it explored the potential of Ealing Town Centre and refreshed the May
2008 version\textsuperscript{54}. The strategy will help guide and inform the development of the town centre over the plan period and the council intends to use it as the basis of a separate supplementary planning document that will be adopted in due course.

In August 2010, a report\textsuperscript{55} was produced which provides options for enhancing the interchange at Ealing Broadway. This work will help the council put forward a first phase Major Scheme bid to Transport for London for enhancing the interchange.

The heat mapping study, undertaken through a collaborative project between Ealing Council and GLA / LDA, identified Ealing Town Centre as having the highest potential for developing a low carbon distribution network.\textsuperscript{56} A network in this area could be initiated by two new developments: Arcadia and Dickens Yard. Those are large mixed-use development with a proposed community heating schemes. In the future, this network can encompass the Ealing Council building and other premises in the vicinity. Further information can be found on the evidence base background document.

Final Proposal 2.6

Regenerate the Green Man Lane Estate

(a) To regenerate the Green Man Lane Estate and achieve an attractive and popular residential locality, integrating the municipal and owner occupied residential areas and improving access to West Ealing Broadway. This will lead to the provision of 242 additional mixed tenure homes.

(b) To further explore opportunities for creating a district energy network.

Green Man Lane was identified as in need of regeneration in 2005. Since then, work with residents identified that they felt unsafe on the estate, many people were overcrowded, crime and security were key issues and the majority of residents were dissatisfied with the quality, condition and management of the homes and the estate generally as a place to live.

In addition to this, there were fundamental design and construction issues with Green Man Lane, including the construction type (BISON large panel system), under-croft parking, and over-supply of one-bedroom homes.

\textsuperscript{54} See: http://www.ealing.gov.uk/services/regeneration/town_centre_and_area/ealing.html
\textsuperscript{56} See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.
Comprehensive redevelopment was confirmed as the most appropriate solution in January 2008, so as to provide the solutions to the issues identified above. It will also tackle the stigma of a largely mono-tenure estate and increase the supply of private and affordable housing, while contributing to the regeneration of the West Ealing Broadway. A preferred developer was selected in April 2009, with a design proposal, which took these considerations into account. A Planning Application was submitted in February 2010 after regular pre-application discussions and a master plan and an outline planning application for Phase I of the development was approved (pending a legal agreement) in September 2010.

Together with Ealing Town Centre, Green Man Lane is considered having the highest potential for developing a district energy network. This network could be linked to the Ealing Metropolitan Centre network and then extend west to connect Cambridge Yard and further to Ealing Hospital. Further information on how a potential network could be established can be found in the evidence base document.

**Final Proposal 2.7**

**Enhance & Consolidate Hanwell Town Centre**

(a) To enhance and consolidate Hanwell Town Centre leading to the provision of 70 additional mixed tenure homes

(b) To enhance the historic buildings and frontages that contributes to the character and appearance of the town centre.

(c) To promote development of 2,300-5,600 gross sqm retail to meet the retail needs of the Hanwell area and to consolidate designated shopping frontages in the town centre.

(d) To make station improvements, including opening southern access for easier pedestrian access to The Broadway and to enable Crossrail, provide improved facilities for cyclists, better bus links to key destinations such as Ealing Hospital and seek improvements in accessibility.

(e) To promote improvements in the street scene, to local green space and to private forecourts and parking provision.

These proposals were identified as part of an extensive consultation process, which included a public meeting, a household survey and a business survey. The consultation process identified a number of priorities for the town centre regeneration programme. These included the need to improve the retail offer in Hanwell, improvements to local green spaces, improved car parking provision, and

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57 See report to Ealing Council Cabinet "Green Man Lane Regeneration Project", January 28th, 2008.
58 See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.
59 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
60 Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).
maintaining the distinct character of the town centre, improvements to the street scene and to develop a vision for Hanwell. The proposals will be complemented by improved public transport with the arrival of Crossrail.

**Final Proposal 2.8**

**Regenerate Southall Town Centre**

(a) To regenerate Southall Town centre leading to the provision of up to 3,300 additional mixed tenure homes.

(b) To re-configure the boundaries of Southall Town Centre to incorporate the major retail development on Southall Gas Works site whilst at the same time excluding the area south of The Green. The centre will provide a high quality mainstream retail offer to complement the Asian offer elsewhere within the centre including the development of 24-32,000 sqm of gross retail floor space, provision of town centre parking on the Southall Gas Works site and a package of bus improvement measures so that visitors can visit other parts of the centre. King Street will be re-branded as a neighbourhood shopping centre serving Southall Green.

(c) To promote The Broadway, South Road and The Green as an ‘Asian Gateway’ with a strong cultural offer for banqueting, conferencing, festivals and performing arts, along with Asian retailing and restaurants.

(d) To construct a new Crossrail station at Southall station to provide increased capacity, improved facilities, enhanced station integration and interchange, to widen the South Road bridge to facilitate bus movement and a high quality pedestrian environment and to permit high densities appropriate for development in the vicinity subject to improvement of physical infrastructure in the station area.

(e) To provide additional community facilities – including a new community hub comprising a library and health centre, extended schools facilities and a new two or three form entry primary school with community access.

(f) To build up to 2,620 new homes on the Southall Gas Works site by 2026 (out of a planned total of 3,750) with a balance of market, affordable housing and family housing with bigger unit sizes to reflect household characteristics in Southall and the borough’s housing needs, to provide a range of supporting physical, social and green infrastructure and to implement a Low Emission Strategy.

(g) To make junction and wider improvements along the South Road corridor to improve capacity and journey time reliability.

(h) To further explore opportunities for creating a district energy network.

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61 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

62 See Map 1 in An Atlas of Proposed Changes to the Adopted Proposals Map 2004 which illustrates in map form any proposed changes that arise from this Development Strategy and other draft development plan documents.

63 Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace)
These proposals mark major changes for Southall Town Centre – taking advantage of the redevelopment of the station as a Crossrail station and the opportunities provided by the development of the Southall Gas Works site to the west of the existing centre. The proposals must be accompanied by improved public transport and travel demand management measures to deliver modal shift away from the car to reduce traffic congestion and delays.

The Mayor of London has identified Southall as an ‘opportunity area’ in the London Plan and will work with Ealing on the planning framework for the area.

At the Southall Gas Works site, up to 2,620 new homes out of a total of 3,750 will be provided by 2026, with a balance of market and affordable housing, and family housing with bigger unit sizes to reflect household characteristics in Southall. This site is within close proximity to the improved town centre. The development and implementation of a low emission strategy for the site will ensure air quality impacts will be minimised, and measures introduced will aim to provide a significant contribution to improving air quality for the area as a whole.

Although Southall wider area has been identified as having a low potential due to various constraints, the study found that there might be an opportunity for an initial district energy network. The development of a network would need to be based around Southall Gas Works or Southall College. Even more important is the fact that this network could be supplied with waste heat from the proposed Blue-NG power station, immediately in the vicinity of the Southall Gas Works development. The Southall Gas Works network could extend south and east to Suterwalla site which is earmarked as a large mixed-use development area (including Dominion House and Phoenix House), the White Hart and a number of smaller development areas.

Final Proposal 2.9

Regenerate the Havelock Area

(a) To redevelop and refurbish the Havelock estate at a higher density that relates to improved public transport accessibility. This will lead to the provision of 193 additional mixed tenure homes.

(b) To improve the overall quality of Southall’s green space, upgrade the security of the existing park between railway and canal.


See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.

Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
with cycle access at all entrances and introduce new residential and canal development with residential moorings, workshops and facilities. The Special Opportunity Site, Metropolitan Open Land and Public Open Space designations at Glade Lane will all be retained.

(c) To regenerate the Middlesex Business Centre and environs with a mixed employment and other uses in higher density development, possibly including housing provision but retaining job potential equivalent to the existing provision.

(d) To improve the towpath, including creating a bypass for the steep ramp by the lock for cycles and wheelchairs.

The Havelock area is beyond the catchment area for the railway station and is relatively isolated from public transport and pedestrian routes to the town centre. It is proposed that bus routes to Southall station and Southall Gas Works sites are created and that walking and cycling routes are improved.

Much of the housing stock in the Havelock Estate is poorly maintained and in need of improvement. The estate lacks the facilities that an estate of this size would usually have. There is only one access route into and out of the estate and this contributes to a range of problems for the residents.

There is open space nearby, but it is underused. It is therefore proposed that land uses are changed to bring new high-quality open space that will be accessible to residents of Glade Lane and the Havelock Estate. Any future proposals will ensure that any link to the adjoining green corridor is not lost. As part of this, the canal footpaths will be made accessible. It is proposed that some medium density housing and low-density employment use is developed in the area.

Discussions are ongoing with the GLA regarding the future role, options and designations for part of the Great Western Strategic Industrial Location (SIL), including Middlesex Business Centre. These discussions will inform opportunities for the comprehensive regeneration of the Havelock area.
CHAPTER 3: DEVELOPMENT IN THE A40 CORRIDOR & PARK ROYAL

The landmarks along the A40 indicate the mix of uses that make the Corridor distinctive. These vary from industrial heritage buildings like the Aladdin Tower and the Hoover Building, to the woods of Horsenden Hill, Northolt Church, and the newer Northala Fields landscaped mounds. The A40 and Central Line gave rise to extensive twentieth century industrial and residential development, and there are now problems of ageing industrial stock, peripheral housing estates, and traffic congestion.

In the north-east of the borough is Park Royal, Europe’s largest industrial business park. It covers 650 acres and is well related both to Central London and to Heathrow Airport. Park Royal sustains a substantial proportion of London’s industry and commerce, and businesses based here provide important linkages which support a range of other employment locations across the borough.

The following spatial policies set out the strategic framework for promoting and controlling development along the A40 Corridor and Map 6 above shows those areas referred to:

Final Proposal 3.1

Realising the potential of the A40 Corridor & Park Royal

(a) By 2026, seek the development of 3,000 additional homes (25 per cent of the boroughs’ net gain in housing).

(b) To achieve an appropriate balance within the Corridor between localities for regeneration and those localities which merit conservation of the built and natural environment.

(c) To enhance greening opportunities along the A40 corridor, develop two cycle hubs in Greenford and Northolt and create new cycle/pedestrian routes parallel to the A40 but separated by trees and shrubs where opportunities exist (e.g. Pitshanger/Perivale, Acton).

(d) To further explore opportunities for creating a district energy network at Southern Gateway and Greenford town centre.

(e) To further explore opportunities to reduce exposure to air and noise pollution for existing residents.

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67 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

68 See Map 7 below.
The A40 Corridor straddles the A40 and the Grand Union Canal, and reaches north to the Central Line and south to the Ruislip Road. It includes the Park Royal Industrial Estate and Greenford town centre. The development proposals indicated above are all approximately within one kilometre of either side of the A40 (roughly a 12 minute walk or four minute cycle ride).

The corridor provides employment areas from Park Royal in the east to Northolt in the west. There is an emphasis on maintaining a portfolio of business land, and modernising business premises, infrastructure and amenities. The corridor interweaves residential and green space with business land, and includes Greenford Town Centre as well as other neighbourhood shopping centres and transport interchanges. It also includes the travellers’ site at Bashley Road, north of Gypsy Corner in Park Royal. The Development Strategy differentiates between efforts to promote regeneration and to conserve the built and natural environment.

The area located within Farrier Road/ Union Road, which falls within the A40 corridor, has been identified in the heat mapping study that there is potential for establishing a decentralised energy network which can be manageable and cost-effective due to its scale. A number of council-owned estates are densely located in this area that benefit from communal boiler systems. This presents an ideal opportunity to link these together. Properties nearby including the local school could also be drawn into a small network. Further information can be found in the evidence base document. 69

The following proposals relate to different parts of the A40 Corridor & Park Royal:

Final Proposal 3.2
From Northolt to Perivale, Safeguard Employment Land Along the A40 Corridor

(a) To retain and attract new business development along the A40 Corridor by maintaining a sufficient supply of industrial land, and encouraging sustainable, commercial development and improvements to access and amenity.

(b) To promote use of the Grand Union Canal for freight transport and cycle access to employment, including creation of additional towpath access points.

The London Plan specifies the retention of ‘strategic industrial locations’ in Northolt - Greenford – Perivale, comprising industrial areas developed in the inter-war years. These areas continue to meet demands for business premises and employment opportunities in Ealing and outer West London.

