DEVELOPMENT STRATEGY 2026 – INITIAL PROPOSALS
1st SEPTEMBER 2009

2026
Development Strategy
Initial Proposals
September 2009

EALING
LONDON

www.ealing.gov.uk
Executive Summary

By 2026, we expect that:

- our housing stock will have grown to accommodate our projected growth in population through new developments in our town centres, re-modelling of our housing estates and the redevelopment of Southall Gasworks;

- 97% of our major residential development will fall within the Uxbridge Road / Crossrail and A40 /Park Royal corridors;

- we will have enhanced existing and created new successful places and communities that have the necessary physical, social, community and green infrastructure and services;

- by developing a clear infrastructure delivery plan we will encourage investment that allows our residents to travel north-south across the borough with greater ease and ensure that any new public transport feeds directly into Crossrail;

- as a borough we will be able to recycle as much waste product as we create;

- 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;

- our pattern of green and open spaces will not only have been protected but enhanced; and that,

- the borough will comprise a range of prosperous, cohesive and sustainable communities developed on the basis of balanced growth, protection and greening.
# Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Summary</td>
<td>2</td>
</tr>
<tr>
<td>Contents</td>
<td>3</td>
</tr>
<tr>
<td>List of Maps</td>
<td>4</td>
</tr>
<tr>
<td>List of Appendices and Background Papers</td>
<td>5</td>
</tr>
<tr>
<td>Preface</td>
<td>6</td>
</tr>
<tr>
<td>Key Diagram</td>
<td>8</td>
</tr>
<tr>
<td>1. Vision for Ealing 2026</td>
<td>10</td>
</tr>
<tr>
<td>2. Development in the Uxbridge Road / Crossrail Corridor</td>
<td>21</td>
</tr>
<tr>
<td>3. Development in the A40 Corridor &amp; Park Royal</td>
<td>29</td>
</tr>
<tr>
<td>4. Enhancing Residential Hinterlands &amp; North-South Links</td>
<td>35</td>
</tr>
<tr>
<td>5. Protecting and Enhancing Ealing’s Green and Open Spaces</td>
<td>43</td>
</tr>
<tr>
<td>6. Ensuring Sustainable Delivery</td>
<td>50</td>
</tr>
</tbody>
</table>
## List of Maps

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Key Diagram</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Housing &amp; Employment Sites in Ealing &amp; The Development Corridors</td>
<td>12</td>
</tr>
<tr>
<td>3</td>
<td>Development Proposals for Acton</td>
<td>17</td>
</tr>
<tr>
<td>4</td>
<td>Development Proposals for Hanwell and Ealing</td>
<td>18</td>
</tr>
<tr>
<td>5</td>
<td>Development Proposals for Southall</td>
<td>19</td>
</tr>
<tr>
<td>6</td>
<td>Development Proposals for Northolt, Greenford and Perivale</td>
<td>20</td>
</tr>
<tr>
<td>7</td>
<td>Hinterlands in Ealing</td>
<td>37</td>
</tr>
<tr>
<td>8</td>
<td>Approved &amp; Proposed Transport Improvements in Ealing</td>
<td>42</td>
</tr>
<tr>
<td>9</td>
<td>Green &amp; Open Spaces in Ealing</td>
<td>45</td>
</tr>
<tr>
<td>10</td>
<td>Community Facilities in Ealing</td>
<td>53</td>
</tr>
<tr>
<td>11</td>
<td>Strategic Diagram for West London (from London Plan)</td>
<td>58</td>
</tr>
<tr>
<td>12</td>
<td>Public Transport Accessibility Levels in Ealing (from London Plan)</td>
<td>61</td>
</tr>
</tbody>
</table>
List of Appendices

| Appendix One – Local Development Framework: Timetable & Process | 56 |
| Appendix Two – A Note on London Plan Targets | 57 |
| Appendix Three – A Note on Public Transport Improvements | 62 |
| Appendix Four – Car Parking Standards for New Development | 63 |

List of Background Papers

1. Population and Household Projections
2. Ealing’s Economy
3. Housing
4. Infrastructure Planning and Delivery
5. Community Consultations and Evidence Base Audit Trail
Preface

Ealing is a fantastic place to live and work. It is the third largest London borough in terms of its population with 305,000 people (126,600 households) and is one of the most ethnically diverse communities in the country. If Ealing were classified as a city it would be the 12th largest in England & Wales. Local analysis shows the official population is an underestimate and that the number of households in Ealing borough in 2009 is approximately 139,600 and demand from people to be able to live in the borough is forecast to continue to grow.

New homes are needed in Ealing to accommodate the borough’s projected increases in population. There is a shortage of 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 London with over 11,000 businesses and the third highest rate of VAT registrations in London. Nearly 150,000 people work in the borough including 56,000 who commute from outside the borough. There are few places in London with a comparable employment base and 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 corridor – is excellent. The challenge within these corridors is the capacity of the transport system. Five new Crossrail stations are planned for Ealing opening in 2017, 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. The planning of new homes and places of work is sensitive to these transport matters.

New jobs, transport infrastructure, schools, healthcare facilities, open space, public utilities and other community and recreation 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, it improves the quality of an area, it does not squeeze out local businesses or community facilities needed in the area, it 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.

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1 Based on 2001 census data, usual resident population, table KS01 from a comparison of urban sub-areas.
2 Ealing 2026 Background Paper No 1 – Population and Household Projections.
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, its location, highly qualified work-force, excellent transport links and its environmental quality.

There will be significant change in Ealing over the next 17 years with major new opportunities and challenges that need to be planned for. Crossrail will provide a major impetus for growth and development. Other considerations in planning for the future of the borough include 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.

This Development Strategy 2026 will guide the development of Ealing as an attractive place to live and work at the heart of West London. The vision is to harness opportunities for growth and development and promote improvement in appropriate locations. These locations are primarily along the A40 and the Uxbridge Road / Crossrail corridors – these two east-west corridors include Ealing’s town centres, Park Royal Industrial Estate (the largest in Europe) and the five new Crossrail stations. Plans for growth will allow the borough to enhance its green space and to insist on the highest standards for its community facilities and urban environments so that Ealing continues to be a successful and high quality place to live and to work. Wherever development is proposed, the Council is committed to excellence in urban design and to plan for proper investment in the schools, health centres, transport, public utilities and other facilities needed by Ealing’s growing population.

This Development Strategy 2026 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 for the Borough’s growing population;
- 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.

What do you think? What would you like Ealing to be like in 2026?

Ealing Council invites you to participate in these plans for the future of Ealing. Consultation meetings and events are planned between September 4th and October 16th 2009. More information about the process can be found in Appendix One and at: www.ealinginlondon.com.

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4 Ealing LDF Core Strategy Review – Shared Intelligence – March 2009
CHAPTER 1:
VISION FOR EALING 2026

The spatial vision for Ealing in 2026 is to maintain and enhance existing and create new successful and sustainable places and communities with the required services and infrastructure to support them - local shops, schools, play facilities, open space, health facilities, utilities etc. The spatial vision supports the overarching vision and goals for Ealing set out in Ealing’s Sustainable Community Strategy:\(^5\):

- 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).

