

**Ealing Council  
LOCAL DEVELOPMENT FRAMEWORK**

# **Issues and Options Background Report**

**Background to the 'Issues and Options for Spatial  
Planning' produced for public participation in the  
production of the LDF Core Strategy, Sites  
Allocation Documents and Proposals Map**

***Public Participation  
February - March 2006***

**Planning and Compulsory Purchase Act 2004**

## **Where to go for more Information**

A member of the planning team is available to answer any questions you might have. Please contact us through the address below:

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# 1. Introduction

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The planning system affects everyone's lives. Planning decisions determine everything from where we live to where we work, where we buy provisions, to where we relax and take time out, and of course, how we get around from place to place! The Planning and Compulsory Purchase Act 2004 now requires us to stop and take stock of these decisions, and to think about the long-term future development here in Ealing.

Ealing's current planning policies are set out in the 'Plan for the Environment' (the statutory unitary development plan - UDP) were adopted in October 2004, and provide a good basis for dealing with planning applications submitted to the Council.

## **The new planning system**

In 2004, the Planning and Compulsory Purchase Act introduced a responsibility for all local councils to prepare a Local Development Framework. The LDF is a 'folder' of planning documents to guide development in the borough. Instead of a single land use plan (our existing UDP), we are now required to prepare a series of documents, covering various aspects of local development. These can be prepared or updated at different times, to enable the planning system to become more flexible and responsive to change.

The documents in the LDF must conform to the Government's national planning policy statements, as well as the London Plan. We also need to consider other Council strategies and policy documents from other organizations that may have implications for the development and use of land in Ealing.

## **Involving local communities**

We will involve local communities and stakeholders in this decision making process, so that they have a much greater role in the planning process than before. The more people that participate, the better this plan will be, so we want to hear your views! You are now invited to take part in the preparation of a new spatial plan for Ealing, including the Core Strategy and Sites Allocations Development Plan Documents.

The purpose of this background document is to prompt your thinking about the spatial policies needed to shape the future development of Ealing. The accompanying 'issues and options' have taken into account the following:

- The principles of sustainable development, ie development which is consistent with –
  - Social provision that recognises the needs of everyone
  - Protection and enhancement of the environment
  - Prudent use of natural resources
  - Economic progress and employment
  
- The need to conform with the Mayor’s policies for London, as set out in the London Plan. This includes the commitment to deliver the transport and spatial policies in the London Plan, and in particular, a certain volume of housing.
  
- The need to take into account national policy, including the direction set by the government in terms of sustainable communities, and prescribed in planning policy statements, circulars and guidance notes.
  
- The results of previous community consultation, including responses to the LDF consultation in June-September last year.
  
- The Community Strategy for Ealing, which sets out our vision for Ealing: ‘ a place where people from all backgrounds and walks of life choose to live and work, and where parents want to bring up their children.

We also want to know about sites that could be suitable for future development. For each major land use in the borough, this paper asks for views about sites where development might occur in the next 10-15 years. The Council is seeking your input to propose appropriate uses and sites for development at this stage.

## **The LDF core strategy and sites allocation document**

The most important document in the LDF folder is the LDF ‘Core Strategy’. This is because it sets out the guiding principles for development - through a strategic vision, objectives and core policies. All other documents that follow will need to be in conformity with this core strategy.

The LDF Core Strategy will take the UDP strategy as its starting point, but will be more than a basis for dealing with planning applications. The new strategy will contain ‘spatial planning policies’.

Government has introduced the term spatial planning to indicate plans which are more specific about the places for and the amounts of housing, employment, retail, leisure, community facilities, public services and transport infrastructure in the borough, for the next 10 to 15 years.

The Core Strategy will set out the type, mix and location of development in the borough, in order to deliver a sustainable future.

In the new LDF, we also have the opportunity to identify and allocate sites for specific uses and development. The new system allows for a sites allocation document to decide how much, what type, and where future development should be allocated.

## **What do we need to consider?**

There are many competing factors to consider when deciding where we should allow development to take place. We need to optimise the use of land and natural resources, and public investment in infrastructure and service facilities, at the same time achieving excellence in design. A sustainable mix of housing, employment, transport infrastructure and parks and open spaces, enables us to spend less time travelling between home, work, shopping, leisure and community and other services.

Guidance from government, and the Mayor of London, suggests that we should aim to locate development to:

- optimise the use of previously developed land and vacant or underused buildings;
- use a design-led approach to optimise the potential use of sites;
- ensure that development occurs in locations that are currently, or are planned to be, accessible by public transport, walking and cycling;
- ensure that development takes account of the capacity of existing or planned infrastructure including public transport, utilities and community infrastructure, such as schools and hospitals;
- ensure that development is accessible to town centres, employment, housing, shops and services;
- take account of the physical constraints on the development of land, such as risk of flooding, to ensure that no significant harmful impacts occur, or that such impacts are acceptably mitigated;
- take account of the impact that development will have on London's natural resources, environmental and cultural assets such as historic buildings and spaces, and the health of local people;
- take account of the suitability of sites for mixed use development and the contribution that development might make to strengthen local communities.

## **How can you participate?**

Each section of this consultation paper considers a particular planning topic and raises a number of issues and options on this topic. Questions are included to prompt your thinking.

One of the ways you can respond to these questions is by filling in the questionnaire at the end of this paper. You do not need to have a response to all

the questions, but the more answers you can give us, the greater will be the Council's understanding of your priorities and preferred options for addressing these. You are not required to provide your name and contact details, but if you do, we will be able to contact you directly during the next round of consultation, which will look at finalising our preferred policy options.

If you are unclear about any of the questions raised, would like further information or would like assistance with completing the questionnaire, please contact a member of our team, contact details are provided below.

Please don't forget to fill out the Equalities Monitoring form, so that we can assess how well we are reaching different sections of the community.

If you do not wish to complete the questionnaire, there will still be other opportunities to contribute, either verbally or in writing. We will be speaking to and attending, a number of meetings of local groups and organisations, as well as planning a series of workshops that you can attend. If you would like us to come and speak to your group/organisation about any aspect of this work, including LDF matters generally, please contact us at the address below. [Details of the programmed consultation events will be available on our webpage.](#)

