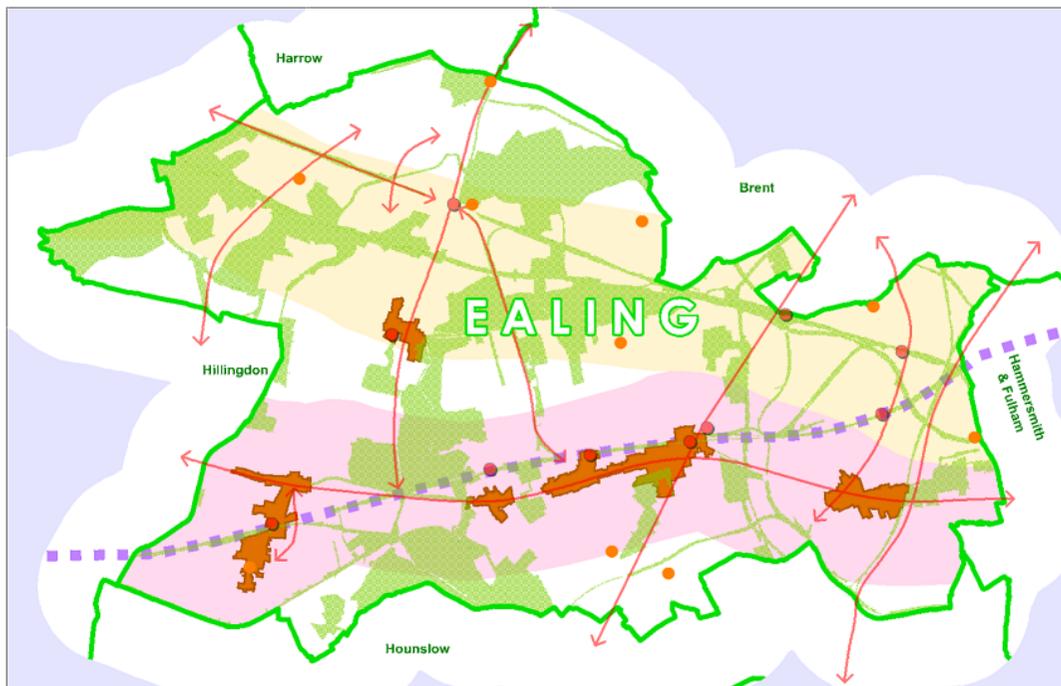


2026

Development Strategy Initial Proposals

Sustainability Appraisal Incorporating Strategic Environmental Assessment

Executive Summary Report (June 2010)



Introduction

This Executive Summary accompanies the Full Technical Report for the Sustainability Appraisal of the Development Strategy Initial Proposals. It provides a concise overview of the process, outputs and recommendations of the main report, and aims to increase the accessibility of Sustainability Appraisal to a non-technical audience.

The Sustainability Appraisal (SA) aims to promote sustainable development through the integration of economic, environmental and social considerations into the preparation of Development Plans Documents (DPD's). A key function of the Sustainability Appraisal is to illustrate the benefits and risks of different policy options, to enable a transparent decision making process.

Background

The preparation of the Sustainability Appraisal of the Development Strategy Initial Proposals has involved the following stages:

- The production of a Scoping Report, which sets out the scope of the Sustainability Appraisal for the Local Development Framework
- The production of this Sustainability Appraisal Report.

In the Scoping Report a Sustainability Appraisal Framework was developed and this framework has been used to appraise the sustainability of the Development Strategy. As part of the framework 19 Sustainability Objectives were identified, covering a range of aspects across environmental, economic and social issues.