69 See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.
More generally, opportunities will be sought to enable goods transport to use the Grand Union Canal, which crosses these strategic industrial locations, as well as to enhance the canal as a conservation area and green corridor (see Chapter 5). Proposals to improve public transport links from the residential hinterlands to these employment opportunities are indicated in Chapters 4 and 6.

Final Proposal 3.3
Promote Business & Industry in Park Royal

(a) To retain business and industry throughout the Park Royal industrial estate, encouraging sustainable, economic development and improvements to access and amenity.

(b) To promote Park Royal as a centre for green industry in the borough.

(c) To further investigate options for an interchange station on the Central Line where it meets the Piccadilly Line at Park Royal, serving residents, employees and visitors in the Park Royal area.

(d) To further investigate options for a further rail interchange station in the east of Park Royal, linking underground and overground lines, and meeting future business demand for more intensive employment uses in Park Royal.

(e) To improve cycle access to employment, including one-way exemptions, off-road routes and better towpath access.

Park Royal is the closest industrial and warehousing area to central London and the West End and also serves Heathrow. It houses nearly 2,000 businesses – more than any other industrial estate in Europe – providing around 40,000 jobs. Over the years it has maintained its position as a preferred location for businesses through continued private sector investment. Now it is home to the growing economic clusters of food and drink, transport and logistics and TV and film that also capitalise on the strong linkages to Heathrow Airport.

Park Royal spans Brent, Ealing (which has the largest part) and Hammersmith and Fulham boroughs. It is an ‘opportunity area’ in the London Plan, and the Mayor has produced a planning framework for the area. These final proposals in Ealing’s Development Strategy are consistent with these wider contextual documents.

Initiatives aimed at facilitating business and employment, while tackling climate change will be encouraged along with projects to establish Park Royal as a centre for high-tech green industries. The borough’s commitment to tackling climate change through new development means that Ealing is well placed to accommodate expansion of the green business sector, with particular opportunities

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in the manufacture of renewable energy equipment, low carbon technologies, other sustainable solutions, and waste management. In line with the policies of the replacement London Plan, the council will promote a ‘Green Enterprise District’ in Park Royal.

The best standards of design will improve the public realm, protect the residential enclaves in Park Royal, and deliver flexible premises that meet current and future needs. New entrepreneurial activity will be supported by centres of excellence and managed affordable workspace.

Traffic movement through Park Royal is a key challenge, and it is vital that public transport serving the area is improved. A potential opportunity is the development of an interchange station linking Park Royal Piccadilly line station with the Central Line, adjacent to the A40. Another potential project is the consideration of a further interchange station in the east of Park Royal. This idea was raised in the Park Royal opportunity area-planning framework and would open up parts of Park Royal to more intensive employment development. There are also specific proposals below in respect of Southern Gateway (Gypsy Corner), the Park Royal neighbourhood centre (junction of Park Royal Road and Coronation Road), the travellers’ site at Bashley Road, and (in chapter 5) the metropolitan open land at Twyford Abbey.

Final Proposal 3.4
Southern Gateway, Park Royal

(a) To create an improved southern gateway to Park Royal, with efficient movement to and from the strategic industrial location and a clear, safe relationship and routes between the tube, the buses, heavy goods vehicles and the surrounding area and an important focal point for business in its own right, with up to 2,000 potential office jobs. This could lead to 1,500 residential units in a place where residents choose to live, because it is convenient and has good facilities and a decent environment. The existing Special Opportunity Site designation will be retained and its boundaries expanded to incorporate additional lands to the east and west of the site.

(b) To redevelop North Acton station with a mix of commercial development and in a setting at Victoria Road with shops, restaurants, cafes and leisure to support the gateway and the wider Park Royal area, and improved bus, cycle and pedestrian facilities and access routes.

(c) To create a network of green space, with safe, attractive footpaths and featuring at least two new public open spaces.

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71 All development proposals must also be in conformity with the Park Royal Opportunity Area Planning Framework.
72 See Employment Land Review 2010
73 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
(d) To further explore opportunities for creating a district energy network.

Southern Gateway is already a mixed-use development area including high-density housing. This final proposal covers the area in and around the traffic gyratory at Gypsy Corner, extending from the former ‘Perfume Factory’ to the vacant site at the junction of Horn Lane and the A40. The proposal is to transform the area into a lively and liveable place at Park Royal – recognisable, attractive and providing the facilities, services and high quality environment the area currently lacks.75

The mix of employment and residential uses respects constraints within the Gateway. Accordingly, residential uses should not be accommodated along Western Avenue, and elsewhere across the site vertical mixing of uses may be required in order to mitigate noise and air quality issues. It should include an appropriate quantum of development to achieve employment objectives and the gateway function of the site, whilst accommodating a suitable proportion of other uses, such as residential and commercial. Supporting retail uses and community infrastructure should be accommodated in accessible locations, in and around areas of public space.

The Southern Gateway area was identified as having a lower potential for establishing a low carbon distribution network due to various constraints of the area, such as extensive rail infrastructure, highways restrictions etc. However, if a network is linked with Park Royal there might be a greater potential for an energy from waste (EfW) network. Southern Gateway area may be of interest because of a proposed EfW facility declared cooperation between Ealing and Brent Councils, and a high level of interest from the Park Royal Partnership. Further information can be found in the evidence base document.76

Final Proposal 3.5
Greenford Town Centre

(a) To promote the development of schemes that will create an attractive and safe town centre environment, help relieve congestion and improve bus operation and facilities and provide 7-8,000 gross sqm of additional retail development.77 This will lead to the provision of 125 additional mixed tenure homes.78

(b) To further explore opportunities for creating a district energy network.

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75 See the Park Royal Southern Gateway Position Statement, April 2008.
76 See London Heat Map study for LB Ealing, May 2010, prepared by Ramboll, in particular Appendix 5 that shows district heating focus areas.
77 Retail Needs Study 2010, Appendix 8 Table 60 (comparison/non-food floorspace) and Appendix 9 Tables 79 and 80 (convenience/food floorspace).
78 For more information, see the Development Sites DPD Greenford Crossroads (GRE03) and Ravenor Park Farm (GRE02).
These proposals reflect the opportunities and improvements offered by the Good for Greenford Town Centre Regeneration programme and other schemes to deliver a vibrant and sustainable town centre, an improved retail offer, improved public transport facilities and encourage modal shift away from the car to reduce traffic congestion and delays.

The heat mapping study identified Greenford area having a low potential for developing a district heating network due to the absence of large heat users and a number of buildings within the area that are not in a close proximity with each other. However, future regeneration proposals for the area may offer an opportunity for establishing a decentralised energy network in the future.

Final Proposal 3.6

**Greenford Station and Westway Cross**

To promote the potential for high-density development at Greenford Station and the land to the north. Any scheme should provide for a mixed-use development including offices, housing, leisure, community and improved transport interchange facilities. It is important that good public transport, cycling and pedestrian links are established to and from the regeneration area to the north and to Westway Cross shopping centre, as well as south to Greenford Town Centre.

In Greenford and Northolt, the Central Line effectively forms the northern edge of the A40 Corridor. Greenford station is a key nodal point within the corridor, and a focus for north-south links (see Chapter 4). This proposal takes forward policies in Ealing’s Unitary Development Plan. There is potential for relatively high density development immediately to the north of the station, and it will be important to exploit the potential for public transport links to Westway Cross neighbourhood shopping centre. This is currently an out-of-centre mall, and this final proposal is to enable these facilities to serve their neighbourhood in Greenford’s existing residential areas, and to serve new residential and business development in the vicinity. To help guide and inform the development of the area over the plan period the council intends to produce a separate supplementary planning document.

Final Proposal 3.7

**Neighbourhood Shopping Centres at East Acton, Park Royal, Perivale & Northolt**

(a) To promote retail and other appropriate development in the neighbourhood shopping centres at East Acton, Park Royal, Perivale and Northolt, together with improvement packages to facilitate walking and cycling from their neighbourhoods.

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(b) To promote Park Royal neighbourhood shopping centre and enhance the area around the ASDA superstore by creating a new pedestrian square, junction improvements, development of offices, restaurants and associated uses.

(c) To promote Northolt Village centre including extending the boundary to include a new leisure and housing development, and south to Target Roundabout and make improvements to the centre especially at Eastcote Lane & Mandeville Road junction.\(^8\)

The Development Strategy recognises that neighbourhood shopping centres, as focal points for shops and services, are best located at nodes for public transport serving the immediate neighbourhood and beyond. The enhancement of public transport, as well as cycle and pedestrian routes to and from these centres, is relevant to all neighbourhood centres. There are particular imperatives to improve Park Royal centre, as befits the centre of an important and prestigious strategic industrial location (see earlier proposals for Park Royal and Southern Gateway). Northolt is a vital suburban neighbourhood centre, and this proposal signals the improvements to the attractiveness of the centre, and of public transport links to and through the centre.

Final Proposal 3.8

**Residential Neighbourhoods**

To protect the residential, suburban, character of much of the wider A40 Corridor whilst providing for further residential development, including affordable housing, largely at identified locations, and including proposals for the regeneration of municipal housing estates.

This proposal complements the proposal for the promotion of business development in the A40 Corridor. It recognises the existence of distinctive residential neighbourhoods. Some of these have a particular character that is valued by local residents. Others need improvement, and may be areas where residents face deprivation. Most of these areas will be around 100 years old by the end of the plan period (2026). Poor air quality and high ambient noise levels are recognised as major challenges to improvements in the residential environment within the corridor. This proposal is to enhance these residential neighbourhoods, protecting their character wherever appropriate, and to encourage development that will ensure that the urban fabric is properly maintained, that they remain fit for purpose (with sufficient schools, health facilities etc), and that, through the development process, the communities in the A40 Corridor all contain a mix of tenures and unit types and sizes by the end of the plan period.

\(^8\) See Atlas of Proposed Changes to the Adopted Proposals Map 2004 which illustrates in map form any proposed changes that arise from this Development Strategy and other draft development plan documents.
CHAPTER 4: ENHANCING RESIDENTIAL HINTERLANDS AND NORTH – SOUTH LINKS

The residential hinterlands are located between and outside the two broad A40 and Uxbridge Road / Crossrail Corridors. This chapter emphasises the importance of north-south public transport movement and the need to improve it so that there is ultimately a more comprehensive transport network covering the borough and West London. The need for the links is based on the needs of the communities referred to below, many of which are relatively inaccessible by public transport. This is particularly the case in the north and west of the borough, and less significant in the south of the borough from Northfields to Southfield, where there is proximity to a radial corridor spanning the Heathrow branch of the Piccadilly Line and the A4 Great West Road (in Hounslow).

Proposals include enhancing the residential hinterlands, renewing employment sites, regenerating the Greenford Green and Greenford Depot sites, promoting quick north-south links to interchanges in the established radial corridors and enhanced links between town centres in West London. Equally important in planning for the future of the hinterland communities is the provision of the full range of local facilities within these neighbourhoods, to minimise the need to travel.

Final Proposal 4.1
Enhance Residential Hinterlands

(a) By 2026, development of 200 extra homes (two per cent of the boroughs’ net gain in housing).

(b) To ensure appropriate infrastructure development, keeping pace with residential and commercial development in the residential hinterlands, as well as on-going investment in service planning to ensure sustainable communities in Ealing.

(c) To enhance neighbourhood centres in the hinterlands – Sudbury Hill, Bilton Road, Pitshanger Lane, Northfields, South Ealing, so that they are attractive, provide for a wide range of shopping needs, and are as accessible as possible by public transport, walking and cycling.

(d) To protect the character of suburban neighbourhoods in the borough’s residential hinterlands, while providing for further development, including affordable housing, largely at identified locations, and including proposals for the regeneration of

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81 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2 Housing” for a calculation breakdown.
municipal housing estates, local shops and business premises.

(e) To further explore opportunities for creating a decentralised energy network(s) within the Hanwell suburban area.

(f) To promote cycling and walking by retaining and upgrading off-road links, creating new ones, and making the roads safer.

Ealing’s residential hinterlands appear, at first glance on the map, to form three corridors located between and beyond the corridors referred to above. However, they are not corridors. Movement is generally constrained, particularly at peak hours, to and from these ‘hinterland’ neighbourhoods. They comprise suburban residential localities interspersed with green space with one industrial area at Greenford Green. In the latter case, and at some of the municipal housing estates, there is potential for change and improvement. In most other residential areas, the priority is to protect and enhance their existing character, while improving the sustainability of these communities. Horsenden Hill is a site of regional importance for geodiversity and is part of the borough’s metropolitan open land.