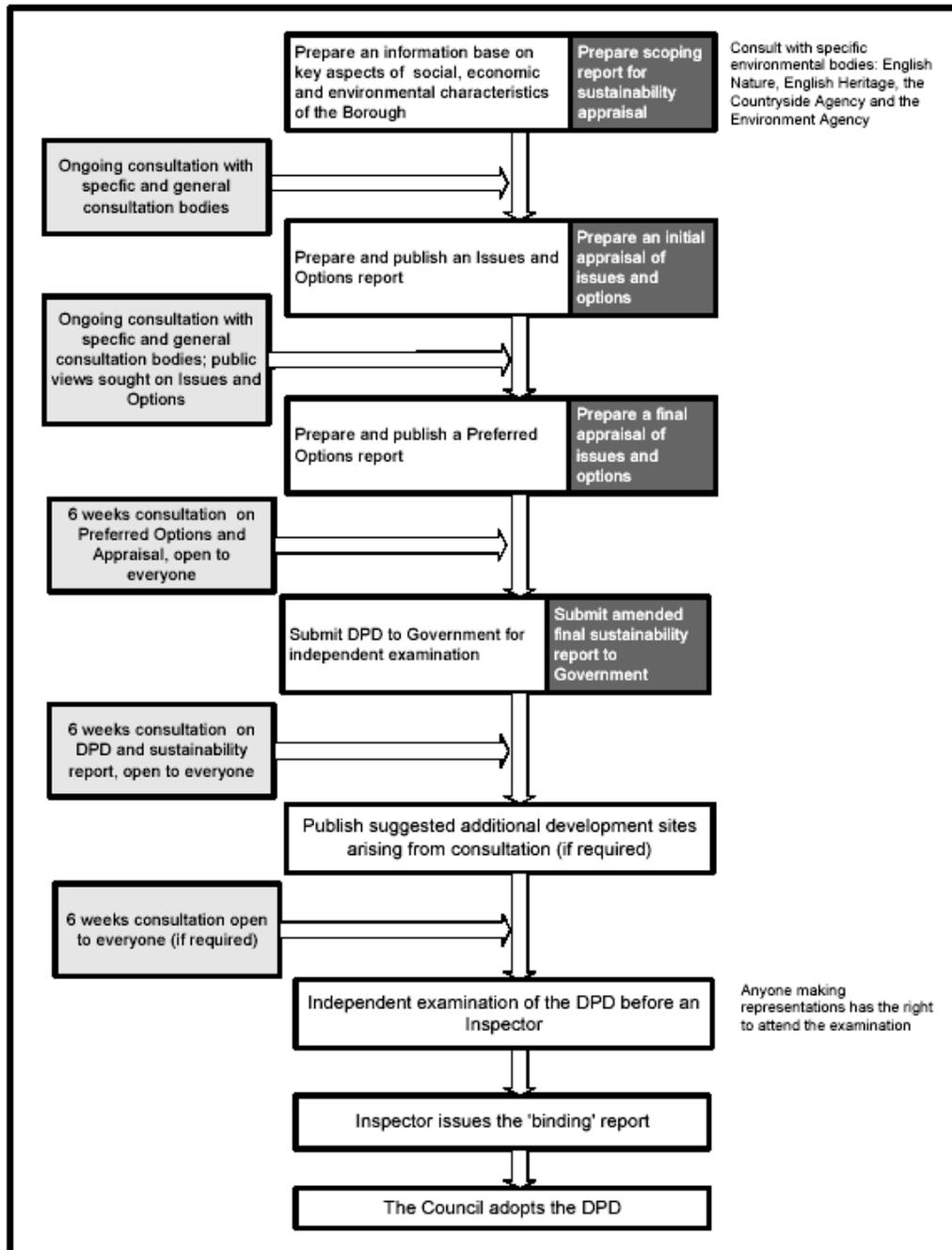
## **What are the next steps?**

During the consultation process we will let you know how your responses have been used, and where you can find out about the comments that other respondents have made. We will consult on the issues and options for the Core Strategy in accordance with the commitments that we have made in our Statement of Community Involvement, which was submitted for independent examination on the 6 January 2006.

The timetable for consultation will be as follows:

- January - March 2006: reporting to Area Committees, community workshops, dialogue with interested organisations and individuals.
- 17 February to 31 March 2006: Publication of Issues and Options Paper and period for informal public participation in developing the issues and options.
- April - May 2006: Prepare Preferred Options Report for core strategy/sites allocations in the light of the public's comments.

**Figure 2: The Consultation Process for Development Plan Documents**



## 2. A Vision for Ealing

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One of the key tasks in preparing our Core Strategy is to develop a ‘vision’ for our new Local Development Framework, which describes the sort of place we would like Ealing to be. Government guidance requires us to set out this vision in our Core Strategy.

Once we have established this vision, objectives and policies can follow, which we will use to achieve the vision. The vision should be based on how we would like to see the borough develop, and should reflect sustainable development principles. It should also reflect government guidance from national government, and from the Mayor of London. The policy directives from national government, and the Mayor of London, are an important determinant in the future sustainable development of the borough, as they focus on the major strategic issues facing the country and London as a whole. Within the boundaries of their direction, we have some flexibility to interpret and deliver what is appropriate for Ealing.

It is not intended that the LDF vision will replace the vision set out in the Community Strategy, but rather that it will build on and help to implement that vision in a spatial sense.

We need to think about how the vision of the Community Strategy translates to the planning system, and our new local development framework. The following description provides some of the key facts and characteristics of Ealing borough, and helps to set the scene for developing a vision for where we want to go. It also presents some of the big issues which are facing us as a community, and which we will want to address in our vision, objectives and policies.

### **A Spatial Picture of Ealing**

The London Borough of Ealing covers an area of around 55 square km in West London, and shares borders with Brent, Harrow, Hillingdon, Hounslow, and Hammersmith & Fulham boroughs. Ealing is located at the centre of the West London sub-region, which comprises of Ealing and the five boroughs mentioned above. The sub-region is well positioned in relation to Central London to the east and the Thames Valley to the west.

The strategic importance of West London is strongly influenced by its existence within the “Western Wedge”, the London part of which stretches from Paddington through Park Royal and Wembley to Heathrow and its environs. The “Western Wedge” has been one of the most dynamic growth areas in the entire country.

The borough is made up of seven distinct areas - Acton, Ealing, Greenford, Hanwell, Perivale, Northolt, and Southall. Each of these areas have diverse populations, Southall especially, is acknowledged as a centre of Asian goods, services and culture from the Indian sub-continent.

Ealing, and in particular Ealing town centre, is a 'transport hub' for West London and has good access to central and East London. Central Ealing is approximately six miles from Heathrow Airport and a similar distance from the central London Congestion Charging zone. It is well served by three underground lines and several mainline train services. Key highways in the borough include the A40, Uxbridge Road and the North Circular.

Ealing's major transport infrastructure is mostly radial, with rail lines and major roads pointing east and west. Local transport services link in with this network at various interchanges. On average there is one car per household in Ealing, although 32% of households do not have access to a car. 40% of people in Ealing go to work using public transport, compared to the London average of 42%. Only 9% of Ealing residents walk or cycle to work.

The borough of Ealing is diverse and cosmopolitan in character, combining suburban residential areas, parkland and open spaces with substantial office retail and industrial development. The Victorian and Edwardian residential areas of the borough remain, although many large houses have been converted into flats or shared accommodation, or lost to redevelopment. There are a number of historic buildings in Ealing, and also classic examples of 20<sup>th</sup> century Art-Deco style architecture. Ealing is famous for its 109 parks and open spaces, which together make up about 16% of total land in the borough. There are 93 designated nature conservation sites, located in the borough's parks, along rivers, canals and railway lines.