The spatial vision for Ealing is set out below, together with commentary and proposals on how to deliver it. Map 1 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 and summary tables and pie charts show those sites with potential for housing and employment. More detailed proposals for each area are provided in the subsequent chapters of this Development Strategy.

Initial Proposal 1.1
Spatial Vision for Ealing 2026

(a) By 2026, provision of 14,115\(^6\) additional homes, and 1.1m sq metres of new employment floorspace to provide for a major share of the extra 109,000\(^7\) jobs needed in West London – maintaining Ealing as a successful borough at the heart of West London.

(b) Development of these new homes and business space will be primarily concentrated in –
- The Uxbridge Road / Crossrail corridor, - particularly focused in town centres and around key stations, in particular at Southall and
- The A40 corridor, focused around Greenford town centre, North Acton station, Park Royal and other industrial estates.

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\(^5\) 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/)

\(^6\) See Table 2 at Appendix Two and Ealing 2026 Background Paper No. 3 – Housing.

\(^7\) See Table 1 at Appendix Two.
(c) Improvement in north–south public transport linking the Uxbridge Road and A40 corridor
(d) Outside the corridors, protect and enhance suburban communities and improve public transport links to corridors
(e) Care for the borough’s historic character and ensure excellence in urban design.
(f) Protect the pattern of green spaces and green corridors, while ensuring that developments improve and add to green space.
(g) To ensure that the community facilities, transport infrastructure and services are provided in the borough where and when needed.

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. 14,115 new homes by 2026 are planned to accommodate the projected increase in population and households. 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, and 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 corridor – in the following places:

- Town centres within these corridors, in particular those with excellent transport connections and supply of available development sites – Ealing, Acton and Southall town centres.
- Other places with existing or future good public transport accessibility – the areas around Greenford Green, North Acton Station and Acton Mainline station.
- Municipal housing estates with potential for increased density through regeneration – South Acton Estate, Green Man Lane, Copley Close, Havelock Estate, etc.

Map 2 below shows housing and employment development sites together with the development corridors and relationship with Crossrail. The Development Strategy assumes the development of Crossrail and the five new Crossrail stations. 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 as set out in the Mayor of London’s Transport Strategy. There will need to be further proposals to enhance north–south movement where this will facilitate regeneration. Maps 3 to 6 show some of the key development proposals for different parts of the borough.

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8 See Ealing 2026 Background Paper No. 1 – Population and Household projections.
9 See Appendix 3 “Note on Public Transport Improvements” and the Mayor of London’s Transport Strategy.
Map 2: Housing & Employment Sites in Ealing & The Development Corridors
The strategy takes proper account of the need for environmental protection in appropriate localities in both growth corridors and 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. 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.

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.

Initial Proposal 1.2

**Delivery of the Vision for Ealing 2026**

(a) The council will review its affordable housing supplementary planning document to ensure that it is up-to-date, reflects the needs and aspirations of all our residents and gives us flexibility. We want to take a flexible borough-wide approach to the new provision of housing. We need to understand where local residents want to live; consider the density and mix of tenures for new schemes; and build mixed communities that meet a range of needs. This could mean reducing the concentrations of affordable housing in some parts of the borough and reducing the overall level of affordable housing to reflect deliverability in the current market. This review will run in parallel with consultation on the Development Strategy and any amendment to the policy will be reflected in the final submission proposals of this strategy.

(b) Provision to manage 562,000 tonnes of waste per annum, or arrangements in place to ensure that the pooled waste management requirements of Ealing, Brent, Harrow, Hillingdon, Hounslow and Richmond are accommodated within the 6 boroughs by 2020.

(c) Tall buildings are acceptable as landmark buildings in the right circumstances. Tall buildings should enhance the quality of the urban environment and will only be permitted when there is good public transport, social infrastructure and amenity space to serve them. Tall buildings will be directed towards parts of Acton, Ealing and Southall town centres, Hanger Lane Gyratory, Park Royal Gateways, and in accessible locations of a PTaL of 4 or more and within estates regeneration areas where they will be considered on their merits according to function, character and quality of urban design.
(d) Support opportunities 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.

(e) Provision of 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, and maintenance of an Infrastructure Requirements and Delivery Plan, indicating the timing and funding of infrastructure development.

(f) Provision of appropriate levels of car parking within development, based on the public transport accessibility level of the site, the travel plan submitted by the developer (promoting walking, cycling and public transport), parking needs in the locality, and the capacity of the transport network. The actual requirement will be within the maximum car parking provision allowable in outer West London (and as indicated at Appendix 4). The provision of underground car parking provides a practical means of meeting car-parking requirements whilst at the same time minimising any adverse impact on the local environment.

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.

It is therefore vital for the local authority to work closely with business, with its 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, and other measures to promote sustainable travel\textsuperscript{10}. In addition, the Council’s own Borough Transport Strategy 2009 is a key document.

The Council will work with the GLA to agree an affordable housing target and level of provision, using information gathered through the council’s Strategic Housing Market Assessment (SHMA)\textsuperscript{11} and commitments in the soon to be published Borough

\textsuperscript{10} See Appendix 3 – Note on Public Transport Improvements.

\textsuperscript{11} This will be published by the council in September 2009.
Housing Strategy\textsuperscript{12}. The justifications for any revision in the borough wide target will be set out in the final submission proposals of the Development Strategy.

In West London six Boroughs have joined together to plan for the management of future waste\textsuperscript{13}. 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. It will give priority to waste reduction, recycling and composting. The most recent information from official sources showed that West London currently produces just over 2 million tonnes of waste each year. This waste comes from homes, businesses, building sites, hospitals and other facilities. It is expected that this amount will increase to 2.8 million tonnes by 2025. At the moment 70\% is transferred to sites out of London.

Landmark 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). We recognise clearer guidance needs to be developed as to what constitutes a suitable location. More detailed policies will be contained within both the Development Sites and Management Policies documents.

With regards to flood risk, 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.

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 is being undertaken to identify the infrastructure required to deliver the strategy, who will provide it, where and when and this will be set out in an Infrastructure Requirements and Delivery Plan\textsuperscript{14}. This plan will help:

\begin{itemize}
  \item To direct the right level of employment growth and housing development in the right place.
  \item To bid for funding from other infrastructure agencies.
  \item To engage with infrastructure funding providers and deliver the right levels of infrastructure for growth.
\end{itemize}

\textsuperscript{12} This report is due to be considered by Cabinet in September 2009.
\textsuperscript{13} 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 2025. 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.
\textsuperscript{14} See Ealing 2026 Background Paper No 4 – Infrastructure Planning & Delivery
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 on infrastructure provision in Chapter Six.

