



2026

**Development Strategy
Initial Proposals
September 2009**

**Background Paper 5:
Community
Consultations &
Evidence Base
Audit Trail**

Contents

	Page
Contents	2
1. Introduction	3
2. Generating Initial Proposals that respond to consultation priorities	4
3. Summary and next steps	14
Appendix 1: Relationship between issues, options and initial proposals	15

CHAPTER 1: INTRODUCTION

- 1.1 This document forms part of the background evidence base, which has informed the preparation of the borough's **Development Strategy 2026**. The Strategy sets out a vision of how Ealing should develop between 2011 and 2026, considering how the borough fits into the 'bigger picture' of London. It considers different places within Ealing, and how they should change over the years ahead, where development should be focused and what we should protect. Initial Proposals for the Development Strategy are to be consulted on in September and October 2009.
- 1.2 This background paper provides an audit of consultation responses received as part of the Council's previous public consultation on the emerging Development Strategy in September/October 2007¹. The audit process has reviewed and assessed the Initial Proposals presented in the current consultation document - Development Strategy 2026: Initial Proposals (September 2009) – to determine how they have evolved from the Issues and Options presented in 2007 and addressed the consultation feedback received at that stage. The audit process also demonstrates the inter-relationship between respective thematic and area-based Initial Proposals.
- 1.3 The audit trail process is an important part of the Council's assessment of the generation and performance of its Initial Proposals. The audit trail has a strong relationship with the Sustainability Appraisal process and the Sustainability Commentary Report², which accompanies the Development Strategy document. A detailed Sustainability Appraisal will be published alongside the final publication version of the Development Strategy, anticipated in summer 2010. A further updated audit trail paper will accompany this stage of the Development Strategy's preparation, also addressing the relationship with the 'daughter' Development Sites policy document.

¹ The Council undertook consultation on the Local Development Framework: Strategy and Sites, preparing a document titled 'New Issues and Options for Planning Your Borough'. Consultation was undertaken between 7th September and 19th October 2007 and responses – including those received by other means, such as written letter – were recorded using the online Limehouse consultation programme. These comments are available by registering to access <http://consultation.limehouse.co.uk/ealing/drafts/17/index.html>

² The Council will publish a Sustainability Commentary Report to accompany the Development Strategy: Initial Proposals consultation document.

CHAPTER 2: GENERATING INITIAL PROPOSALS THAT RESPOND TO CONSULTATION PRIORITIES

Consultation: key priorities

2.1 The consultation process for the 2007 publication 'New Issues and Options for Planning Your Borough' revealed concerns and priorities individuals, organisations, agencies and investors have for the borough. These priorities were:

Housing

- Deliver new housing in appropriate locations and at appropriate densities;
- Provide a mix of tenures and unit sizes;
- Improve existing gypsy/traveller provision with consideration of additional provision as appropriate;

Employment

- Balance housing and employment opportunities;
- Promote a range of employment opportunities and locations;
- Recognise the importance of Park Royal as a strategic employment location;

Transport and access

- Enhance north-south transport routes;
- Enhance railway/underground facilities and services;
- Enhance opportunities for non-road based transport of freight;
- Reduce the impact of HGVs whilst avoiding compromising the operation of local businesses;
- Enhance bus services;
- Enhance provision for walking and cycling;
- Provide sufficient parking to meet local need, but deliver public transport improvements to reduce car use;
- Provide access for all people;

Town and local centres

- Enhance Ealing's offer and position as the borough's major centre;
- Recognise the importance of diversity to the success of Southall;
- Support local centres and the choice they offer;

Heritage, conservation and design

- Protect local heritage;
- Avoid over prescriptive conservation designations;
- Encourage appropriate, innovative design;

Tall buildings

- Consider appropriate locations for tall buildings and their impact;

Open space, sport and recreation

- Create safe public spaces;
- Safeguard and enhance open space provision and quality, for recreational and biodiversity benefit;
- Safeguard and enhance existing outdoor sports provision;
- Provide play space in line with demand and appropriate standards;
- Provide new swimming and sports hall provision;

Biodiversity and geodiversity

- Protect areas of bio and geodiversity

Social and community infrastructure

- Make sufficient provision for services such as police, fire and ambulance;
- Develop health provision alongside housing growth;
- Develop education provision (at all levels) alongside housing growth;
- Enhance culture and leisure provision;

Pollution

- Recognise compatibility issues of some adjacent land uses;
- Address the impact of vehicle pollution on local air quality;

Waste

- Explore alternative approaches to waste management and reduction;

Flooding and water management

- Retain floodplain as part of wider measures to manage flood risk.

- 2.2 Table 1 sets out how the key priorities identified in the consultation process have been addressed in the Initial Proposals contained within the current consultation document ‘Development Strategy 2026: Initial Proposals’. Where additional evidence base has been, or is being prepared, this is also indicated.
- 2.3 Appendix 1³ looks at each Initial Proposal in more detail, outlining the relationship the Proposal has with the identified Issues and Options and summarising how it has addressed consultation priorities.

³ Appendix 1 is available online through the Ealing Council website. See:
http://www.ealing.gov.uk/services/environment/planning/planning_policy/local_development_framework/

Table 1: Consultation priorities

Consultation priorities	Initial Proposal response	Borough evidence base
Housing		
Deliver new housing in appropriate locations and at appropriate densities	<p>1.1 (Spatial Vision) establishes the overall amount of new housing to be delivered in the borough and identifies the Uxbridge Road/Crossrail Corridor and A40/Park Royal Corridors as the focus for development, particularly in and around established centres and rail/underground stations.</p> <p>1.2 (Delivery of the Vision) establishes the level of affordable housing to be delivered in the borough in line with GLA targets and local need and demand.</p> <p>The amount and mix of new housing for specific areas is established in the following Initial Proposals:</p> <ul style="list-style-type: none"> ▪ 2.1 (Uxbridge Road/Crossrail Corridor) ▪ 2.2 (Acton Town Centre) ▪ 2.3 (South Acton) ▪ 2.4 (Acton Mainline Station) ▪ 2.5 (Ealing Town Centre) ▪ 2.6 (Green Man Lane Estate) ▪ 2.7 (Hanwell Town Centre) ▪ 2.8 (Southall Town Centre) ▪ 2.9 (Havelock Area) ▪ 3.1 (A40/Park Royal Corridor) ▪ 3.4 (Southern Gateway) ▪ 3.5 (Greenford Town Centre) ▪ 3.6 (Greenford Station) ▪ 3.7 (Neighbourhood Shopping Centres) ▪ 3.8 (Residential Neighbourhoods) • 4.1 (Residential Hinterlands) 	<p>Prepared</p> <ul style="list-style-type: none"> ▪ LDF Background Paper 1: Population ▪ LDF Background Paper 3: Housing ▪ Strategic Housing Market Assessment (LB Ealing) ▪ Strategic Housing Land Availability Assessment (GLA) ▪ Gypsy/traveller accommodation audit ▪ Programme of housing estate regeneration ▪ Area Development Frameworks for Ealing, Acton and Southall Town Centres and Position Statement for Southern Gateway <p>In preparation</p> <ul style="list-style-type: none"> ▪ Site Allocations Development Plan Document
Provide a mix of tenures and unit sizes		
Improve existing gypsy/traveller provision with consideration of additional provision as appropriate		

Consultation priorities	Initial Proposal response	Borough evidence base
Employment		
Balance housing and employment opportunities	<p>1.1 (Spatial Vision) establishes the overall amount of new employment floorspace to be delivered in the borough and identifies the Uxbridge Road/Crossrail Corridor and A40/Park Royal Corridors as the focus for development, particularly in and around established centres, employment locations and rail/underground stations.</p> <p>The amount of new floorspace, as well as measures to protect existing employment land, in specific areas is established in the following Initial Proposals:</p> <ul style="list-style-type: none"> ▪ 2.1 (Uxbridge Road/Crossrail Corridor) ▪ 2.2 (Acton Town Centre) ▪ 2.3 (South Acton) ▪ 2.4 (Acton Mainline Station) ▪ 2.5 (Ealing Town Centre) ▪ 2.7 (Hanwell Town Centre) ▪ 2.8 (Southall Town Centre) ▪ 2.9 (Havelock Area) ▪ 3.1 (A40/Park Royal Corridor) ▪ 3.2 (Northolt-Perivale) ▪ 3.3 (Park Royal) ▪ 3.4 (Southern Gateway) ▪ 3.6 (Greenford Station) ▪ 3.7 (Neighbourhood Shopping Centres) ▪ 4.1 (Residential Hinterlands) ▪ 4.2 (Greenford Green) ▪ 4.3 (Greenford Depot) 	<p>Prepared</p> <ul style="list-style-type: none"> ▪ LDF Background Paper 2: Economy ▪ Area Development Frameworks for Ealing, Acton and Southall Town Centres and Position Statement for Southern Gateway ▪ Park Royal Opportunity Area Framework
Promote a range of employment opportunities and locations		<p>In preparation</p> <ul style="list-style-type: none"> ▪ Site Allocations Development Plan Document
Recognise the importance of Park Royal as a strategic employment location		

Consultation priorities	Initial Proposal response	Borough evidence base
Transport and access		
Enhance north-south transport routes	1.1 (Spatial Vision) establishes the need for improvement to non-car transport to be delivered alongside growth, particularly within the corridors and north-south links across the borough.	Prepared
Enhance railway/underground facilities and services	1.2 (Delivery of the Vision) promotes the development of physical infrastructure alongside growth and the need for parking provision that is appropriate for a location's accessibility and network capacity whilst meeting local need.	In preparation
Enhance opportunities for non-road based transport of freight	4.4 (Promote north-south links) sets out a series of cross-borough proposals for enhancing links, improving public transport and addressing the transportation of freight.	<ul style="list-style-type: none"> ▪ TfL West London modelling ▪ Infrastructure Delivery Plan
Reduce the impact of HGVs whilst avoiding compromising the operation of local businesses	6.1 (Physical infrastructure) identifies the need to deliver transport improvements alongside proposed growth.	
Enhance bus services		
Enhance provision for walking and cycling	Area specific proposals are established in these Proposals:	
Provide sufficient parking to meet local need, but deliver public transport improvements to reduce car use	<ul style="list-style-type: none"> ▪ 2.1 (Uxbridge Road/Crossrail Corridor) ▪ 2.2 (Acton Town Centre) ▪ 2.4 (Acton Mainline Station) ▪ 2.5 (Ealing Town Centre) ▪ 2.7 (Hanwell Town Centre) ▪ 2.8 (Southall Town Centre) 	
Provide access for all people	<ul style="list-style-type: none"> ▪ 2.9 (Havelock Area) ▪ 3.2 (Northolt-Perivale) ▪ 3.3 (Park Royal) ▪ 3.4 (Southern Gateway) ▪ 3.5 (Greenford Town Centre) ▪ 3.6 (Greenford Station) ▪ 3.7 (Neighbourhood Shopping Centres) ▪ 4.1 (Residential Hinterlands) ▪ 4.2 (Greenford Green) 	

Consultation priorities	Initial Proposal response	Borough evidence base
Town and local centres		
Enhance Ealing's offer and position as the borough's major centre	1.1 (Spatial Vision) focuses development in the borough's major centres.	Prepared
Recognise the importance of diversity to the success of Southall	1.2 (Delivery of the Vision) outlines measures for consolidating and enhancing town and district centre boundaries.	<ul style="list-style-type: none"> ▪ Area Development Frameworks for Ealing, Acton and Southall Town Centres and Position Statement for Southern Gateway
Support local centres and the choice they offer	<p>Area specific proposals are established under:</p> <ul style="list-style-type: none"> ▪ 2.2 (Acton Town Centre) ▪ 2.5 (Ealing Town Centre) ▪ 2.7 (Hanwell Town Centre) ▪ 2.8 (Southall Town Centre) ▪ 3.5 (Greenford Town Centre) ▪ 3.7 (Neighbourhood Shopping Centres) ▪ 4.1 (Residential Hinterlands) 	<p>Town centre health check completed for GLA</p> <p>In preparation:</p> <ul style="list-style-type: none"> ▪ Updated retail needs assessment (jointly with LB Hammersmith & Fulham; LB Hounslow)
Heritage, conservation and design		
Protect local heritage	1.1 (Spatial Vision) establishes a policy of protecting and enhancing the borough's existing character whilst promoting design excellence for new development	Prepared
Avoid over prescriptive conservation designations	2.1 (Uxbridge Road/Crossrail Corridor) reinforces this balance of growth and protection for this corridor, which is further reflected under 3.1 (A40/Park Royal Corridor) and 4.1 (Residential Hinterlands)	<ul style="list-style-type: none"> ▪ Area Development Frameworks for Ealing, Acton and Southall Town Centres and Position Statement for Southern Gateway
Encourage appropriate, innovative design	<p>Area specific proposals are established under:</p> <ul style="list-style-type: none"> ▪ 2.2 (Acton Town Centre) ▪ 2.5 (Ealing Town Centre) ▪ 2.7 (Hanwell Town Centre) ▪ 2.8 (Southall Town Centre) 	

Consultation priorities	Initial Proposal response	Borough evidence base
Tall buildings		
Consider appropriate locations for tall buildings and their impact	1.2 (Delivery of the Vision) outlines appropriate circumstances and locations for the development of tall buildings.	<ul style="list-style-type: none"> ▪ Area Development Frameworks for Ealing, Acton and Southall Town Centres and Position Statement for Southern Gateway ▪ Programme of housing estate regeneration
Open space, sport and recreation		
Create safe public spaces	1.1 (Spatial Vision) advocates the protection and improvement to existing green infrastructure with additional provision as part of new development.	<p>In preparation</p> <ul style="list-style-type: none"> ▪ Open space, sports and recreation assessment ▪ Acton Town Hall, Baths and Priory Centre Development Brief ▪ Infrastructure Delivery Plan
Safeguard and enhance open space provision and quality, for recreational and biodiversity benefit	1.2(Delivery of the Vision) establishes the need for additional provision alongside planned growth.	
Safeguard and enhance existing outdoor sports provision	5.1-5.5 establish specific proposals for the protection and enhancement of the Metropolitan Green Belt, Metropolitan Open Land, Green Corridors, parks and burial land.	
Provide play space in line with demand and appropriate standards	6.2 (Social and community infrastructure) establishes the need for leisure and green infrastructure provision to be developed alongside housing and employment growth.	
Provide new swimming and sports hall provision	<p>Specific area proposals are established under:</p> <ul style="list-style-type: none"> ▪ 2.2 (Acton Town Centre) ▪ 2.5 (Ealing Town Centre) ▪ 2.7 (Hanwell Town Centre) ▪ 2.9 (Havelock Area) ▪ 3.4 (Southern Gateway) 	