The north of the borough is generally hilly, with steep slopes caused by downcutting of the River Brent. The River Brent flows north to south, across the centre of the borough towards the river Thames. Horsenden Hill, the highest point in Ealing at 85m, dominates the landscape of much of the borough. Across the Brent Valley from Horsenden Hill, the land rises fairly steeply again to the top of Hanger Hill, then falls off gradually to the south. The western part of the borough is relatively flat, lying within a second, shallower valley, of Yeading Brook. The valley of the River Brent acts as a significant physical barrier between the north west and south east of the borough. The valley itself is susceptible to flooding, and has therefore remained largely undeveloped.

Over 300,000 people live in the borough of Ealing. There was an increase of 17,771 residents between the 1991 and 2001 Census counts. This increase of 6.3% was higher than the London average increase of 5.3%. 11% of the population is over 65 and 20% of the population is under 16.

Ealing is the 4th most diverse borough in London and also nationally. More than 100 languages are spoken in the borough. 41.3% of residents are from an ethnic minority, compared to 9.1% nationally, and 28.8% across London. About 20 percent of the minority ethnic community describe themselves as Asian. Within this, the largest minority group is of Indian origin, which accounts for 17 percent of the borough's total population. 15.1% of Ealing residents (45,401 people) live with a long term illness, health problem or disability, which limits their daily activities or the work they can do.

The two largest employment sectors within which Ealing residents work are business services (20.4%) and retail (15.9%). 73% of employment is in small and medium size firms, employing less than 200 people. The borough is located near several major employment locations in West London, such as Heathrow and White City, and contains a number of key sites of its own, in Park Royal, Southall, Acton and Northolt /Greenford. 3.9% of economically active residents were unemployed at the time of the 2001 Census, compared to 3.4% for England, and 4.4% for London. In our most deprived communities, unemployment rates are twice the borough average.

### **What are the key drivers of change that we need to consider?**

Ealing is a community of sharp contrasts. Although generally a prosperous borough, sharing in West London's highly successful economy, it has pockets of serious deprivation and disadvantage. Economic success in London as a whole, has had some adverse consequences for Ealing, such as air pollution and traffic congestion. This together with the developed, urban nature of the borough, has led to a major shortage of affordable housing. In turn, this puts pressure on employers to find and retain key workers.

The latest population projections from the GLA suggest that the rate of growth of population will continue at an additional 1,700 persons per year, with the population of Ealing increasing to 333,489 by 2016 (Table 1). Projections from the Office of National Statistics suggest a lower rate of growth, from 305,000 in 2003, the latest Mid-Year Estimate, to 309,700 in 2016. Unlike the GLA projections however, these are not linked to housing capacity and have not been adjusted to reflect recent changes in migration.

*Projected growth in households in the Borough indicates an increase of 9,684 households between 2001 and 2016 (Table 1).*

<b>Table 1. Population Projections 2001-2016</b>						
	<b>2001</b>	<b>2004</b>	<b>2011</b>	<b>2016</b>	<b>Change 2001-16</b>	<b>% Change</b>
<b>Population</b>	307,300	302,400	316,200	324,700	17,400	5.7%
<b>Households</b>	118,300	119,800	125,000	129,900	11,600	9.8%

Source: GLA 2005 Round Interim Demographic Projections, September 2005

Note: These projections ('Scenario 8.07') take into account results from the 2004 London Housing Capacity Study.

Housing needs in Ealing continue to increase as the population expands and diversifies. Average property prices have increased by almost 80% since 1996 and are about 5% above the London average. The lack of affordable housing has also led to a large homeless population in the borough, with about 2500 households currently in temporary accommodation.

Ealing also has a large refugee and asylum seeker community. It is estimated to have received among the highest numbers of all London boroughs in the last 10 years. Seven wards out of 23 throughout the borough rank in the top 20 percent of the most deprived in the country.

Ealing's economy was initially based on the industrial arc from Acton to Park Royal, Perivale, Greenford, Northolt and Southall. Major sectors were electrical, mechanical, instrument, defence, automotive and railway engineering; food and drink; chemicals and cosmetics; and industrial scale service industries. Though this was highly successful for several decades, Ealing has spent much of the past twenty years adapting to the relocation and restructuring of manufacturing both within the UK and globally. Since this is a continuing process, the former industrial areas are still in a state of transition. Over the past twenty years, Ealing has seen most of the former manufacturing sites change their use to distribution, head offices or to various hybrid activities that add value to goods manufactured elsewhere.

The loss of much of Ealing's manufacturing base led to high levels of unemployment during the early 1980s and the widespread disappearance of skills such as engineering. Areas such as Acton and Southall, which had supplied a high proportion of the employees in manufacturing, suffered particularly badly. Lack of employment led to social problems and parts of these areas became known as poor and undesirable areas. By the time growth started again, there was a wide gap between the skills needed for many of the new jobs and the skills available in these areas. This process was repeated in the early 1990s.

Additionally, as in other parts of West London, such areas contained the neighbourhoods where local authorities could house the many new communities of refugees, many of whom spoke too little English to enter employment easily and/or which had qualifications that were not recognised in the UK.

The long period of growth from the mid-1990s has eased this position, but there are still significant needs for skills development and for special initiatives to ensure people in the most disadvantaged areas can enter employment.

In contrast to the manufacturing downturn, developments in the Ealing Broadway-West Ealing area ('Ealing Centre') have led to a very substantial growth in service-sector employment, while Southall Town Centre has become a

major retail centre in its own right. The result is that Ealing is now far more dependent on office, retail and leisure employment than it is on manufacturing. This makes its town centres particularly significant as concentrations of economic activity.

As a result, Ealing Broadway is becoming an increasingly important transport hub, while Southall particularly stands to benefit from the 'Heathrow Connect' service (the stopping service from Paddington to Heathrow Airport). A decision to fund Crossrail will have a major impact on Ealing Centre, Southall and the areas around Acton Main Line station. From outer areas of Ealing, such as Northolt however, orbital services linking to the Heathrow-Paddington corridor are not yet good enough to enable all of Ealing's residents and businesses to benefit from the transformed radial links.

The London Plan has identified that West London could accommodate 45,000 additional homes and 86,000 new jobs. The West London sub-region also contains the "gateway" to the international world through Heathrow Airport, which exerts a significant influence on surrounding local economies throughout the "Western Wedge". It is expected that West London will derive particular benefit from the enormous business potential around Heathrow airport. The achievement of West London's, and Ealing's, aspirations; will require a co-ordinated approach between agencies and stakeholders at both the sub-regional and regional levels.

The above information identifies some of the key characteristics of Ealing, and some of the challenges which our community is facing.

## **Planning Topics**

The following pages set out the key topic areas and outline current land use issues and a number of options for addressing these. The key topic areas include:

- Environmental Resources and Waste
- Green Space and the Natural Environment
- Urban Design
- Housing
- Business
- Shopping and Town Centres
- Community Facilities
- Transport
- Sites and Areas

# 3. Environmental Resources & Waste

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Protecting the natural environment and managing waste effectively contributes to sustainable communities and minimises pollution and climate change. Natural resources including minerals, water, air and land, as well as hazardous substances, energy, and waste are addressed in this issues and options discussion document. Issues such as flooding and drainage that affect the built environment are also discussed.