These hinterlands are traversed by the following north-south links: A406 (North Circular Road), A4000 (Horn Lane), A4127 (Greenford Road), A312 (west of Southall), the North London Line, the Piccadilly (Rayners Lane branch) line, the Ealing – Greenford branch line, and the Grand Union Canal (principally for leisure and amenity). Where development is proposed in the hinterlands, it will need transport improvements - particularly links to transport nodes within the A40 and Uxbridge Road corridors.

Copley Close Estate (which falls within Hobbayne and Cleveland wards) has been identified by the heat mapping study as having a medium to high potential for developing a low carbon heat distribution network. Although a planning application has not been submitted yet, there are a number of buildings currently connected to community heating schemes. These schemes can be linked to form an initial network that could be expanded to the wider area. Further information can be found in the evidence base document.

Final Proposal 4.2

Regenerate Greenford Green and Renew Employment Sites

To promote regeneration proposals on key sites - including at Butlers Wharf and GSK sites for appropriate mixed use development (including housing and appropriate infrastructure) and at Westway Cross shopping centre – and improve the public transport network with links to the A40 Corridor at Greenford station. The existing Special Opportunity Site designation will be retained and the boundaries expanded northwards to encompass lands to the south and north of Grand Union Canal.82

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This proposal highlights the Greenford Green industrial area, and also refers to smaller employment sites throughout the hinterland area. Greenford Green is bound by the Central Line to the south, Oldfield Lane North to the west and north, and Greenford Road to the east. Delivery of the regeneration proposals for this area will be facilitated by the Development Sites document and a separate supplementary planning document. The latter will provide planning policy and land use guidance for a number of sites in the Greenford Green area and will guide development and sets out the council’s vision for the area and its expectations in regard to land uses, the form and layout of the area, design principles, and guidance regarding planning obligations and the phasing of development. The retention of employment on this site will be strongly encouraged.

The Development Management policy document will provide more detail on the proposals for suburban neighbourhoods. Infrastructure improvement will be facilitated by the infrastructure planning process.

Final Proposal 4.3

**Regenerate Greenford Depot**

To develop Greenford Depot to meet its potential for local services, in the context of its location in a residential area, and adjacent to the Brent River Park (see proposals for Metropolitan Open Land in Chapter 5).

This proposal is to ensure that the council’s Greenford depot site, which is currently in use for waste, environmental and transport services, is developed to its optimum potential during the plan period. Further detail on the future of the site will be considered in the West London Waste Plan and in the council’s Development Sites document, both of which complement this Development Strategy.

Final Proposal 4.4

**Promote North-South Links**

(a) To make improvements to the North London Line stations and services in the borough.

(b) To further explore opportunities for a high frequency bus route between Ealing and Wembley Park via Park Royal, with bus priority measures introduced along the route where appropriate.

(c) To further explore opportunities for improving orbital journeys from Surbiton through Ealing Broadway to north London.

(d) To work with Network Rail to explore the improvement of rail services from Greenford station to West Ealing on the Greenford branch line.

(e) To work with Network Rail to explore the extension of rail services from Greenford station, alongside the Central Line to Northolt and on to Ruislip, and interchange with the Chiltern Line.
(f) To seek improvement of bus services and cycling facilities along Greenford Road, related to the travel planning requirements of the Greenford Green regeneration, linking Sudbury Hill and Greenford station; further improvements to services from Greenford station – through Greenford Town Centre to Iron Bridge.

(g) To further explore opportunities for a Greenford – A40 road freight link taking heavy lorries off streets with residential frontages.

(h) To make public transport improvements north-south from the Yeading Lane / Willow Tree Lane neighbourhoods.

Congestion on orbital (north-south) routes is a feature of Ealing rush hours. The impact of this is heightened whenever there is an accident or blockage on the key radial routes as traffic spills out into orbital roads with commuters seeking an alternative route. These problems disproportionately affect residents of Ealing’s residential hinterlands, particularly since these residents are disproportionately dependent on cars for movement from home to work and to other destinations. Clearly, these factors in combination conspire to make it more difficult to achieve sustainable communities in these hinterland locations. Map 7 shows approved, proposed and potential improvements to transport in Ealing.

Studies have indicated that in general, in West London, public transport journeys originating and ending at points located away from the established radial public transport routes, take up to five times as long as car journeys. The improvement of orbital public transport links between interchanges on the radial routes is vital as a means of facilitating the improved sustainability of these hinterland communities.

Initial feasibility work is emerging for proposals for the east of the borough, with improvements to the North London (overground) line, the introduction of a dedicated ‘high frequency’ bus route between Wembley and South Acton, the improvement of public transport movement along the Greenford – West Ealing branch line, and a new ‘West London Orbital’ underground line, promoted by West London Business, which would go through Ealing Broadway station and link north and south west London.

More generally, improved bus services on north-south routes are necessary, as are improved public transport interchange facilities where these intersect with radial routes. Proposals are less well advanced in the north and west of the borough. A ‘high frequency bus route’ approach might receive further consideration as a means of improving public transport accessibility for these suburban hinterlands. Clearly, the success of the proposed mixed-use regeneration of Greenford Green north of the station will depend on achieving sustainable north-south public transport links.

Freight movement by road adds to congestion and pollution and is particularly problematic where freight routes pass residential property. Proposals have been made to improve access from the business areas north of the Central Line in Greenford to the A40.

The key concern of local people has been the impact of heavy goods vehicles on residential amenity in these localities. The Greenford Green to A40 freight road link study presents an opportunity for a new route through industrial areas directly to the Western Avenue.

In Park Royal and other parts of the borough, measures to mitigate the environmental impacts of heavy goods movement by road include lorry routing and signing and loading plans. It is also proposed to encourage transfer of goods to rail and canal where this is possible.

The delivery of the improved north-south transport links will require inclusion of transport projects and service improvements in TfL’s (Transport for London) service planning.
Map 7: Approved, Proposed and Potential Improvements to Transport in the London Borough of Ealing
CHAPTER 5:
PROTECTING AND ENHANCING
EALING’S GREEN AND OPEN SPACES

The amount and quality of green space in Ealing is considered to be one of its many attractions. There are 19 major open areas in the borough (designated green belt or metropolitan open land) and a total of 8.4 square kilometres of parks and green spaces – 15 per cent of the total borough’s land. There are some 10 miles of canals in the borough as well as the rivers Brent and Crane and other smaller rivers and tributaries. Map 8 shows green and open space in the borough.

Ealing’s metropolitan open areas and green corridors provide the boundaries of residential and business areas, and enhance the A40 and Uxbridge Road corridors. There are also many valuable parks and small incidental green spaces which add distinctive character to the borough’s neighbourhoods; provide recreation and children’s play space; provide an opportunity for food growing; form a habitat for wildlife; and are also important in addressing climate change forming an important carbon sink, and improving air quality.

Open spaces provide a respite from the hustle and bustle of city life, and can instil a sense of calm into the lives of people visiting them. Quiet or relative quiet can be key in determining the tranquillity of an open space. Preserving this quiet through the identification and designation of quiet areas or zones is an important step in ensuring that residents enjoy this important amenity on their doorsteps.

As Ealing becomes more densely developed, the need for open space will inevitably grow and green space will become an ever more valuable resource. The need to protect established sites, enhance the quality and value of existing sites, including improving access to this network and identifying new green spaces will be essential.

This Development Strategy recognises the constraints on creating new open space, both physical and budgetary. Safeguarding and improving existing open space will therefore often take priority over the creation of new areas. Plans for building much needed housing and other development will not mean building on green space.
Map 8: Green and Open Spaces in Ealing

Green Belt
Metropolitan Open Land
Green Corridor
Public Open Space
Community Open Space
Nature Conservation Areas
Heritage Land
Outdoor Sports Facilities

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Green and Open Spaces

Harrow
Hillingdon
Hounslow

53
Final Proposal 5.1
Protet and Enhance Metropolitan Green Belt

The council in seeking to enhance the network of Green Belt in the borough will promote the following proposals:

(a) Land in Northolt South
   - Down Barns & Willow Tree Open Space: management for agriculture (Down Barns), West London Shooting Range (Down Barns), landscape interest & protection of mounted manor site (Down Barns).

(b) Land around the A40 – Northolt, Greenford
   - Land from Lime Trees Park to the A40: management of recreational open space, golf course and education site;
   - Western Avenue Parkway from borough boundary east to Oldfield Lane: landscaping of open land; creation of cycle routes sensitive development of site for high school within green belt setting where A40 crosses Oldfield Lane.
   - Northolt and Greenford Countryside Park: development of a unified parkland area, and visitor centre at Northala Park
   - Northolt Golf Course and Medlar Fields – golf, new wetland/watercourses.
   - Rectory Field – development of play facilities and five-a-side football.
   - Islip Manor: management of recreation & education open space.

(c) Land in Greenford Southall Borders
   - Spike’s Bridge – King George’s field: development of a district park linking with open space across the canal in Hillingdon, including the refurbishment or replacement of the sports pavilion and other buildings.

In addition to projects and management matters referred to above, all Green Belt sites will be managed for informal recreation uses, the protection of nature conservation interests and should seek to enhance pedestrian and cycle links.

Final Proposal 5.2
Protect and Enhance Metropolitan Open Land (MOL)

The council in realising the potential of the network of Metropolitan Open Land in the borough will promote the following proposals:

(a) Acton Park – development of a district park encompassing public parkland and private playing fields.

(b) Land in Park Royal:
   - Twyford Abbey – creation of public park to serve residents and workers, consistent with Heritage Land designation.
### Final Proposal 5.3

#### Protect & Enhance Green Corridors

The council in seeking to protect and promote the network of Green Corridors in the borough will promote the following proposals for enhancement:

(a) Grand Union Canal (including the towpath, associated land and small-related areas): protection as a nature conservation Site of Metropolitan Importance and an urban conservation area, and towpath upgrades and promotion as a cycle route for both leisure and commuting.

(b) Railway lines i.e. 'overground' lines (main inter-city line, Greenford Branch Line, North London Line, Marylebone Line and Brentford Line) and London Underground lines (Central, District and Piccadilly lines): management of green cuttings, embankments and verges with broadening when adjacent to green space.

(c) Road Network: protection and enhancement of landscaped corridors, including additional planting where possible. Where feasible footpaths and cycle paths to be incorporated within the corridor, with landscaping providing a buffer.
between road edge and paths.

(d) River Brent: management of the corridor from the northern boundary of Brent River Park to the borough boundary. Where possible, creation of cycle routes along the river will be considered.

Further commentary will be added to final submission version of the plan and will also incorporate the findings of open space strategy. Additional references to the A40 green corridor (implied in (c) above) and cross-references to policy 3.1 (c) will also be added. The Proposals Map will also be amended to include the River Brent as a green corridor.

Final Proposal 5.4
Protect the Natural Environment – Biodiversity and Geodiversity

(a) To protect and promote the network of Nature Conservation sites in the borough, through enhancing the natural value of existing sites, and improving access particularly in areas of deficiency. Biodiversity will be considered in the management of all green spaces, including parks, gardens, private amenity space, cemeteries, green corridors and other incidental areas, and where development is proposed in or adjacent to such spaces.

(b) To protect and enhance Horsenden Hill as a site of regional importance for geo-diversity.

(c) To identify open spaces such as parkland, playing fields, canal and river corridors that are valued for their tranquillity, and designate them as quiet areas in recognition of their intrinsic value and to protect them for future generations.

There are 96 nature conservation sites in the borough. The majority of these sites are located within parks and open spaces, others are found along rivers, canals and railway lines. Some parks are predominately managed for nature conservation, such as Horsenden Hill. Others have small areas designated as nature conservation areas but are principally a formal urban park. The network of sites for nature conservation indicated in the Development Strategy are based on the Mayor of London’s study (2007) and the consideration of the study during the 2007 and 2009 LDF consultation. Particular priority will also be placed on the protection of sites not formally designated for nature conservation importance, including gardens and private amenity space.