Headline Findings

Ealing's Development Strategy was tested against the Sustainability Objectives in appraisal matrices to identify likely positive effects and negative impacts that could arise. Headline findings of this appraisal concluded that the Strategy is likely to have an overall positive effect, mainly on the economic, but also on social and environmental aspects of sustainability. Amongst the positive effects that are likely to be realised through the Strategy:

- Supporting sustainable economic growth
- Provision of housing
- Provision of employment land
- Physical, green and community infrastructure

Uncertainties were raised as follows:

- The impact of development upon noise and air pollution is not specifically recognised
- Health and health inequalities are not specifically recognised. In light of the Wanless Report, Marmot Review and the Emerging Health PPS, it would be expected to take a higher prominence within the Strategy.
- Quality of Life / Tranquillity not specifically recognised
- Accessibility, particularly in terms of physical access
- Inclusive communities for all age groups
- No spatial expression of climate change policy
- Policy specificity / detail including reference to evidence base and justifications
- Crime impacts
- How will arts and culture be promoted?

The most significant possible negative impact identified may occur if the Strategy leads to environmental degradation from intensified infrastructure, housing and employment development. These impacts are however unclear due to the possibility for site / project based mitigation measures. It was also noted that opportunities to improve and enhance green and open spaces are not always recognised in area-based policies.

Recommendations

Overall the SA concluded that the general impact of the Development Strategy on the 19 Sustainability Objectives is likely to be positive. However, it suggests that policy drafting could improve its performance even further:

General Recommendations

The following general recommendations are made for the development of the Strategy:

Issue	Suggested Approach
The impact of development upon noise and air pollution is not specifically recognised	Whilst the Development Management DPD will contain policies that seek to address cumulative impacts, there is the option to map noise and air pollution across the borough and develop spatial policies, highlighting specific areas.
Health and health inequalities are not specifically recognised. In light of the Wanless Report, Marmot Review and the Emerging Health PPS, it would be expected to take a higher prominence within the strategy.	Health Impacts Assessment (HIA), Proposal / Policy on health, mapping of health inequalities, 'food deserts', and areas of health deprivation. (Available from annual PCT Public Health Report).
Quality of Life / Tranquillity not specifically recognised	Incorporation of noise mapping and highlighting areas for enhancement.
Accessibility, particularly in terms of physical access	Proposal / policy for accessibility, modification of Scoping Report Indicator
Inclusive communities for all age groups	Reference to Lifetime Homes Standard, and to meeting the needs of different age groups.
No spatial expression of climate change policy	Climate Change 'Green Zones' or areas of opportunity for decentralised networks. Also, as a London borough with a significant industrial land portfolio, policies should seek to market and promote Ealing as a focus for green industry, creating a distinctive aspiration for future development.

Opportunities to improve and enhance green and open spaces are not always recognised	Additional references within policies e.g. for regeneration areas and local centres redevelopment.
Policy specificity / detail	Whilst aspirations provide a clear ambition, it is not always clear how elements might be delivered. If work is being undertaken in this regard (e.g. through evidence base documents such as the IDP; then make clear reference). Provide spatial level detail
Crime impacts	Reference to designing out crime, however this will be expanded upon in the emerging development management document
Cultural strategy unclear	Further incorporation of cultural aspirations within proposals. Modification / refinement of relevant Sustainability Objectives and Indicators in the Scoping Report. Focus on assets e.g. Film and Media.

Specific Recommendations

The following recommendations are made in relation to specific proposals:

Proposal	Commentary	Suggested Changes
1.1 Spatial Vision for Ealing 2026	<p>Proposals perform strongly across the sustainability objectives, particularly with regard to economic and housing objectives. However due to the provisional nature of some proposals at this stage, there are some uncertainties that arise from a lack of specificity in the policies. For instance, this is illustrated in the lack of detail regarding the type of jobs or the type of housing which the policy envisages. Or, indeed what type of historic character is to be retained, and how. The lack of specificity here makes it problematic to judge the extent to which the policy would meet the criteria for the objectives.</p> <p>Minimising detrimental noise impacts (Objective 5), is problematic to relate to the broad nature of the Vision. At this stage in time the policies propose an intensification of the existing housing, employment and transport infrastructure in the Borough. Whilst this would suggest an associated noise level increase, this would be highly dependent upon the context of each development, and where deemed necessary, the type of noise attenuation measures</p>	<ul style="list-style-type: none"> As initial proposals they present positive aspirations e.g. in historic character (part e) however as the Strategy progresses they shall require further specificity that goes beyond national or regional policy, providing greater local level spatial detail. It is Difficult to address noise spatially. There could nonetheless be reference to specific areas of concern. Reference to noise attenuation could be made somewhere within the vision, or within the other policy chapters. The emerging Development Management Document will provide policies to control impacts on a site basis.