## Minerals

The recently (October 05) published London Plan Alterations address the issue of planning for minerals. In the interest of ensuring an adequate supply of aggregates the alterations state that development plan documents should identify and safeguard aggregate resources suitable for extraction. In this regard London is required to make provision for an output of 1m tonnes of land won aggregate each year until 2016. Ealing has been identified as a borough with potential remaining workable sand and gravel resources in the West London area. The alterations also recognise that aggregates are bulky materials and that development plan policy should set out to maximise their use and re-use, and minimise their movement by road. In this regard there is a need to protect existing rail capacity to handle and process aggregates.

## Water

In terms of the geology of the borough, Ealing lies mainly on London Clay bedrock, overlain in the Southall area by river gravels (Ice Age period deposits). London Clay, which has a relatively slow infiltration rate for rainfall entering the subsoil, underlies the whole catchment area of the Rivers Brent and Crane, draining most of North West London.

Flows into the River Brent are made up mainly of urban runoff, and are therefore rapidly affected by the presence or longer-term absence of rainfall. The Environment Agency has also raised concerns with regard to the water levels over the whole length of the Rivers Brent and Crane.

Ealing has maintained an extensive flood plain for its most important watercourse, the Brent River. Planning policies, public and recreational open space designations, and the work of the Council's Countryside Management Service have all been important in safeguarding its flood plain and nature

conservation functions. The challenge for property owners, developers, the Council and other agencies will be to:

- conserve water use
- restore river valleys
- introduce sustainable surface water drainage
- de-culvert smaller streams
- and, reduce pollution

In respect of the Local Development Documents, policies to encourage water conservation, minimise flood risk and ensure adequate water supplies are needed.

## **Air Quality**

The levels of pollutants present in the atmosphere directly affects the quality of the environment and the health of the people in an area. The Local Air Quality Management process under the Environment Act requires Ealing Council to review and assess air quality in the borough. The Act also requires the preparation of a national air quality strategy setting out air quality standards and objectives for specified pollutants and outlines measures to be taken by local authorities in pursuit of the achievement of these objectives. The UK National Air Quality Strategy (NAQS) provides a framework for the assessment and management of air quality at a local and regional level. Although national policies on air pollution are expected to deliver countrywide improvement on air quality, it is recognised that in some areas air quality will remain poor, and will require a more focused approach to achieve improvements.

Following a detailed air quality review and assessment of the borough the Council resolved to designate the whole borough as an Air Quality Management Area, with this designation coming into effect on the 14<sup>th</sup> December 2002. The decision to designate the whole borough has arisen in response to the findings that the level of two pollutants PM10 (fine particles) and nitrogen dioxide were predicted to fail to meet the nationally set objectives. It is clear that the road network in the borough carries a very high volume of traffic and congestion, with emissions from road traffic being recognised to be a major contributor to poor air quality in the area. The major roads affected include the A40 Western Avenue, A406 North Circular Road, A4020 Uxbridge Road and the A4000 Gunnersbury Lane/Horn Lane. Ealing's proximity to Heathrow Airport also contributes to increased levels of air pollution (from air travel and surface access). The Council has resolved to object to any proposals at Heathrow which would increase the number of flights over the borough.

The Government's National Air Quality Strategy (NAQS) has identified the planning system as one of the key mechanisms for achieving improvements air quality. The land use planning system regulates the development of land, and

through determining the location & design of new developments, can lead to long-term improvements in air quality.

## **Energy**

The key energy issues in the borough include, addressing climate change, tackling fuel poverty and securing renewable energy as part of development projects. Ealing Council would like to achieve at least one zero-carbon development in the borough by 2010. It is recognised that the planning system has a key role in addressing climate change.

Targets in the UK Energy Strategy seek a 20% reduction relative to the 1990 level by 2010 as the crucial first step on a long-term path to a 60% reduction from the 2000 level by 2050. In order to meet this target the Energy White Paper (2003) seeks to double the renewable energy share of the UK electricity supply from the 2010 target of 10% to 20% by 2020.

## **Waste**

How we manage our waste in the borough is a key issue to be addressed as part of the LDF process. The production, treatment and disposal of waste creates various land use concerns. There are currently various approaches for dealing with waste. The government promote a sustainable approach to waste management based on the waste hierarchy. This hierarchy prioritises waste reduction, reuse and recycling. Other options such as incineration and landfill are considered very low down in this hierarchy in terms of priority. Given that a considerable amount of the borough's waste is currently transferred out of the borough for incineration and landfill, a shift in emphasis will be required to promote more sustainable options such as recycling. This shift will also be essential as landfill tax rises, placing a significant financial burden on the Council disposing its household waste. Not only is this costly, but it can also create significant environmental and transport problems.

The government has set various targets for increasing levels of recycling in the borough. The Best Value target for the percentage of waste recycled in Ealing is 20% for 05/06. The Mayor has also set a target for regional self-sufficiency, to reduce the amount of waste which is currently transferred unsustainably outside of London. Effectively this target requires the region to ensure that 85% of its waste is managed within the region by 2020.

## **Contaminated Land**

Historically the borough has had a strong industrial base. These past industrial uses have left a legacy of contaminated land in certain parts of the borough. In addition to being potentially harmful to human health and the environment, the presence of contamination may severely limit or altogether preclude development

because of the costs involved in remediating this land. The need to tackle this problem is therefore key given the government's priority to accommodate development on brownfield land. It is recognised that the planning system will have a key role to play in tackling this problem, since the development process is often the most effective way of achieving action to remove unacceptable risks arising from the contaminated state of land. National planning guidance in the form of PPS23 advises that boroughs in preparing their Local Development Documents should include policies to deal with contamination issues through the development process. The Council has already produced guidance (2003) to help developers/applicants meet planning requirements with regard to contaminated land.

## 4. Green Space & Natural Environment

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A significant area (30%) of the borough is protected as open space. This open space is recognised as a particularly valuable resource for the borough, performing a range of functions. These include:

- providing a valuable resource and focus for the local community
- contributing to the visual quality of the area, through defining the built form or providing outlook
- providing opportunities for both formal and informal recreation, and
- forming a habitat for various flora and fauna

Provision of green spaces and access to them is regulated through the planning system to ensure there is sufficient provision for open spaces and that they are located in the right places. The management of open space need to be considered when new areas or facilities are planned.

### Metropolitan Open Areas

There are 19 Major Open Areas (MOAs) in Ealing, which are protected as either Green Belt or Metropolitan Open Land (MOL). The primary function of the Green Belt is to check unrestricted sprawl and is therefore found on the outer western edge of the borough. This land can also fulfil other objectives, including providing opportunities for recreation and nature conservation. MOL is a London wide concept and is identified as land which contributes to the physical structure of London, provides opportunities for open air recreation, or contains features or landscape of metropolitan or national significance. Whilst the criteria for identifying Green Belt and MOL is distinct, the presumption against inappropriate development established for Green Belt applies equally to MOL.