The promotion of biodiversity in Ealing includes the protection of habitats of value (as described above), and of priority species identified in Biodiversity Action Plans. The protection of these species is the primary reason for having a policy of managing green space throughout the borough in a way that is sensitive to conservation of the natural environment. These measures also seek to address the issue of deficiency in access to nature.
The Mayor has identified areas of deficiency in access to nature for all boroughs in London including Ealing (as part of the London Plan Implementation Report ‘Access to nature’). These are defined as localities that are more than one kilometre walking distance from a publicly accessible Site of Borough (Grades I or II) or Metropolitan Importance for Nature Conservation. Sites with restricted access have been excluded from this exercise. Within Ealing there are notable deficiencies to the east of the borough, and in pockets of Southall, including in particular Acton Central, East Acton (part), Ealing Common (part), Ealing Broadway (part), Walpole (part), Perivale (part) and in Southall Broadway. The problem is somewhat masked in Southall with the only access to nature being the narrow canal side green corridor skewing deficiency mapping. Access to nature in the borough will be improved through the following means:

- improving the natural value of an accessible site, or creating new open space, to provide significant experience of nature;
- creating new access points to a site providing a significant experience of nature, or opening up access to a previously restricted site; and,
- improving the walking access through areas surrounding a site, extending the catchment area.

The use of planning gain will also be considered with respect to the creation, improvement and management of wildlife sites.

Within Ealing, a key tool to redress this deficiency has been to identify further sites of Local Importance. These are defined as the best available to alleviate geographic deficiency in access. These sites may also have been selected for their potential for enhancement. In this regard, the Mayor of London has identified priority sites for reducing areas of deficiency. These are sites of Local Importance which have potential to be enhanced to Borough Importance for nature conservation. The following sites have been identified in Ealing for this purpose:

- Walpole Park & Lammas Park
- Southall Park Nature Conservation Area
- Rectory Park nature area

Other priority sites for improving access to nature in areas of deficiency in Ealing are identified as follows:

- Pitshanger Park
- Havelock Cemetery
- Acton Park
- Trinity Way Nature area
- North Acton Cemetery
Special areas

- Southfields Rec. Nature Area
- Ealing Common
- North Acton Playing Fields

The development of opportunity areas, including in particular Southall, must also demonstrate that they would not cause an adverse impact on any European site of nature conservation importance, located in neighbouring boroughs, notably the South West London Water Bodies.

The planning of new development and regeneration should also have regard to the conservation of geological features, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where development is proposed which would affect an identified geological site (including in particular Horsenden Hill) the approach should be to seek to avoid adverse impact on the geological interest, and if this is not possible, to minimise such impact and seek to avoid adverse impact on the geological interest. If this is not possible, the approach should be to minimise such impact and seek mitigation of any residual impacts. Horsenden Hill is designated as a Regionally Important Geological Site (RIGS). RIGSs are identified and designated for their strategic importance for geo-diversity (variety of rocks, fossils, minerals, landforms and soils that give character to the natural landscape and environment) across London.

Many people suffer from unwanted noise. Road traffic is a significant source, but aircraft noise and commercial development can also contribute to the ambient noise experienced by many people. Many of the open spaces within the borough provide a refuge from urban noise, and in many cases, it is this absence or the perception of relative quiet that is a key factor in determining whether the area is regarded as tranquil. Identifying and designating quiet area areas, in line with the requirements of the Environmental Noise Directive, will provide a level of protection against the encroachment of unwanted noise.

Final Proposal 5.5
Promoting Parks, Local Green Space and Addressing Deficiency

The council will seek:

(a) To protect open space of local value required for informal recreation, including for walking, jogging, gardening and food growing.

(b) To address deficiency in access to open space in the borough, and to meet the open space needs arising from new development, including in particular at Southall Gas Works and Southern Gateway (Park Royal). Key priorities in terms of

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Both Park Royal and Southall are defined as opportunity areas in the London Plan.
proposals for addressing deficiency are currently being identified as part of work on the Green Space Strategy. Further details will follow in the final submission version of the Development Strategy.

(c) To secure developer contributions to provide a key funding source for the delivery of the above proposals.

(d) To make provision for a network of green ways through parks and open spaces as a means of encouraging walking and cycling and running for recreation and to get to and from local destinations.

(e) To promote the use of parks for events and other activities, providing this is managed in a sensitive and compatible manner.

These proposals are based on the council’s Green Space Strategy (currently being finalised), and a wider analysis of deficiency presented in the West London Sub Regional Development Framework. The former comprises a quantitative and qualitative audit of green space, and an assessment of current and future needs over the plan period.

The proposals to enhance green space, improve access to this space and where possible to create new green spaces respond to the deficiency areas identified in the strategies referred to above:

- District Park deficiency particularly in Acton Central, Park Royal, Southfields and Hanger Hill.
- Local Park deficiency particularly in Southall (Southall West, Southall Green and Southall Town Centre), Ealing (North Ealing), Hanwell (North Hanwell) and in Park Royal.
- Areas of deficiency in play provision in South Ealing, North Ealing, the majority of Southall West, Park Royal, and in large parts of Acton Central, North Greenford and Perivale.
- Very low playground provision in relation to child density in Southall West, Acton Central and Southfields.
- Southall West, Acton Central, Hanger Lane and Ealing Common have high child density and are more than 400m from existing facilities. Hence they need new facilities.

Policy 7.18 of the Replacement London Plan also seeks to ensure that future open space needs are considered in planning policies for Opportunity Areas (Park Royal and Southall). In this regard, new public open space provision is proposed as part of the Southern Gateway site and Southall Gas Works site.

Further details will follow in the final submission of the Development Strategy. The policy above will also be updated further following the publication of initial findings from the open space strategy due early autumn. This will analyse deficiency (quality, quantity and accessibility) in respect of all typologies of open space, and will propose a strategy/action plan for addressing this deficiency. Various options are currently being explored, including:
- in a limited number of cases, the identification of new public open space – with sites/areas being identified in the Development Strategy (at present this includes Southall Gas Works and the Southern Gateway sites, and potentially Twyford Abbey);
- in appropriate circumstances, the reclassification of Community Open Space as Public Open Space;
- physical works to improve access to existing spaces; and
- enhancement of existing space (such improvements may allow for the re-categorisation of existing open space in respect of where they fit in the hierarchy (and if appropriate in terms of size and deficiency).

Consideration will also be given to the need for additional allotment space.

Final Proposal 5.6
Outdoor Sports and Active Recreation

The council will seek:

(a) To protect and promote a network of sports grounds and other active recreation areas in the borough. Sites identified as being of strategic and local importance for outdoor sports will be protected and promoted primarily for this function.

(b) To develop a sports hub as part of this network, with a range of sports provision adjoining Gurnell Pool, and the development of several strategic 'satellite sites' located strategically to serve communities across the borough.

(c) To secure developer contributions to provide a key funding source for the delivery of various priority projects.

The council’s Playing Pitch and Outdoor Sports Strategy (2007) and updates (2010) provides an analysis of both existing and future needs over the lifetime of the plan, identifying areas of deficiency in terms of access. At a borough wide level, this Development Strategy identified a requirement of 0.82ha of outdoor sports pitches per 1,000 people in the borough by 2021.

The council’s emerging facilities strategy will set out an action plan to promote this network, and to address deficiency in terms of physical access, quantity of provision, and in terms of quality of facilities. As a tool for alleviating deficiency, this strategy identifies a hierarchy of sites in the borough for sports and active recreation, defining sites of strategic and local importance and distinguishing between sites of single and multi sports use. The following strategic sites are defined and mapped on the Proposals Map:
• Warren Farm
• Rectory Park
• Ealing Central Sports Ground
• North Acton Playing Fields
• Perivale Park
• Spikes Bridge Park
• Gurnell Playing Fields and Environs
• Former Liverpool and Victoria Sports Ground
• London Playing Fields
• Trailfinders Sports Ground

These are sites which comprise a number of pitches, and accommodate a range of sports, often used by a significant number of organisations and clubs. These sites will be primarily safeguarded and protected for outdoor sports related activities. Some ancillary development on these sites may be necessary and desirable to enhance the primary active recreation function of these sites.

Key priority projects include the promotion of a ‘sports hub’ facility at Perivale Park encompassing the Perivale Athletics Field (a National Throw Centre), a new outdoor gym, a Golf Range and Junior Gold Development Centre, tennis courts, new multi-use games areas (MUGAs) and dedicated pitches for football and rugby. The centre will also link to the Gurnell Swimming Pool. It also proposes developing smaller ‘satellite’ hub facilities at strategic sites in the borough. The following proposals have also been identified for other sports fields in the borough:

• Rectory Park Playing Fields, Northolt – the establishment of a centre of football excellence in the park and the replacement of changing facilities.
• Ealing Central Sports Ground, Perivale – replacement or refurbishment of the pavilion and changing rooms.
• Spikesbridge Park, Southall – the development of a new pavilion incorporating community uses and possibly replacement accommodation for the Cornucopia Centre on the edge of the park.
• Warren Farm – improved changing rooms, outdoor sports areas and social facilities.
Final Proposal 5.7

Provide Additional Burial Land

To seek to protect existing sites, maximise their use (including consideration for reuse), and identify additional burial land located to serve those parts of the borough experiencing significant shortage.

There are five cemeteries run by the council in the borough at present (Acton, Greenford Park, Havelock, Hortus and South Ealing) and three other cemeteries (Westminster, Kensington & Chelsea and Gunnersbury) either under different management, or located outside the borough. Of the cemeteries located in the borough under the management of the council, only Greenford has remaining capacity (Hortus is predicated to reach full capacity by the end of 2010). Whilst it is predicted that Greenford will have remaining capacity to cover the plan period for the borough as a whole, and has potential if extended further to provide a further 15 years (i.e. 30 years in total), this would not address the acute local need for burial space in certain parts of the borough. In this regard there is a particular requirement from the Muslim community for additional services and facilities to be provided somewhere in Southall. All cemeteries located in the borough are currently designated as Community Open Space.

This policy will be further revised and will incorporate the findings of the open space strategy (currently in preparation). This will consider the provision of additional sites and improved infrastructure. A range of options are being considered including; the proposed extension of Greenford Cemetery; the identification of new burial space in Southall, and in other areas of need; and the potential for converting other under-utilised open areas. This proposal will also be revised to promote woodland burials. Further consideration will also be given to the identification of site(s) for woodland burials.
CHAPTER 6:
ENSURING SUSTAINABLE DELIVERY

Existing communities and residents coming into new development in the borough will need additional health facilities, schools, leisure, transport and community facilities. As indicated in chapter one, the sustainable delivery of the Development Strategy requires good infrastructure planning. This chapter provides more information on infrastructure requirements and delivery.

The Infrastructure Delivery Plan: Delivering Infrastructure for Sustainable Communities

To create sustainable communities, providing housing and employment opportunities alone is not sufficient. There is a need to provide the necessary supporting ‘infrastructure’ of transport, schools, open space, community, health and leisure services etc to support the local population and those who visit or work in the borough. A range of organisations provide these services but there is currently little or no integration of that provision meeting neither the needs of existing communities nor those of the future.85

Infrastructure planning is the integrated investment and delivery of land and buildings to create places and provide services. In Ealing we are looking at ways to make our existing infrastructure to work better for us, as well as identifying the need for and securing delivery of additional provision.

The council will provide appropriate social, physical and green infrastructure in the right locations and at the right time to support the levels of housing and employment growth to be delivered in Ealing. To do this, we have produced an Infrastructure Delivery Plan. This comprises:

- **Infrastructure Delivery Plan** (IDP) - this sets out how infrastructure planning and delivery is working at the local level, drawing upon the service delivery plans/estates strategies of the council and other infrastructure providers, and an
- **Infrastructure Delivery Schedule** (IDS) - an evidence-based schedule which summarises the planned infrastructure, phasing, delivery mechanism and contingencies outlined in the IDP.

The IDP covers the same 15-year timescale as the Development Strategy, with most detail provided on delivery of the infrastructure planned within the first 5 years. The IDP lists the type of infrastructure required by type (e.g. education, health, sports and leisure)

85 See the Infrastructure Delivery Plan, September 2010, Section 2.2 lists the range of infrastructure service providers with whom the Council have engaged to date.
and will also list by area of the borough. It also includes sensitivity testing of the provision around high/low population projections, as well as identifying risks to delivery and contingencies (e.g. around delivery of Crossrail).