Consultation priorities	Initial Proposal response	Borough evidence base
Biodiversity and geodiversity		
Protect areas of bio and geodiversity	5.4 (Protect the natural environment – biodiversity and geodiversity) identifies a key area for protection and enhancement	
Social and community infrastructure		
Sufficient provision for services such as police, fire and ambulance	1.1 (Spatial Vision) establishes a requirement for social and community infrastructure to be delivered alongside growth in the right locations and at the right time. 1.2 (Delivery of the Vision) reinforces the need for appropriate delivery of infrastructure. Specific area proposals are established under: <ul style="list-style-type: none"> ▪ 2.1 (Uxbridge Road/Crossrail Corridor) ▪ 2.2 (Acton Town Centre) ▪ 2.5 (Ealing Town Centre) ▪ 2.7 (Hanwell Town Centre) ▪ 2.8 (Southall Town Centre) ▪ 3.4 (Southern Gateway) ▪ 3.5 (Greenford Town Centre) ▪ 3.6 (Greenford Station) ▪ 3.7 (Neighbourhood Shopping Centres) ▪ 4.1 (Residential Hinterlands) ▪ 4.2 (Greenford Green) 	In preparation <ul style="list-style-type: none"> ▪ Infrastructure Delivery Plan
Develop health provision alongside housing growth		
Develop education provision (at all levels) alongside housing growth		
Enhance culture and leisure provision		
Pollution		
Recognise compatibility issues of some adjacent land uses	3.2 and 4.4 specifically establish measures to address vehicle pollution, HGV movements and freight transport via alternative modes	
Address the impact of vehicle pollution on local air quality		

Consultation priorities	Initial Proposal response	Borough evidence base
Waste		
Explore alternative approaches to waste management and reduction	<p>1.2 (Delivery of the Vision) identifies the six West London borough partnership as the mechanism delivering a joined up waste strategy for the area.</p> <p>6.1 (Physical Infrastructure) highlights the need for waste infrastructure and management mechanisms to develop alongside proposed growth.</p> <p>Specific waste-related proposals include:</p> <ul style="list-style-type: none"> ▪ 2.4 (Acton Mainline Station) with regards to construction waste ▪ 4.3 (Greenford Depot) 	<p>In preparation</p> <ul style="list-style-type: none"> ▪ West London cross borough Waste Development Plan Document
Flooding and water management		
Retain floodplain as part of wider measures to manage flood risk	<p>1.2 (Delivery of the Vision) establishes the need for new development to be located in lower risk areas and to minimise flood risk through layout design, form and sustainable drainage mechanisms</p> <p>6.1 (Physical Infrastructure) highlights the need for flood/water management mechanisms to develop alongside proposed growth.</p>	

CHAPTER 3: SUMMARY AND NEXT STEPS

- 3.1 The audit trail paper demonstrates the link between different stages of the Development Strategy's development, indicating how identified Issues and Options and feedback through the consultation process has informed the preparation of appropriate, meaningful and, ultimately, deliverable Initial Proposals. These Initial Proposals respond to consultation priorities by determining thematic and area-based approaches to address the borough's development over the 15-year life of the Strategy.
- 3.2 Feedback received through the current consultation process (September-October, 2009) will further inform the Strategy's evolution with a final submission version of the Development Strategy to be prepared for publication in summer 2010.

APPENDIX 1: RELATIONSHIP BETWEEN ISSUES, OPTIONS AND INITIAL PROPOSALS

Initial Proposal	1.1a (Spatial Vision)
Proposal Description	By 2026, provision of 14,115 additional homes, and 1.1 sq metres of new employment floorspace to provide a major share of the extra 109,000 jobs needed in West London – making Ealing a successful borough at the heart of West London.
Related Issues and Options	4.1; 4.2(a,b); 9.6a-c
Reasoning and evidence base	<p><u>Improving housing: response to Issue 4.1</u> Initial Proposal 1.1a is one of the overarching proposals focusing on the delivery of new housing in the borough. Key principles of housing delivery taken forward in the proposal and supported in the consultation process include: using land efficiently, delivering density appropriate to location (i.e. higher in town centres and accessible locations), using innovative design solutions, providing a mix of unit sizes and tenures, delivering housing as part of mixed use schemes where appropriate and balancing housing and employment growth. Theme and area specific Initial Proposals take forward these key principles.</p> <p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 1.1a is an overarching proposal focusing on the delivery of sufficient housing to meet housing targets and demand, in line with national and regional guidance and policy. The Proposal sets the framework for delivery and maximising development potential, particularly in identified growth corridors (see Initial Proposals 2.1 and 3.1), town centre locations and specific sites, addressing consultation feedback on appropriate locations, mix and provision. Specific sites for new housing are identified in the housing background paper and will be identified in the borough's Development sites policy document, informed by its PPS3 compliant housing land availability assessment.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal establishes the level of employment growth proposed for the borough and the need to balance this with housing growth. Specific Initial Proposals within Chapters 2, 3 and 4 take forward measures to promote employment growth, acknowledging consultation feedback that an appropriate balance of protection, enhancement and promotion of mixed use should be taken forward on an area/site basis, in line with strategic policy objectives and market demand.</p>
Related Initial Proposals	1.1b; 1.2; 2.1; 2.2; 2.3; 2.5; 2.6; 2.7; 2.8; 2.9; 3.1; 3.2; 3.3; 3.4; 3.5; 3.6; 3.7; 3.8; 4.1; 4.2; 4.3

Initial Proposal	1.1b (Spatial Vision)
Proposal Description	Development of these new homes and business space will be primarily concentrated in – <ul style="list-style-type: none"> • The Uxbridge Road / Crossrail corridor, - particularly focused in town centres and around key stations, in particular at Southall and Ealing • The A40 corridor, focused around Greenford town centre, North Acton station, Park Royal and other industrial estates.
Related Issues and Options	4.1(a,b,c); 4.2(a,b); 4.4a-c; 9.6a-c
Reasoning and evidence base	<p><u>How to improve housing: response to Issue 4.1</u> Initial Proposal 1.1b is one of the overarching proposals focusing on the delivery of new housing in the borough. Key principles of housing delivery taken forward in the proposal and supported in the consultation process include: using land efficiently, delivering density appropriate to location (i.e. higher in town centres and accessible locations), using innovative design solutions, providing a mix of unit sizes and tenures, delivering housing as part of mixed use schemes where appropriate and balancing housing and employment growth. Theme and area specific Initial Proposals take forward these key principles.</p> <p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 1.1b is an overarching proposal focusing on the delivery of sufficient housing to meet housing targets and demand, in line with national and regional guidance and policy. The Proposal sets the framework for delivery, particularly in identified growth corridors (see Initial Proposals 2.1 and 3.1) and specific sites, addressing consultation feedback on appropriate locations, mix, provision and balance between housing and employment growth. Specific sites will be identified in the borough's Development Sites policy document, informed by its PPS3 compliant housing land availability assessment.</p> <p><u>Meeting housing need: response to Issue 4.4</u> Initial Proposal 1.1b is an overarching proposal focusing on the delivery of housing in the borough. The Proposal identifies key locations for delivery and area/site specific proposals take this forward in line with the Council's housing land availability and market assessments and emerging Development Sites policy document.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal promotes business growth, including new industries, in the borough, alongside residential growth. Initial Proposals in Chapters 2, 3 and 4 take forward measures to promote employment, acknowledging consultation feedback that an appropriate balance of protection, enhancement and promotion of mixed use should be taken forward on an area/site basis, in line with strategic policy objectives and market demand.</p>
Related Initial Proposals	1.1a,g; 1.2; 2.1; 2.2; 2.3; 2.5; 2.6; 2.7; 2.8; 2.9; 3.1; 3.2; 3.3; 3.4; 3.5; 3.6; 3.7; 3.8; 4.1; 4.2; 4.3

Initial Proposal	1.1c (Spatial Vision)
Proposal Description	Improvement in north–south public transport linking the Uxbridge Road and A40 corridor
Related Issues and Options	5.1a,b; 5.5a-c; 5.6a,b
Reasoning and evidence base	<p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of measures to enhance public transport provision in the borough and subsequently reduce car use and congestion. The Proposal recognises the inadequacy of north-south public transport routes, as identified as a concern in consultation responses. The Proposal needs to be considered alongside Initial Proposals in Chapter 4 and 6.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> There is strong consultation support for enhancements to existing, and provision for new, rail and underground stations and facilities. This Initial Proposal provides part of the overarching framework of public transport enhancements proposed for the borough.</p> <p><u>Improving the bus network: response to Issue 5.6</u> There is strong consultation support for enhancements to bus provision, which is recognised as the key component to local public transport improvement, as part of a borough wide strategy. This Initial Proposal provides part of the overarching framework for public transport enhancements proposed for the borough, subject to involvement of key stakeholders (such as London Buses and operators), coordination with proposals for interchange (such as Crossrail), consideration of appropriate depot locations and confirmation of viable business cases and use of s.106 contributions, particularly for Fastbus</p>
Related Initial Proposals	2.2, 2.4, 2.5, 2.8, 3.4, 3.5, 3.6, 4.1, 4.2, 4.4, 6.1

Initial Proposal	1.1d (Spatial Vision)
Proposal Description	Outside the corridors, protect and enhance suburban communities and improve public transport links to corridors
Related Issues and Options	5.6a,b; 9.3a-c
Reasoning and evidence base	<p><u>Improving the bus network: response to Issue 5.6</u> There is strong consultation support for enhancements to bus provision, which is recognised as the key component to local public transport improvement, as part of a borough wide strategy. This Initial Proposal provides part of the overarching framework for public transport enhancements proposed for the borough, subject to involvement of key stakeholders (such as London Buses and operators), coordination with proposals for interchange (such as Crossrail), consideration of appropriate depot locations and confirmation of viable business cases and use of s.106 contributions, particularly for Fastbus</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This proposal focuses on smaller centres and suburban communities. Consultation feedback recognises the importance of these locations in providing a range of local choice and supporting sustainable communities.</p>
Related Initial Proposals	2.2, 2.4, 2.5, 2.8, 3.4, 3.5, 3.6, 4.1, 4.2, 4.4, 6.1

Initial Proposal	1.1e (Spatial Vision)
Proposal Description	Care for the borough's historic character, and ensure excellence in urban design
Related Issues and Options	1.1 (a, c); 1.2 (a, b, c); 1.3 (a,b,c)
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> Initial Proposal 1.1e is the overarching proposal emphasising the importance of historic character within the vision for the borough's future. The proposal responds to public consultation feedback, which indicated the importance residents, resident associations and local community groups place on the protection of local heritage. The majority of their responses support the retention of existing heritage designations and welcome opportunities to identify further buildings for protection. Concerns raised by the development industry that heritage designations are too prescriptive and potentially hinder development are addressed by Initial Proposals 2.1d and 3.1b, which look to balance protection, growth and regeneration priorities.</p> <p><u>Townscape and design guidance: response to Issue 1.2</u> Initial Proposal 1.1e also addresses consultee concerns (particularly those from the development industry) that a blanket or selective site approach to character and design guidance would be too prescriptive, hinder development and the encouragement of high quality and contemporary design. The Initial Proposal focuses on a borough-wide emphasis to ensure excellence in urban design whilst respecting local character, providing a framework to be applied at the area and site level.</p> <p><u>Tall buildings: response to Issue 1.3</u> The emphasis on excellence in urban design and care for the borough's character provides a basis for consideration of tall buildings in the borough. This responds to resident/local group and stakeholder - such as the Environment Agency and British Waterways - concern about the impacts of tall buildings whilst also addressing development industry preferences for a clear yet flexible approach, related to the characteristics of individual sites and the delivery of development in sustainable locations (town centres, accessible) in line with government policy objectives. Initial Proposal 1.2c further develops the Council's position on this issue.</p> <p><u>Secure design: response to Issue 7.1</u> The Initial Proposal sets the framework for delivering excellent design in the borough, including responding to concerns about safety in public spaces.</p>
Related Initial Proposals	1.2, 2.1, 2.2, 2.5, 2.6, 2.9, 3.1, 3.5, 3.7, 5.1, 5.2, 5.3

Initial Proposal	1.1f (Spatial Vision)
Proposal Description	Protect the pattern of green spaces and green corridors, while ensuring that developments improve and add to green space.
Related Issues and Options	2.1(a,c); 2.2 (c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 1.1f sets out the overarching approach to the protection and enhancement of open space provision within the borough. The Initial Proposal responds to the strong feedback from residents, local groups and key stakeholders (including the Environment Agency, Natural England and British Waterways) that existing provision should be safeguarded and enhanced as well as seeking new provision that is correctly located, designed and managed, both to increase public access and meet biodiversity objectives.</p> <p><u>Planning for undesignated open space: response to Issue 2.2</u> Initial Proposal 1.1f provides the overarching approach to the protection and enhancement of undesignated open space provision in the borough. The Initial Proposal responds to the strong feedback from residents/local groups and key stakeholders (including the Environment Agency, Natural England and Greater London Authority) that existing provision should be safeguarded and enhanced, particularly in areas of existing deficiency.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Enhancement of green space is a key element of the spatial vision set out under Initial Proposal 1.1f, responding to consultation feedback that open space quality should be improved.</p>
Related Initial Proposals	1.2, 2.2, 2.9, 3.1, 3.4, 5.1, 5.2, 5.3, 5.4, 5.5

Initial Proposal	1.1g (Spatial Vision)
Description	To ensure that the community facilities, transport infrastructure and services are provided in the borough where and when needed.
Related Issues and Options	5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 6.1, 6.2, 6.3, 7.3, 7.4, 8.1, 10.1, 10.2, 10.3, 10.4
Reasoning and evidence base	<p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is an overarching statement aimed at enhancing transport provision. The Proposal addresses a number of consultation responses, including the need for enhancements to road infrastructure.</p> <p><u>Reducing the impact of HGVs: response to Issue 5.2</u> The Initial Proposal responds to strong consultation feedback looking for improvements to transport infrastructure, including the movement of freight.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal promotes transport infrastructure, including for walking and cycling as part of a package of measures to encourage sustainable movement. This responds to strong consultation support for enhanced walking and cycling provision.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> There is strong consultation support for enhancements to existing, and provision for new, rail and underground stations and facilities. This Initial Proposal provides part of the overarching framework setting out public transport enhancements proposed for the borough; an essential part of the infrastructure required for balanced growth.</p> <p><u>Improving the bus network: response to Issue 5.6</u> There is strong consultation support for enhancements to bus provision, which is recognised as the key component to local public transport improvement, as part of a borough wide strategy.</p> <p><u>Planning for parking: response to Issue 5.7</u> The Initial Proposal identifies the need to enhance transport provision, including parking, as part of a comprehensive set of measures.</p> <p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Initial Proposal identifies the importance of providing community facilities in suitable locations, responding to consultation feedback asking for new provision and identification of accessible, town centre locations as the most appropriate location for such facilities.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal sets the framework for protecting and enhancing existing provision, a position that is strongly supported by consultation feedback.</p> <p><u>Provision of culture and leisure: response to Issue 6.3</u> This Initial Proposal sets the framework for enhancing culture and leisure provision in the borough, a position that is strongly supported by consultation feedback.</p>