The proposals relating to car-parking standards arise from policies approved by the Council in June 2007. These were tested at public consultation on the local development framework documentation published in that year. Having considered the views expressed, it is now proposed that UDP car parking standards for key forms of development should be withdrawn. The intention is to replace them with new standards set out at Appendix 4. Some of the UDP text (references to disabled car users, cyclists, service vehicles, dimensions for parking spaces and layout of parking areas) would be retained and incorporated into new parking standards. The new proposals indicate parking levels that are less restrictive than the UDP, but remain within the strategic context provided by the London Plan. Developers will of course be expected to contribute to proposals to encourage use of public transport, cycling and walking.

It is anticipated that further work will be required to refine policies on all aspects of car parking and this will need to take into account the review of the London Plan. The Mayor intends to set out a parking regime which balances the environmental desirability of reducing car use with the need to provide viable development in town centres while recognising that many people will continue to travel by car. The Mayor also proposes to promote increased and more widespread use of electric vehicles, for example, by securing charging points in car parks through parking standards.

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.
Mapping the Borough

Map 3: Development Proposals for Acton
Map 4: Development Proposals for Hanwell and Ealing

KEY

- High Schools
- Primary Schools
- Special Schools
- Hospital
- GP Locations
- Leisure Facilities
- Library
- Potential Housing Sites
- Conservation Areas
- Neighbourhood Area (centre point)
- Proposed Improvement to Transport Stations and Interchanges
- Proposed Improvement to Transport Links
- Potential Employment Sites
- Green Space
- Town Centres
- CrossRail Route

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Development Proposals for Hanwell and Ealing
Map 5: Development Proposals for Southall

KEY

- High Schools
- Primary Schools
- Special Schools
- Hospital
- GP Locations
- Leisure Facilities
- Library
- Potential Housing Sites
- Conservation Areas
- Neighbourhood Area (centre point)
- Proposed Improvement to Transport Stations and Interchanges
- Proposed Improvement to Transport Links
- Potential Employment Sites
- Green Space
- Town Centres
- CrossRail Route

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Map 6: Development Proposals for Northolt, Greenford and Perivale

**KEY**
- High Schools
- Primary Schools
- Special Schools
- Hospital
- GP Locations
- Leisure Facilities
- Library
- Potential Housing Sites
- Conservation Areas
- Neighbourhood Area (centre point)

- Proposed Improvement to Transport Stations and Interchanges
- Proposed Improvement to Transport Links
- Potential Employment Sites
- Green Space
- Town Centres
- CrossRail Route

Development Proposals for Northolt, Greenford and Perivale
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.

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 Ealing15.

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

(a) By 2026, development of over 9,36416 extra housing units (85% of the borough’s total net increase in housing development).
(b) By 2026, development of over 450,000 sqm of business floorspace (42% of the borough’s total increase).
(c) To supplement the introduction of Crossrail, improvements in bus services and capacity along the Uxbridge Road corridor.
(d) To ensure sensitive development management of localities within the corridor so as to achieve a proper balance between those localities being promoted and/or regenerated (as specified in Initial Proposals 2.2-2.9) and those areas of low growth that will retain their existing character and where the priority will be the conservation of the built and natural environment.


16 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
(e) To re-configure the boundaries of Southall Town Centre 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.

(f) To reaffirm the boundaries of Ealing, Acton, Greenford and Hanwell town centres and consolidate the core designated retail frontage within them to help ensure the vitality and viability and future sustainability of each town centre.

The corridor is defined with an approximate boundary of 1 km either side of the Uxbridge Road (roughly a 12 minute walk). It includes Acton, Ealing, Hanwell and Southall town centres, several municipal housing estates and five new 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 have 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 following proposals relate to different parts of the Uxbridge Road / Crossrail corridor:

**Initial Proposal 2.2**

**Regenerate Acton Town Centre**

(a) Development of 3,000 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.

(b) Provision of 586 additional mixed tenure homes; allowing residential and other uses on Uxbridge Road, east of the old town hall.

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

(d) Provision of a new public transport interchange, including a Fastbus service between South Acton, the town centre, Acton Main Line (Crossrail) station, Park Royal and Wembley; improvement of pedestrian and cycle access to and from South Acton estate; retention of existing levels of town centre parking in Acton.

(e) Creation of 2.27ha new open space, including children’s play space; improvement of existing open spaces and links to Acton Park and play facilities in Woodlands park.

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17 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
The initial 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 2007 LDF Issues and Options consultation and the Acton Town Centre consultation in the summer of 2008.

Initial Proposal 2.3

Regenerate South Acton

Regeneration to achieve an attractive and popular residential locality, integrating the municipal and owner occupied residential areas and creating easy access to Acton town centre. This will lead to the provision of 1600\(^{18}\) additional mixed tenure homes, 4212 sq m of gross business floorspace and 235 potential jobs.

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 as a place to live and with the management of homes, and performs poorly on socio-economic measures.

The Council’s Estates Review Report\(^{19}\) 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.

Initial Proposal 2.4

Regenerate the Acton Main Line station area

(a) Renewal of the station and bus interchange facilities (including with Fastbus).
(b) Mixed use regeneration of the area to the south of the station.
(c) Retention of 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.

\(^{18}\) Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.

\(^{19}\) See report to Ealing Council Cabinet "Estates review report and regeneration strategy", February 26th, 2008.
The initial proposals seek to explore the development opportunities surrounding the station in association with the new 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 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 a bus interchange on the bridge. Further studies will be undertaken to examine and help realise the development potential of this area.

**Initial Proposal 2.5 Regenerate Ealing Town Centre**

<table>
<thead>
<tr>
<th>(a) Development of 21,000sqm retail; 100,000sqm of replacement and new office space, including at:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Dickens Yard,</td>
</tr>
<tr>
<td>• Arcadia,</td>
</tr>
<tr>
<td>• Lammertons and Ealing Broadway Centre, and</td>
</tr>
<tr>
<td>• In the office quarter along the Uxbridge Road.</td>
</tr>
</tbody>
</table>

| (b) Development of the different quarters of the town centre in the light of their different roles and characteristics and assessment of the best distribution of development to match the needs of the catchment population. |

<table>
<thead>
<tr>
<th>(c) Urban design - enhancement of historic buildings and frontages that contributes to character and appearance; including:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• the introduction of new town squares and public spaces;</td>
</tr>
<tr>
<td>• the encouragement of varied building heights in response to the surrounding scales and features with landmark buildings in gateway locations; and,</td>
</tr>
<tr>
<td>• the development of a “boulevard” along the Uxbridge Road with an increase in the number of street trees, other planting and active ground floor frontages.</td>
</tr>
</tbody>
</table>

| (d) Regeneration of the stations at Ealing Broadway and West Ealing building on the Crossrail proposals, including enhanced bus interchange facilities and facilities for cycling and walking to and from the town centre. |

| (e) A range of cultural, social & community facilities, including a new health centre, and other infrastructure projects such as a centralised energy facility; also improvements to the Questors Theatre in conjunction with development of a neighbouring site with an Uxbridge Road frontage and improvements to Ealing Town Hall. |

| (f) This will lead to the provision of 1,917\(^{20}\) additional mixed tenure homes, 153,812 sq m of gross business floorspace and 6,535 potential jobs. |

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\(^{20}\) Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
The purpose of promoting improvements at Ealing Town Centre is to enhance that centre’s role as one of London’s top ten ‘metropolitan centres’. The metropolitan centre comprises different quarters, different roles and characteristics including:

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

In May 2008, the council published “The Spatial Development Framework for Ealing Metropolitan Town Centre” produced by a team of consultants led by Tibbalds Planning and Urban Design to explore the potential of Ealing Town Centre. This strategy will help guide and inform the development of the town centre over the plan period.²¹

**Initial Proposal 2.6**

**Regenerate the Green Man Lane Estate**

Regeneration to 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 282²² additional mixed tenure homes.