Key infrastructure projects required to meet the needs of the projected growth are included in the final proposals for the different areas of the borough in the preceding chapters of the Development Strategy. In addition to identifying these key projects, the IDP sets out the infrastructure required to support existing and new development. It indicates what, when and where this will be provided. It also sets out the amount and potential sources of required funding. 86

Before granting planning permission for large-scale residential, commercial and mixed-use development, the council will seek to ensure that the infrastructure requirements arising from the scheme will be met by time of occupation. In addition to increases in efficiencies in use of the council’s own assets, financial contributions will be sought from developers if their projects give rise to the need for new infrastructure. Alongside developer contributions, the IDP will include details of the anticipated funding for infrastructure from government and other sources, which represent the majority of funding for infrastructure.

Ealing’s targets for housing and employment development are a combination of the physical capacity of the identified sites and the capacity of the infrastructure to serve them. Infrastructure provision itself may require land or buildings, which are currently identified as potential development sites for employment or housing (e.g. a road widening scheme to improve accessibility). The housing and employment targets within this Strategy will therefore be considered alongside the existing and projected infrastructure provision, as appropriate infrastructure needs to be provided in the right places, at the right time for the anticipated amount of housing and employment growth to be sustainable. Map 9 shows community facilities and Map 10 shows proposed new and expanded infrastructure provision in the borough.

The range of more small-scale service improvements and projects identified will be regularly updated as projects are completed and/or as additional demand arises. Where funding gaps exist to improve existing or provide new infrastructure, and where new residential and commercial development exacerbates a need for it, financial contributions will be sought from developers towards these projects through s106 legal agreements. The scale of contributions sought will be set out in a separate document supplementary planning document. 87 This document will also be regularly updated through the Annual Monitoring Report.

Infrastructure can be grouped into physical, social and green infrastructure. A balance of each type is required to support the identified growth and create sustainable communities. The Infrastructure Delivery Schedule is set out at Appendix 4.

86 The scoping of the IDP was also set out in Background Paper 4 to the Initial Proposals, Development Strategy ‘Infrastructure Planning and Delivery’ published in 2009.
87 The s106 list in draft SPD9 includes additional priorities to be negotiated as part of the planning application process, in addition to the key infrastructure requirements (e.g. on-site affordable housing and support for employment and training).
Final Proposal 6.1

Physical Infrastructure

The Infrastructure Delivery Plan will identify and promote improvements in the following categories of physical infrastructure required to support the planned development of the borough to 2026.

- **Transport** - identify and promote improvements needed to and from identified development hubs, which will include enhancing north-south links within the borough as well as orbital journeys.

- **Utilities and Energy** – identify and promote improvements needed in respect of water use, sewerage and sustainable urban drainage; energy use and the contribution made by renewable energy on a site by site and a neighbourhood basis.

- **Waste** - linking waste management to other aspects of physical infrastructure.

Final Proposal 6.2

Social Infrastructure

Social infrastructure includes affordable housing, education, children’s services, provision for older people and independent living, health care, employment, community safety, culture, leisure and community services (including libraries, community centres, police, fire, ambulance facilities, and cemeteries) The following requirements have been identified to date:

- **Health** – Development of health centres which provide a range of services in addition to primary health care across a localised system of health facilities

- **Education** – Increase capacity at primary and high schools and provide new schools for the increase in population where capacity cannot be met. Deliver planned increases in capacity at existing schools. Plan for good bus and rail links for high schools that have a wide catchment area.

- **Children’s Services** - Provide Children’s Centres within walking distance to every home as the central point for provision of children’s services. The services offered by each centre may differ but they should ideally co-locate with other services to provide ‘one-stop-shops’ for young people.

- **Leisure** - Retain Ealing as the green heart of West London and improve access to open and built leisure uses e.g. through co-location with other services. The targets for housing and employment development provide an opportunity to modernise and improve facilities, but they also place pressure on the environment. Links between...
future leisure provision and the health/PCT agenda are vital in improving the health and well-being of the existing and new population.

The council’s own assets and land can be used to stimulate development and provide much of the land for local infrastructure. These assets can have added value if they also provide accommodation for other local service providers, e.g. health, sports and leisure facilities etc.

Final Proposal 6.3
Green Infrastructure

The Infrastructure Plan will identify improved/enhanced provision and maintenance of:

- **Open Space (including Parks, Green Belt, Metropolitan Open Land and Green corridors)** - provide new green spaces where possible to address identified deficiencies in areas of play, local and district park deficiencies, and to implement projects to enhance and increase access to and utilisation of parks, Green Belt and MOL.

- **Canal/waterways** - The River Brent and Grand Union Canal are situated within/adjacent to MOL/Green Corridor respectively. Improvements to the associated open space as outlined above will enhance access to and utilisation of the Brent River Park and Grand Union Canal.

The Infrastructure Delivery Plan – Next Steps

The Infrastructure Delivery Plan (IDP) is still a work in progress and reflects the fact that it is a “living document”. It will be updated and reviewed annually as part of the Annual Monitoring report (AMR). However, before submission there are a number of tasks that will be progressed to ensure that the IDP reflects up to date information from other sources. These will include:

- Open Space Strategy and Green Infrastructure Strategy (final audit expected September 2010 and strategy January 2011);
- Community centres strategy;
- Library strategy;
- Voluntary sector (including their role as service providers and users);^88
- West London Waste Plan (expected Spring 2011); and

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^88 In accordance with the Council’s Statement of Community Involvement and the SPD on Community Facilities, we are also working with the voluntary sector to develop a shaping communities project which will enable partners to comments on planning applications including any infrastructure needs that may arise.
Incorporating the results of consultation with those services not included in the current version, including social care and acute care, further education and local gas and electricity providers.

Final Proposal 6.4
Planning Obligations and Legal Agreements

The council will follow the approach of the Replacement London Plan policies\(^{89}\) in respect of negotiations on planning obligations, to reflect strategic (e.g. Crossrail and affordable housing) and local priorities for the provision of infrastructure. Local priorities will be established with reference to the council’s Infrastructure Delivery Plan and set out in the forthcoming SPD9 Planning Obligations and Legal Agreements.

Legal agreements will be considered in relation to any development, with the matters to be covered related to the type, scale and location of the proposed development. The emphasis is on seeking voluntary agreements with landowners. An agreement will only be essential to grant planning permission where it overcomes an otherwise unacceptable direct impact of the proposed development, and where without such an agreement, planning permission would be refused. The London Plan and statutory and community responses to LDF consultation and the Sustainability Appraisal all indicate support for this pro-active approach to securing contributions to the provision of social, physical and green infrastructure.

Contributions will continue to be sought towards appropriate infrastructure where the impacts of a development need to be addressed. This will be either by provision by the developer on the site (e.g. a crèche) or elsewhere (e.g. work to improve a nearby junction) or contribution to a scheme which serves a wider area but for which the development intensifies the need (e.g. health facility.)

The council will of course make best use of public resources to achieve a proper standard of environmental quality for the people of the borough. However, the council recognises that the financial investment relating to the planning process will always be the result of private, public and community sector investment decisions about land and property development. The policies in the Development Management document seek to ensure proper standards of development, to attract appropriate development where it is needed most, and to ensure that the infrastructure needed to support the occupiers of the development is provided. The council seeks to work in partnership with developers and the appropriate agencies to achieve the best results.

Important issues are the early implementation of social and other infrastructure requirements (e.g. bus services etc) needed by residents of a new development, particularly on large developments that are implemented in phases. Section 106 can be used to support not only the provision of community facilities, but also their maintenance or improvement. Infrastructure of course includes benefits that are introduced to promote environmental sustainability, such as neighbourhood energy installations. The council is committed to facilitate the involvement of local councillors and the community in the establishment of priorities for s106 agreements, in the context of the borough’s Development Strategy.\(^90\)

On complex or difficult sites, the local authority will consider a partnership with a developer as the appropriate mechanism to initiate renewal projects. There may be impacts across borough boundaries, and coordination may be needed at sub-regional or even pan-London levels. In such cases, the pooling of funding for joint infrastructure projects can also be considered. The mechanism for delivering these benefits is described as a ‘planning obligation’ or section 106 legal agreement between developer and local planning authority. Such agreements can secure investment in infrastructure works or other planning and environmental requirements arising from a major scheme. They may also be necessary to achieve an acceptable balance of uses on the site. Payment of s.106 contributions should be made at an early stage of scheme implementation.

Finally, the council has the opportunity to levy a Community Infrastructure Levy (CIL) if required, which will set a tariff for the provision of identified community infrastructure requirements. This would bring the benefit of enabling contributions to be made by smaller scale development projects, which currently are not subject to s106 legal agreements, but which benefit from the provision of improved infrastructure in the vicinity of the development.

\(^90\) See also the Statement of Community Involvement and the Supplementary Planning Document on Community Facilities.
Appendix One:  
The Local Development Framework: Project Plan and Timetable

Ealing Council started preparing a Local Development Framework (LDF) in 2005. This included a public project plan, a statement of community involvement, supplementary planning documents on a range of detailed planning matters and initiating a system for annual monitoring reports. In 2006 and 2007, the council undertook consultations on issues and options for planning the borough. These were followed by consultations on regeneration projects in the borough’s town centres and in Park Royal. In 2008, The Mayor of London produced an updated London Plan (which of course covers all boroughs and provides a context for Ealing’s plans), and government policy relating to local development frameworks was updated. Following on from this, in March 2009 the council reviewed its approach to preparing the LDF. The review included an assessment of the evidence base, local people’s views gathered over the past three years and the changes in government policy and the policies of the Mayor of London. 

A key change is that there is a sharper more commercial approach to the content in the LDF. Moreover, the Planning Policy section, and responsibility for the LDF, has moved to the Property and Regeneration directorate. This ensures closer links to town centre master planning and other aspects of the regeneration and property agenda. A council-wide officer group has been set up to ensure that there are strong links between these plans and future service provision. The preparation of the LDF will continue to be based on community involvement, and councillors are overseeing the process through an advisory panel to the Cabinet portfolio holder for Planning Policy (currently the Leader of the Council) which replaces a specialist scrutiny panel.

The Statement of Community Involvement (SCI) explains how members of the public and interested organisations can be involved in decisions on planning policy and planning applications. It was originally adopted in June 2006 and was reviewed in Summer 2010 to ensure that the document remains “fit for purpose” with input from the Planning Advisory Service and the council’s Planning & Community Working Group.

A new project plan has been adopted (the Local Development Scheme, March 2010) and this gives immediate priority to the preparation of an overall Development Strategy 2026. This will provide a vision for Ealing in 2026 and clear messages to residents and developers about council policies – i.e. what is and is not acceptable. The new programme indicates formal submission of the Development (or Core) Strategy for examination in public by January 2011. Formal adoption, following public examination by the Planning Inspectorate would follow by December 2011. Delivery of the Development Strategy 2026 will be augmented by other local development documents providing policies, guidance and information – West London Waste Plan - Adoption by Spring 2012  
Development Sites  
Development Management - Adoption by June 2013  
Proposals Map  

A number of Supplementary Planning Documents, Annual Monitoring Reports and other data for the evidence base for the LDF will also be produced. The current Adopted Unitary Development Plan (UDP) will be superseded by June 2013. More information about the LDF can be found at: http://www.ealing.gov.uk/services/environment/planning/planning_policy/local_development_framework/

91 The Council’s property consultants, Lambert, Smith, Hampton, and regeneration specialists ‘Shared Intelligence’ provided advice on the way forward.
The Final Proposals for the Development Strategy 2026 conform generally to the Mayor of London’s Consolidated London Plan (2008) and, where appropriate, anticipate likely changes in the draft replacement plan (2009) that is currently subject to examination in public and is scheduled to replace the existing London Plan in late 2011. This provides London-wide and West London priorities (see Map 11 below). There is continuing liaison with the Mayor’s office so that Ealing’s local needs are properly taken into account – including through the Mayor’s Outer London Commission.

The London Plan indicates the amounts and types of development required over the next 15 years across London as a whole, and for West London, and in some cases, borough by borough. On this basis, the role of Ealing’s Development Strategy is to relate the amounts and types of development (indicated in the London Plan) to Ealing’s needs, and to indicate where and when development should be provided. The London Plan requires that the local development framework supports economic development – taking advantage of Ealing’s location between Central London and Heathrow, and promoting Park Royal, in the north east of the borough, which is the biggest industrial estate in Western Europe. The council must plan for a strong portfolio of industrial land, providing for a range of business needs – including the need to accommodate additional waste management facilities. It would be expected that Ealing would contribute to the accommodation of West London’s indicative growth figure of 109,000 additional jobs in the period 2012 to 2026.