	<p><u>Provision for police and judiciary: response to Issue 7.3</u> This Initial Proposal sets the framework for the provision of police and judicial facilities. This will be further established in the accompanying infrastructure plan.</p> <p><u>Provision for fire and ambulance services: response to Issue 7.4</u> This Initial Proposal sets the framework for the provision of fire and ambulance services. This will be further established in the accompanying infrastructure plan.</p> <p><u>Distribution of health facilities: response to Issue 8.1</u> This Initial Proposal sets the framework for the distribution of health services responding to consultation feedback that infrastructure should be developed alongside housing growth. This will be further established in the accompanying infrastructure plan.</p> <p><u>Planning for additional school places: response to Issue 10.1</u> The Initial Proposal sets the framework for the distribution and location of education services. This will be further established in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for development of children's care and education services: response to Issue 10.2</u> The Initial Proposal sets the framework for provision of such services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for higher education: response to Issue 10.3</u> The Initial Proposal sets the framework for providing higher education services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for play space: response to Issue 10.4</u> The Initial Proposal sets the framework for play space provision. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders and in line with London Plan and other appropriate standards.</p>
Related Initial Proposals	1.2, 2.1, 3.1, 4.1, 4.4, 6.1, 6.2

Initial Proposal	1.2a (Delivery of the vision)
Description	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.
Related Issues and Options	4.3a-c
Reasoning and evidence base	<u>Maximising affordable housing provision: response to Issue 4.3</u> Initial Proposal 1.2a sets out the framework for affordable housing delivery in the borough, in line with London Plan targets and requirements and need/demand identified in the borough housing market assessment. The Initial Proposal enables some flexibility to determine appropriate quantum and type for specific locations, thus responding to development industry concerns that broad, prescriptive thresholds ignore site viability, location and demands.
Related Initial Proposals	1.1, 2.2, 2.3, 2.5, 2.6, 2.7, 2.8, 2.9, 3.5, 3.8,

Initial Proposal	1.2b (Delivery of the vision)
Proposal Description	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 six boroughs by 2020
Related Issues and Options	3.3(a,b,c)
Reasoning and evidence base	<u>Waste reduction: response to Issue 3.3</u> The Initial Proposal sets the framework for a West London, cross-borough approach to waste reduction and management, which will be taken forward with the preparation of a Joint Waste Development Planning Document. This approach is largely supported by consultation responses which also advocate the safeguarding of waste sites, exploration of alternative approaches and technologies, efforts to reduce waste generation and transportation of waste by non-road means, particularly water-based. These options and approaches will be developed in the Joint Waste Development Plan Document.
Related Initial Proposals	4.3

Initial Proposal	1.2c (Delivery of the vision)
Proposal Description	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, Hangar Lane Gyratory, Park Royal Gateways, and in accessible locations of PTAL of 4 and within estates regeneration areas where they will be considered on their merits according to function, character and quality of urban design.
Related Issues and Options	1.3
Reasoning and evidence base	<u>How should we plan for tall buildings: response to Issue 1.3</u> This Initial Proposal sets out appropriate locations and circumstances for tall buildings to be developed in the borough. The approach responds to feedback from strategic policymakers (including the GLA) that taller buildings should be focused in sustainable locations such as town centres with good access arrangements. However, at the same time it provides some clarity, yet flexibility, for the development industry and addresses resident/local group concerns that tall buildings should primarily be considered in certain locations.
Related Initial Proposals	2.1, 2.5, 3.1, 4.1

Initial Proposal	1.2d (Delivery of the vision)
Proposal Description	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.
Related Issues and Options	3.6
Reasoning and evidence base	<u>How can we deal with the risk of flooding in Ealing: response to Issue 3.6</u> The Initial Proposal provides the overarching approach to addressing flood risk in the borough, promoting a series of requirements in line with guidance contained in PPS25 and consultation responses, particularly from the Environment Agency.
Related Initial Proposals	5.2, 5.3

Initial Proposal	1.2e (Delivery of the vision)
Proposal Description	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.
Related Issues and Options	2.1, 2.2, 5.5, 5.6, 6.2, 6.3, 7.3, 7.4, 10.1, 10.2, 10.3, 10.4
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, which responds to consultation feedback that new green infrastructure should be delivered in the borough alongside housing and employment growth.</p> <p><u>Planning for undesignated open space: response to Issue 2.2</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, responding to consultation feedback that undesignated open space should not be developed for alternative land uses unless comparable replacement space can be provided in the vicinity.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> There is strong consultation support for enhancements to existing, and provision for new, rail and underground stations and facilities. This Initial Proposal provides part of the overarching framework of public transport enhancements proposed for the borough; an essential part of the infrastructure required for balanced growth.</p> <p><u>Improving the bus network: response to Issue 5.6</u> There is strong consultation support for enhancements to bus provision, which is recognised as the key component to local public transport improvement, as part of a borough wide strategy. This Initial Proposal provides part of the overarching framework for public transport enhancements proposed for the borough, subject to involvement of key stakeholders (such as London Buses and operators), coordination with proposals for interchange (such as Crossrail), consideration of appropriate depot locations and confirmation of viable business cases and use of s.106 contributions, particularly for Fastbus</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal sets the framework for protecting and enhancing existing provision, a position that is strongly supported by consultation feedback.</p> <p><u>Provision of culture and leisure: response to Issue 6.3</u> This Initial Proposal sets the framework for enhancing culture and leisure provision in the borough, a position that is strongly supported by consultation feedback.</p>

<p>Reasoning and evidence base</p>	<p><u>Provision for police and judiciary: response to Issue 7.3</u> This Initial Proposal sets the framework for the provision of police and judicial facilities. This will be further established in the accompanying infrastructure plan.</p> <p><u>Provision for fire and ambulance services: response to Issue 7.4</u> This Initial Proposal sets the framework for the provision of fire and ambulance services. This will be further established in the accompanying infrastructure plan.</p> <p><u>Distribution of health facilities: response to Issue 8.1</u> This Initial Proposal sets the framework for the distribution of health services responding to consultation feedback that infrastructure should be developed alongside housing growth. This will be further established in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for additional school places: response to Issue 10.1</u> The Initial Proposal sets the framework for the distribution and location of education services. This will be further established in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for development of children’s care and education services: response to Issue 10.2</u> The Initial Proposal sets the framework for provision of such services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for higher education: response to Issue 10.3</u> The Initial Proposal sets the framework for providing higher education services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for play space: response to Issue 10.4</u> The Initial Proposal sets the framework for play space provision. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders and in line with London Plan and other appropriate standards.</p>
<p>Related Initial Proposals</p>	<p>1.1, 2.1, 2.2, 2.5, 2.8, 4.1, 4.4, 5.1, 5.2, 5.3, 5.5, 6.1, 6.2</p>

Initial Proposal	1.2f (Delivery of the vision)
Proposal Description	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 requirements will be within the maximum car parking provision allowable in outer West London (and as indicated at Appendix 5). 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.
Related Issues and Options	5.1a,b; 5.6a,b
Reasoning and evidence base	<p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at enhancing public transport provision and reducing reliance on, and the impact of, car use. The Proposal addresses a number of consultation responses, including making the link between trip generation and public transport access, improving travel planning, looking at sustainable management options, controlling parking with new development.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal promotes walking and cycling as part of a package of measures to encourage sustainable movement. This responds to strong consultation support for enhanced walking and cycling provision.</p> <p><u>Improving the bus network: response to Issue 5.6</u> There is strong consultation support for enhancements to bus provision, which is recognised as the key component to local public transport improvement, as part of a borough wide strategy. This Initial Proposal provides part of the overarching framework for public transport enhancements proposed for the borough, subject to involvement of key stakeholders (such as London Buses and operators), coordination with proposals for interchange (such as Crossrail), consideration of appropriate depot locations and confirmation of viable business cases and use of s.106 contributions, particularly for Fastbus</p> <p><u>Planning for parking: response to Issue 5.7</u> The Initial Proposal focuses on the relationship between the need to improve public transport provision to assist in reducing parking provision and car use as a whole. Consultation feedback indicated support for constraining parking in line with London Plan standards and access to public transport, subject to ongoing enhancement to alternative transport and consideration of measures such as joint use of existing car parking (office, supermarkets etc.).</p>
Related Initial Proposals	1.1, 1.2, 2.1, 2.2, 2.5, 2.7, 4.4, 6.1

Initial Proposal Reference	2.1a (Realising the potential of the Uxbridge Road/Crossrail Corridor)
Proposal Description	By 2026, development of 9,364 extra housing units (85% of the borough's total net increase in housing development)
Related Issues and Options	4.2 (a,b)
Reasoning and evidence base	<u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 2.1a is an overarching proposal focusing on the delivery of sufficient housing to meet housing targets and demand, in line with national and regional guidance and policy. The Proposal sets out a framework for delivery in one of the identified growth corridors, addressing consultation feedback on appropriate locations, mix, provision and balance between housing and employment growth taken forward in specific area proposals. Specific sites will be identified in the borough's Development Sites policy document, informed by its PPS3 compliant housing land availability assessment. The accompanying housing background paper outlines the current housing supply trajectory.
Related Initial Proposals	1.1, 2.2, 2.3, 2.5, 2.6,2.7, 2.8, 2.9, 3.1, 3.4, 3.5, 4.1,

Initial Proposal Reference	2.1b (Realising the potential of the Uxbridge Road/Crossrail Corridor)
Proposal Description	Development of over 450,000 sq m of business floorspace (42% of the borough's total increase)
Related Issues and Options	9.6a-c
Reasoning and evidence base	<u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal promotes business growth in the Uxbridge Road/Crossrail Corridor as part of a balanced approach to residential and employment growth in the corridor. Specific Initial Proposals in Chapter 2 take forward measures to promote employment, acknowledging consultation feedback that an appropriate balance of protection, enhancement and promotion of mixed use should be taken forward on an area/site basis, in line with strategic policy objectives and market demand.
Related Initial Proposals	2.2, 2.3, 2.5, 2.7, 2.8

Initial Proposal	2.1c (Realising the potential of the Uxbridge Road/Crossrail Corridor)
Description	To supplement the introduction of Crossrail, improvements in bus services and capacity along the Uxbridge Road corridor.
Issues/Options	4.2a,b; 5.5a-c; 9.1a,b; 9.2a,b
Reasoning and evidence base	<p><u>Planning for rail and underground: response to Issue 5.5</u> There is strong consultation support for enhancements to existing, and provision for new, rail and underground stations and facilities. This Initial Proposal provides part of the overarching framework of public transport enhancements proposed for the borough; an essential part of the infrastructure required for balanced growth.</p> <p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the importance Ealing has as the borough's major centre and the need to continue to focus a mix of growth in this location. This approach is supported by consultation responses, which generally seek continued enhancement of Ealing's offer and position as a metropolitan centre.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal recognises the growing importance Southall has as a significant centre in the borough and the need to continue to focus a mix of growth in this location. This approach is generally supported in consultation feedback which also identifies the town's diversity as an important factor in its success.</p>
Related Proposal	1.1, 1.2, 2.1

Initial Proposal	2.1d (Realising the potential of the Uxbridge Road/Crossrail Corridor)
Proposal Description	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.
Issues/Options	1.1 (a,b,c); 2.1 (a,c)
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> Initial Proposal 2.1d sets out a balanced approach to regeneration and growth in the Uxbridge Road/Crossrail Corridor. The proposals take on board the importance residents and local groups place on the protection of local heritage (as outlined in Initial Proposal 1.1e), whilst also acknowledging development industry concerns that protection can sometimes hinder development and be too prescriptive. The Initial Proposal responds by highlighting the importance of balance between protection and appropriate growth and regeneration in specific areas.</p> <p><u>Planning for designated open space: response to Issue 2.1</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, to ensure that the natural environment is conserved and protected, as supported by consultation feedback.</p>
Related Proposal	1.1, 2.2, 2.5, 2.7

Initial Proposal	2.1e (Realising the potential of the Uxbridge Road/Crossrail Corridor)
Proposal Description	To reconfigure 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.
Related Issues and Options	9.2
Reasoning and evidence base	<u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on the expansion of Southall's offer as a major centre in the borough. This responds to consultation feedback, which recognises the importance of Southall as a diverse, mixed commercial and cultural centre.
Related Proposal	2.8

Initial Proposal	2.1f (Realising the potential of the Uxbridge Road/Crossrail Corridor)
Proposal Description	To consolidate the boundaries of each town centre with a core designated retail frontage that helps ensure the vitality and viability and future sustainability of each town centre.
Issues/Options	9.1, 9.2, 9.3, 9.4
Reasoning and evidence base	<p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the importance Ealing has as the borough's major centre and the need to continue to focus a mix of growth in this location. This approach is supported by consultation responses, which generally seek continued enhancement of Ealing's offer and position as a metropolitan centre.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on the expansion of Southall's offer as a major centre in the borough. This responds to consultation feedback, which recognises the importance of Southall as a diverse, mixed commercial and cultural centre.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of each centre to the borough's development and prosperity. This addresses feedback supporting development in the borough's major centres alongside a continued role for smaller centres in promoting local choice and reinforcing sustainable communities.</p> <p><u>Planning for local centres: response to Issue 9.4</u> The Initial Proposal looks at opportunities to support and enhance local shopping areas. This is in line with consultation feedback encouraging a focus on expanding local choice and promoting enhancement rather than purely protectionist policies, based on the evidence base of local retail need.</p>
Related Proposal	2.2, 2.5, 2.7, 2.8, 3.5