	<p>developed for a scheme. So, at this stage, the appraisal process can only realistically produce a question mark.</p> <p>The provision of infrastructure and services 'where and when needed', is perhaps too vague; there could be a reference made here to the Infrastructure Delivery Plan to elaborate and recognise that infrastructure will be delivered in a planned rather than reactionary manner.</p> <p>Community facilities [proposal (g)] are potentially positive for Objective 2 if they encompass community participation facilitation.</p> <p>There is no reference to education or training within the Vision, or to crime, fear of crime and anti social behaviour.</p> <p>Lack of reference to Climate Change mitigation/adaptation</p>	<ul style="list-style-type: none"> • Ensure adequate reference is made to the planned delivery of infrastructure through the Infrastructure Delivery Plan, rather than 'where and when needed' which implies a reactionary rather than planned approach. • Consider making reference to education and training, or to crime / safety, and how planning might address these issues. • Reference to Climate Change Mitigation/Adaptation
<p>1.2 Delivery of the Vision for Ealing 2026</p>	<p>Initial proposal (e) 'Provision of appropriate social, physical and green infrastructure' performs particularly strongly, addressing a large proportion of the indicators across the SA framework.</p> <p>Sustainability Objective 13 (enhance existing buildings and facilities, and encourage the reuse / remediation of vacant land and under-utilised buildings) is not incorporated into proposal (a). Also notable is the fact that there is no reference to the Housing Needs Study that will evidence this policy.</p> <p>Provisions within proposal (b) are made to handle waste but not necessarily to reduce the overall volume handled, so in its present form the proposal fails to achieve the criteria for Indicator 14 as it does not have regard to waste reduction and recycling. With the exception of requiring the reuse of construction and demolition waste, planning will have a limited influence on waste reduction. Perhaps this highlights the need to revise the SA objective rather than the policy itself. The proposal will however have a positive impact in terms of waste recycling, as it seeks to secure adequate provision for waste management facilities (i.e. recycling/processing facilities). This also promotes self sufficiency, as at present all of our waste is sent out of London for either landfill or processing. Assessment of proposal (b) also results in questions over noise (Indicator 5) and climate change issues (Indicator 11); there is the potential for these to be addressed but they are not explicitly mentioned within the proposal.</p> <p>Proposal (f) might be considered too car focussed, and could elaborate further regarding sustainable modes of transport.</p>	<ul style="list-style-type: none"> • Incorporate Sustainability Objective 13 (enhance existing buildings and facilities, and encourage the reuse / remediation of vacant land and under-utilised buildings) into Proposal (a), and make reference to the Housing Needs Study. • Consider revising SA Objective 14 to reflect the fact that planning has limited control over waste reduction • Revise Initial Proposal (f) to include more significant references to sustainable transport
<p>2.1 Realising the potential of the Uxbridge Road / Crossrail</p>	<p>Realising the potential of the Uxbridge Road / Crossrail Corridor is seen to have a variety of positive implications across the SA Framework. Objectives 16 (Promoting Local employment opportunities, training and skills attainment) and 17 (supporting sustainable economic growth) in particular are addressed by several of the Initial Proposals.</p>	<ul style="list-style-type: none"> • For proposal (b), as the policy emerges, it would be useful to give some greater detail of the types of employment envisaged. Objective 16 makes reference to employment opportunities 'for all groups', also to improving earning levels and skills attainment. As the policy progresses and the