### Public and Community Open Space

The borough has a large number of established parks and other open spaces with public access. There are also a range of Community Open Spaces, in the form of playing fields, allotments, cemeteries and other green areas with more limited access to specific user groups.

In addition to protecting existing open space, enhancing this open space and improving access to it are also key objectives. It will be essential therefore to protect existing open space and secure new provision where feasible to address

this deficiency. The Council will need to consider how it can secure new open space provision as part of new developments.

There is a park deficiency in the borough, based on access to public parks. Areas of the borough such as Southall, north Northolt and Acton experience relatively high levels of open space deficiency. There is also a shortage of burial space in the borough. It will be a priority to protect all existing provision within these areas, enhance existing parks and secure new provision where possible.

Presently all Council run allotments are identified and protected as Community Open Space. Where allotments are not used to their full capacity, and it is not possible to generate new local interest the current UDP policy encourages other Public or Community Open Space uses. Allotment use and demand for plots varies significantly across the borough. Parts of the borough such as Acton are heavily subscribed, whilst some allotments in Southall for example are underused.

## **Sports/Recreation Facilities**

Built sports/recreation facilities are often located on land designated as green space. These facilities include playgrounds, sports centres, clubrooms etc. In terms of sports/recreation provision in the borough the UDP has also identified areas of deficiency. At a borough wide level key deficiency areas include a lack of indoor tennis facilities, indoor bowls and indoor climbing facilities. In terms of spatial deficiency there are currently no sports halls within central Ealing. The Sports England Planning Model has also identified a deficiency in terms of publicly accessible swimming pool space in the borough. The major gaps in provision are in the Central Ealing and Southall areas. The Council will seek to protect all existing facilities and secure new provision where possible. Multi-use Community Centres are covered under Community Facilities.

## **Biodiversity**

Whilst much of the borough is built up, Ealing is fortunate in having considerable areas of open land, especially on its western edge and in the valley of the River Brent. This open space forms an important habitat for wildlife. There are currently 93 sites in the borough designated for their nature conservation value. These habitats support a remarkable diversity of species. Accordingly biodiversity is particularly rich in the borough and is actively protected through the Biodiversity Action Plan (BAP). The BAP recognises the important function that the planning system plays in protecting and enhancing this value.

The GLA are currently undertaking a review of sites of nature conservation value in the borough. This will update existing information and will identify any new sites worthy of nature conservation protection. The findings of this review will also feed into the production of the Sites Allocations DPD.

## **Green Corridors/Green Chains/Blue Ribbon Network**

Green Corridors and Green Chains can include roads, railways, canals and walking/cycle routes, and form important links between the network of strategic open spaces. In addition to functioning as transport links, they may also be of recreational value and form corridors for the movement of wildlife.

There are 10 miles of canals in the borough, and together with the Rivers Brent and Crane these waterways form an integral part of the Green Corridor in the Borough.

The London Plan also sets out policies for the Blue Ribbon Network. This includes all waterways and tributaries of the River Thames, and particularly as it relates in the borough to the River Brent and the Grand Union Canal. The Mayor's Plan aims to protect biodiversity, enhance natural landscapes, increase sport and leisure uses and to improve access along the Blue Ribbon Network for recreational use. It also seeks to ensure that rivers, brooks and streams of all sizes are protected and measures are taken to improve their habitat and amenity value.

Given the important function of these Green Corridors new built development has been discouraged within the Green Corridor. In light of the special circumstances relating to the A40 Green Corridor in Acton, Supplementary Planning Guidance (SPG 22) has been prepared specifically for this area. A key priority for this section of the Green Corridor and other parts of the network will be to enhance the greenness of these corridors through improved landscaping.

# 5. Urban Design

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The way in which buildings, developments, open spaces, and landscapes are designed has a significant impact on the activities that are carried out in the borough. This is urban design and it is central to the concept of Ealing being a sustainable place to live. In particular urban design influences:

- how safe people feel,
- how people with mobility challenges access places and,
- the success and vitality of neighbourhoods within the borough.

The Government's vision for urban design is detailed in the White Paper, Sustainable Communities: building for the future, and Our towns and cities: the future. It supports:

- the creation of lively places with distinctive character,
- enabling more sustainable patterns of development through the more efficient use of land,
- the creation of places that are easy and safe to move within and through,
- the regeneration of run down areas,
- the creation of streets and public spaces that are safe, accessible, pleasant to use and human in scale and,
- making places that are visually attractive.

Ealing is a borough which contains a variety of landscapes and building designs. We need your opinion on how you would like Ealing to look now and in the future.

## **Townscape and Heritage Conservation**

Ensuring good current design practice while preserving existing built heritage is important.

Design guidelines have been prepared by the Council for each town centre to guide new developments and ensure that these complement the existing streetscape and create safe, interesting and sustainable urban environments.

## **Telecommunications/TV radio and satellite**

Telecommunications technology is developing very quickly and this affects the equipment that service is received on e.g. mobile phones, computers and televisions, as well as the masts, antennae and satellite dishes which allow the information to be disseminated.

The London Plan, like PPG8 on Telecommunications appreciates the importance to daily life that this equipment brings and in no way wishes to inhibit service provision, so they promote:

- Precautionary approach - a need for the equipment has to be demonstrated
- Good design - aesthetic impact on the built environment should be minimal
- Environmental impact - biodiversity fragmentation, contamination or pollution of ecosystems should not be caused.

This is detailed in the Code of Best Practice on Mobile Phone Network Development 2002. This code is voluntary and was written by the government in partnership with the operators.

The location of mobile phone masts and equipment raises concern with many with respect to health issues, however an application cannot be refused on the grounds of potential health impact alone. The planning system in this matter is constrained by the fact that under certain circumstances, planning permission is not required (see General Permitted Development Order GPDO). The Code of Best Practice supports greater levels of public consultation with sensitive vulnerable end users/neighbours of the proposed sites e.g. hospitals, schools.

## **Designing in Community Safety**

Making the borough a safer place for all is a priority for the council that is reinforced by central government. There is inequality in the borough with respect to deprivation and community safety, some parts in the borough suffer more anti social behaviour and low quality physical environments than others. The promotion of safe, sustainable and attractive environments however is a priority for the whole borough and good design at the planning stage will make a significant contribution.

Planning's contribution to crime prevention must be based upon analysis of the local situation. This means that similar problems will lead to different responses in different places. Community safety is an activity that is most successful when done in partnership in a consultative manner. The Enviro-Crime department, Crime and Disorder Reduction partnership, (policing initiative aims to reduce crime levels through intelligence-led policing at a local level, are both internal to the council and bring their frontline knowledge to policy development. Consultation with you, in partnership with other agencies, the voluntary sector and the private sector will help us to ensure that the borough can be as safe and accessible as it can be.