Initial Proposal Reference	2.2a (Promote Acton Town Centre)
Proposal Description	Development of 3,000 sq m of retail floor space, additional food and drink outlets, swimming pool and improved cultural and community facilities, at prime sites, including Morrison, Oaks, Beechworth House and the Town Hall site.
Related Issues and Options	6.1a-c; 6.3a,b; 9.3b
Reasoning and evidence base	<p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Initial Proposal makes provision for a new swimming pool facility responding to consultation feedback asking for new provision and identification of accessible, town centre locations as the most appropriate location for such facilities.</p> <p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal establishes potential for new culture and leisure facilities in the town centre. This responds to consultation feedback seeking the provision of new facilities in town centre locations, particularly where transport accessibility is good.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of Acton as one of the borough's town centres and the need to encourage appropriate growth to maintain this position. This approach addresses consultation feedback acknowledging the importance of smaller centres to the promotion of local choice and support of sustainable communities.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	2.2b (Promote Acton Town Centre)
Proposal Description	Provision of 586 additional mixed tenure homes; allowing residential and other uses on Uxbridge Road, east of the old town hall.
Related Issues and Options	4.2a,b; 4.3a-c; 4.4a-c; 9.3b
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 2.2b is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It sets out the quantum of new development appropriate for the Acton area as supported by the borough's emerging Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment – see accompanying housing paper for more information. This responds to consultation feedback suggesting the most appropriate locations for major growth are in town centre/accessible locations and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Maximising affordable housing provision: response to Issue 4.3</u> Initial Proposal 2.2b is an area-specific response to overarching Initial Proposal 1.2a. The Proposal emphasises the London Plan position, whilst retaining flexibility of provision on a site-by-site basis, responding to development industry concerns to avoid over prescriptive thresholds.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> Initial Proposal 2.2b is an area-specific response emphasising the need for a range of residential accommodation in Acton town centre. This addresses community feedback that family, as well as smaller, dwellings are required in the borough but acknowledges the appropriateness of higher density development in accessible, town centre locations and the development industry's identification of need for a degree of site specific flexibility to respond to changing viability and market demand.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of Acton as one of the borough's town centres and the need to encourage appropriate growth to maintain this position. This approach addresses consultation feedback acknowledging the importance of smaller centres to the promotion of local choice and support of sustainable communities.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.2c (Promote Acton Town Centre)
Proposal Description	Improvement of the public domain, including the market square at The Mount, King Street and at High Street and Churchfield Road; also ensure that design has proper regard to conservation area and listed building designations throughout the town centre
Related Issues and Options	1.1 (a,c); 1.2(a,b,c); 9.3c
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> The emphasis within this Initial Proposal on the protection of heritage, responds to the importance residents and local groups place on preserving buildings and areas of local value, as established under Initial Proposal 1.1e.</p> <p><u>Townscape and design guidance: response to Issue 1.2</u> The Initial Proposal emphasises the need for appropriate design as advocated by consultees and in line with the emphasis on excellent urban design set out in Initial Proposal 1.1e.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of Acton as one of the borough's town centres and the need to encourage appropriate growth to maintain this position whilst maintaining its character and heritage. This approach addresses consultation feedback acknowledging the balance between enhancing provision and protecting existing valued attributes.</p>
Related Initial Proposals	1.1, 2.1

Initial Proposal Reference	2.2d (Promote Acton Town Centre)
Proposal Description	Provision of a new public transport interchange, including for Fastbus service between South Acton, the town centre, Acton mainline (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
Related Issues and Options	5.3a,b; 5.5a-c; 5.6a,b
Reasoning and evidence base	<p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.</p> <p><u>Planning for parking: response to Issue 5.7</u> The Initial Proposal is an area-specific response to the provision of parking, seeking to retain, but not increase, existing levels in line with the area's good public transport connections and London Plan standards, both of which are identified as important considerations in consultation feedback.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.2e (Promote Acton Town Centre)
Proposal Description	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.
Related Issues and Options	2.1(a,c); 2.3(a,b,c); 6.2a-c; 9.3b; 10.4
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 2.2e is a site-specific response (Acton Park) to public and stakeholder feedback that new and improved open space should be delivered in key locations, as established by overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 2.2e is a site-specific response to public feedback that appropriate new facilities should be provided in open spaces.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal is a site-specific response to the need for additional sport/recreation space in the borough, as supported by consultation feedback.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of Acton as one of the borough's town centres and the need to encourage appropriate growth, balanced with other facilities. This approach addresses consultation feedback acknowledging the balance between enhancing provision and creating a quality environment.</p> <p><u>Planning for play space: response to Issue 10.4</u> This Initial Proposal is a site-specific response to the need to enhance play space provision in the borough, particularly in identified areas of deficiency. This is in line with consultation feedback seeking enhancements in line with London Plan and other appropriate standards of provision.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal	2.3a (Regenerate South Acton)
Proposal Description	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 1,600 additional mixed tenure homes, 4,212 sq m of gross business floorspace and 235 potential jobs.
Related Issues and Options	4.1(b)
Reasoning and evidence base	<p><u>How to improve housing: response to Issue 4.1</u> Initial Proposal 2.3a is an area specific response focusing on the improvement of an existing housing area. The Initial Proposal takes forward the key principles (including delivery of a mix of tenures and use of innovative design solutions) established in Initial Proposal 1.1 and 1.2, which are widely supported in consultation feedback.</p> <p><u>Supporting independent living: response to Issue 8.2</u> Achieving access for all is identified as a concern in the consultation process. This Initial Proposal highlights the need to improve access between specific areas.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal	2.4a (Regenerate the Acton Mainline Station Area)
Description	Renewal of the station and interchange facilities with Fastbus
Related Issues and Options	5.2a; 5.5b; 5.6a,b
Reasoning and evidence base	<p><u>Reducing the impact of HGVs: response to Issue 5.2</u> The Initial Proposal responds to strong consultation feedback in support of enhancing options for rail freight in the borough.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.</p>
Related Initial Proposals	1.1, 1.2, 2.1, 4.4

Initial Proposal Reference	2.4b (Regenerate the Acton Mainline Station Area)
Proposal Description	Mixed-use regeneration of the area to the south of the station.
Related Issues and Options	4.2, 9.6
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> The Initial Proposal is an area specific response to overarching housing delivery proposals (1.1 and 2.1). This responds to consultation feedback suggesting the most appropriate locations for major growth are town centre/accessible locations and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal sets out proposals for the mixed-use regeneration of the area. This takes forward the strategic direction of Initial Proposals 1.1 and 2.1. The Initial Proposal also responds to consultation feedback which identifies the need for a balanced approach to growth, the promotion of employment in appropriate locations with existing strategic concentrations, proven business success and good transport accessibility, therefore, contributing to wider sustainability objectives.</p>
Related Initial Proposals	1.1, 2.1

Initial Proposal Reference	2.4c (Regenerate the Acton Mainline Station Area)
Proposal Description	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.
Related Issues and Options	3.5a
Reasoning and evidence base	<p><u>Management of minerals/aggregates: response to Issue 3.5</u> The Initial Proposal responds to consultation feedback which supports the use of non-road based means to transport freight, including construction materials.</p>
Related Initial Proposals	1.2

Initial Proposal	2.5a (Regenerate Ealing Town Centre)
Proposal Description	Development of 21,000sqm retail; 100,000sqm of replacement and new office space, including at Dickens Yard, Arcadia, Lammertons and Ealing Broadway Centre, and in the office quarter along Uxbridge Road
Issues/Options	9.1a,b; 9.6a,b
Reasoning and evidence base	<p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the importance Ealing has as the borough's major centre and the need to continue to focus a mix of growth in this location, including expanding leisure and community facilities and the residential population. This approach is supported by consultation responses, which generally seek continued enhancement of Ealing's offer and position as a metropolitan centre.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal identifies specific quantum and sites for business growth (including retail and office) as part of the mixed-use development and growth of the town centre. This takes forward the strategic direction of Initial Proposals 1.1 and 2.1. The Initial Proposal also responds to consultation feedback which identifies the need for a balanced approach to growth, the promotion of employment in appropriate locations with existing strategic concentrations, proven business success and good transport accessibility, therefore, contributing to wider sustainability objectives.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal	2.5b (Regenerate Ealing Town Centre)
Proposal Description	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.
Issues/Options	6.3a; 9.1a,c
Reasoning and evidence base	<p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal establishes potential for new provision in the town centre, linked to the development of distinct urban quarters. This responds to consultation feedback seeking the provision of new facilities in town centre locations (especially in Ealing), particularly where transport accessibility is good.</p> <p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the importance Ealing has as the borough's major centre and the need to continue to focus a mix of growth in this location, including developing distinct urban quarters to enhance its reputation as a mixed use location. This approach is supported by consultation responses, which generally seek continued enhancement of Ealing's offer and position as a metropolitan centre.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.5c (Regenerate Ealing Town Centre)
Proposal Description	Urban design – enhancement of historic buildings and frontages that contributes to character and appearance; including: the introduction of new town squares and public spaces; encouragement of varied building heights in response to the surrounding scales and features, with landmark buildings in gateway locations; and development of a “boulevard” along the Uxbridge Road with an increase in the number of street trees, other planting and active ground floor frontages.
Related Issues and Options	1.1 (a, c); 1.2 (a,b,c); 1.3 (a,b,c); 2.3© ; 9.1a,c
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> The emphasis within this Initial Proposal on the protection of heritage, responds to the importance residents and local groups place on preserving buildings and areas of local value, as established under Initial Proposal 1.1e.</p> <p><u>Townscape and design guidance: response to Issue 1.2</u> The emphasis within this Initial Proposal on enhancement of character, responds to the importance residents and local groups place on ensuring new development complements the existing townscape. However, it also avoids being too prescriptive, ensuring there is flexibility to deliver high-quality design in the town centre, this is in line with the borough-wide emphasis promoting excellence in urban design, as set out in Initial Proposal 1.1e.</p> <p><u>Tall buildings: response to Issue 1.3</u> This Initial Proposal takes forward Initial Proposal 1.1e and establishes the appropriateness of delivering taller buildings in Ealing Town Centre. This approach responds to feedback from strategic policymakers (including from the Greater London Authority) that taller buildings should be focused in sustainable locations such as town centres with good access arrangements, provides some clarity, yet flexibility, for the development industry and addresses resident/local group concerns that tall buildings should primarily be considered in certain locations.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 2.5c is a site-specific response (Uxbridge Road boulevard) to public feedback that improvements to public spaces should be initiated.</p> <p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the importance Ealing has as the borough’s major centre and the need to enhance its attractiveness, public realm and protect its character. This approach is supported by consultation responses, which acknowledge the importance of a high quality environment to the future success of the centre.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.5d (Regenerate Ealing Town Centre)
Proposal Description	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.
Related Issues and Options	5.3a,b; 5.5a-c; 5.6a,b; 9.1a
Reasoning and evidence base	<p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.</p> <p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the significance of the town centre's stations as important gateways and the need to improve access and environmental quality in these locations. This approach is supported by consultation responses, which acknowledge the importance of a high quality environment to the future success of the centre.</p>
Related Initial Proposals	1.1, 1.2, 2.1, 6.1

Initial Proposal Reference	2.5e (Regenerate Ealing Town Centre)
Proposal Description	A range of social and community facilities including a new health centre, and other infrastructure projects such as a centralised energy facility; also improvements to the Questor’s Theatre in conjunction with development of a neighbouring site with an Uxbridge Road frontage and improvements to Ealing Town Hall.
Related Issues and Options	6.3, 8.1, 9.1a,b
Reasoning and evidence base	<p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal establishes potential for new provision in the town centre. This responds to consultation feedback seeking the provision of new facilities in Ealing to maintain its role as a metropolitan centre.</p> <p><u>Distribution of health facilities: response to Issue 8.1</u> This Initial Proposal is a site-specific response addressing consultation feedback for health facilities to accompany new development, potentially delivered under the hub/polyclinic model of provision. This will be further established in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Promoting Ealing town centre: response to Issue 9.1</u> The Initial Proposal recognises the importance Ealing has as the borough’s major centre and the need to continue to focus a mix of growth in this location, including expanding leisure and community facilities and the residential population. This approach is supported by consultation responses, which generally seek continued enhancement of Ealing’s offer and position as a metropolitan centre.</p>
Related Initial Proposals	6.1, 6.2

Initial Proposal Reference	2.5f (Regenerate Ealing Town Centre)
Proposal Description	This will lead to the provision of 1,917 additional mixed tenure homes, 153,812 sq m of gross business floorspace and 6,535 potential jobs.
Related Issues and Options	4.2, 4.3
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 2.5f is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It sets out the quantum of new development anticipated for the Ealing area as supported by the borough's Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment. This responds to consultation feedback suggesting the most appropriate locations for major growth are town centre/accessible locations and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Maximising affordable housing provision: response to Issue 4.3</u> Initial Proposal 2.5f is an areas-specific response to overarching Initial Proposal 1.2a. The Proposal identifies the need for a mix of tenure accommodation in the town centre area, in line with its sustainability and accessibility credentials, but avoids setting prescriptive thresholds in line with concerns raised by the development industry.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal	2.6a (Regenerate the Green Man Lane Estate)
Proposal Description	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 282 additional mixed tenure homes.
Issues/Options	4.1, 4.2, 4.4
Reasoning and evidence base	<p><u>How to improve housing: response to Issue 4.1</u> The Initial Proposal is an area specific response focusing on the improvement of an existing housing area. The Initial Proposal takes forward the key principles (including delivery of a mix of tenures, introduction of appropriate densities and use of innovative design solutions) established in Initial Proposal 1.1b, which are widely supported in consultation feedback.</p> <p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> The Initial Proposal is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It identifies the Green Man Lane area as an appropriate location for increased residential development linked to improved public transport accessibility, as supported by the borough's emerging Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment. This responds to consultation feedback outlining the most appropriate locations for major growth and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> The Initial Proposal is an area-specific response emphasising the need for a range of residential accommodation in the area. This acknowledges consultation feedback that higher density development is appropriate in accessible, edge of town centre locations and the development industry's identification of need for site-specific flexibility to respond to changing viability and market demand.</p>
Related Proposal	2.5

Initial Proposal	2.7a (Enhance and consolidate Hanwell Town Centre)
Description	Enhancement of those historic buildings and frontages that contributes to the character and appearance of the town centre
Issues/Options	1.1 (a,b,c); 9.3a,c
Reasoning and evidence base	<p><u>Protection for existing buildings: response to Issue 1.1</u> The emphasis within this Initial Proposal on the protection of heritage, responds to the importance residents and local groups place on preserving buildings and areas of local value, as established under Initial Proposal 1.1e.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance Hanwell has as one of the borough's town centres and the need to encourage appropriate growth, balanced with other facilities. This approach addresses consultation feedback acknowledging the balance between enhancing provision and creating a quality environment.</p>
Related Proposal	1.1, 2.1

Initial Proposal Reference	2.7b (Enhance and consolidate Hanwell Town Centre)
Description	Consolidation of the town centre to meet the retail needs of the Hanwell district
Issues/Options	9.3b
Reasoning and evidence base	<u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance Hanwell has as one of the borough's town centres, but that in this instance consolidation rather than expansion is the appropriate approach. This approach addresses consultation feedback acknowledging the balance between enhancing quality whilst avoiding protecting parts of a centre unnecessarily.
Related Initial Proposals	2.1