<p>Corridor</p>	<p>No reference is made to the essential infrastructure required to support this development, without which, the proposal could have a negative impact against various objectives.</p> <p>Despite some obvious benefits, it is unclear as to whether Indicator 16 can be fulfilled by Initial Proposal (b) as it is not indicated what types of employment will be developed, and for which groups.</p> <p>If Objective 5 is to be met within proposal (c) then new routes will require sensitive design and planning to reduce / mitigate the effects of noise. Meeting Objectives 10 and 11 for proposal (c) depends upon the accompanying implementation of travel plans, the standard and cleanliness of public transport, along with accompanying disincentives for private car use.</p>	<p>Employment Land Review become available, a more detailed breakdown of the job types envisaged would make appraisal of the aforementioned more productive.</p> <ul style="list-style-type: none"> • Make further reference to the essential infrastructure required to support development in the corridor • For proposal (c), more detail could be provided of how sensitive design and planning could reduce / mitigate the effects of noise on the Uxbridge Road or other areas with noise issues. Meeting Objectives 10 and 11 for proposal (c) depends upon the accompanying implementation of travel plans, the standard and cleanliness of public transport, along with accompanying disincentives for private car use. Make these more explicit within the proposal.
<p>2.2 Regenerate Acton Town Centre</p>	<p>Analysis of the Initial Proposals suggests that regeneration of Acton Town Centre would have positive benefits across the majority of the SA Framework Objectives. However there are several issues that the appraisal process has recognised. For Proposal (a), there is a question mark raised over Indicator 2 due to the fact that community facilities are mentioned within the initial proposal, however, because these are not specified in any detail it is unclear as to whether they would have any impact upon community involvement, voluntary and partnership working. Within this Initial Proposal there is no mention of open space provision.</p> <p>For Proposal (d), Objective 5 is uncertain; whilst the increased provision of public transport infrastructure may have positive effects, (providing alternatives to private car use), the intensification of development in the area may increase existing levels of noise. It would be anticipated that effects would be minimised through sensitive urban design and noise mitigation measures however as yet, for this proposal, and others, no regard has yet been made to noise.</p> <p>For Proposal (e), Objective 9 (Protect and enhance the natural environment and biodiversity) has not been sufficiently considered, despite its potential relevance. The creation of new open space is particularly welcomed, but may still not be sufficient to meet provision standards.</p>	<ul style="list-style-type: none"> • Either within Initial Proposal 2.2 (a) or elsewhere within the Strategy, make reference to how SA objectives such as ensuring community involvement, voluntary and partnership working will be actualised. • Incorporate provision of Open / Green Space within Regeneration of the Acton Town Centre, be this through pocket parks, incidental green space or other. • Harness the opportunity to incorporate measures for enhancing biodiversity and habitats (addressing SA Objective 9) through the creation of new open space in proposal (e).
<p>2.3 Regenerate South Acton</p>	<p>The Initial Proposal performs strongly with regard to Objectives 6, 13, 16, 17 and 19, however is still broad at this stage, with more detail required as to what 'an attractive and popular residential locality' might consist of. This will be appraised further through the SA of the Sites DPD.</p>	<ul style="list-style-type: none"> • The outputs of the Sustainability Appraisal have not indicated specific areas for improvement, however because 75% of the Objectives are not recognised in this proposal, more specificity could be provided to address the range of objectives to be met through sustainable development.