The Mayor of London supports proposals by Ealing Council to enhance the attractiveness of town centres – Acton, Ealing, Hanwell, Greenford and Southall - and manage their restructuring where necessary. It is also important to facilitate delivery of strategic transport priorities including Crossrail, improved bus services and more sustainable access to Heathrow Airport.92

The London Plan indicates public transport accessibility levels (PTALs) across London and seeks to improve public transport accessibility. Subject to public transport capacity, areas with high PTALs can expect relatively high-density development. Low PTALs and limited public transport capacity can constrain development potential. Development can of course fund improvements. These factors are important in establishing the approach to development in Ealing’s Development Strategy. Map 12 shows PTALs in Ealing.

The Mayor’s plan requires that Ealing’s expanding population be accommodated in sustainable communities, taking into account needs for social and community infrastructure. The London Plan highlights the environment, particularly improving air quality along the A40 and the North Circular Road, and providing open space – not only major green spaces such as Horsenden Hill and the Brent River Park, but the many small sites which add value to Ealing’s environment.

The London Plan – complementing Ealing’s Development Strategy 2026

The London Plan is more than a context for local planning. Together with Ealing’s development plan (currently the Ealing unitary development plan – Plan for the Environment 2004), it is the statutory basis for decisions on planning applications in the borough. In time, Ealing’s Development Strategy 2026 and other documents in Ealing’s local development framework will supersede the Plan for the Environment. As indicated above, the Ealing’s Development Strategy will have policies on where and when development should be accommodated. The London Plan will complement these with a range of thematic policies setting standards for the quality of development and the environment (i.e. for all types of development in suburban, urban and central London). The proposals in Ealing’s Development Strategy take account of these thematic ‘quality’ policies in the London Plan, and there is no need for them to be restated in the Ealing Development Strategy.

Strategic policies, whether in the London Plan or in Ealing’s Development Strategy, deal with general principles. There is no local reason for the general principles set out in the London Plan not to apply in Ealing. However, the application of strategic ‘quality’ policies to individual sites and to on-going development management (i.e. the process of dealing with planning applications) does require careful consideration in the light of local circumstances. On this basis, Ealing’s forthcoming Development Sites and Development Management documents together with the Ealing Proposals Map (and on waste matters, the West London Waste Plan) will establish specific development policies tailored to Ealing’s local requirements. The matters covered by the thematic policies in the existing London Plan are summarised below:

<table>
<thead>
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<tbody>
<tr>
<td>Living in London: Housing, health, education and other facilities for local residents.</td>
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<tr>
<td>Working in London: Business and employment.</td>
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<td>Enjoying London: Retail, leisure, culture, sport and the open environment.</td>
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<td>Climate Change and London’s metabolism: Tackling and adapting to climate change; Land, water, air, noise, energy, waste, minerals, hazardous substances.</td>
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<td>Designs on London: Principles and specifics of design for a compact city.</td>
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<tr>
<td>The Blue Ribbon Network: Matters relating to London’s water spaces.</td>
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</tbody>
</table>

Visit - [http://www.london.gov.uk/mayor/planning/strategy.jsp](http://www.london.gov.uk/mayor/planning/strategy.jsp)

The Draft Replacement London Plan

The Mayor of London is reviewing the London Plan and his draft Replacement London Plan indicates 13,350 additional residential units by 2026 (which is a lower target than is set in the existing Consolidated London Plan). Ealing’s Development Strategy includes plans for 14,000 extra...
homes to be developed. Although the Government has revoked regional spatial strategies\textsuperscript{94} this is not the case in London and “if the Mayor (of London) chooses to propose targets on particular matters, this will be a matter for him and London partners to consider”.

The Mayor has argued that targets should be retained because targets are central to the Mayor’s objectives for London, relate to the Mayor’s functional responsibilities, are needed to address issues which cut across borough boundaries, are necessary because otherwise self interest will take over and certain boroughs will end up taking all of the burden (e.g. waste management) and because economies of scale can be achieved (e.g. through production of shared evidence base).\textsuperscript{95}

The London boroughs do not share this view\textsuperscript{96} and further discussions are anticipated in order to clarify the matter.

\textsuperscript{94} See letter to Chief Planning Officers of Local Planning Authorities in England “Revocation of Regional Strategies”, 6\textsuperscript{th} July 2010.

\textsuperscript{95} See Draft Replacement London Plan Examination in Public, Targets in the London Plan, Statement to the examination on behalf of the Mayor of London” made on 17\textsuperscript{th} July 2010.

\textsuperscript{96} For example, London Councils have argued targets should be expressed as “indicative benchmarks” but it is not clear that a Planning Inspector at Examination in Public would accept such an interpretation.
Map 12: Public Transport Accessibility Levels in Ealing (from London Plan)
(Source: Transport for London 2006)
Appendix Three: A Local Context - Neighbourhood Profiles

1. ACTON

**Policy References:** See Final Proposals 2.1, 2.2, 2.3, 2.4, 4.1 and 4.4.

**Context:** Acton is situated in the east of the borough, closest to Central London, and has many of the characteristics of an inner city area. It is a heavily built up area that stretches north to the strategically important industrial and commercial area of Park Royal, south to the South Acton estate and bordering more affluent suburbs towards Ealing and Chiswick. Acton is extremely well connected both by public transport and road networks. The Uxbridge Road runs through Acton from east to west, connecting with Ealing, Hanwell and Southall in the borough, and with Uxbridge in the west, and Shepherds Bush and central London in the east. Acton town centre sits astride the Uxbridge Road. It has excellent bus services, but the tube station at Acton Town and the overground station at Acton Central, are both on the edges of the centre. The town centre is well-used, and has a ‘district centre’ role. However, it lacks a strong identity and has limited retail provision for the district it serves. The giant Westfield shopping centre at Shepherds Bush has inevitably drawn some of the local shoppers away from Acton town centre. Some redevelopment has taken place in Acton town centre and a number of sites offer opportunities for mixed-use development. Many of the Victorian public buildings are also in need of an upgrade. Several high-density residential schemes are under construction or recently completed. There are plans to regenerate the South Acton estate that is the largest of the council’s eight high intervention estates with 1500 local authority owned homes. Acton also contains two key commercial districts at Acton Vale and South Acton and a neighbourhood shopping centre at East Acton. The Acton area includes five designated Conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and seven archaeological interest areas. There is also a shortage of open space in much of the area, particularly in Acton Central and Southfields.

**The Future:** Acton will be a major focus for growth and the regeneration effort will be concentrated on three main places:

a) Acton town centre - to regenerate the town centre and maintain and enhance its position as a district shopping centre. It will build upon the “Acton Town Centre Framework” published in 2008 that provides a strategic vision and a framework to marshal coordinated change up to 2026.

b) South Acton – to create a new mixed tenure neighbourhood and to integrate the area with the town centre.

c) Acton Main Line – to create a mixed-use regeneration of the area south of a newly refurbished Crossrail station. In addition, improved transport capacity, better interchange facilities and improved access routes to the Acton Main Line station will be actively promoted.

Acton’s status as a district shopping centre and East Acton’s status as a neighbourhood shopping centre will be maintained. Acton Vale and South Acton will be maintained as Major Employment Locations. Green space will be protected and enhanced. Acton Park will be enhanced to achieve District Park Status, and to help alleviate deficiency in terms of access to nature. Infrastructure proposals include new and expanded primary schools, two children’s centres, an integrated care centre, replacement swimming pool, improved cycle provision, road safety measures and Crossrail station.

Potential net increase in residential units: 2,000 (16%).

Potential net increase in office jobs: 2,000 (including Park Royal).

Potential gross increase in retail floorspace: 10-12,000 sqm.

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97 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

98 See Employment Land Review 2010.
2. EALING

Policy References: See Final Proposals 2.1, 2.5, 2.6, 4.1 and 4.4.

Context: Ealing comprises six wards: Cleveland, Ealing Broadway, Ealing Common, Northfield, Walpole and much of Hanger Hill.

Ealing’s many residential areas have their own distinct character, and properties vary greatly in style, size and density of development. Ealing has high public transport accessibility levels (PTALs), with a major transport hub at Ealing Broadway, overground and underground railway routes, numerous bus services and several major roads including the Uxbridge Road running east-west and the A406 North Circular Road running north-south. Ealing is dubbed ‘Queen of the suburbs’ and at its heart is Ealing town centre.

As a ‘metropolitan centre’, Ealing is one of the 10 most important centres in London outside the centre. It is the largest retail centre in the borough and has a strong evening economy. It also has a strong employment base and higher education facilities – with Thames Valley University\(^99\) close by. The town centre does however have weaknesses – the range and quality of its retail offer, a lack of cultural and community facilities, and a sometimes difficult relationship between late night social activity and the amenity and safety of the townspeople. Inevitably, there are problems with traffic, and with competition from centres elsewhere in West London, which have benefited from investment and renewal. The neighbourhood shopping centres of South Ealing, Northfields and Pitshanger help to serve the retail needs of the wider Ealing area.

The largest employment areas include the town centre (particularly the offices along the Uxbridge Road between West Ealing and Ealing Broadway) and Major Employment locations at Westgate and Brent Crescent, near the Hanger Lane gyratory.

Sports, leisure and cultural facilities in Ealing include Gurnell sports centre, Questors Theatre, and Walpole Park, which provides a venue for Ealing Summer Festival events, and the museum and gallery at Pitshanger Manor. Civic offices that serve the whole borough, such as the Town Hall and Magistrate’s Court, are located in the town centre. There has been much recent development of high-density flats around the town centre, whilst larger, lower-density family houses dominate some of the other neighbourhoods in Ealing. The largest areas of social housing are in West Ealing (Green Man Lane, Gurnell Grove and Dean Gardens), Ealing Common (Village Farm estate) and South Ealing (North and South Roads).

The Ealing area includes 14 designated Conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and three archaeological interest areas. Ealing benefits from attractive open spaces and green corridors. These include part of the Brent River Park, which forms the northern boundary of the area, Walpole and Lammas parks south of the town centre, the open spaces along the A406 at Hanger Hill, Barclays Bank sports ground, Ealing Common and Barons Pond, and the green spaces alongside the Greenford branch line in the west of the area. Walpole Park is designated as heritage land.

\(^99\) TVU will be renamed West London University with effect October 2010.
2. EALING (continued)  

Policy References: See Final Proposals 2.1, 2.5, 2.6, 4.1 and 4.4.

The Future: Ealing will be a major focus for growth and the regeneration effort will be concentrated on two main places:

a) Ealing town centre - to regenerate the town centre and develop a vibrant and diverse range of new homes, shops, offices, sport and leisure and other public facilities. This will sustain and enhance its position in the London retail hierarchy. It will build upon the “Ealing Metropolitan Centre Spatial Development Framework” first published in 2008 and revised in 2010 that provides a strategic vision and a framework up to 2026. b) Green Man Lane estate – to create a new mixed tenure neighbourhood and integrate the area with the neighbouring Ealing town centre at West Ealing Broadway.

Plans will seek to maintain and enhance Ealing as a metropolitan shopping centre and each of the current neighbourhood centres. The location of new office development in the borough will primarily be directed towards Ealing town centre to maintain a sustainable critical mass. Infrastructure proposals include new and expanded primary schools, an integrated care centre (at Ealing hospital), replacement health centre/s, Ealing Broadway interchange, shopmobility scheme, road safety measures, improved leisure facilities and Ealing and West Ealing Crossrail stations. Walpole, Lammas and Pitshanger Parks (currently sites of local importance), will be enhanced to Borough Grade level importance for nature conservation, addressing deficiency in access to nature. Open space at Hanger Hill will also be enhanced to District Park status.

Potential net increase in residential units\(^{100}\): 3,300 (27%)
Potential net increase in office floorspace: up to 90,000 sq metres
Potential net increase in office jobs\(^{101}\): 6,500
Potential gross increase in retail floorspace: 50,000 sqm.

\(^{100}\) Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

\(^{101}\) See Employment Land Review 2010
3.  GREENFORD  

Policy References: See Final Proposals 3.1, 3.2, 3.5, 3.6, 3.8, 4.1, 4.2, 4.3 and 4.4.