Initial Proposal Reference	2.7c (Enhance and consolidate Hanwell Town Centre)
Proposal Description	Station improvements, including opening southern access for easier access to The Broadway and to enable Crossrail; improved facilities for cyclists
Issues/Options	5.3b; 5.5a-c; 9.3b
Reasoning and evidence base	<u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities. <u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements. <u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of enhancing the gateway to the town centre, creating a high quality, accessible environment. This responds to consultation feedback identifying the importance of a high quality environment to the success of a centre.
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.7d (Enhance and consolidate Hanwell Town Centre)
Proposal Description	Promotion of improvements in the street scene, to local green space and to private forecourts and parking provision
Related Issues and Options	2.1(a,c)
Reasoning and evidence base	<u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 2.6d is a site-specific response to public and stakeholder feedback that open space provision should be enhanced in key locations, as established by overarching Initial Proposal 1.1f.
Related Initial Proposals	1.1, 1.2

Initial Proposal Reference	2.7e (Enhance and consolidate Hanwell Town Centre)
Description	This will lead to the provision of 45 additional mixed tenure homes, 8,000 sq m of gross business floorspace and 100 potential jobs.
Related Issues and Options	4.2, 4.3
Reasoning and evidence base	<u>Maintaining an adequate supply of housing: response to Issue 4.2</u> The Initial Proposal is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It sets out the quantum of new development anticipated for the Hanwell area as supported by the borough's Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment. This responds to consultation feedback suggesting the most appropriate locations for major growth are town centre/accessible locations and the need for a credible process of identifying and monitoring potential housing sites. <u>Maximising affordable housing provision: response to Issue 4.3</u> The Initial Proposal an areas-specific response to overarching Initial Proposal 1.2a. The Proposal identifies the need for a mix of tenure accommodation in the town centre area, in line with its sustainability and accessibility credentials, but avoids setting prescriptive thresholds in line with concerns raised by the development industry.
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal	2.8a (Regenerate Southall Town Centre)
Proposal Description	Reconfiguration of Southall Town Centre so that major retail development on 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.
Issues/Options	3.7b; 5.6a,b; 9.2a-c
Reasoning and evidence base	<p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.</p> <p><u>Planning for parking: response to Issue 5.7</u> The Initial Proposal is an area-specific response to the provision of parking, seeking to provide sufficient town centre parking alongside enhanced public transport provision in line with consultation responses indicating the importance of delivering a package of transport measures to reduce dependency on car use but avoid undermining the competitiveness of centres.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on the expansion of Southall's offer as a major centre in the borough. This responds to consultation feedback, which recognises the importance of Southall as a diverse, mixed commercial and cultural centre.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal	2.8b (Regenerate Southall Town Centre)
Proposal Description	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
Issues/Options	6.3a,b; 9.2a-c
Reasoning and evidence base	<p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal sets the framework for strengthening Southall's unique cultural provision, responding to consultation feedback seeking the enhancement of facilities in the town centre.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on the enhancement of Southall's diverse cultural offer. This responds to consultation feedback, which recognises the importance of Southall as a diverse, mixed commercial and cultural centre.</p>
Related Proposal	1.1, 1.2, 2.1

Initial Proposal	2.8c (Regenerate Southall Town Centre)
Proposal Description	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 infrastructure in the station area.
Related Issues and Options	1.3(a,b,c); 4.4b, 5.3a,b; 5.5a-c; 5.6a,b; 9.2a
Reasoning and evidence base	<p><u>Tall buildings: response to Issue 1.3</u> This Initial Proposal takes forward Initial Proposal 1.1e and establishes the appropriateness of higher density development within the vicinity of Southall Station. This approach responds to feedback from strategic policymakers (including from the Greater London Authority) that denser development should be focused on sustainable locations such as town centres with good access arrangements, provides some clarity, yet flexibility, for the development industry and addresses resident/local group concerns that denser development should primarily be considered in certain locations.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> Initial Proposal 2.7c is an area-specific response emphasising the need for a range of residential accommodation in Southall town centre. This acknowledges consultation feedback that higher density development is appropriate in accessible, town centre locations and the development industry's identification of need for site-specific flexibility to respond to changing viability and market demand.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure parking.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for this approach subject to stakeholder agreement, confirmation of business case and use of s106 contributions.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on the enhancement of transport and access in Southall. This responds to consultation feedback, recognising the need to improve access in and around major centres as well as the quality of the local environment.</p>
Related Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.8d (Regenerate Southall Town Centre)
Proposal Description	Additional community facilities – new community hub, including library, health centre; extended schools facilities; new two or three form entry primary school, with community access
Related Issues and Options	6.3a-c; 8.1a,b; 9.2a; 10.1
Reasoning and evidence base	<p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal establishes potential for new provision in the town centre. This responds to consultation feedback seeking the provision of new facilities in Southall and particularly the formation of community “hubs”.</p> <p><u>Distribution of health facilities: response to Issue 8.1</u> This Initial Proposal is a site-specific response addressing consultation feedback for health facilities to accompany new development, potentially delivered under the hub/polyclinic model of provision. This will be further established in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Supporting independent living: response to Issue 8.2</u> The Initial Proposal is a site-specific response addressing consultation feedback which indicates benefit from locating facilities in concentrated, accessible hubs.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on the enhancement of community provision in Southall. This responds to consultation feedback that a range of new facilities is required in this growing location to meet need and maintain its position as a major centre.</p> <p><u>Planning for additional school place: response to Issue 10.1</u> The Initial Proposal identifies the need for new educational facilities alongside residential growth proposed for the area. This responds to consultation feedback that infrastructure should be delivered in tandem with growth and should be focused on sustainable brownfield sites.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.8e (Regenerate Southall Town Centre)
Proposal Description	On the Southall Gas Works site, provision of up to 2,618 new homes (during the lifetime of the Strategy), 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.
Related Issues and Options	4.3a-c; 4.4a-c; 9.2b
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 2.7e is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It sets out the quantum of new development appropriate for the Southall area as supported by the borough's emerging Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment. This responds to consultation feedback outlining the most appropriate locations for major growth and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Maximising affordable housing provision: response to Issue 4.3</u> Initial Proposal 2.7e is an area-specific response to overarching Initial Proposal 1.2a. The Proposal identifies the need for a mix of tenures and dwelling sizes in the town centre area as part of its regeneration. This approach responds to community feedback that a range of affordable and family accommodation is required in the area, but avoids setting prescriptive thresholds for provision in line with concerns raised by the development industry.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> Initial Proposal 2.7e is an area-specific response emphasising the need for a range of residential accommodation in Southall town centre. This addresses community feedback that family, as well as smaller, dwellings are required in the borough, with the aspiration of enhancing community cohesion, whilst acknowledging the development industry's identification of need for a degree of site specific flexibility to respond to changing viability and market demand.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on expanding the extent of Southall town centre to take into account new development at the Gas Works and the range of uses, including significant residential growth, this can offer. This responds to consultation feedback on the range of accommodation required in the area and Southall's ability to maintain a diverse mix of commercial and residential development.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.8f (Regenerate Southall Town Centre)
Proposal Description	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.
Related Issues and Options	4.3a-c; 4.4a-c; 9.2b
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 2.7e is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It sets out the quantum of new development appropriate for the Southall area as supported by the borough's emerging Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment. This responds to consultation feedback outlining the most appropriate locations for major growth and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Maximising affordable housing provision: response to Issue 4.3</u> Initial Proposal 2.7e is an area-specific response to overarching Initial Proposal 1.2a. The Proposal identifies the need for a mix of tenures and dwelling sizes in the town centre area as part of its regeneration. This approach responds to community feedback that a range of affordable and family accommodation is required in the area, but avoids setting prescriptive thresholds for provision in line with concerns raised by the development industry.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> Initial Proposal 2.7e is an area-specific response emphasising the need for a range of residential accommodation in Southall town centre. This addresses community feedback that family, as well as smaller, dwellings are required in the borough, with the aspiration of enhancing community cohesion, whilst acknowledging the development industry's identification of need for a degree of site specific flexibility to respond to changing viability and market demand.</p> <p><u>Promoting Southall town centre: response to Issue 9.2</u> The Initial Proposal focuses on opportunities to expand residential and business accommodation in Southall. This responds to consultation feedback on the range of accommodation required in the area and Southall's ability to maintain a diverse mix of commercial and residential development.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.9a (Regenerate the Havelock Area)
Proposal Description	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.
Related Issues and Options	1.3(a,b,c)
Reasoning and evidence base	<p><u>Tall buildings: response to Issue 1.3</u> This Initial Proposal takes forward Initial Proposal 1.1e and establishes the appropriateness of higher density development as part of the Havelock estate's regeneration. This approach responds to feedback from strategic policymakers (including from the Greater London Authority) that denser development should be focused on sustainable locations such as town centres with good access arrangements, provides some clarity, yet flexibility, for the development industry and addresses resident/local group concerns that denser development should primarily be considered in certain locations.</p> <p><u>How to improve housing: response to Issue 4.1</u> Initial Proposal 2.8a is an area specific response focusing on the improvement of an existing housing area. The Initial Proposal takes forward the key principles (including delivery of a mix of tenures, introduction of appropriate densities and use of innovative design solutions) established in Initial Proposal 1.1b, which are widely supported in consultation feedback.</p> <p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 2.8a is an area specific response to overarching housing delivery proposals (1.1 and 2.1). It identifies the Havelock area as an appropriate location for increased residential development linked to improved public transport accessibility, as supported by the borough's emerging Development Sites policy document, informed by the PPS3 compliant housing land availability assessment and market assessment. This responds to consultation feedback outlining the most appropriate locations for major growth and the need for a credible process of identifying and monitoring potential housing sites.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.9b (Regenerate the Havelock Area)
Proposal Description	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 development and canal development with residential moorings, workshops and facilities.
Related Issues and Options	2.1(a,c); 2.3 (a,b,c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 2.8b is a site-specific response to public and stakeholder feedback that open space provision should be enhanced in key locations, specifically addressing British Waterways' feedback that the canal system should be treated as a recreational and biodiversity resource.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 2.8b is a site-specific response to public feedback that improvements to public spaces should be initiated.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	2.9c (Regenerate the Havelock Area)
Proposal Description	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
Related Issues and Options	9.6a,b
Reasoning and evidence base	<p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal focuses on the transformation of an existing employment area to introduce a mix of uses and density of development, whilst ensuring existing job levels are maintained. This approach addresses consultation responses identifying the need for flexibility, introducing an appropriate mix of uses in employment locations to enhance sustainability and take account of changing employment demand.</p>
Related Initial Proposals	1.1, 1.2, 2.1

Initial Proposal Reference	3.1a (Realising the potential of the A40 Corridor and Park Royal)
Proposal Description	By 2026, development of 1,363 additional homes (12% of the borough's net gain in housing) and over 360,092 sq m of extra business floorspace (33% of the borough's total increase).
Related Issues and Options	4.2a,b; 9.5a,b; 9.6a,b
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 3.1a is an overarching proposal focusing on the delivery of sufficient housing to meet housing targets and demand, in line with national and regional guidance and policy. The Proposal sets out a framework for delivery in one of the identified growth corridors, addressing consultation feedback on appropriate locations, mix, provision and balance between housing and employment growth taken forward in specific area proposals. Specific sites will be identified in the borough's emerging Development Sites policy document, informed by its PPS3 compliant housing land availability assessment and market assessment. See accompanying housing background paper for further details.</p> <p><u>Promoting Park Royal: response to Issue 9.5</u> Park Royal is identified in this Initial Proposal as a key area for continued business growth, responding to consultation feedback which recognises the area's importance as an employment location, for the borough and London as a whole. The proposals reflect the position outlined in the Opportunity Area Planning Framework</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal promotes business growth in the A40/Park Royal Corridor as part of a balanced approach to residential and employment growth in the corridor. Specific Initial Proposals take forward measures to promote employment, acknowledging consultation feedback that an appropriate balance of protection, enhancement and promotion of mixed use should be taken forward on an area/site basis, in line with strategic policy objectives and market demand.</p>
Related Initial Proposals	1.1, 1.2

Initial Proposal Reference	3.1b (Realising the potential of the A40 Corridor and Park Royal)
Proposal Description	Within the Corridor, achievement of an appropriate balance between localities for regeneration and those localities which merit conservation of the built and natural environment.
Related Issues and Options	1.1 (a,b,c)
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> As with Initial Proposal 2.1d, Initial Proposal 3.1b sets out a balanced approach to regeneration and growth in the A40/Park Royal Corridor. The proposals take on board the importance residents and local groups place on the protection of local heritage (as outlined in Initial Proposal 1.1e), whilst also acknowledging development industry concerns that protection can sometimes hinder development and be too prescriptive. The Initial Proposal responds by highlighting the importance of balance between protection and appropriate growth and regeneration in specific areas.</p> <p><u>Promoting Park Royal: response to Issue 9.5</u> Park Royal is identified in this Initial Proposal as a key area for continued business growth and regeneration, responding to consultation feedback which recognises the area's importance as an employment location, for the borough and London as a whole, but acknowledging that the introduction of a mix of uses will be appropriate in certain locations over time. The proposals reflect the position outlined in the Opportunity Area Planning Framework.</p>
Related Initial Proposals	1.1

Initial Proposal Reference	3.2a (From Northolt to Perivale, safeguard employment land along the A40 Corridor)
Proposal Description	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.
Related Issues and Options	9.6a,b
Reasoning and evidence base	<u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal promotes business growth in the A40 Corridor, identifying a need for a mix of industrial and alternative commercial development in the location, alongside improvements to transport and the local environment. This approach responds to consultation feedback that there needs to be a mix of employment on offer, with good access to public transport and enhancement to amenity, important to an area's perception, growth and sustainability.
Related Initial Proposals	1.1, 1.2, 3.1

Initial Proposal Reference	3.2b (From Northolt to Perivale, safeguard employment land along the A40 Corridor)
Description	Promotion of Greenford to A40 freight road link, so that heavy vehicles are diverted from roads with residential frontages
Related Issues and Options	1.3(a,b,c); 3.4(a); 5.1a,b; 5.2a
Reasoning and evidence base	<u>Reducing pollution: response to Issue 3.4</u> Initial Proposal 3.2b recognises concerns raised during the consultation process about the compatibility of land uses and the impact of vehicle pollution on local air quality, this is linked to specific transport Initial Proposal 4.4g. <u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at reducing congestion and other vehicular impacts. The proposal looks to address some issues raised in the consultation process, including the impact of through traffic and highway improvements in gateway areas. <u>Reducing impact of HGVs: response to Issue 5.2</u> The Initial Proposal is part of a package of transport measures designed to reduce the impact of HGVs in the borough, whilst ensuring the operation of key employment areas is not undermined, responding to both community concern about freight movements and employer group operation interests.
Related Initial Proposals	1.1, 4.4