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 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.

Comprehensive redevelopment was confirmed as the most appropriate solution in January 2008²³, 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.

²¹ See [http://www.ealing.gov.uk/services/regeneration/town_centre_and_area/ealing.html](http://www.ealing.gov.uk/services/regeneration/town_centre_and_area/ealing.html)

²² Based on identified potential from ‘large’ sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.

²³ See report to Ealing Council Cabinet “Green Man Lane Regeneration Project”, January 28th, 2008.
Initial Proposal 2.7
Enhance & Consolidate Hanwell Town Centre

(a) Enhancement of the historic buildings and frontages that contributes to the character and appearance of the town centre,
(b) Consolidation of the town centre to meet the retail needs of the Hanwell district.
(c) Station improvements, including opening southern access for easier access to The Broadway and to enable Crossrail; improved facilities for cyclists.
(d) Promotion of improvements in the street scene, to local green space and to private forecourts and parking provision.
(e) This will lead to the provision of 45\(^{24}\) additional mixed tenure homes, 8,000 sq m of gross business floorspace and 100 potential jobs.

The initial 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, 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 and improvements to Hanwell station.

Initial Proposal 2.8
Regenerate Southall Town Centre

(a) Re-configuration of Southall Town Centre so that major retail development on the Southall Gas Works site is incorporated, and will provide a high quality mainstream retail offer to complement the Asian offer elsewhere within the centre; provision of town centre parking on the Southall Gas Works site with package of bus access improvement measures so that visitors can visit other parts of the centre; removal of area south of The Green from the town centre.
(b) Promotion of The Broadway, South Road and The Green as an ‘Asian Gateway’, with strong cultural offer for banqueting, conferencing, festivals and performing arts, along with Asian retailing and restaurants.
(c) Regeneration of Southall station with good interchange facilities; widening of South Road bridge to facilitate bus movement; high quality pedestrian environment; high densities appropriate for development in the vicinity, subject to improvement of physical

\(^{24}\) Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
- Additional community facilities – new community hub, including library, health centre; extended schools facilities; new two or three form entry primary school, with community access.

- On the Southall Gas Works site, provision of up to 2,618 new homes, with a balance of market and affordable housing, and family housing with bigger unit sizes to reflect household characteristics in Southall and the borough’s housing needs.

- This will lead to the provision of 3,711 additional mixed tenure homes and 222,650 sq m of gross business floorspace and 5,665 potential jobs.

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.

At the Southall Gas Works site, up to 2,618 new homes will be provided, 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. Further work is being undertaken to determine the precise configuration of the Southall Town Centre boundary.

**Initial Proposal 2.9**

**Regenerate the Havelock Area**

- Redevelopment and refurbishment of the Havelock estate at a higher density, related to improved public transport accessibility. This will lead to the provision of 193 additional mixed tenure homes.

- Amendments to Metropolitan Open Land boundaries at Glade Lane, to improve overall quality of Southall’s green space and with no net loss in open space. Upgrade the security of the existing park between railway and canal, introduce new residential

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25 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.


27 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
development and canal development with residential moorings, workshops and facilities.

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

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, so it is 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. Whilst this will necessitate amendments to MOL boundaries there will be no overall net loss in open space and 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.

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28 This will ensure no conflict with Initial Proposal 5.2 below that seeks to protect and enhance MOL. Further information is contained in the council’s Issues & Options for Development Management Policies and more detailed proposals will emerge in the Development Sites DPD.
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.

Ealing’s north-eastern fringes contain Park Royal (Europe’s largest industrial business park covering 650 acres) and its proximity to Heathrow Airport (8 miles to the west of Ealing) help sustain a substantial portion of London’s industry and commerce together with 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:

Initial Proposal 3.1
Realising the potential of the A40 Corridor & Park Royal

- (a) By 2026, development of 1,363 additional homes (12% of the boroughs’ net gain in housing) and over 360,092 sqm of extra business floorspace (33% of the borough’s total increase).
- (b) Within the Corridor, achievement of an appropriate balance between localities for regeneration and those localities which merit conservation of the built and natural environment.

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 1km of the A40.

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

29 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
and green space with business land, and includes Greenford Town Centre as well as other neighbourhood shopping centres and transport interchanges. The Development Strategy differentiates between efforts to promote regeneration and to conserve the built and natural environment.

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

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

(a) Retention and attraction of new business development along the A40 Corridor by retaining a sufficient supply of industrial land, and encouraging sustainable, commercial development and improvements to access and amenity.

(b) Promotion of Greenford to A40 freight road link, so that heavy vehicles are diverted from roads with residential frontages.

(c) Promotion of use of the Grand Union Canal for freight transport.

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.

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.

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 five). Proposals to improve public transport links from the residential hinterlands to these employment opportunities are indicated in chapter 4.

Initial Proposal 3.3
**Promote Business & Industry in Park Royal**

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

(b) Development of 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.

(c) Location of 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.

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 produces a planning framework for the area. The initial 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 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 key project is development of an interchange station linking Park Royal Piccadilly line station with the Central Line, adjacent to the A40. A project for later years 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 (Gipsy 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.

Initial Proposal 3.4
Southern Gateway

(a) 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.

(b) An important focal point for business in its own right, with some 3000 jobs, in offices, storage and distribution, retail and creative/media sector.

c) 975 residents in a place where residents choose to live, because it is convenient and has good facilities and a decent environment.

d) Redevelopment of 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 & the wider Park Royal area, and a bus interchange including a stopping point for Fastbus.

e) A network of green space, with safe, attractive footpaths and featuring at least two new public open spaces.

Southern Gateway is already a mixed-use development area including high density housing. This initial proposal covers the area in and around the traffic gyratory at Gipsy 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.

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.

Initial Proposal 3.5

Greenford Town Centre

Development of schemes to create attractive and safe town centre environment, new bus interchange, and additional retail development. This will lead to the provision of 121 additional mixed tenure homes.

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31 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.

32 Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
These initial proposals reflect the opportunities and improvements offered by the Good for Greenford Town Centre Regeneration programme\textsuperscript{33} 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.

Initial Proposal 3.6

**Greenford Station & Westway Cross**

Promote the potential for high-density development on station and land to the north; preferred use – offices with some mixed uses including housing, leisure and community and 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 initial proposal takes forward policies in Ealing’s extant 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 initial 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.

Initial Proposal 3.7

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

(a) Promotion of 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.