<p>2.4 Regenerate the Acton Main Line Station area</p>	<p>These Initial Proposals are still at a broad level and so difficult to appraise aside from obvious aspects, for example for proposal ‘(b)’ that regeneration will take place on previously developed land. There are questions over the impact of rail, bus and cement works on air and noise pollution (Objectives 5 and 10). Whilst development may improve on current standards (e.g. cleaner buses) there may equally be the possibility that intensification of industrial processes (e.g. at the cement works) could be detrimental on air and noise pollution.</p> <p>Proposal (c) requires careful management to minimise impact in terms of noise and air pollution. Note too that whilst identifying aggregate distribution points is important, the strategy (or other appropriate DPD’s) should also promote the reuse of aggregates on site.</p>	<ul style="list-style-type: none"> • Further detail is required with these objectives, particularly for proposal (c) as detailed above. The Strategy, (or other appropriate DPD’s) should also promote the reuse of aggregates on site.
<p>2.5 Regenerate Ealing Town Centre</p>	<p>The Regeneration of Ealing Town Centre would have major positive impacts across local and regional scales. It would support sustainable economic growth, encourage the reuse / remediation of vacant land and under utilised buildings, and promote cultural and community identity as a central focus for the area. For proposal (d), impact on Objectives 10 and 11 may be positive if transport users turn from private car and take up walking / cycling and public transport options.</p> <p>It is noted that (a) also incorporates a significant element of residential development, although not included in the proposal as worded here. There is potential incompatibility between (a) and (c); is it possible to accommodate significant growth in the town centre whilst safeguarding and enhancing good urban design?</p> <p>For several of the proposals, there are some uncertainties surrounding development implications on noise (Objective 5) and air pollution (Objective 10).</p> <p>Proposal (b) requires refinement.</p>	<ul style="list-style-type: none"> • Incorporation of air and noise pollution considerations within this policy or elsewhere. • Inclusion of residential development within proposal (a) for clarity, as this is envisaged. • Explanation of how points (a) and (c) might be made compatible • For Proposal (b), development of the different Quarters, build a more refined picture of what the different roles and characteristics are and what the best distribution of development might be. If this requires more detailed study, consider the possibility of developing further evidence base work, or an Area Action Plan.
<p>2.6 Regenerate the Green Man Lane Estate</p>	<p>The Regeneration of the Green Man Lane Estate performs strongly in terms of improving access to well designed, affordable, inclusive and appropriately located housing, (Objective 6), enhancing existing buildings and facilities, and encouraging the reuse / remediation of vacant land and under utilised buildings (Objective 13) and promoting cultural and community identity (Objective 19). The proposal is accompanied by broader SA Objectives through the supporting text. This proposal largely involves the redevelopment of the estate, rather than renovation/refurbishment. Whilst reuse/refurbishment is often deemed to be more sustainable when compared to redevelopment, redevelopment may allow us to achieve much higher standards in terms of sustainable design and construction.</p>	<ul style="list-style-type: none"> • To realise the regeneration potential of this estate, the emerging policy could have more detailed regard to a range of the SA Objectives, for example in improving employment and training opportunities, community involvement and partnership working, and to supporting access to services.
<p>2.7 Enhance and Consolidate</p>	<p>Initial Proposal 2.7 ‘Enhance and Consolidate Hanwell Town Centre’ would have positive impacts across a broad range of the SA Objectives including the local historic environment, enhancing existing buildings and facilities and encouraging the reuse / remediation of vacant</p>	<ul style="list-style-type: none"> • Address the potential impacts of noise and air pollution within the policy or elsewhere