Initial Proposal	3.2c (From Northolt to Perivale, safeguard employment land along the A40 Corridor)
Description	Promotion of use of the Grand Union Canal for freight transport
Related Issues and Options	3.4, 3.5, 5.1, 5.2
Reasoning and evidence base	<p><u>Reducing pollution: response to Issue 3.4</u> Initial Proposal 3.2c recognises concerns raised during the consultation process about the impact of vehicle pollution on local air quality, this is linked to specific transport Initial Proposal 4.4g.</p> <p><u>Management of minerals/aggregates: response to Issue 3.5</u> The Initial Proposal responds to consultation feedback which supports the use of non-road based means to transport freight, including construction materials.</p> <p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at reducing congestion and other vehicular impacts. The proposal looks to address some issues raised in the consultation process, including the impact of through traffic and highway improvements in gateway areas.</p> <p><u>Reducing impact of HGVs: response to Issue 5.2</u> The Initial Proposal is part of a package of transport measures designed to reduce the impact of HGVs in the borough, whilst ensuring the operation of key employment areas is not undermined, responding to both community concern about freight movements and employer group operation interests.</p>
Related Initial Proposals	4.4

Initial Proposal	3.3a (Promote business and industry in Park Royal)
Description	Retention of business and industry throughout the Park Royal industrial estate, encouraging sustainable, economic development and improvements to access and amenity.
Related Issues and Options	9.5, 9.6
Reasoning and evidence base	<p><u>Promoting Park Royal: response to Issue 9.5</u> The Initial Proposal focuses on employment and economic development in the borough's major industrial area. This addresses consultation feedback, which identifies the need to promote the estate's existing role and success. This is in line with the Opportunity Area Planning Framework for the area.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal identifies appropriate new uses and growth for the area, linking to overarching proposals 1.1 and 3.1. The Proposal responds to consultation feedback, which looks for a mix of employment to be introduced, particularly in proximity to public transport in order to create vibrant, sustainable places.</p>
Related Initial Proposals	1.1, 1.2, 3.1, 3.4

Initial Proposal	3.3b (Promote business and industry in Park Royal)
Description	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.
Related Issues and Options	5.5a-c
Reasoning and evidence base	<p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p>
Related Initial Proposals	4.4

Initial Proposal	3.3c (Promote business and industry in Park Royal)
Description	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.
Related Issues and Options	5.5a-c
Reasoning and evidence base	<u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.
Related Proposal	4.4

Initial Proposal	3.4a (Southern Gateway)
Proposal Description	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.
Related Issues and Options	5.1b; 5.5b,c; 5.6; 9.5a,b
Reasoning and evidence base	<u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at reducing congestion and other vehicular impacts. The proposal looks to address some issues raised in the consultation process, including the need for highway improvements in gateway areas. <u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 3.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements. <u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for this approach subject to stakeholder agreement, confirmation of business case and use of s106 contributions. <u>Promoting Park Royal: response to Issue 9.5</u> Southern Gateway is identified as a key site for bringing forward a mix of uses within Park Royal. This addresses consultation feedback, which identifies the need to introduce a mix of appropriate uses at key locations in the estate, whilst avoiding undermining its existing role and success. This is in line with the Opportunity Area Planning Framework for the area.
Related Proposal	1.1 3.1

Initial Proposal	3.4b (Southern Gateway)
Description	An important focal point for business in its own right, with some 3,000 jobs, in offices, storage, distribution, retail and creative/media
Issues/Options	9.5a,b, 9.6
Reasoning and evidence base	<p><u>Promoting Park Royal: response to Issue 9.5</u> Southern Gateway is identified as a key site for bringing forward a mix of uses within Park Royal. This addresses consultation feedback, which identifies the need to introduce a mix of appropriate uses at key locations in the estate, whilst avoiding undermining its existing role and success. This is in line with the Opportunity Area Planning Framework for the area.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal identifies appropriate new uses and growth for the area, linking to overarching proposals 1.1 and 3.1. The Proposal responds to consultation feedback, which looks for a mix of employment to be introduced, particularly in proximity to public transport in order to create vibrant, sustainable places.</p>
Related Proposal	1.1 3.1

Initial Proposal	3.4c (Southern Gateway)
Description	975 homes in a place where residents choose to live, because it is convenient and has good facilities and a decent environment.
Issues/Options	4.2, 4.4, 9.5
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> This Initial Proposal is an area specific response to overarching housing delivery proposals (1.1 and 3.1). It identifies the Southern Gateway area as an appropriate location for residential as part of a mixed use development linked to improved public transport accessibility, as supported by the borough's emerging Development Sites document, informed by the PPS3 compliant housing land availability assessment. This responds to consultation feedback outlining the most appropriate locations for major growth, appropriate release of under-utilised employment land and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> This Initial Proposal is an area-specific response that acknowledges consultation feedback that higher density development is appropriate in accessible locations and the development industry's identification of need for a degree of site-specific flexibility to respond to changing viability and market demand. The Proposal is linked to the borough's sites development document informed by housing market and land availability assessments.</p> <p><u>Promoting Park Royal: response to Issue 9.5</u> Southern Gateway is identified as a key site for bringing forward a mix of uses within Park Royal. This addresses consultation feedback, which identifies the need to introduce a mix of appropriate uses at key locations in the estate, whilst avoiding undermining its existing role and success. This is in line with the Opportunity Area Planning Framework for the area.</p>
Related Proposal	1.1, 3.1

Initial Proposal Reference	3.4d (Southern Gateway)
Proposal Description	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 and the wider Park Royal area, and a bus interchange including a stopping point for Fastbus.
Related Issues and Options	5.5, 5.6, 6.3, 9.5
Reasoning and evidence base	<p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 3.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for this approach subject to stakeholder agreement, confirmation of business case and use of s106 contributions.</p> <p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal establishes potential for new provision in the town centre. This responds to consultation feedback seeking the provision of new facilities in accessible locations and the formation of community “hubs”.</p> <p><u>Promoting Park Royal: response to Issue 9.5</u> Southern Gateway is identified as a key site for bringing forward a mix of uses within Park Royal. This addresses consultation feedback, which identifies the need to introduce a mix of appropriate uses at key locations in the estate, whilst avoiding undermining its existing role and success. This is in line with the Opportunity Area Planning Framework for the area.</p>
Related Initial Proposals	1.1 3.1

Initial Proposal Reference	3.4e (Southern Gateway)
Description	A network of green space, with safe, attractive footpaths and featuring at least two new public open spaces.
Related Issues and Options	2.2, 2.3
Reasoning and evidence base	<p><u>Planning for undesignated open space: response to Issue 2.2</u> The Initial Proposal is an area-specific response to the provision of additional green space, taking forward Initial Proposals 1.1 and 1.2. The Initial Proposal responds to strong feedback from residents/local groups and key stakeholders (including the Environment Agency, Natural England and Greater London Authority) that provision should be enhanced, particularly in areas of existing deficiency.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Enhancement of green space is a key element of the spatial vision set out under Initial Proposal 1.1f and taken forward here on an area basis. This responds to consultation feedback that open space quality should be improved.</p>
Related Initial Proposals	1.1 3.1

Initial Proposal Reference	3.5a (Greenford Town Centre)
Proposal Description	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.
Related Issues and Options	4.2, 4.4, 5.6a,b; 7.1a; 9.3a,b
Reasoning and evidence base	<p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> This Initial Proposal is an area specific response to overarching housing delivery proposals (1.1 and 3.1). It identifies Greenford as an appropriate location for residential as part of a mixed use development linked to improved public transport accessibility, as supported by the borough's emerging Development Sites document, informed by the PPS3 compliant housing land availability assessment. This responds to consultation feedback outlining the most appropriate locations for major growth, appropriate release of under-utilised employment land and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> This Initial Proposal is an area-specific response that acknowledges consultation feedback that higher density development is appropriate in accessible locations and the development industry's identification of need for a degree of site-specific flexibility to respond to changing viability and market demand. The Proposal is linked to the borough's sites development document informed by housing market and land availability assessments.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.</p> <p><u>Secure design: response to Issue 7.1</u> The Initial Proposal is an area specific response looking at the delivery of excellent design in the borough, including responding to concerns about safety in public spaces.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of Greenford town centre and the significance of transport and environmental improvements to enhancing the centre's offer. This addresses consultation feedback which identifies the creation of a high quality environment as a key part of enhancing a centre's offer and promoting local choice and sustainable communities.</p>
Related Initial Proposals	1.1, 1.2, 3.1

Initial Proposal	3.6a (Greenford Station and environs)
Proposal Description	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 established to and from the regeneration area to the north and to Westway Cross shopping centre, as well as south to Greenford Town Centre.
Related Issues	1.3(a,b,c); 4.2a,b; 4.4b; 5.3a,b; 5.5b,c; 5.6a,b
Reasoning and evidence base	<p><u>Tall buildings: response to Issue 1.3</u> This Initial Proposal establishes the appropriateness of higher density development within the vicinity of Greenford Station. This approach responds to feedback from strategic policymakers (including from the Greater London Authority) that denser development should be focused on sustainable locations such as those with good access arrangements, provides some clarity for the development industry and addresses resident/local group concerns that denser development should primarily be considered in certain locations.</p> <p><u>Maintaining an adequate supply of housing: response to Issue 4.2</u> This Proposal is an area specific response to overarching housing delivery proposals (1.1 and 3.1). It identifies the Greenford Station area as an appropriate location for residential as part of a mixed use development linked to improved public transport accessibility, as supported by the borough's emerging development sites document, informed by the PPS3 compliant housing land availability assessment. This responds to consultation feedback outlining the most appropriate locations for major growth and the need for a credible process of identifying and monitoring potential housing sites.</p> <p><u>Meeting housing needs: response to Issue 4.4</u> This Proposal is an area-specific response that acknowledges consultation feedback that higher density development is appropriate in accessible locations and the development industry's identification of need for a degree of site-specific flexibility to respond to changing viability and market demand.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposal 1.2, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.</p> <p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases & use of s.106 contributions.</p> <p><u>Provision of culture and leisure facilities: response to Issue 6.3</u> The Initial Proposal establishes potential for new provision in the town centre. This responds to consultation feedback seeking the provision of new facilities, particularly where access is good.</p> <p><u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal identifies appropriate new uses and growth for the area, linking to overarching proposals 1.1 and 3.1. The Proposal responds to consultation feedback, which looks for a mix of uses to be introduced, particularly in proximity to public transport in order to create vibrant, sustainable places.</p>

Related Proposal	1.1, 3.1, 6.1, 6.2
Initial Proposal Reference	3.7a (Neighbourhood shopping centres at East Acton, Park Royal, Perivale and Northolt)
Proposal Description	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.
Related Issues and Options	5.3a,b; 9.3a,b; 9.5a,b
Reasoning and evidence base	<p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal promotes enhancements to neighbourhood centres to ensure local choice is enhanced and the quality of the environment is improved. This addresses consultation feedback, which recognises the significance of public realm improvements and a wider range of facilities to enhancing a centre's role and offer.</p> <p><u>Promoting Park Royal: response to Issue 9.5</u> The promotion of neighbourhood shopping within Park Royal is part of an approach to encourage a sustainable mix of uses within the estate, securing its future growth and regeneration. Consultation feedback acknowledging that an appropriate mix of uses will be beneficial to the estate's overall development as a sustainable employment location supports this approach. This is in line with the Opportunity Area Planning Framework for the estate.</p>
Related Initial Proposals	1.1, 1.2, 3.1

Initial Proposal Reference	3.7b (Neighbourhood shopping centres at East Acton, Park Royal, Perivale and Northolt)
Proposal Description	Park Royal neighbourhood shopping centre: enhancement of area around ASDA superstore – pedestrian square, junction improvements, development of offices, restaurants and associated uses
Related Issues and Options	5.1b; 5.3a,b; 9.3a,b; 9.5a,b
Reasoning and evidence base	<p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at reducing congestion and other vehicular impacts. The proposal looks to address some issues raised in the consultation process, including highway improvements in gateway areas.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal promotes enhancements to neighbourhood centres to ensure local choice is enhanced and the quality of the environment is improved. This addresses consultation feedback, which recognises the significance of public realm improvements and a wider range of facilities to enhancing a centre’s role and offer.</p> <p><u>Promoting Park Royal: response to Issue 9.5</u> The promotion of an attractive neighbourhood shopping centre within Park Royal is part of an approach to encourage a sustainable mix of uses within the estate, securing its future growth and regeneration. Consultation feedback acknowledging that an appropriate mix of uses, and improvements to the environment, will be beneficial to the estate’s overall development as a sustainable employment location supports this approach. This is in line with the Opportunity Area Planning Framework for the estate.</p>
Related Initial Proposals	1.1, 1.2, 3.1

Initial Proposal	3.7c (Neighbourhood shopping centres at East Acton, Park Royal, Perivale and Northolt)
Proposal Description	Northolt Village centre: extend boundary to include new leisure and housing development, and south to Target Roundabout; improvements of centre especially at Eastcote Lane and Mandeville Road junction.
Issues/Options	5.1b; 9.3a,b
Reasoning and evidence base	<p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at reducing congestion and other vehicular impacts. The proposal looks to address some issues raised in the consultation process, including highway improvements in gateway areas.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal promotes enhancements to neighbourhood centres to ensure local choice is enhanced and the quality of the environment is improved. This addresses consultation feedback, which recognises the significance of public realm improvements and a wider range of facilities to enhancing a centre's role and offer.</p>
Related Proposal	1.1, 1.2, 3.1