(b) Park Royal neighbourhood shopping centre: enhancement of area around the ASDA superstore – pedestrian square, junction improvements, development of offices, restaurants and associated uses.

(c) Northolt Village centre: extend boundary to include new leisure and housing development, and south to Target Roundabout; improvements of centre especially at Eastcote Lane & Mandeville Road junction.

\textsuperscript{33} See LBE Cabinet reports: "Good for Greenford - Revitalising the Heart of Greenford" July 2007 & "Good for Greenford Update" May 2008 and LBE Area Committee Reports: Greenford Area Committee-Good for Greenford Update Sept 2007, Greenford Area Committee-Good for Greenford Update Nov 2007, Greenford Area Committee-Good for Greenford Update Jan 2008 and "Revitalising the Retail Heart of Greenford" - report by John Lockwood, Town Centres Consultant (Nov 2006).
The 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 initial proposal signals the improvements to the attractiveness of the centre, and of public transport links to and through the centre.

**Initial Proposal 3.8**

**Residential Neighbourhoods**

1. **Protection of 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.**

2. **Improvement of the existing travellers’ site at Bashley Road, Park Royal and consideration of additional provision in the context of the needs of the Gypsy, Roma and Traveller communities in West London.**

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).

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.
**CHAPTER 4: ENHANCING RESIDENTIAL HINTERLANDS & NORTH – SOUTH LINKS**

The residential hinterlands – and the one ‘business hinterland’ at Greenford Green – 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 take the form of 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.

**Initial Proposal 4.1**  
**Enhance Residential Hinterlands**

(a) By 2026, development of 339\textsuperscript{34} extra homes (3\% of the boroughs’ net gain in housing) and 274,100sqm of extra business floorspace (25\% of the of the borough’s total increase).

(b) 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) Enhancement of 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) Protection of 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 municipal housing estates, local shops and business premises.

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\textsuperscript{34} Based on identified potential from 'large' sites (10 units+) anticipated to come forward for development in the Development Strategy plan period (2011-26). See “Background Paper No.3: Housing” for a calculation breakdown.
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.

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.

The different suburban neighbourhoods in the residential hinterlands are as follows and are shown on Map 7 -

**Northolt**

1. The northern edge of Mandeville ward comprises Northolt Park, Fair View and Wireless Station estates, together with interwar market housing.

2. The southern edge of West End ward, comprising some interwar market housing and the Northolt Grange, Willow Tree Lane and Yeading Lane estates.

**Greenford**

3. North Greenford ward and part of Greenford Green north of the canal. The area includes owner occupied housing, and the estates at Wood End and Allen Court.

**Perivale**

4. Part of Perivale ward north of the Central Line. It comprises interwar market housing and estates at Buckingham Gardens and off Primrose Way.
Map 7: Hinterlands in Ealing

Residential Hinterlands
1. Northolt (North)
2. Northolt (South)
3. North Greenford
4. Perivale (North)
5. Greenford/Southall Borders
6. Norwood Green (South)
7. Harrow (North)
8. Harrow (South)
9. North Ealing
10. South Ealing
11. Acton Green - Bedfont Park

Regeneration Hinterland
12. Greenford Green (North)

Hinterlands in Ealing

- A40 corridor
- Uxbridge Road corridor
- 800m buffer at CrossRail Station
- Hinterlands
Southall

5. Southall / Greenford borders: a neighbourhood comprising Lady Margaret ward, a significant part of Dormers Wells ward and the part of Greenford Broadway ward around Greenford Depot. This neighbourhood comprises interwar market housing and the Mount Pleasant and Golf Links estates.

6. The part of Norwood Green ward south of the canal, and adjoining Norwood Road and Tentelow Lane. It comprises mostly market housing.

Hanwell

7. The northern part of Hobbayne ward, comprising interwar market housing, the Higher Lane estate west of Greenford Avenue, and Cuckoo Estate to the east.

8. The part of Elthorne ward south of Trumpers Way, comprising interwar market housing and the Townholm Crescent estate.

Ealing

9. The northern part of Cleveland ward, and mid parts of Hanger Hill ward (parts of the Cricket ground, Hanger Hill and Hanger Hill Garden Estate conservation areas. It includes the Copley Close and Gurnell Grove estates.

10. Northfield ward and the southern parts of Walpole and Ealing Common wards, comprising primarily Edwardian market housing, and including the St Paul’s Close, Village Park and North Road – South Road estates.

Acton

11. Acton Green and Bedford Park area in Southfield ward, comprising Victorian and Edwardian housing, and conservation areas.

Finally, there is one industrial area at Greenford Green and its regeneration is the subject of a separate proposal (shown on Map 7 at 12) and Horsenden Hill that is a site of regional importance for geodiversity and is part of the borough’s metropolitan open land.
Initial Proposal 4.2

Regenerate Greenford Green & Renew Employment Sites

Regeneration proposals on key sites – Butlers Wharf and GSK – for appropriate employment/mixed use; also development at the Westway Cross shopping centre and improved transport network, with links to A40 Corridor at Greenford station.

This proposal highlights the Greenford Green industrial area, and also refers to smaller employment sites throughout the hinterland area. Delivery of the regeneration proposals for Greenford Green will be facilitated by the forthcoming Development Sites document. The Development Management policy document will provide more detail on the proposals for suburban neighbourhoods. A statutory Proposals Map will accompany these documents in due course. Infrastructure improvement will be facilitated by the infrastructure planning process.

Initial Proposal 4.3

Regenerate Greenford Depot

Development of 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 five).

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.

Initial Proposal 4.4

Promote North-South Links

(a) Improvements to the North London Line stations and services in the borough.
(b) Introduction of a Fastbus route linking South Acton, Acton Town Centre, Acton mainline station, North Acton station and Wembley.
(c) New West London orbital underground line, from Surbiton through Ealing Broadway to north London.
(d) Improvement of rail services from Greenford station to West Ealing on the Greenford branch line.

(e) Extension of the rail services from Greenford station, alongside the Central Line to Northolt and on to Ruislip, and interchange with the Chiltern Line.

(f) 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) Greenford – A40 road freight link, taking heavy lorries off streets with residential frontages.

(h) 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, when traffic spills out into orbital roads as commuters seek 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 8 shows approved and proposed 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.

Proposals are well advanced for the east of the borough, with improvements to the North London (overground) line, the introduction of a dedicated Fastbus 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 ‘fastbus’ 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. 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 8: Approved & Proposed Improvements to Transport in Ealing

A North London Line Improvements
B Fastbus
C West London Orbital
D Greenford Branch Line Improvements
E Extension of Overground Line Greenford-Relief
F Greenford R/L Bus Service Improvements
G Greenford A40 Freight Link
H Northolt Bus Service Improvements
I Southill Bridge Widening
J Uxbridge Road Bus Service Improvements

1 Greenford Station
2 North Acton Station
3 Park Royal Interchange
4 Greenford TC Bus Interchange
5 Ealing Broadway Bus Interchange
6-10 Crossrail Stations

A40 corridor
Uxbridge Road corridor
CrossRail route
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% of the total borough’s land. Map 9 shows green and open space in the borough. There are some 10 miles of canals in the borough as well as the rivers Brent and Crane and other smaller rivers and tributaries.