<p>Hanwell Town Centre</p>	<p>land and underutilised buildings. Sustainable economic growth would be supported by new jobs, improved infrastructure and enhanced greenspace. There are however uncertainties over the potential increase in noise pollution, and the impact of development on air quality and climate change. There is the potential for the shift to sustainable transport modes to result in improvements in air quality (Objective 10) and reduce contributions to climate change (Objective 11). There is potential for green space enhancements to have a positive impact upon air quality (Objective 10) and reduce contributions to climate change (Objective 11), however 'improving' parking provision implies increasing; if this is the case then an increase in use of private vehicles would have a detrimental effect upon Objectives 10 and 11. Objective 15 is potentially negative for this initial proposal, due to the implied increase in parking provision, which may encourage / facilitate vehicular dependency.</p>	<ul style="list-style-type: none"> • Provide detail of how parking provision might be capped to ensure detrimental effects upon Objectives 5, 10, 11 and 15 are minimised. • Reference to pedestrian access (walkability)
<p>2.8 Regenerate Southall Town Centre</p>	<p>Regeneration of Southall Town Centre would have positive impacts in enhancing existing buildings and facilities and encouraging the reuse / remediation of vacant land and underutilised buildings, promoting local employment and supporting local economic growth. Additional community facilities, provision of new homes, jobs and transport infrastructure also helps in meeting a broad range of Sustainability Objectives.</p> <p>For proposal (a) there is some uncertainty over indicators 5, 10, 11 and 15; the proposal for enhanced public transport infrastructure is countered by the increased private car facilitation. The impact of noise and the potential for increased air pollution is not recognised in the policy. No reference is given to enhancing green spaces</p>	<ul style="list-style-type: none"> • Provide detail of how low car housing could be developed. Note that Development Management DPD should set out parking standards • Harness the opportunity to deliver new or enhanced public open spaces and green spaces within town centre regeneration, and as part of the Southall Gas Works redevelopment proposal.
<p>2.9 Regenerate the Havelock Area</p>	<p>Proposals for the regeneration of the Havelock Area would improve access to housing, open land and employment opportunities. With an upgrade to the security of the existing park between the railway and canal, regeneration would potentially create a safer place to live. For Proposal (b) it is not specified what 'facilities' shall constitute; so there is an element of uncertainty as to whether Indicator 1 can be met. Indicator 5 is uncertain because the extra moorings and workshops detailed in the proposal have the potential to increase noise levels.</p> <p>For proposal (b), although configuration of uses is unclear from the proposal, and still needs to be determined, it is noted that there could be a partial loss of a site of importance for nature conservation.</p>	<ul style="list-style-type: none"> • Specify what 'facilities' might constitute in the development • Make provision for noise implications to be mitigated
<p>3.1 Realising the potential of the A40 Corridor and Park Royal</p>	<p>Realising the potential of the A40 Corridor and Park Royal has positive implications across several objectives including employment and housing, but as the proposal stands, fails to impact upon 60% of the SA Objectives.</p>	<ul style="list-style-type: none"> • The emerging policy could have more detailed regard to a range of the SA Objectives.

3.2 From Northolt to Perivale, Safeguard Employment Land Along the A40 Corridor	<p>Safeguarding Employment Land along the A40 Corridor from Northolt to Perivale would support sustainable economic growth, and encourage the reuse / remediation of vacant land and under utilised buildings. Diversion of heavy vehicles from roads with residential frontages would minimise noise impacts, as would the increased use of the Grand Union Canal for freight transport, relieving pressure on the road network. There is some uncertainty with regard to Objectives 10 and 11; whilst the proposal incorporates the diversion of traffic and the promotion of alternative sustainable transport modes, the improvements are still likely to increase noise and pollution within the corridor.</p>	<ul style="list-style-type: none"> • Within the policy, there is the potential to recognise noise issues in the A40 corridor, however, the Development Management DPD policies will aim to manage noise on a site basis. • Detail how the evidence base for this Initial Proposal will be compiled (i.e. the Employment Land Review, Development Sites DPD)
3.3 Promote Business & Industry in Park Royal	<p>The promotion of business and industry in Park Royal would support sustainable economic growth, local employment opportunities and along with the development of an interchange station, would encourage sustainable modes of transportation. The supporting text to the policy covers some of the broader SA objectives surrounding design and climate change mitigation. There is little specificity as to the breakdown of types of employment use, the level of mix or a phasing timescale for delivery of projects (e.g. rail interchange projects). It is stated that 'tackling climate change will be encouraged'. This does not add any detail to national, regional or existing local policy, and would require further detail to be of policy value.</p>	<ul style="list-style-type: none"> • As the Strategy progresses, a more detailed breakdown of employment uses would be expected, as would a phasing timescale for delivery of the rail interchange projects • Stating that 'tackling climate change will be encouraged' could be replaced by providing spatial level detail of how this might take place – e.g. zoning for district heating projects
3.4 Southern Gateway	<p>The Southern Gateway Initial Proposal meets the majority of SA objectives positively; however there are uncertainties over objectives 5, 10, 11 and 12, with objectives 2, 4 and 14 not identified as impacted upon. There is some concern as to whether open space provision is adequate to accommodate the needs of proposed growth</p>	<ul style="list-style-type: none"> • Development will have to be designed innovatively if open space needs are to be met
3.5 Greenford Town Centre	<p>The Initial Proposal for Greenford Town Centre performs strongly across the SA Objectives, however includes no reference to public space.</p>	<ul style="list-style-type: none"> • There is scope to protect and enhance public space.
3.6 Greenford Station & Westway Cross	<p>The Proposals for Greenford Station and Westway Cross present benefits across the SA Objectives. The promotion of high density development around the station maximises its use as a transport hub and encourages sustainable transport modes. Pedestrian, cycling and sustainable transport links could have very positive effects on health if people choose to turn to modes of transport which incorporate physical exercise and discourage use of the private car. However many issues are still not clear at this stage, such as associated open space provision in new development. This should be identified in the Emerging Development Management DPD.</p>	