**Context:** Greenford comprises three wards: Greenford Broadway, Greenford Green and North Greenford. Whilst Greenford is largely suburban and residential in character it also has a considerable commercial presence including the Greenford Industrial Estate and Greenford Green (around Butler’s Wharf and the former GSK site). Greenford town centre is a district shopping centre and therefore is the main centre in the north-west part of the borough, mainly serving residents of Greenford, Northolt and parts of Perivale and north Southall. There are also a number of smaller neighbourhood centres, including Sudbury Hill and the shopping mall at Westway Cross. Its open character also defines a considerable area of Greenford. Notable areas of open space include Horsenden Hill (designated as MOL) and parts of Northolt and Greenford Countryside Park (Green Belt). Despite these substantial pockets of open space though, a significant area of Greenford, notably near Greenford Industrial Park, suffers from a deficiency of local parks.

**The Future:** Greenford will be a focus for growth although the overall quantum of development will be considerably smaller than Acton, Ealing, Park Royal or Southall. The regeneration effort will be concentrated on four main places:

1. Greenford town centre – to maintain and enhance its position as a district shopping centre.
2. Greenford Station and Westway Cross – to promote a high-density development at the station and land to the north.
3. Greenford Green – to promote mixed-use regeneration on key sites.
4. Greenford Depot – to develop the site and ensure optimal use of the existing waste management facility.

The Northolt-Greenford Major Employment Location will be safeguarded for employment uses. Infrastructure proposals include new and several expanded primary schools, and expanded High School (Cardinal Wiseman) which is also expected to make sports facilities available to other schools, and road safety improvements, traffic management and bus priority works. Horsenden Hill will be protected and enhanced as a Site of Regional Importance for Geo-diversity. The need to expand Greenford Cemetery will be explored further.

**Potential net increase in residential units**\(^{102}\): 490 (4%).  
**Potential net increase in office jobs**\(^{103}\): 1,000.  
**Potential gross increase in retail floorspace:** 7-8,000 sqm.

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\(^{102}\) Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.  
\(^{103}\) See Employment Land Review 2010
4. HANWELL

Context: Hanwell comprises two wards: Elthorne and Hobbayne. Hanwell’s residential neighbourhoods are mostly well-established terraces, with private gardens and small public parks and green spaces adding to the distinctive character and attractiveness of the area. Although it is therefore less self-contained than the other centres, there is a strong community feel to the area. Hanwell is the smallest of the district shopping centres in Ealing but is well used by local residents. There are sports, community and health facilities distributed across Hanwell. Hanwell includes 6 designated conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and two archaeological interest areas. The character of Hanwell is strongly influenced by the fact that its northern, western and southern boundaries are formed by green space – the Brent River Park – created and protected as parkland by local people.

The Future: Hanwell will not be a major focus for growth and investment in the borough. Hanwell’s status as a district shopping centre will be maintained and there are plans to enhance and consolidate the town centre. Infrastructure proposals include several expanded primary schools, road safety improvements and Crossrail station.

Potential net increase in residential units: 280 (2%)
Potential net increase in office jobs: 0
Potential gross increase in retail floorspace: 2,300 to 5,600 sqm.

Policy References: See Final Proposals 2.1, 2.7, 4.1 and 4.4.

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104 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
105 See Employment Land Review 2010
5. NORTHOLT

Policy References: See Final Proposals 3.1, 3.2, 3.7, 3.8, 4.1 and 4.4.

Context: Located in the northwest part of Ealing Borough, Northolt comprises two wards: Northolt Mandeville and Northolt West End. Northolt is largely suburban and residential in character and parts of the neighbourhood have high relative levels of multiple deprivation. It contains a significant proportion of the council’s affordable housing stock. Industry and commerce is generally contained within the large Northolt-Greenford Major Employment Location. Northolt neighbourhood shopping centre provides a variety of convenience shops and essential local services, with the smaller local parades throughout Northolt also helping to meet resident’s day-to-day shopping needs. The centre has links to large green spaces, with Islip Manor Park to the west, and Belvue Park to the east and Northolt is the gateway to the Northolt-Greenford Countryside Park. The Northolt area includes one designated Conservation areas around Northolt Village Green, many statutory listed buildings, locally listed buildings, buildings of façade/group value and 7 archaeological interest areas.

The Future: Northolt will not be a major focus for growth and investment in the borough. Extending the boundary will reconfigure Northolt’s status as a neighbourhood shopping centre. The Northolt-Greenford Major Employment Location will be safeguarded for employment uses. As part of open space improvements within the borough, a centre of football excellence will be established in Rectory Park. Further improvements will also made to Northala Park including a new visitor centre, and new wetlands will be created at Medlar Fields. Infrastructure proposals include health facilities including Northolt Integrated Care Centre at Grand Union Village and the refurbishment and expansion of West London Academy incorporating the existing High School, primary, nursery and special school provision, (including community use of sports facilities) and road safety and pedestrian crossing improvements.

Potential net increase in residential units\[^{106}\]: 330 (3%).
Potential net increase in office jobs\[^{107}\]: 0
Potential gross increase in retail floorspace: 0 sqm.

\[^{106}\] Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
\[^{107}\] See Employment Land Review 2010
6. PARK ROYAL

Policy References: See Final Proposals 1.2 (j), 3.1, 3.3, 3.4, 3.7 and 4.4.

Context: Park Royal is Europe’s largest industrial estate and the principal industrial area in West London and lies roughly equidistant between Central London and Heathrow Airport. It extends to 700 hectares and straddles three boroughs: Brent, Ealing and Hammersmith & Fulham. It accommodates a range of employment uses including manufacturing (in particular food processing), distribution, logistics, television and media with some 2,000 businesses employing 40,000 people. It benefits from good transport links to the A40 and A406 that both lead to the national motorway network and is well served by underground and overground rail services. Most of the area is also a Strategic Industrial Location. Within LB Ealing, Park Royal covers most of East Acton and part of Hanger Hill wards and straddles the A40. It includes the heart of Park Royal centred on the junction of Coronation Road, Acton Lane and Park Royal Road that is defined as a neighbourhood centre within the overall hierarchy of shopping centres in the borough and includes a large supermarket store. It also includes one of four “gateways” to Park Royal - the Southern Gateway around North Acton station where there has been some recent high-rise development. The Park Royal area includes one designated conservation area around Old Oak Lane. Green and open space is limited but includes Twyford Abbey and its grounds (a listed building and heritage land, with both nature conservation and archaeological interest), North Acton Cemetery and along the Grand Union Canal and road and rail corridors. As a result the area suffers from severe local and district park deficiency. The borough’s only gypsy and traveller site is also located in Park Royal at Bashley Road.

The Future: Park Royal will remain the primary centre for industrial premises within the borough. There is likely to be a continuing shift from manufacturing to distribution and any further redevelopment will be market driven. Park Royal has been identified by the Mayor of London as an Opportunity Area108 with an overall indicative employment capacity of 14,000 jobs and a target of 1,500 new homes (including Brent, Ealing and Hammersmith & Fulham). The Park Royal Opportunity Area Planning Framework109 and Park Royal Southern Gateway Position Statement, each published in 2008, provides a shared vision for the coherent development of the area. New public open space will be provided on the Southern Gateway site, and public access to Twyford Abbey grounds will be achieved. As a priority site for biodiversity improvements North Acton Cemetery will be enhanced helping to alleviate deficiency in access to nature. The existing gypsy and traveller site at Bashley Road will be protected.

Potential net increase in residential units110: 1,500 (12%)
Potential net increase in office jobs111: 2,000
Potential gross increase in retail floorspace: 0 sqm.

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108 London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing with a mixed and intensive use of land and assisted by good transport accessibility.
110 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.
111 See Employment Land Review 2010
7. PERIVALE

Policy References: See Final Proposals 3.1, 3.2, 3.7, 3.8, 4.1 and 4.4.

Context: Comprising a single ward, Perivale is the smallest of the borough’s neighbourhoods. Although the area could be defined as being largely suburban and residential in character, there is some commercial presence within the ward. Notably Perivale Industrial Park is defined as a Strategic Industrial Location. Perivale centre itself is defined as a neighbourhood centre within the overall hierarchy of shopping centres in the borough and comprises a small parade of shops, consisting of a mix of convenience, comparison and service retailers. The ward also comprises a number of local centres, including a large out of centre food store (Hoover - Tesco). The Western Avenue (A40) and the railway line (Central Line) split the ward north-south. South of the A40 the ward is largely open in character and includes a large area of Brent River Park (Metropolitan Open Land). Other notable areas of open space include Ealing Central Sports Ground and Perivale Wood.

The Future: Perivale will not be a major focus for growth and investment in the borough unlike neighbouring Greenford District Centre. However, employment areas, notably Perivale Industrial Park, will be protected and safeguarded as a Strategic Industrial Location. Perivale’s status as a neighbourhood centre will be maintained and investment sought to enhance the vitality and viability of the centre, recognising its role in serving the local community. Green and open space will be protected and enhanced. Facilities at Ealing Central Sports Ground in particular will be enhanced, including the replacement/refurbishment of the pavilion and changing rooms. A sports hub will be established centred around Gurnell Pool with links into Perivale Athletics track. Infrastructure proposals include a replacement swimming pool at Gurnell, an expanded primary schools (on the Greenford/Perivale border), a children’s centre, creation of a sports hub (at Perivale Park) and traffic calming and streetscape improvements.

Potential net increase in residential units: 0 (0%)
Potential net increase in office jobs: 0
Potential gross increase in retail floorspace: 0 sqm.

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112 Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

113 See Employment Land Review 2010
8. SOUTHALL

**Context:** Southall is in the south west of the borough. It includes the five wards of Southall Green, Southall Broadway, Norwood Green, Dormers Wells and Lady Margaret. It is the most ethnically diverse area in the borough. Southall is famous for its Asian culture and has the largest Asian shopping centre in the capital. Southall continues to be home to new communities – with more recent migrants from Somalia, the Middle East and Europe. The area is characterised by a relatively youthful population, lower rates of economic activity, higher levels of overcrowded households and parts of the neighbourhood have high relative levels of multiple deprivation. The Southall area includes three designated conservation areas, many statutory listed buildings, locally listed buildings, buildings of façade/group value and four archaeological interest areas. There is a particular shortage of open space in much of the area, particularly in Southall West, Southall Green and Southall Town Centre.

**The Future:** Southall has been identified by the Mayor of London as an Opportunity Area with an overall indicative employment capacity of 2,000 jobs and a target of 4,000 new homes. Southall will therefore be a major focus for growth and the regeneration effort will be concentrated in two main places:

1. Southall town centre – to regenerate the town centre and build upon “A Framework for Southall” published in 2008 and the “Southall Development Study” published in 2010. The catalyst for development is the creation of a new mixed-use community on the site of the former Southall Gas Works that will include a high quality mainstream retail offer. It will build on the success of the unique Asian specialism centred on the Broadway/South Road and lead to an intensifying of development around the newly constructed Crossrail station at Southall station. Southall town centre will be reconfigured and maintained as a major shopping centre whilst King Street will be rebranded as a neighbourhood shopping centre.

2. Havelock area - The redevelopment of the estate presents a significant – although complex - opportunity for the redevelopment of Southall and could act as a catalyst for the development of the surrounding multiple land opportunities, including the under-used industrial land.

Employment land at Great Western Industrial Park and International Trading Estate (except for units along Johnson Street) will be protected. Infrastructure proposals include new health facilities, redeveloped High School (Dormers Wells), measures to reduce congestion and a Crossrail station. New Public Open Space will be established as part of the Southall Gas Works redevelopment. Spikesbridge Park will be enhanced to achieve District Park status, with links formed across the canal to Hillingdon. As a site of Strategic Importance for sports, facilities at Warren Farm will also be improved. Southall Park (currently a site of local importance) will be enhanced to Borough Grade Level Importance for nature conservation, addressing deficiency in access to nature.

- **Potential net increase in residential units**: 4,300 (35%)
- **Potential net increase in office jobs**: 0
- **Potential gross increase in retail floorspace**: 24,000 to 32,000 sqm.

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114. London’s principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing with a mixed and intensive use of land and assisted by good transport accessibility.

115. Based on sites identified as ‘Main’ sites in the Development Sites DPD (i.e. not including all ‘Extra’ sites) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.2: Housing” for a calculation breakdown.