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; form a habitat for wildlife; and are also important in addressing climate change forming an important carbon sink, and improving air quality.

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, and identify new green spaces is essential. Plans for building much needed housing and other development will not mean building on green space.

Initial Proposal 5.1
Protect and Enhance Metropolitan Green Belt

(a) Land in Northolt South
• Down Barns & Willow Tree Open Space: management for agriculture (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; 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.
• 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.

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

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

(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.

(c) Land along A406:
• Hanger Hill – development of a district park, encompassing the public park, former Fox Reservoir and playing fields; management of the remainder of the land for nature conservation, and beech planting alongside North Circular Road.
• Ealing Common – management for informal recreation, amenity nature conservation and occasional public events.

(d) Ealing Green, Walpole Park, Culmington tennis enclosure and Lammas Park – integrated management as a district park, protecting historic park and heritage land status (Walpole Park).

(e) Hanwell cemeteries: maintenance of nature conservation value and dignity of secluded cemeteries with eventual possibility of open space use; public realm improvements along A4020 frontages.

(f) Brent River Park and adjacent MOL (see also Initial Proposal 2.9 above):
• Brent River Park (BRP) - sensitive management of this public parkland for amenity, nature conservation use, and as flood plain; scope for more intensive outdoor recreation uses in the vicinity of Gurnell pool, subject to addressing flood risk issues; improved athletics track and sports facilities.
• Norwood Green – Osterley: farm management to enhance nature conservation, education, tourism & recreation, including respecting heritage land designation due to association with Osterley Park.

(g) Horsenden Hill Metropolitan Park: management for nature conservation and informal recreation; protection and enhancement of the canal side, with improved community facilities at Horsenden Farm.
Map 9: Green & Open Spaces in Ealing
Initial Proposal 5.3
Protect & Enhance Green Corridors

(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.

(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.

(d) River Brent: management of the corridor from the northern boundary of Brent River Park to the borough boundary.

Policies 3D.9 ‘Green belt’ and 3D.10 ‘Metropolitan Open Land’ of the London Plan require boroughs to maintain the protection of London’s Green Belt and MOL from inappropriate development. These policies also seek to improve access to open space. Policy 3D.11 also seeks to ensure that future open space needs are considered in planning policies for Opportunity Areas (Park Royal).

As part of the earlier Issues and Options a number of MOL sites in the Osterley area of the borough were also considered for mineral extraction. None of these sites however are likely to be taken forward for mineral workings because of their value/contribution as open space, including their MOL status, their Heritage Value, and their strategic role for sports/recreation. The new Mayor through the London Plan is seeking to give greater protection to domestic gardens from residential development. Support was also noted for the proposed extension to the network of nature conservation sites. The findings of the Sustainability Appraisal process support the retention of existing open space, the enhancement of its quality, and the identification of new space where possible. This also includes the proposed extension to the network of nature conservation sites. Therefore emphasis is placed on safeguarding all existing open space, including recognising the value of informal non-designated open space.

Initial Proposal 5.4
Protect the Natural Environment – Biodiversity & Geodiversity

(a) Protection of the network of Nature Conservation sites in the borough, based on the Mayor of London’s Nature Conservation review 2007. 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.
There are 75 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 Strategy are based on the Mayor's London's study (2007) and the consideration of the study during the 2007 LDF issues and options 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 species identified in Biodiversity Action Plans. The protection of these species is a reason for policy of managing green space throughout the borough in a way that is sensitive to conservation of the natural environment. These measures will address the issue of deficiency areas (areas more than 1km from sites of nature conservation interest, including those in neighbouring boroughs). There is a notable deficiency in southern part of Acton, and except for the narrow canalside green corridor, this is the case in much of Southall.

The planning of new development and regeneration also should 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, and if this is not possible, to minimise such impact and seek mitigation of any residual impacts.

Initial Proposal 5.5
Promote Parks, Sports, Outdoor Recreation and Travel

(a) Protection of playing fields (both public and private – including Community Open Space) and other green space needed for sport, and of land required for gardening, walking, jogging and other outdoor recreation; Requirement for community use of play space within school premises. Where a particular open space use is no longer required, the land will be utilised for an alternative open space use rather than for buildings.

(b) Provision of new green space in areas of open space deficiency, and to meet the open space needs arising from new development, including at Southall Gas Works and Southern Gateway (Park Royal).
(c) Development of a sports hub, with a range of sports provision adjoining Gurnell Pool, and development of several ‘satellite sites’ located strategically to serve communities across the borough.

(d) Provision of 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.

The initial proposals for sports and recreation are based on the Council’s Parks and Open Space Strategy 2003-2008, and Playing Pitch and Outdoor Sports Strategy. The former, although now needing to be updated, comprises a quantitative and qualitative audit of public open space, and an assessment of current and future needs. The update will broaden it to cover all types of open space (not just public open space) as required in government policy.

The proposals to enhance green space and to create new green spaces relate to deficiency areas identified in the strategies referred to above:

- District Park deficiency particularly in Southall (Southall Green, Southall West, Havelock and Norwood Green), Acton/Park Royal and in parts north of the borough (Mandeville North, Greenford Green and Oldfield Lane North).

- 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.

The Council’s Playing Pitch and Outdoor Sports Strategy recommends a number of priority projects for the borough, which should be implemented from 2008 to 2013. These include the introduction of walking and jogging routes in public parks, overcoming deficiencies for individual sports by adjusting facility mix on sites and enhancing existing facilities. Proposals for green ways (5.5d above) promote healthy lifestyle in many ways, and provide easy access via pleasant and attractive routes to local destinations.
The Playing Pitch Strategy promotes a ‘sports hub’ facility at Perivale Park. This could involve extending the newly built athletics facility to provide changing facilities to serve outdoor football pitches, golf clubhouses, including retail shop, management office for site manager. It also proposes developing smaller ‘satellite’ hub facilities, particularly in Acton and Southall. It identifies a need for a Gaelic sports facility, and of a network of multi-use games areas (MUGA) across the borough.

Initial Proposal 5.6
Provide Additional Burial Land

The Council will 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.

This will be informed by a detailed review of burial space needs in the borough over the plan period. There are five Council run cemeteries in the borough at present (Acton, Greenford Park, Havelock, Hortus and South Ealing) and two other cemeteries (Gunnersbury and Hanwell). A report prepared by the GLA in 2004 indicated that there were reserves of less than ten years (for cemeteries) within Ealing, though Hounslow has reserves for 150 years, and it may be possible to consider land in Hounslow as a resource available to borough residents in the future. Demand is likely to be a particular problem in those parts of the borough where there is a concentration of particular religious groups that discourage the alternative of cremation.
CHAPTER 6: ENSURING SUSTAINABLE DELIVERY

Residents coming into new development in the borough will need additional health facilities, schools, community facilities etc. 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 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 utility services, transport, schools, open space, community, health and leisure services to support the local population and those who visit or work in the borough. A range of organisations provides 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.