Initial Proposal	3.8a (Residential neighbourhoods)
Proposal Description	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.
Issues/Options	1.1 (a,c), 1.2 (a,b,c); 1.3©; 4.1(a,b); 4.3a-c
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> This Initial Proposal further emphasises Initial Proposal 3.1b's balanced approach to regeneration and growth in the A40/Park Royal Corridor, taking on board feedback from both residents/local groups and developer interests.</p> <p><u>Townscape and design guidance: response to Issue 1.2</u> The emphasis within this Initial Proposal on retaining existing character, responds to the importance residents and local groups place on ensuring new development complements the existing townscape, particularly in residential areas.</p> <p><u>Tall buildings: response to Issue 1.3</u> The emphasis of this Initial Proposal on protecting the suburban character of residential areas, responds to resident/local group concerns that taller, denser development should be centred on established centres rather than in residential areas.</p> <p><u>How to improve housing: response to Issue 4.1</u> This Proposal is an overarching proposal focusing on the delivery of new housing in the borough. Key principles of housing delivery taken forward in the proposal and supported in the consultation process include: delivering density appropriate to location (i.e. predominantly lower density in established suburban areas), using innovative design solutions, providing a mix of unit sizes and tenures and delivering housing as part of mixed use schemes where appropriate.</p> <p><u>Maximising affordable housing provision: response to Issue 4.3</u> The Proposal reinforces the framework established in Initial Proposal 1.2a, ensuring that appropriate levels of affordable housing is delivered in all locations, meeting local need, addressing issues of over concentration in established estates and responding to consultation feedback which suggests that a balanced, flexible approach will be most effective in delivering new provision.</p>
Related Proposal	1.1, 1.2, 3.1

Initial Proposal Reference	3.8b (Residential neighbourhoods)
Proposal Description	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
Related Issues and Options	4.5a,c
Reasoning and evidence base	<u>Planning for gypsy and traveller communities: response to Issue 4.5</u> The Initial Proposal addresses consultation feedback indicating a preference for improving the existing facility with consideration of additional provision elsewhere as appropriate, ensuring that any conflict with surrounding employment uses are minimised.
Related Initial Proposals	1.2

Initial Proposal Reference	4.1a (Enhance residential hinterlands)
Proposal Description	By 2026, development of 339 extra homes (3% of the borough's net gain in housing) and 274,100 sq m of extra business floorspace (25% of the of the borough's total increase).
Related Issues and Options	4.2a,b
Reasoning and evidence base	<u>Maintaining an adequate supply of housing: response to Issue 4.2</u> Initial Proposal 4.1a is an overarching proposal focusing on the delivery of sufficient housing to meet housing targets and demand, in line with national and regional guidance and policy. The Proposal sets out a framework for delivery outside the identified growth corridors, addressing consultation feedback on appropriate locations, mix, provision and balance between housing and employment growth to be taken forward in specific area proposals. Specific sites will be identified in the borough's emerging Development Sites document, informed by its PPS3 compliant housing land availability assessment. <u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal promotes business growth in the residential hinterlands as part of a balanced approach to residential and employment growth. Specific Proposals take forward measures to promote employment, acknowledging consultation feedback that an appropriate balance of protection, enhancement and promotion of mixed use should be taken forward on an area/site basis, in line with strategic policy objectives and market demand.
Related Initial Proposals	1.1

Initial Proposal	4.1b (Enhance residential hinterlands)
Proposal Description	Infrastructure development, keeping pace with residential and commercial development in the residential hinterlands; including the following key projects, as well as ongoing investment in service planning to ensure sustainable communities in Ealing.
Related Issues and Options	7.3; 7.4; 10.1; 10.2; 10.3
Reasoning and evidence base	<p><u>Provision for police and judiciary: response to Issue 7.3</u> This Initial Proposal sets the framework for the provision of police and judicial facilities. This will be further established in the accompanying infrastructure plan.</p> <p><u>Provision for fire and ambulance: response to Issue 7.4</u> This Initial Proposal sets the framework for the provision of fire and ambulance services. This will be further established in the accompanying infrastructure plan.</p> <p><u>Planning for additional school places: response to Issue 10.1</u> The Initial Proposal establishes a framework for providing new infrastructure alongside residential growth in the residential hinterlands. This is in line with consultation feedback encouraging infrastructure development in tandem with growth.</p> <p><u>Planning for development of children's care and education services: response to Issue 10.2</u> The Initial Proposal sets the framework for provision of such services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for higher education: response to Issue 10.3</u> The Initial Proposal sets the framework for providing higher education services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p>
Related Initial Proposals	6.1, 6.2
Initial Proposal Reference	4.1c (Enhance residential hinterlands)
Proposal Description	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 area as accessible as possible by public transport, walking and cycling.
Related Issues and Options	9.3, 9.4
Reasoning and evidence base	<p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal recognises the importance of each centre to the borough's development and prosperity. This addresses feedback supporting development in the borough's major centres alongside a continued role for smaller centres in promoting local choice and reinforcing sustainable communities.</p> <p><u>Planning for local centres: response to Issue 9.4</u> The Initial Proposal looks at opportunities to support and enhance local shopping areas. This is in line with consultation feedback encouraging a focus on expanding local choice and promoting enhancement rather than purely protectionist policies, based on the evidence base of local retail need.</p>
Related Initial Proposals	1.1, 1.2

Initial Proposal	4.1d (Enhance residential hinterlands)
Proposal Description	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.
Issues/Options	1.1 (a,c); 1.2 (a,b,c); 1.3©; 4.1(b); 4.3a-c; 9.3a-c; 9.4a,b
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> This Initial Proposal emphasises the balanced approach to protecting the character of existing residential areas, whilst avoiding hindering appropriate development opportunities. This approach addresses feedback from both residents/local groups and developer interests as outlined under Initial Proposals 2.1d and 3.1b.</p> <p><u>Townscape and design guidance: response to Issue 1.2</u> The emphasis within this Initial Proposal on retaining existing character, responds to the importance residents and local groups place on ensuring new development complements the existing townscape, particularly in residential areas.</p> <p><u>Tall buildings: response to Issue 1.3</u> The emphasis of this Initial Proposal on protecting the suburban character of residential areas, responds to resident/local group concerns that taller, denser development should be centred on established centres rather than in residential areas.</p> <p><u>How to improve housing: response to Issue 4.1</u> The Initial Proposal is an overarching proposal focusing on the delivery of new housing in the borough. Key principles of housing delivery taken forward in the proposal and supported in the consultation process include: delivering density appropriate to location (i.e. predominantly lower density in established suburban areas), using innovative design solutions, providing a mix of unit sizes and tenures and delivering housing as part of mixed use schemes where appropriate.</p> <p><u>Maximising affordable housing provision: response to Issue 4.3</u> The Initial Proposal reinforces the framework established in Initial Proposal 1.2a, ensuring that appropriate levels of affordable housing is delivered in all locations, meeting local need, addressing issues of over concentration in established estates and responding to consultation feedback which suggests that a balanced, flexible approach will be most effective in delivering new provision.</p> <p><u>Promoting district and neighbourhood centres: response to Issue 9.3</u> This Initial Proposal acknowledges the balance between promoting appropriate growth and retaining the character of suburban areas. This addresses consultation feedback, which identifies the importance of character but recognises the need to promote wider choice.</p> <p><u>Planning for local centres: response to Issue 9.4</u> The Initial Proposal looks at opportunities to support and enhance local shopping areas. This is in line with consultation feedback encouraging a focus on expanding local choice and promoting enhancement rather than purely protectionist policies, based on the evidence base of local retail need.</p>
Related Proposal	1.1, 1.2

Initial Proposal Reference	4.2a (Regenerate Greenford Green and renew employment sites)
Proposal Description	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
Related Issues and Options	9.6a,b
Reasoning and evidence base	<u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal identifies appropriate new uses and growth for the area, linking to overarching proposals 1.1 and 4.1. The Proposal responds to consultation feedback, which looks for an appropriate mix of uses to be introduced in under-utilised employment areas, particularly in proximity to public transport in order to create vibrant, sustainable places.
Related Initial Proposals	1.1, 1.2, 4.1

Initial Proposal Reference	4.3a (Regenerate Greenford Depot)
Proposal Description	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)
Related Issues and Options	1.2, 9.6
Reasoning and evidence base	<u>Townscape and design guidance: response to Issue 1.2</u> The Initial Proposal responds to consultation responses asking for a context-driven approach to new development design. <u>Promoting major employment locations and sites: response to Issue 9.6</u> The Initial Proposal identifies appropriate new uses and growth for the area, linking to overarching proposals 1.1 and 4.1. The Proposal responds to consultation feedback, which looks for an appropriate mix of uses to be introduced in under-utilised employment areas, particularly in proximity to public transport in order to create vibrant, sustainable places.
Related Initial Proposals	1.1, 1.2, 4.1

Initial Proposal Reference	4.4a (Promote north-south links)
Proposal Description	Improvements to the North London Line stations and services in the borough
Related Issues and Options	5.5b,c
Reasoning and evidence base	<u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal Reference	4.4b (Promote north-south links)
Proposal Description	Introduction of a Fastbus route linking South Acton, Acton Town Centre, Acton mainline station, North Acton station and Wembley
Related Issues and Options	5.5b,c; 5.6a,b
Reasoning and evidence base	<u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements. <u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal Reference	4.4c (Promote north-south links)
Proposal Description	New West London orbital underground line from Surbiton through Ealing Broadway to North London
Related Issues and Options	5.5a-c
Reasoning and evidence base	<u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal Reference	4.4d (Promote north-south links)
Proposal Description	Improvement of rail services from Greenford station to West Ealing on the Greenford branch line
Related Issues and Options	5.5a-c
Reasoning and evidence base	<u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal Reference	4.4e (Promote north-south links)
Proposal Description	Extension of the rail services from Greenford station, alongside the Central Line to Northolt and on to Ruislip and interchange with the Chiltern Line
Related Issues and Options	5.5a-c
Reasoning and evidence base	<u>Planning for rail and underground: response to Issue 5.5</u> This is an area-focused proposal taking forward the framework established in Initial Proposals 1.2 and 2.1, identifying opportunities to enhance rail and underground stations, facilities and access. Consultation feedback provided strong endorsement for this approach subject to third party agreement and coordinated approach to s.106 funding for such improvements.
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal Reference	4.4f (Promote north-south links)
Proposal Description	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
Related Issues and Options	5.6a,b
Reasoning and evidence base	<u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal Reference	4.4g (Promote north-south links)
Description	Greenford – A40 road freight link, taking heavy lorries off street with residential frontages
Related Issues and Options	3.4a; 5.1a,b; 5.2c
Reasoning and evidence base	<p><u>Reducing pollution: response to Issue 3.4</u> Initial Proposal 4.4g recognises concerns raised during the consultation process about the compatibility of land uses and the impact of vehicle pollution on local air quality.</p> <p><u>Reducing congestion: response to Issue 5.1</u> The Initial Proposal is part of a package of transport proposals aimed at reducing congestion and other vehicular impacts. The proposal looks to address some issues raised in the consultation process, including reducing the impact of through traffic and highway improvements in gateway areas.</p> <p><u>Reducing impact of HGVs: response to Issue 5.2</u> The Initial Proposal is part of a package of transport measures designed to reduce the impact of HGVs in the borough, whilst ensuring the operation of key employment areas is not undermined, responding to both community concern about freight movements and employer group operation interests.</p>
Related Initial Proposals	1.1, 1.2, 3.2, 4.1, 6.1

Initial Proposal Reference	4.4h (Promote north-south links)
Description	Public transport improvements north-south from the Yeading Lane/Willow Tree Lane neighbourhoods
Related Issues and Options	5.6a,b
Reasoning and evidence base	<p><u>Improving the bus network: response to Issue 5.6</u> This Initial Proposal provides an area specific response introducing transport interchange and enhanced bus provision in line with strong consultation support for such an approach subject to key stakeholder agreement, confirmation of business cases and use of s.106 contributions.</p>
Related Initial Proposals	1.1, 1.2, 4.1, 6.1

Initial Proposal	5.1a (Protect and enhance Metropolitan Green Belt)
Proposal Description	Land in Northolt South: - Down Barns & Willow Tree Open Space: management for agriculture (Down Barns), landscape interest and protection of mounted manor site (Down Barns)
Related Issues and Options	2.1(a); 2.3 (a,c)
Reasoning and evidence base	<u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.2a is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f. <u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.2a is a site-specific response to feedback that designation proposals should be protected/enhanced.
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal	5.1b (Protect and enhance Metropolitan Green Belt)
Proposal Description	<p>Land around the A40 – Northolt, Greenford</p> <ul style="list-style-type: none"> - 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 and education open space
Related Issues	2.1(a); 2.3(a); 5.3, 6.1a, 10.1
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.2b is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.2b is a site-specific response to feedback that designation proposals should be protected/enhanced.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, incl improved links & secure cycle parking facilities.</p> <p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Initial Proposal retains existing recreational facilities responding to consultation feedback in support of protecting and enhancing existing provision.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal is a site-specific response to the need for additional sport/recreation space in the borough, as supported by consultation feedback.</p> <p><u>Planning for additional school places: response to Issue 10.1</u> The Proposal identifies a site for a new high school, in response to consultation feedback seeking the development of infrastructure alongside growth. Detailed provision will be outlined in the accompanying infrastructure plan.</p>
Related Proposal	1.1, 2.1, 6.2

Initial Proposal	5.1c (Protect and enhance Metropolitan Green Belt)
Proposal Description	Spike's Bridge – King George's field: development of a district park, linking with open space across the canal in Hillingdon
Related Issues and Options	2.1(a,c); 2.3(a,c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> This Initial Proposal is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f. The Initial Proposal specifically addresses British Waterways' response that canals should be considered as a recreational and biodiversity resource.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> This Initial Proposal is a site-specific response to feedback that designation proposals should be protected/enhanced.</p>
Related Initial Proposals	1.1, 2.1, 6.2

Initial Proposal	5.2a (Protect and enhance Metropolitan Open Land)
Proposal Description	Acton Park – development of a district park – encompassing public parkland and private playing fields.
Related Issues	2.1 (c); 2.3 (b,c); 5.3a,b; 6.1b; 6.2b
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.2a is a site-specific response (Acton Park) to public and stakeholder feedback that open space provision should be enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.2a is a site-specific response (Acton Park) to public feedback that appropriate new facilities should be provided in certain open spaces.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Initial Proposal makes provision for a district sports centre responding to consultation feedback asking for new provision and identification of accessible, town centre locations as the most appropriate location for such facilities.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal is a site-specific response to the need for additional sport/recreation provision in the borough, as supported by consultation feedback.</p>
Related Initial Proposals	1.1f (Spatial Vision)

Initial Proposal	5.2b (Protect and enhance Metropolitan Open Land)
Proposal Description	Land in Park Royal: Twyford Abbey creation of public park to serve residents and workers, consistent with Heritage Land designation.
Related Issues and Options	1.1 (a,b,c); 2.1(a,c); 2.3(b,c)
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> Initial Proposal 5.2b is a site-specific response (Twyford Abbey) to public feedback that local heritage and buildings of value should be retained and protected, as established in overarching Initial Proposal 1.1e.</p> <p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.2b is a site-specific response (Twyford Abbey) to public and stakeholder feedback that open space provision should be enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.2b is a site-specific response (Twyford Abbey) to public feedback that, where appropriate, new facilities should be provided in certain open spaces.</p>
Related Initial Proposals	1.1, 2.1, 6.2