## **Sustainable Suburbs**

In the London Plan, suburbs are described as areas that are mainly residential, lower density 2-3 storey development e.g. Greenford, Perivale and they have their own distinct design character. While these areas are mainly residential, there is employment or has historically been significant levels of employment use there. The regional strategy for suburbs calls for the areas to be as environmentally stable as possible. There is a need in many suburbs for public transport links to be improved and leisure, retail and commercial activities to be developed along with higher density housing. While this more compact way of living is can be sustainable, it will intensify land use and thus impact on the distinct character of the suburb.

## **Sustainable Design and Construction**

Ealing, like the whole of London, is being asked to build more homes, and quickly. The process of designing and constructing developments however has wider consequences for the environment.

Reducing the impact of a development is crucial to ensuring a reduction in the levels of materials consumes, and waste generated from a development, now and in the future. Under the UDP large (10 units or 1000 square metres) developments require a Sustainability Checklist to be completed to demonstrate how detrimental impacts will be treated through the design and construction and the build.

## 6. Housing

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Population and households are projected to increase in Ealing. National policy guidance requires us to make sufficient provision for new housing in the Borough, taking into account current and anticipated need, and targets set by the Mayor of London in the London Plan. Housing need in Ealing is considerable, calculated in a study published last year at over 5,000 dwellings p.a. over the next five years. This takes into account current backlog, households living in unsuitable, often overcrowded, conditions, migration patterns, and affordability.

Between 2001 and 2005 new houses were completed at a rate of 505 p.a (net); this should increase to over 1,000 p.a if major schemes under construction, with planning permission, and on sites allocated in the UDP are completed. Alterations to the London Plan propose to increase the annual target from 650 to 915 p.a, which the 2004 London Housing Capacity Study suggests is achievable, based on identified sites, rates of completions on smaller sites, through conversions, and of non self contained dwellings, and bringing into use more long term vacant housing.

Options will largely centre on new sites which may be proposed for housing, whether they are suitable in terms of other policies and can therefore contribute to the overall target. Increasing or restricting the conversion of houses into flats may also be an option, as current policy allows smaller houses to be retained for family dwellings.

Opportunities for new housing have recently been taken up on a large scale in some of the Borough's town centres. Building at higher densities is part of government policy and the UDP sets out density standards, reflecting those in the London Plan. These are based on location and public transport accessibility. High density sites have been identified in the UDP, but proposals for high density flats have been put forward by developers in other parts of the Borough, in industrial locations, or adjoining open space, often out of character with the surrounding area.

Concerns about infrastructure, provision of parking, and mixed tenure, have been raised. Options include generally encouraging housing development at higher densities, or only permitting it on identified sites and locations linked closely to provision of supporting infrastructure and relating development to how housing targets are being met.

The Housing Needs Survey identified a considerable need in Ealing for affordable housing. Since 2001 the number of affordable houses has been increasing, with 266 completed in 2004/5. This represented 28% of all housing

completed, significantly below the 50% target figure adopted in the UDP. Currently the Council is seeking provision of 50% affordable housing in private developments of 15 or more units. A lower threshold, perhaps 10 units, might be justified in increasing yield of affordable units.

A broad mix of housing is recommended with affordable units being provided on the same site as market housing if possible. It is also policy to seek a 70:30 split between social rented and intermediate housing (i.e. priced between social and market housing), which could cater for key workers.

Options to be considered include reducing the size threshold, and adjusting the social rented/intermediate ratio to provide more intermediate housing.

In terms of size of units, the greatest absolute need is for 1-2 bedroom units. This is the size of unit largely being provided in new, high density developments in the Borough. However there is a pressing need for dwellings with 4 or more bedrooms. Latest supplementary planning guidance from the GLA recommends over 30% of new housing should be of this size, although this will vary between areas. Good design may enable more family size dwellings to be included in high density development although this might be unsuitable in town centre locations.

Options include promoting the development of larger dwellings to encourage a better mix, or to let smaller 1 and 2 bedroom units concentrate in high density central sites.

# 7. Business

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Ealing plays a key role in the economy of London, owing to its location close to the Central London market, to Heathrow and the national motorway network, and to its stock of industrial and commercial land. National policy requires sustainable economic growth, encourages competition and provision of a range of sites and premises for business. This is reflected in the London Plan, which identifies a number of strategic employment locations in Ealing and proposes to limit the further loss of employment land in West London to 40ha up to 2017. This must be seen in the context of severe pressure from higher value uses, particularly housing. The draft employment land review demonstrates that a lot of employment land has already been lost and that scope for further release is limited.

The review took into account the amount of vacant land and premises, which at 8% of total stock is not considered excessive, the level of development activity, demand from a wide range of activities needing employment land, and a range of sustainable indicators such as levels of local unemployment and journey to work factors.

Options focus on the extent to which industrial and commercial land should be protected or released for other uses, and what sites if any could be considered for housing or mixed use in particular.

Whilst economic development strategies for the area anticipate growth along the Paddington – Heathrow corridor and continuing strong demand for industrial/warehousing development along the A40, consideration must be given to the environmental impact of economic development. This may relate to the type of activity, such as aggregates or waste facilities, or to issues related to transport, such as HGVs on residential roads or to activity associated with Heathrow airport.

Options relate to the priority economic growth should be given over environmental issues and what should be done to mitigate environmental problems.

Mixed uses are encouraged in government planning guidance and a number of mixed use schemes have been permitted in Ealing. These mixed use schemes are usually residential led and involve retaining some employment capacity on site, with high density residential above or on another part of the site. Whilst some of these schemes involve retail, others propose to retain B1 Office or live/work units. Given that the office market in suburban London is problematic at

present with only Ealing Broadway being recommended for office development, mixed use involving redevelopment or conversion of under-used office space may be a way of retaining some local employment floorspace as well as providing additional housing.

No guidance on the appropriate proportion of mixed use is available and it is too early to say whether such schemes will be successful. There is clear pressure to maximise the number of residential units. Neither is demand for live/work units in Ealing proven. The options consist of generally encouraging mixed uses such as residential above offices or other commercial floorspace, and provision of live/work units, or identifying suitable sites for mixed use development with clear guidance on the mix of uses preferred.

# 8. Shopping and Town Centres

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Town centres have a crucial role to play in local communities. They provide a range of civic, amenity, employment and leisure services as well as shopping uses. Town centres also provide a focus for local communities and enhancing town centres can attract businesses, workers and residents.

Town centres contribute to the economic and social wellbeing of a community, and their success depends on their maintenance, regeneration and the creation of a centre that is attractive to shoppers.

Town centres within the borough range from Ealing Metropolitan Centre (made up of Ealing Broadway and West Ealing) and the major centre of Southall to the smaller district centres of Acton, Greenford and Hanwell. There are also a number of neighbourhood centres including Northolt and Park Royal as well as local centres and shopping parades.

The Government's key objective for town centres is to promote their vitality (liveliness) and viability (economic prospects) by planning for the growth and development of existing centres, promoting and enhancing existing centres, and encouraging a wide range of services in a good environment that is accessible to all.

The government directs local planning authorities to:

- actively promote growth and manage change in town centres;
- define a network and a hierarchy of centres each performing their appropriate role to meet the needs of their catchments; and
- adopt a proactive, plan-led approach to planning for town centres, through regional and local planning.