Infrastructure planning is the integrated investment and delivery of land and buildings to create places and provide services. In Ealing we will be 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 will produce an Infrastructure Delivery Plan. This will comprise two documents:

- an **Infrastructure Delivery Strategy** - to set out how the infrastructure planning and delivery process is working at the local level and an
- **Infrastructure Delivery Schedule** - an evidence-based schedule of infrastructure requirements in the borough.

Key infrastructure projects required to meet the needs of the projected growth are included in the initial proposals for the different areas of the borough in the preceding chapters of the Development Strategy. In addition to identifying these key projects, the Infrastructure Delivery Plan will set out the infrastructure required to support existing and new development. It will indicate what, when and where this will be provided. It will also set out the amount and potential sources of required funding. Further detail can be found in Background Paper 4 to the Development Strategy, ‘Infrastructure Planning and Delivery.’
Before granting planning permission for large-scale residential, commercial and mixed-use development, the Council will 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 Plan will include the anticipated funding for infrastructure from Government and other sources.

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). A range of housing and employment targets (low and high) will therefore be tested and mapped against existing and projected infrastructure provision. Map10 below indicates some of the borough’s existing social infrastructure provision.

The range of more small-scale service improvements and projects will be regularly updated as projects are completed and/or as additional demand arises. Where funding gaps exist to improve existing/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 (see draft SPD9 – to be progressed to adoption in autumn 2009). This document will also be regularly updated through the Annual Monitoring Report.\[^{36}\]

Infrastructure can be grouped into Physical, Social/Community and Green Infrastructure. A balance of each type is required to support the identified growth and create sustainable communities.

**Initial Proposal 6.1**

**Physical Infrastructure**

The Infrastructure 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.
- **Utilities** - 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

\[^{36}\] 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.)
• **Public Realm** – Identify and promote improvements to the streetscape to provide a high quality, coherent and uncluttered landscape for pedestrians, cyclists and road users and to complement other infrastructure.

• **Historic Legacy** – Identify and promote improvements to heritage areas and buildings that will reveal and reinforce their national and local importance.

### Initial Proposal 6.2

**Social and Community Infrastructure**

Social and community 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, cemeteries, courts, places of worship.) The following requirements have been identified to date:

- **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. Six new children’s centres are required to provide a total of 28 centres to cater for the existing population. These centres may need to be enlarged as the projected housing/population growth targets are delivered. 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 provide accommodation for other local service providers – health, sports and leisure etc.
Map 10: Community Facilities in Ealing
Initial 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 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.

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 the grant of 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 councilors and the community in the establishment of priorities for s106 agreements, in the context of the borough’s Development Strategy.

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.
Appendix One: Local Development Framework: Timetable & Process

Ealing Council started preparing a local development framework (LDF) in 2005. This included a project plan (Local Development Scheme), statement of community involvement, supplementary planning documents on a range of detailed planning matters, and putting in place 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. The Council’s property consultants, Lambert, Smith, Hampton, and regeneration specialists ‘Shared Intelligence’ provided advice on the way forward.

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 will ensure closer links to town centre master planning and other aspects of the regeneration and property agenda. A Council-wide officer group has also 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 a specialist scrutiny panel.

A new project plan has been adopted (the Local Development Scheme, March 2009) 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 Council approval of the Development Strategy by April 2010, although this has slipped to Summer 2010. Formal adoption, following public examination by the Planning Inspectorate would follow by December 2011 (one month later than stated in the LDS).

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 December 2011
- Development Sites adopted by 2013
- Development Management (superseding the 2004 unitary development plan)
- Supplementary planning documents adoption October 2009
- Annual monitoring reports and other data for the evidence base for the LDF.

More information about the Local Development Framework can be found at [www.ealinginlondon.com](http://www.ealinginlondon.com)
Appendix Two:
The London Plan: A Context for Ealing’s Development Strategy

The initial proposals for the Development Strategy 2026 conform generally to the Mayor of London’s consolidated London Plan (2008). 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\(^37\).

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 (see Appendix 1).

The London Plan indicates over 16,000 additional residential units by 2026. Local work on population and housing, and a strategic assessment of housing land availability, suggest that Ealing’s housing target will be higher than this. The Initial Proposals include some 17,000 extra homes to be developed by 2026.

The Mayor of London’s office 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. The effect of the Mayor’s projected improvements in public transport are summarised at Appendix 3.

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\(^{37}\) The Mayor of London is reviewing the London Plan, and has invited Ealing and other boroughs to participate in the Outer London Commission.
Map 11: Strategic Diagram for West London (from London Plan)

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 indicates that 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**

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.38

As indicated above, the Development Strategy 2026 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 London Plan are summarised in Table One below.

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38 See Appendix 1 above that outlines the LDF timetable and process.
Table One:  
London Plan – Thematic Policies

<table>
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<tr>
<th>Category</th>
<th>Description</th>
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<tr>
<td>Living in London</td>
<td><em>Housing, health, education and other facilities for local residents</em></td>
</tr>
<tr>
<td>Working in London</td>
<td><em>business and employment</em></td>
</tr>
<tr>
<td>Connecting London</td>
<td><em>transport for people and freight movement</em></td>
</tr>
<tr>
<td>Enjoying London</td>
<td><em>Retail, leisure, culture, sport and the open environment.</em></td>
</tr>
<tr>
<td>Climate Change and London’s metabolism</td>
<td><em>Tackling and adapting to climate change; Land, water, air, noise, energy, waste, minerals, hazardous substances.</em></td>
</tr>
<tr>
<td>Designs on London</td>
<td><em>principles and specifics of design for a compact city.</em></td>
</tr>
<tr>
<td>The Blue Ribbon Network</td>
<td><em>matters relating to London’s water spaces.</em></td>
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</table>

Transport Accessibility and Capacity

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 overleaf shows PTALs in Ealing.
Map 12: Public Transport Accessibility Levels in Ealing (from London Plan)

Source: Transport for London 2006
Appendix Three:
A Note on Public Transport Improvements

The following paragraphs are taken from the London Plan 2008, Chapter 6 on Implementing the Plan. They indicate the Mayor’s view on the provision of public transport improvements related to the development anticipated as a result of the London Plan targets for homes and jobs.

In the period post 2011 an overall increase of 26 per cent in the capacity of public transport should occur. This capacity will be available to support the projected increases in jobs and population over this period that are indicated in Table 6A.1. Capacity will continue to increase in all sub-regions and increases will occur in bus, Underground and rail.

Between 2011 and 2025, capacity on the Underground is projected to increase by 2.5 million passenger kilometres (measured by PGC) over all sub-regions. Bus capacity will increase by 2.2 million PGC kms over all sub-regions and National Rail capacity, by 14 million PGC kms over all regions.