Initial Proposal	5.2c (Protect and enhance Metropolitan Open Land)
Proposal Description	<p>Land along A406:</p> <ul style="list-style-type: none"> - Hangar 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.
Related Issues and Options	1.1 (a,b,c); 2.1(a,c); 2.3 (b,c); 6.2c
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.1c is a site-specific response (Guinness open space) to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.1c is a site-specific response to feedback that designation proposals should be protected/enhanced.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal is a site-specific response encouraging the dual use of school playing fields and similar facilities as advocated by consultation feedback.</p>
Related Initial Proposals	1.1f (Spatial Vision)

Initial Proposal Reference	5.2d (Protect and enhance Metropolitan Open Land)
Proposal Description	Ealing Green, Walpole Park, Culmington tennis enclosure and Lammas Park – integrated management as a district park, protecting historic park and heritage land status
Related Issues and Options	1.1 (a,b,c); 2.1(a); 2.3(a,c); 5.3a,b
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.1g is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.1g is a site-specific response to feedback that designation proposals should be protected/enhanced.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	5.2e (Protect and enhance Metropolitan Open Land)
Proposal Description	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.
Related Issues and Options	1.1 (a,b,c); 2.1(a); 2.3 (a,c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.1h is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.1h is a site-specific response to feedback that designation proposals should be protected/enhanced.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	5.2f (Protect and enhance Metropolitan Open Land)
Proposal Description	<p>Brent River Park and adjacent MOL</p> <ul style="list-style-type: none"> - 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 athletic track and sports facilities. - Norwood Green – Osterley: farm management to enhance nature conservation, education, tourism and recreation, including respecting heritage land designation due to association with Osterley Park.
Related Issues and Options	1.1 (a,b,c); 2.1(a,c); 2.3 (a,b,c); 6.2b
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.2f is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.2f is a site-specific response to feedback that designation proposals should be protected/enhanced and new facilities should be introduced, where appropriate.</p> <p><u>Dealing with flood risk: response to Issue 3.6</u> Initial Proposal 5.2f is a site-specific response acknowledging the importance of retaining flood plain to assist in wider flood control, as supported by consultation responses including from the Environment Agency and established in PPS25.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal is a site-specific response to the need for additional sport/recreation space in the borough, as supported by consultation feedback.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal	5.2g (Protect and enhance Metropolitan Open Land)
Proposal Description	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.
Related Issues and Options	1.1 (a,b,c); 2.1(a); 2.3(a,c)
Reasoning and evidence base	<p><u>Heritage designations: response to Issue 1.1</u> Initial Proposal 5.2g is a site-specific response (Osterley House) to public feedback that local heritage and buildings of value should be retained and protected, as established in overarching Initial Proposal 1.1e.</p> <p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.2g is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f. The Initial Proposal specifically addresses British Waterways' response that canals should be considered as a recreational and biodiversity resource.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.2g is a site-specific response to feedback that designation proposals should be protected/enhanced.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal	5.3a (Protect and enhance Green Corridors)
Proposal Description	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
Related Issues and Options	2.1(a); 2.3(a,c); 5.3a
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.3a is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f. The Initial Proposal specifically addresses British Waterways' response that canals should be considered as a recreational and biodiversity resource.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.3a is a site-specific response to feedback that designation proposals should be protected/enhanced</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	5.3b (Protect and enhance Green Corridors)
Proposal Description	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.
Issues/Options	2.1(a); 2.3(a,c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.3b is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.3b is a site-specific response to feedback that designation proposals should be protected/enhanced</p>
Related Initial Proposals	1.1, 1.2, 6.2
Initial Proposal Reference	5.3c (Protect and enhance Green Corridors)
Proposal Description	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.
Issues/Options	2.1(a); 2.3(a,c); 5.3
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.3c is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.3c is a site-specific response to feedback that designation proposals should be protected/enhanced</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	5.3d (Protect and enhance Green Corridors)
Proposal Description	River Brent: management of the corridor from the northern boundary of Brent River Park to the borough boundary
Issues/Options	2.1(a); 2.3(a,c); 3.6(a,b)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.3d is a site-specific response to public and stakeholder feedback that open space provision should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.3d is a site-specific response to feedback that designation proposals should be protected/enhanced.</p> <p><u>Dealing with flood risk: response to Issue 3.6</u> Initial Proposal 5.3d is a site-specific response acknowledging the importance of retaining existing flood plain to assist in wider flood control, as supported by consultation responses including from the Environment Agency and as established in PPS25.</p>
Related Proposals	1.1, 1.2, 6.2
Initial Proposal Reference	5.4a (Protect the natural environment – biodiversity and geodiversity)
Proposal Description	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
Related Issues and Options	2.1(a); 2.3(a,c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.4a specifically focuses on the protection of areas of nature conservation, responding to public and stakeholder (including Natural England) concerns. This Initial Proposal builds on the overarching position set out in Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.4a responds to consultation feedback that designation proposals should be protected/enhanced.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal	5.4b (Protect the natural environment – biodiversity and geodiversity)
Proposal Description	Horsenden Hill – site of regional importance for geodiversity: protection and enhancement of the site, consistent with national and regional policy
Related Issues and Options	2.1(a,c); 2.3(a,c)
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.4b is a site-specific response to public and stakeholder feedback that open space provision, and biodiversity/geodiversity, should be protected and enhanced in key locations, as established in overarching Initial Proposal 1.1f.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.4b is a site-specific response to feedback that designation proposals should be protected/enhanced.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal	5.5a (Promote parks, sports, outdoor recreation and travel)
Proposal Description	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 expected to be utilised for an alternative open space use rather than for buildings.
Issues/Options	2.1(a,c); 2.2 (a,b,c); 2.3(a,b,c); 5.3a,b; 6.1a-c; 6.2a-c; 10.4
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.5a takes forward Initial Proposal 1.1f to establish the protection of leisure and recreation space, including from alternative land uses, responding to strong feedback from the public consultation process that existing provision should be safeguarded, enhanced, become widely accessible and be well-managed.</p> <p><u>Planning for undesignated open space: response to Issue 2.2</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, to provide additional protection for undesignated green space and gardens and a requirement to re-use open space rather than build alternative uses. This responds to consultation feedback (including from stakeholders such as the Greater London Authority, Environment Agency and Natural England) to retain open space, particularly in areas of deficiency.</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.5a responds to feedback that designation proposals should be protected/enhanced and, where appropriate, new facilities should be provided in open spaces.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Initial Proposal is key to the promotion of sports facilities in the borough. The Proposal looks to protect and enhance provision, particularly on open space, avoiding development for alternative uses. This position is supported by feedback from the consultation process.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal is key to the promotion of sports provision in the borough. The Proposal looks to protect and enhance provision, particularly on open space, avoiding development for alternative uses. This position is supported by feedback from the consultation process.</p> <p><u>Planning for play space: response to Issue 10.4</u> This Initial Proposal provides the framework for enhancing play space provision in the borough, particularly in identified areas of deficiency. This is in line with consultation feedback seeking enhancements in line with London Plan and other appropriate standards of provision.</p>
Related Proposal	1.1, 1.2, 6.2

Initial Proposal Reference	5.5b (Promote parks, sports, outdoor recreation and travel)
Proposal Description	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 Gasworks and Southern Gateway (Park Royal).
Related Issues and Options	2.1(a,c); 2.2(a,b,c); 2.3(a,b,c); 10.4
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.5b takes forward Initial Proposal 1.1f to establish a requirement for new green space to be provided as part of development proposals, in areas of deficiency. This responds to strong feedback from the public consultation process (including from stakeholders such as the Environment Agency and Natural England) that new provision should be delivered as part of growth proposals in the borough.</p> <p><u>Planning for undesignated open space: response to Issue 2.2</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, to provide additional green space with new development, particularly in areas of deficiency, directly responding to consultation feedback (including from stakeholders such as the Greater London Authority, Environment Agency and Natural England).</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.5b looks to set out improvements to open space provision and quality in response to public consultation feedback.</p> <p><u>Planning for play space: response to Issue 10.4</u> This Initial Proposal is a site-specific response to the need to enhance play space provision in the borough, particularly in identified areas of deficiency. This is in line with consultation feedback seeking enhancements in line with London Plan and other appropriate standards of provision.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	5.5c (Promote parks, sports, outdoor recreation and travel)
Proposal Description	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.
Related Issues and Options	5.3a,b; 6.1a-c; 6.2a-c
Reasoning and evidence base	<p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p> <p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Proposal looks to develop new provision in the form of a sports hub and network of sites. This proposal builds on consultation feedback supporting enhancement to provision, particularly with good access to public transport.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Proposal looks to develop new sports provision, building on consultation feedback supporting the enhancement of facilities, particularly with good access to public transport.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal Reference	5.5d (Promote parks, sports, outdoor recreation and travel)
Proposal Description	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.
Related Issues and Options	2.1(a,c); 2.2(a,b,c); 2.3(a,b,c); 5.3a,b
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> Initial Proposal 5.5d takes forward Initial Proposal 1.1f to establish a requirement for connections between existing and future green spaces. This particularly responds to consultation feedback from stakeholders such as the Primary Care Trust, Environment Agency and Natural England, looking to establish a network of spaces and connections to improve access and potential for healthy living.</p> <p><u>Planning for undesignated open space: response to Issue 2.2</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, to provide additional green space particularly in areas of deficiency, directly responding to consultation feedback (including from stakeholders such as the Greater London Authority, Environment Agency and Natural England).</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 5.5d responds to consultation feedback that designation proposals should be protected/enhanced.</p> <p><u>Encouraging walking and cycling: response to Issue 5.3</u> The Initial Proposal is an area specific response introducing localised improvements to walking and cycling environments. This responds to strong consultation support for enhanced walking and cycling provision, including improved links and secure cycle parking facilities.</p>
Related Initial Proposals	1.1, 1.2, 6.2

Initial Proposal	5.6 (Provide additional burial land)
Proposal Description	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
Issues/Options	2.1
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> The Initial Proposal establishes the need to protect existing, and provide additional land for burial.</p>
Related Proposal	5.1-5.5

Initial Proposal	6.1 (Physical infrastructure)
Proposal Description	<p>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.</p> <ul style="list-style-type: none"> • 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 basis; linking waste management to other aspects of physical infrastructure. • 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.
Issues/Options	3.1, 3.3, 5.5, 5.6
Reasoning and evidence base	<p><u>Waste reduction: response to Issue 3.3</u> The Initial Proposal sets the framework for waste management in the borough. The Council is taking forward the preparation of a Joint Waste Development Planning Document with the other West London boroughs. This approach is largely supported by consultation responses which also advocate the safeguarding of waste sites, exploration of alternative approaches and technologies, efforts to reduce waste generation and transportation of waste by non-road means, particularly water-based.</p> <p><u>Planning for rail and underground: response to Issue 5.5</u> There is strong consultation support for enhancements to existing, and provision for new, rail and underground stations and facilities. This Initial Proposal provides part of the overarching framework of public transport enhancements proposed for the borough.</p> <p><u>Improving the bus network: response to Issue 5.6</u> There is strong consultation support for enhancements to bus provision, which is recognised as the key component to local public transport improvement, as part of a borough wide strategy. This Initial Proposal provides part of the overarching framework for public transport enhancements proposed for the borough.</p>
Related Proposal	1.1, 1.2, 2.1, 3.1, 4.1, 4.4

Initial Proposal	6.2 (Social and community infrastructure)
Proposal Description	<p>Social and community infrastructure includes education, children’s services, provision for older people and independent living, health care, community safety, culture, leisure and meeting space for community organisations. The following requirements have been identified to date:</p> <ul style="list-style-type: none"> - 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, which can have a borough-wide catchment. - 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 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. <p>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.</p>
Issues/Options	6.1, 6.2, 6.3, 8.1, 10.1, 10.2, 10.3, 10.4

<p>Reasoning and evidence base</p>	<p><u>Planning for pools and sports halls: response to Issue 6.1</u> The Initial Proposal identifies the importance of providing community facilities in suitable locations, responding to consultation feedback asking for new provision and identification of accessible, town centre locations as the most appropriate location for such facilities.</p> <p><u>Planning for outdoor sports provision: response to Issue 6.2</u> The Initial Proposal sets the framework for protecting and enhancing existing provision, a position that is strongly supported by consultation feedback.</p> <p><u>Provision of culture and leisure: response to Issue 6.3</u> This Initial Proposal sets the framework for enhancing culture and leisure provision in the borough, a position that is strongly supported by consultation feedback.</p> <p><u>Distribution of health facilities: response to Issue 8.1</u> This Initial Proposal sets the framework for the distribution of health services responding to consultation feedback that infrastructure should be developed alongside housing growth. This will be further established in the accompanying infrastructure plan.</p> <p><u>Planning for additional school places: response to Issue 10.1</u> The Initial Proposal sets the framework for the distribution and location of education services. This will be further established in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for development of children’s care and education services: response to Issue 10.2</u> The Initial Proposal sets the framework for provision of such services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for higher education: response to Issue 10.3</u> The Initial Proposal sets the framework for providing higher education services. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders.</p> <p><u>Planning for play space: response to Issue 10.4</u> The Initial Proposal sets the framework for play space provision. This will be further developed in the accompanying infrastructure plan in conjunction with key stakeholders and in line with London Plan and other appropriate standards.</p>
<p>Related Initial Proposals</p>	<p>1.1, 1.2, 2.1, 3.1, 4.1</p>

Initial Proposal	6.3 (Green infrastructure)
Proposal Description	<p>The Infrastructure Plan will identify improved/enhanced provision and maintenance of:</p> <ul style="list-style-type: none"> • 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.
Issues/Options	2.1, 2.2, 2.3
Reasoning and evidence base	<p><u>Planning for designated open space: response to Issue 2.1</u> The Initial Proposal establishes the need to protect existing, and provide additional, land as open space.</p> <p><u>Planning for undesignated open space: response to Issue 2.2</u> This Initial Proposal takes forward the framework set out in Initial Proposal 1.1f, to provide additional green space particularly in areas of deficiency, directly responding to consultation feedback (including from stakeholders such as the Greater London Authority, Environment Agency and Natural England).</p> <p><u>Improving the quality of space: response to Issue 2.3</u> Initial Proposal 6.3 responds to consultation feedback that designation proposals should be protected/enhanced.</p>
Related Proposal	5.1-5.5

For further copies of this document or any of Ealing's local development framework documents, please contact:

Planning Policy
Ealing Council
Perceval House
14/16 Uxbridge Road
London W5 2HL

Tel: 020 8825 5882

Email: Planpol@ealing.gov.uk

Visit: www.ealinginlondon.com