	Note that the site is presently designated for employment purposes. The release of this site for other uses could therefore reduce the employment potential of site.	
3.7 Neighbourhood Shopping Centres at East Acton, Park Royal, Perivale & Northolt	For Proposal (a), it is slightly unclear how Indicator 1 would be met, as the Initial Proposal is not entirely specific at this stage. If 'appropriate development' included health, community or local services, then the indicator would be met. The proposals perform strongly with regard to enhancing existing buildings and facilities, and encouraging the reuse / remediation of vacant land and under utilized buildings.	<ul style="list-style-type: none"> For Proposal (a), specify what 'appropriate development' might encompass
3.8 Residential Neighbourhoods	<p>The Initial Proposals for Residential Neighbourhoods should improve the satisfaction of residents with their neighbourhoods as a place to live, and preserve and enhance the local historic environment and cultural heritage. The proposals should also improve access to housing, enhance / remediate existing buildings, although in most instances this may involve the wholesale demolition and redevelopment of these areas as opposed to refurbishment. Whilst redevelopment may offer the opportunity to significantly increase the efficiency of the stock, it is generally preferable in sustainability terms to refurbish buildings.</p> <p>Development proposals could contribute to promoting cultural and community identity. It should be noted though that the proposals only cover 25% of the SA Objectives. It is not clear from the proposals what type of development will be encouraged and when (phasing), and what the 'needs' of the Gypsy, Roma and Traveller communities constitute. According to the Draft Replacement London Plan the Borough will require 26 sites, with the Minor Alteration to the consultation draft replacement to the London Plan suggesting 7 sites. This would suggest that the Strategy would need to do more than just 'consider extra provision'.</p>	<ul style="list-style-type: none"> Specify what type of development will be encouraged and when (phasing) Detail what the needs of the Gypsy, Roma and Traveller communities constitute, and make clearer the anticipated need as is set out in regional policy and the London Wide Needs Assessment
4.1 Enhance Residential Hinterlands	This proposal aims to address a broad range of objectives, however like several others requires further specificity. What form 'infrastructure development' and 'service planning' might take is unclear.	<ul style="list-style-type: none"> Detail of what infrastructure development and service planning might constitute.
4.2 Regenerate Greenford Green & Renew Employment Sites	What 'appropriate' employment / mixed use might constitute is unclear. Potential loss of employment land capacity is noted if a mixed use scheme is promoted. What 'development' at the Westway Cross shopping centre constitutes is unclear. Any increase in retail capacity is unlikely to be viewed as sustainable development.	<ul style="list-style-type: none"> Build upon detail as the Strategy progresses
4.3 Regenerate		