TfL analysis suggests that provided current transport plans are implemented, there should be sufficient capacity to meet anticipated demand, assisted by the spatial policies to reduce the need to travel and to encourage walking and cycling trips. However, impacts of development proposals will clearly need to be examined on a case-by-case basis. Variation in the supply of and demand for public transport capacity will be monitored and, where appropriate, adjustments will be made to transport and development phasing through the Mayor’s Transport Strategy review.

There is a good correlation between planned increases in public transport capacity shown in London Plan Table 6A.2 and the increases in employment and homes shown for each sub-region in Table 6A.1. The highest increases in public transport capacity will occur in North East and CAZ, which will have the highest employment and housing increases, followed by West London, which will have rather higher increases than North, South East and South West London.

Appendix Four: Car Parking Standards for New Development

1. On 5th June 2007, Ealing Council agreed a new approach to parking provision, and that the standards indicated in the UDP Transport Appendix should be allowed to lapse. The new approach is set out overleaf, and is related to –

- The maximum parking provision allowable for outer London, and in particular in West London;
- Actual public transport accessibility levels (PTALs), with more parking being allowed where there is less choice of public transport. This means replacing ‘zone 1’ with reference to PTAL 5/6.\(^\text{40}\) Comprehensive travel planning - an essential complement to parking provision – ensuring that developers contribute to real opportunities for people travelling to and from the site to choose other modes of travel;
- The economic health of our town centres and business parks, and the identified parking needs of these areas, with developers contributing to general car parks, rather than providing parking on individual sites that happen to be faced with development.
- The capacity of the transport network, for public and private transport, cyclists, pedestrians, and on-street parking.

2. It was agreed that the new standards be approved for use in development control. They will effectively replace columns 2 and 3 (on ‘Cars’) in the table on parking requirements as they relate to key forms of development, but the remainder of the UDP Transport Appendix (references to disabled car users, cyclists, service vehicles, dimensions for parking spaces etc, layout of parking areas) can be taken forward as part of the new standards.

3. Parking provision previously included in the UDP generally provided a more restrictive parking regime than the outer London maxima in the London Plan. It is seldom more generous than the Mayor’s London Plan. The new Appendix One indicates the least restrictive parking levels overall, given the strategic context provided by the London Plan. It is expected that there will be a keen debate on parking provision during continuing community involvement in the Local Development Framework.

Maximum Standards for on-site car parking

The parking standards indicated below are to be applied to applications for development, and will be considered along with consideration of the developer’s proposals for non-car journeys to and from the site, and the transport impacts of the development.

A1: Shops

The figures in the table below indicate the gross floor area for different types of retail development in areas with different public transport accessibility, and for disabled car users across the borough. There should be no more than 1 car space for each of the gross floor area figures shown.

<table>
<thead>
<tr>
<th>Type</th>
<th>Public Transport Accessibility Level (PTAL)</th>
<th>Disabled car users</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 - 1</td>
<td>2 - 4</td>
</tr>
<tr>
<td>Smaller food store (up to 500m²)</td>
<td>30</td>
<td>50 - 30</td>
</tr>
<tr>
<td>Food supermarket (up to 2500m² rfa / c4000m² gfa)</td>
<td>18</td>
<td>30 - 20</td>
</tr>
<tr>
<td>Food superstore (over 2500m² rfa / c4000m² gfa)</td>
<td>15</td>
<td>25 - 18</td>
</tr>
<tr>
<td>Non-food warehouse</td>
<td>30</td>
<td>50 - 30</td>
</tr>
<tr>
<td>Garden centre</td>
<td>25</td>
<td>45 - 30</td>
</tr>
<tr>
<td>Non-food /department store /town centre/ mall</td>
<td>30</td>
<td>50 - 35</td>
</tr>
</tbody>
</table>

Where there are high levels of public transport accessibility, the maximum provision within the range will depend on the travel plan and transport impacts.

It is intended that the a total parking provision for each of the boroughs town centres will be derived, having regard to the above table, and that this will then be implemented on the basis of developer contributions to public car parks appropriately located within the town centre.

(London Plan table A4.3)
A2 – 5: Finance and professional offices and food and drink premises

In town and neighbourhood centres, parking need not normally be provided as the public parking supply should be used. Elsewhere, the maximum provision for new development is 1 space per 10sqm gross floor area. Of these, 1 space per 200sqm are for disabled car users.

(London Plan table 4A.4)

B1/2/8: Business

One parking space per 100sqm gross floorspace (borough-wide). In certain circumstances, the parking provision in areas with public transport accessibility levels of 5 – 6 would be expected to be nearer 1 space per 600sqm.

Of these, 1 space per 2000sqm are for disabled car users in PTALs 5-6, and 1 space per 1000sqm elsewhere.

(London Plan: table A4.1)

C3: Dwellings (houses and flats)

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Maximum parking spaces per unit</th>
<th>Parking spaces for disabled car users</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 2 bed units</td>
<td>1</td>
<td>1 per wheelchair unit plus 1 for every 10 other units.</td>
</tr>
<tr>
<td>3 bed units</td>
<td>1.5</td>
<td></td>
</tr>
<tr>
<td>4+ bed units</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

(It is expected that 3 bed units would approximate to 5 hab room units).

If residential units are developed at densities of above 350hrh (120 units per hectare) in areas with relatively high public transport accessibility levels (i.e. PTALs 4 – 6), there should be an average of less than one car space per unit. In all other cases, there should be an average of no more than 1.5 parking spaces per unit on the site. Where development is provided with less than the maximum provision indicated in the table, the low car housing policy will apply.

Sites developed at densities of above 350hrh are unlikely to be acceptable on highway grounds in areas with relatively low public transport accessibility, i.e. PTAL 3 or less.
D2  Indoor and Outdoor Sports

<table>
<thead>
<tr>
<th>Land use</th>
<th>Maximum Provision</th>
<th>Provision for disabled people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indoor sports</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Including fitness and sports clubs, swimming pools etc.</td>
<td>1 space per 22m²gfa</td>
<td>1 space per 350 m²gfa</td>
</tr>
<tr>
<td>Outdoor sports grounds</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 space per 4 players plus</td>
<td>6% of spaces provided</td>
</tr>
<tr>
<td></td>
<td>1 space per 5 spectators</td>
<td></td>
</tr>
<tr>
<td>Golf courses (18 hole)</td>
<td>100 spaces</td>
<td>6% of spaces provided</td>
</tr>
<tr>
<td>Golf driving range</td>
<td>1.5 spaces per tee</td>
<td>6% of spaces provided</td>
</tr>
</tbody>
</table>


Indoor sports facilities should preferably be in a town centre in which case dedicated on-site parking would not normally be permitted and the public parking supply should be used; unfettered parking demand standards are provided:
♦ to test adequacy of existing or proposed public parking supply
♦ to assist determination of provision at edge-of-centre sites
♦ for exceptional cases.

Outdoor sports facilities would normally be out-of-centre, in which case a parking standard reflecting unfettered car use would be the starting point for the Transport Assessment, except for stadia, which should be located in places with good or excellent public transport accessibility (PTALs 4-6).
For further copies of this document or any of Ealing’s local development framework documents, please contact:

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