116. See Employment Land Review 2010
## Appendix Four: Infrastructure Delivery Schedule

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<th>Infrastructure Category</th>
<th>Planned provision</th>
<th>Supply and demand issues (including out of Borough provision)</th>
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<th>2015-2020</th>
<th>2020-2025</th>
<th>Location</th>
<th>Lead agency</th>
<th>Other partners</th>
<th>Delivery mechanism</th>
<th>Cost (if known)</th>
<th>Further information</th>
<th>Risk / contingency</th>
<th>LDF Site?</th>
<th>Link with LBE Property Strategy</th>
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<tr>
<td><strong>Education</strong></td>
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<td>Strategy Phase 3 –</td>
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<td>Sufficiency Assessment to provide sufficient pre-school</td>
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<td>4 Children’s Centres</td>
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<td>at Hathaway Primary</td>
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<td>programme, with a full assessment to be undertaken in 2011</td>
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<td>West Twyford PS,</td>
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<td>Education</td>
<td>Secondary Schools expansion and new build programme. Planning for 8FE new school and 8FE in rebuild / remodelled schools. Possibility of additional site needed post-2018.</td>
<td>9FE needed by 2017/18, 14FE needed by 2019/2020. Uses the approved GLA school roll methodology. LBE is both an importer and exporter of secondary school pupils. These movements are integrated into the pupil planning projections methodology.</td>
<td>✓</td>
<td></td>
<td></td>
<td>New School in Greenford - site secured but no BSF funding to deliver.</td>
<td>LBE and Local Education Partnership</td>
<td>TBC.</td>
<td>£276m.</td>
<td>Risk to national BSF programme realised - potential requirement to revisit development quantities in Development Strategy. Planning risk in delivering the new school site, mitigated through close working with Development Management team.</td>
<td>Y</td>
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<td>Education</td>
<td>Post 16 education. Replacement Ealing Diploma and Education site may be required.</td>
<td>Post-16 education pathways are changing, as a result of compulsory education / training for all young people up to 18. There may be in and out migration for FE provision, depending on the courses offer. This will have an impact on service provision rather than infrastructure provision.</td>
<td>✓</td>
<td>TBC</td>
<td></td>
<td>TBC</td>
<td>LBE 14-19 Partnership</td>
<td>TBC. Possibly to include Skills Funding Agency or Young People’s Learning Agency</td>
<td>Ealing 14-19 Partnership</td>
<td>TBC</td>
<td>If new site not deliverable, then possibility of extending lease at existing site may be required, TBC If not in current strategy could be factored into next version?</td>
<td>Y</td>
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<td>Health</td>
<td>Southall Network: Southall Broadway, Jubilee Gardens, Featherstone Hub Health Centre. Ealing &amp; Hanwell Network: Mattock Lane Health Centre, Ealing Hospital Integrated Care Centre, Possible other ‘spokes’ linked to town centre developments. Greenford, Northolt, Perivale Network: New health services needed to reduce health inequalities, resolve issues with current health estate, respond to changing national and regional health policy context, and meet changing population demands of the Borough. There are some cross-borough movements particularly at the edge of the Borough. Of particular note is the North Eastern boundary close to Park Royal, where the PCT is in discussion to ensure the Central Middlesex.</td>
<td>Borough-wide NHS Ealing LBE, local GPs</td>
<td>TBC</td>
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<td>NHS Ealing LIFT Company – Building Better Health (West London) Ltd.</td>
<td>£13.3m capital £4m revenue Subject to revision post white paper July 2010</td>
<td>Ealing Joint Strategic Needs Assessment, NHS Ealing Strategic Plan, NHS Ealing Estates Strategy</td>
<td>Financial risk affecting the delivery of new facilities. Contingency – detailed financial analysis through the Strategic Plan. Risk to delivering sites. Contingency is to work closer with LBE as planning authority and partner delivery agent for some schemes.</td>
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<td>Featherstone Hub Westway Cross, Acton Integrated Care centre</td>
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<td>Culture, Sports &amp; Leisure</td>
<td>Swimming Pools: Improved facilities in Acton pool as part of Town Hall redevelopment project (either 25m or 50m pool plus learning pool). Improvements to Gurnell pool as part of an improvement project (50m pool plus learning pool).</td>
<td>✓ ✓</td>
<td>Acton and Gurnell Pools.</td>
<td>LBE</td>
<td>LBC Capital Programme</td>
<td>TBC</td>
<td>LBE Aquatic Strategy</td>
<td>Y</td>
<td>Improvements to Acton pool as part of Acton Town Hall project: Gurnell pool improvement project</td>
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<td>Culture, Sports &amp; Leisure</td>
<td>Sports Halls: 5 new sports hall planned through the BSF programme: Cardinal Wiseman, Elthorne Park, Villiers High, Drayton Manor, and New School. Only the Cardinal Wiseman sports hall will progress until the Government's Education spending review is complete.</td>
<td>There is currently some unmet demand (equating to 8 Badminton Courts), plus only 57% of demand is met within the Borough, Taking into consideration planned additional supply there is still some unmet demand in the SE / Acton area equating to 5 Badminton Courts. There are significant importing and exporting of demand for sports and leisure provision, which is calculated into the Sport England Model.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>GNW, Ealing/Hanwell, Southall,</td>
<td>LBE Environment and Leisure</td>
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<td>Culture, Sports &amp; Leisure</td>
<td>Sports Pitches</td>
<td>Sports Hub</td>
<td>Addresses need to improve quality of provision in the Perivale area</td>
<td>✓</td>
<td>✓</td>
<td>-</td>
<td>GNP</td>
<td>LBE Environment and Leisure</td>
<td>LBE Capital Programme</td>
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<td>Deliver coordinated through PS</td>
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<td>Transport</td>
<td>Mayors Transport Strategy / Sub-Regional Transport Plan proposals: Crossrail 1, GW Line improvements, Piccadilly Line upgrades, Bus network development, Cycling initiatives, Improved road management</td>
<td>Challenges for the transport system: Support population and employment growth, especially in town centres and employment areas, Improve PT access in areas of poor accessibility and where there is congestion, Improve efficiency &amp; traffic flow, manage congestion, Quality of life, safety, security – streetscapes, public realm, noise/air pollution. Due to the strategic nature of transport cross-borough movement is a significant factor. These movements are considered by both the modelling process and strategy / policy formulation.</td>
<td>✓</td>
<td>✓</td>
<td>Borough-wide</td>
<td>TFL</td>
<td>LBE, Network Rail, Crossrail, WestTrans</td>
<td>Mayors Transport Strategy, West-London Sub-Regional Transport Plan</td>
<td>TBC</td>
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<tr>
<td>Transport</td>
<td>LDF / LBE Transport Schemes – final programme TBC: North London Line Improvements, High frequency bus route between Ealing and Wembley Park via Park Royal, West London Orbital, Greenford Branch line improvements, Extension of overground – Greenford – Ruislip, Bus service improvements, A40 Freight Link, Southall Bridge widening, Station improvements, Crossrail station investment.</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>Borough-wide</td>
<td>LBE</td>
<td>TFL, WestTrans, Network Rail, Crossrail</td>
<td>Various funding streams. MTS, planning obligations, LBE Capital funding,</td>
<td>TBC</td>
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Transport Challenges for the transport system: Support population and employment growth, especially in town centres and employment areas, Improve PT access in areas of poor accessibility and where there is congestion, Improve efficiency & traffic flow, manage congestion, Quality of life, safety, security – streetscapes, public realm, noise/air pollution. Due to the strategic nature of transport cross-borough movement is a significant factor. These movements are considered by both the modelling process and strategy / policy formulation.

- Challenges for the transport system: Support population and employment growth, especially in town centres and employment areas, Improve PT access in areas of poor accessibility and where there is congestion, Improve efficiency & traffic flow, manage congestion, Quality of life, safety, security – streetscapes, public realm, noise/air pollution. Due to the strategic nature of transport cross-borough movement is a significant factor. These movements are considered by both the modelling process and strategy / policy formulation.

- Level of funding available from TfL currently uncertain. Next steps are to review the priorities and projects in line with resources available. Specific risk to delivery of Crossrail. Non-delivery of Crossrail, cutback in number of stations and/or reduced service frequency may require a review of the growth targets in the Development Strategy 2026 and site allocations.

- Uncertainty regarding funding. Subsequent versions of the Development Strategy 2026 will revise list of priority projects in relation to expected resources available.

- Sites may be required for station investment projects.
<table>
<thead>
<tr>
<th>Infrastructure Category</th>
<th>Planned provision (including out of Borough provision)</th>
<th>Supply and demand issues</th>
<th>Location</th>
<th>Lead agency</th>
<th>Other partners</th>
<th>Delivery mechanism</th>
<th>Cost (if known)</th>
<th>Further information</th>
<th>Risk / contingency</th>
<th>LDF Site?</th>
<th>Link with LBE Property Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Local Implementation Plan (LIP) Corridors and Neighbourhoods programme (costs for 2010-11 only): Corridors: £2.4m, Neighbourhoods: £1.1m, Area based schemes: £910k, Smarter Travel: £566k, Road maintenance: £416k, Local transport funding: £100k</td>
<td>✓</td>
<td>Borough-wide</td>
<td>LBE</td>
<td>TfL</td>
<td>Local Implementation Plan funding</td>
<td>£5.43m</td>
<td>LBE LIP 2010/11</td>
<td>Funding approved.</td>
<td>N</td>
<td></td>
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<tr>
<td>Waste</td>
<td>Waste facilities as determined through the West London Waste Plan (WLWP)</td>
<td>Waste targets set through the London Plan, with the WLWP determining the waste processing methods for meeting these targets. Waste is planned for on a joint-Borough basis with West London Authorities for the joint management of waste.</td>
<td>Locations for waste processing to be determined by the WLWP</td>
<td>West London Waste Authority (WLWA)</td>
<td>LBE</td>
<td>WLWA to enter into a contract with an approved partner to provide a waste processing contract</td>
<td>Contract details to be determined by the WLWP</td>
<td>WLWP</td>
<td>Y</td>
<td></td>
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<tr>
<td>Energy, Utilities &amp; Physical Infrastructure</td>
<td>District heat and power network</td>
<td>TBC</td>
<td>Borough-wide</td>
<td>National Grid operates the gas and electric network. No supply and demand constraints have been identified in relation to the expected growth in the Borough over the plan period. This is to be confirmed with local energy suppliers.</td>
<td>N/a</td>
<td>National Grid</td>
<td>Local energy suppliers</td>
<td>N/a</td>
<td>Low risk. Any changes in development quantum will be negotiated with National Grid to ensure there is sufficient capacity in the gas and electricity network.</td>
<td>N</td>
<td></td>
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<tr>
<td>Infrastructure Category</td>
<td>Planned provision (including out of Borough provision)</td>
<td>Supply and demand issues</td>
<td>2010-2015</td>
<td>2015-2020</td>
<td>2020-2025</td>
<td>Location</td>
<td>Lead agency</td>
<td>Other partners</td>
<td>Delivery mechanism</td>
<td>Cost (if known)</td>
<td>Further information</td>
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<tr>
<td>Energy, Utilities &amp; Physical Infrastructure</td>
<td>Water – Thames Tunnel Project</td>
<td>The Thames Tunnel is required to replace ageing infrastructure to provide safe clean drinking water and sewage disposal</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Small site may be required in the Borough on Thames Water owned land</td>
<td>Thames Water</td>
<td>Thames Water Capital Programme</td>
<td>Thames Water</td>
<td>Risk to delivery of overall project may require contingency from Thames Water to ensure a sewage and potable drinking water service can be delivered.</td>
<td>N</td>
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<tr>
<td>Emergency Services</td>
<td>Police: Additional neighbourhood police bases may be needed as part of major developments. Additional office space is likely to be required at a future date. Floorspace levels have yet to be determined. May also require a new centralised police patrol base and custody centre</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>TBC</td>
<td>Metropolitan Police</td>
<td>TBC</td>
<td>Financial risk in relation to realisation of assets as part of Asset Management Plan. This would trigger a review of the scope or timing of infrastructure requirements.</td>
<td>TBC</td>
<td>TBC (Check PS info on this)</td>
<td>In future to consider police requirement s (Check PS info on this)</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Ambulance Service and Fire Service</td>
<td>TBC</td>
<td></td>
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For further copies of this document or any of Ealing’s local development framework documents, please contact:

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