Greenford Depot	It is difficult to comment on the effects of this proposal due to the low level of detail at this stage. Further details will however be provided as part of the Sites DPD. Based on work completed to date, it is proposed that the site could accommodate a range of uses including an enhanced waste facility, bus depot and residential accommodation.	<ul style="list-style-type: none"> As a single site, this initial proposal might be more appropriately placed in the Sites Development Plan Document, or as part of the preceding proposal
4.4 Promote North – South Links	The promotion of north - south links will connect communities and improve access to employment opportunities and essential services, however it is not discussed how access may be enhanced. There are some uncertainties regarding the potential environmental impact of infrastructure intensification	<ul style="list-style-type: none"> Positive benefits are clear from the proposed schemes, however will require further detail as the Strategy progresses, in particular with regard to delivery partners and phasing. Detail how environmental impacts of infrastructure intensification might be dealt with at the local level
5.1 Protect and Enhance Metropolitan Greenbelt	The integrity and sustainable management of Metropolitan Greenbelt is essential in meeting the range of SA Objectives, as can be seen from the range of positive benefits the appraisal process outlines. Access to open green spaces is vital in helping to tackle health inequalities, creating places that people want to live in and building a wider sense of 'tranquility'.	<ul style="list-style-type: none"> No significant changes can be recommended as an output of the Appraisal process, however the positive benefits of Greenbelt and its links to such issues as holistic health and well being could be emphasised in an emerging policy.
5.2 Protect and Enhance Metropolitan Open Land (MOL)	Highly positive impacts can be seen across the SA Objectives	
5.3 Protect and Enhance Green Corridors	As well as reducing noise impacts, green corridors alongside transport routes create a pleasant, enhanced environment benefiting biodiversity and habitat creation.	
5.4 Protect the Natural Environment – Biodiversity &	Protection and enhancement of the natural environment is fundamentally linked to positive well being, quality of life, and fostering a sense of pride in local areas. The protection of geological and biodiversity interests is vital if the Borough is to retain its character and environmental quality into the future.	

Geodiversity		
5.5 Promote Parks, Sports, Outdoor Recreation and Travel	Promoting Parks, Sports, Outdoor Recreation and Travel fulfills a broad range of SA Objectives	
5.6 Provide Additional Burial Land	<p>The Initial Proposal to provide additional burial land is essential with a growing population, and as the use of existing sites is maximized.</p> <p>Although positive in sustainability terms, further details are required regarding the location of additional facilities, in order to fully assess this proposal.</p>	<ul style="list-style-type: none"> As the policies progress, provide further detail regarding the location of additional facilities
6.1 Physical Infrastructure	Appraisal of the Proposals for Physical Infrastructure results in a range of positive local impacts. A question mark arises over proposal 15; whilst there are positive improvements in relation to pedestrian and cycling infrastructure, there is accompanying improvement of roads. It is not entirely clear that the proposals would reduce the use of the private car.	<ul style="list-style-type: none"> As the strategy develops, more detail will be required in relation to discouraging the private car, as well as providing alternatives.
6.2 Social and Community Infrastructure	Proposals for social and community infrastructure will ensure that services will be provided to a broad section of the community, with increased education, children's services and leisure facilities potentially addressing the wider determinants of health in the Borough. Proposals will provide extra training and education opportunities, supporting sustainable economic growth and promoting cultural and community identity.	<ul style="list-style-type: none"> As the Strategy progresses, provide a more detailed spatial portrait of current deficiencies and anticipated future need across the range of social and community infrastructure. Such trajectories would also need to be accompanied by delivery vehicles and timescales / triggers for implementation.
6.3 Green Infrastructure	The positive benefits of green infrastructure across the SA Objectives is extensive, protecting and enhancing landscape quality, potentially reducing health inequalities, protecting public open spaces and the natural environment through to supporting sustainable economic growth. The appraisal process shows green infrastructure to be at the heart of sustainability.	<ul style="list-style-type: none"> The proposal could make reference to the Open Space Strategy The principles of green infrastructure networks and connectivity should be elaborated within the proposal, with more detail given as to other elements of green infrastructure (e.g. habitats and biodiversity). The proposal should clearly advocate why green infrastructure is a strategic priority within the Strategy; this may involve reference to such objectives as reducing health inequalities, or enhancing air and environmental quality.

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