The main town centre uses include:

- retail (including warehouse clubs and factory outlet centres);
- leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
- offices, both commercial and those of public bodies; and
- arts, culture and tourism (theatres, museums, galleries and concert halls, hotels, and conference facilities);
- In addition, housing is an important element in most mixed-use, multi-storey developments.

## Strategic Management of Centres

All town centres within the borough are part of a shopping hierarchy that recognises the functions of different sizes of centre and the catchment. There are different trends and shopping patterns evident in each centre. Some centres are more successful than others.

## **Shopping**

Retail is the main function of town centres and is made up of convenience (food) and comparison (non-food) goods. Services such as hairdressers, banks and post offices, and restaurants, cafes and pubs are also located in town centres. Having access to these retail facilities is important for everyone in the borough. Protecting existing shops and locating new shopping developments in the right place. Shopping at a local scale is also important to retain so that people who choose to can shop locally, i.e. within walking distance of their home.

## **Mix of Uses**

Within all centres there are some areas that are protected to prevent the loss of retail shops. Restrictions could be places on these areas in terms of different activities and the size of the protected areas.

## **Residential**

There is residential accommodation in and close to most centres in the borough. Residential use can bring benefits by providing more activity after the shops close. Locations in or close to town centres are good for people who don't have access to a car. We also need to consider the possibilities in terms of meeting London Plan housing targets.

## **Office**

Town centres are the preferred location for office development. In town centres offices are generally located on the upper floors of retail buildings. There are also distinct areas of office development in Ealing and Southall.

## **Leisure**

Ealing's town centres provide a wide range of leisure activities including cinemas, theatres, restaurants, bars and amusement arcades. These all have different catchment areas and the spin off benefits to other town centre uses will vary (i.e. the extent to which their customers use other facilities). Some may contribute to attracting tourists to the area. However, some leisure activities (particularly those open at night) can have environmental impacts, especially on residential areas, which need to be considered.

# 9. Community Facilities

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Accessible community facilities and infrastructure are essential for the health and well being of our diverse and growing community. The definition of community facilities includes a wide range of essential services: health facilities such as health centres, hospitals, doctors surgeries; educational facilities such as schools, colleges and universities; social facilities such as community halls, libraries, places of worship, crèche/nurseries, cemeteries and youth clubs; supported accommodation such as care homes and children's play and recreation facilities.

The Government tells us that we should aim to provide a good range of services and facilities, which are easily accessible to everyone. It encourages the provision of social and community facilities within town centre locations in order to reduce the need to travel, and ensure that all sections of the community have access to a wide range of services and facilities.

The London Plan states that accessible and affordable social and community facilities are the key to enabling a community to function and thrive.

Boroughs are asked to make assessments of local communities needs, identify gaps in provision and subsequently assess the need for social and community facilities. Land already used for social and community facilities should be safeguarded, and where appropriate, new sites should be identified to meet any additional demands. The planning process and planning obligations should be used to address any shortfall in social and community facilities. The provision of adequate facilities is therefore particularly important in areas of major new development, where such obligations can be negotiated.

## **Addressing the Needs of Ealing's diverse population**

The London Plan states that we need to think about the needs of disabled Londoners, older people, children and young people, women, black and minority ethnic groups, gay, lesbian, bisexuals and trans people, refugees and asylum seekers, and ensure they are not disadvantaged through general policies for development, and specific policies relating to the provision of social infrastructure.

For example, the design of transport, buildings and public spaces can create barriers to inclusion; making disabled people unnecessarily dependent on others. Children need high quality childcare, play, leisure, cultural and educational facilities, while convenient, cheap, safe and reliable public transport is a priority for both older people and young people, and for women travelling on their own.

For refugees and asylum seekers, access to basic primary health care, temporary and permanent affordable accommodation is a prime concern. Black and minority ethnic groups have specific health needs, and for some, there may be poor access to services, created by language and other barriers.

One of the key priorities of our Community Strategy is 'improving health and social care services, especially for vulnerable and older people, to enable them to be independent for as long as possible and ensuring adequate integration between health care and social services'.

It is important that all members of the community have good access to social and community services. While the Council is not always directly responsible for providing these facilities, it can work in partnership with the responsible agencies, and with community and voluntary groups/organisations, to plan ahead to ensure that a suitable range of facilities is provided to meet forecast demand.

We need to think about how the projected increase in our borough's population, (predicted to rise from 307,300 in 2001 to 324,700 in 2016), together with predicted changes in age and ethnicity, will create a need for new or expanded facilities in different areas of the borough. Requirements may not always be clear, and our policies must provide a basis for dealing with needs that may arise or become clearer in the future.

Where major development is proposed the new plan can seek contributions from developers to help pay for facilities needed to meet the new demand generated by new residents.

However, a common complaint from developers of larger scale developments is that the combined cost of planning obligations reduces their economic gain and can jeopardise the development from going ahead. This is a problem as a balance has to be met, between the economic benefits of the development and regeneration of sites, and the need to ensure that there are enough community facilities to meet the needs of its future residents.

## **Protect and enhance social infrastructure and community facilities**

One of the key objectives of the planning system is to ensure that access to community facilities is available for the whole community, within easy reach of those who need them. Preferably, this means locating community facilities within town/local centres and places within easy reach of good public transport and by walking or cycling.

As well as encouraging the provision of new facilities, there is a need to protect existing facilities from other land uses. Competing land uses such as housing or commercial uses, often makes it difficult for community facilities to establish. The

existing approach is to protect sites used for these purposes so that if the current activity ceases they can be used for alternative purposes of this type.

Ealing Council is in the process of preparing four Area Property Strategies, which look at how Council can use its own properties to the best advantage of the community. Where appropriate, the Council can use its land and property ownership to support other public and voluntary sector partners, for example, supporting the Primary Care Trust in providing adequate healthcare buildings.

## **The voluntary and community sector**

One of the key priorities identified in our Community Strategy (Priority 2) is 'supporting and empowering a strong and diverse community and voluntary sector'. Finding accessible and affordable accommodation for the community and voluntary sector is a key concern. The Primary Care Trust has identified that community development and patient involvement in their own health is currently hampered by difficulties in finding community space for self-help or voluntary work activities<sup>1</sup>.

Another issue of concern relates to Council owned community centres, many of which require considerable investment in buildings which are often not fit for purpose, in need of major repairs, understaffed and unattractive.

## **Locations for health care**

The London Plans instructs boroughs to promote the objectives of the NHS and to work in partnership with health authorities to support the provision of additional healthcare facilities within the borough. Our Community Strategy prioritises 'reducing inequalities in the root causes of ill health, access to health care, and in the delivery of health services' (Priority 11). Access to health services in the borough is currently impeded by uneven distribution of premises, poor physical access and unattractive or inappropriate settings<sup>2</sup>.

There is an increasing move towards providing more health care locally, in addition to traditional GP services. Ealing Primary Care Trust would like to develop a range of different types of facilities - large new centres where a wide range of services provided by various agencies can be re-located and co-located, and at the other end of the scale, the provision of smaller premises, to maintain good local access to health services, for those unable to travel far.

## **Locations for Education**

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<sup>1</sup> Ealing Primary Care Trust Strategic Service Development Plan

<sup>2</sup> Ealing Primary Care Trust Strategic Service Development Plan

The London Plan states that our policies must reflect demands for pre-school, school and community learning facilities, taking into account need for new facilities, potential for expansion of existing facilities, safe and convenient access, and other policies that may have a bearing on provision. Boroughs are encouraged to work with the Mayor of London and Central Government to assess and review the strategic educational needs of their boroughs and the land use implications of future development.

Already many schools within Ealing are near, at, or over capacity, and there is growing demand to make provision for new schools, expand existing schools and upgrade others. Ealing will require new schools in the future, and there is a need to ensure that these are sited in appropriate locations, which meet the identified shortfalls of different communities, and where they do not have an adverse impact on traffic safety and residential amenity. Some areas of the borough are experiencing greater challenges than others. For example, Central Ealing which is very built up, has very limited opportunities for new school development. There is a lot of pressure on school places as several of the schools in this area are very popular. Options are limited, because expansion of current sites is restricted because of the size of these sites. In North Acton, the cumulative effect of a number of large planning applications for new housing is likely to lead to capacity issues in local schools. Unfortunately, the area from Acton through to Northolt is characteristically inaccessible, there are major barriers to access in the form of major roads and industrial estates, which make it difficult to walk small children safely to school.

We also need to think about the future development needs of the higher and further education sector, including the provision of new facilities and potential for expansion of existing provision.

### **Access to culture, leisure and recreational facilities**

The borough contains a variety of arts, culture and entertainment buildings, including theatres, cinemas and libraries, which add to the quality of life and attract visitors to the borough. Existing policies seek to protect such uses and to ensure that any major new facilities, that will attract large numbers of users, are located in town centres.

Access to culture can help to strengthen communities and foster dialogue between communities. There are strong sustainability arguments for increased cultural provision at the neighbourhood and local level - community sports provision, open space or branch libraries are crucial to those members of the community who are unable to travel any great distance because of cost, convenience and safety. Local activity in town centres reduces the need to travel and strengthens the cultural life of local communities.

Ealing Council has prepared a Cultural Strategy. One of the aims of this Strategy (CF2) is 'to encourage the use of publicly subsidised venues and open spaces for appropriate cultural uses'. This strategy also recognises the importance of cultural activities in neighbourhood renewal and regeneration programmes, and the role of cultural industries as generators of economic activity, including tourism.

One option that authorities in West London are considering, is pooling their resources to provide facilities within the West London region as a whole. Rather than try to replicate facilities in every borough, this would mean that each borough concentrates on what it does well already (e.g. the London Mela in Ealing) and co-ordinates these activities on a sub-regional basis.

If such an approach is to be taken however, we need to ensure that the transport links can support this approach, and that our cultural facilities are accessible by sustainable forms of transport.

# 10. Transport

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Spatial planning looks not only at the use and regulation of land, but also the social, environmental and economic impacts of these uses. The way we transport ourselves and other objects has a major impact on the way land is used. The integration of transport and land use functions plays a significant role in achieving sustainable development.

National Guidance priorities for transport investment and traffic management are stated in Planning Policy Guidance 13:

1. Promote more sustainable transport choices for many people and for moving freight;
2. Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
3. Reduce the need to travel, especially by car.

The national objectives are reflected in the London Plan and are further enforced in the London Transport Strategy.

The Core Strategy will only be concerned with strategic transport policies and transport investment priorities, as they relate to land use. The Local Implementation Plan contains the detailed transport policies, proposals and programmes for investment.

## **Major Transport projects in Ealing**

### **Crossrail**

The Crossrail proposal links Heathrow to Romford via, Ealing Broadway, Southall, and central London station. Under this proposal, existing rail services in the borough would run through central London and on to East London. The benefits of Crossrail would be faster journey times, reduced overcrowding and congestion at transport hubs e.g. Ealing Broadway, benefiting both local commuters and those traveling further distances as well as taking people out of their cars through the provision of an accessible sustainable service. The implementation of this project will have positive regenerative effects on the stations included in the route e.g. Ealing Broadway, Southall and the borough as a whole.

### **West London Tram**

The proposed route is from Uxbridge to Shepherds Bush, via four of the seven town centers in the borough (Southall, Hanwell, Ealing and Acton). Trams are a very sustainable mode of transport and not only would the scheme help reduce pollution and congestion, but it would also improve the integration of tube rail and bus services and bring jobs to the borough. Improvements in air quality and to public spaces and streets will bring important regeneration opportunities along the tram corridor.

## **Reducing Reliance on the Car through transport integration**

Ealing is well served by public transport with 12 underground stations, and access to central London and the west London region by bus. Public Transport Accessibility Levels (PTAL) is a method of assessing the accessibility of transport across the whole borough or around a development proposal. Not all parts of the borough have the same level of public transport provision and in areas where provision is less, reliance on the car is greater.

There are five rail networks serving the borough and plans for the implementation of Crossrail and the West London Tram to improve the links between west, central and East London. Public transport is more sustainable than private car use and causes less congestion. Additionally, transport interchanges or hubs (places where rail, tube and buses can be accessed in close proximity) can help to facilitate local regeneration in line with strategies outlined in the London Plan. Bringing people to jobs, leisure activities and services, moving goods from for example manufacturer to supplier.

In a survey of how residents travel to their local shopping centres, the split was approximately a third by car, a third by bus and a third on foot.

How can we improve the public transport system in Ealing and encourage more of you to get out of your cars and onto buses, trains and tubes?

## **Encourage walking and cycling in the borough**

Walking and cycling are healthy ways to move around the borough and cheaper than private cars and public transport. They do not increase congestion on the roads, they have excellent health benefits and there are no parking problems! For shorter journeys we are keen to encourage more people to walk and cycle.

## **Reducing traffic congestion in Ealing**

Traffic levels in the borough have risen significantly over the past decade. Car ownership in the borough and across the London region is increasing. The main reasons for this are the increasing population and increased car use, for commuting, shopping and leisure activities. Figures from Transport for London put this growth at 8.4% between 1994 and 2004. This is very much higher than

the London average, which was 4.9% for the same period. The Council is committed to reducing congestion so that traffic flows freely. This will benefit everybody by reducing air pollution and noise pollution. Ealing has some major roads (A40, Hanger Lane and Uxbridge Road), which have local and regional significance and it is important to get traffic flowing freely on these routes.

## **Parking in Ealing**

Ealing's transport policies have to comply with those of the London Plan. The Mayor's plan stipulates maximum parking standards for employment, housing and retail development and these can be found in Ealing's Plan for the Environment. Government Guidance in PPG 13 Transport highlights that the level and availability of parking can play an important role in promoting the shift from the car to more sustainable modes of transport. However, we need to keep in mind the need to maintain the vitality and viability of our town centres, and existing transport patterns. It is accepted that for many people the private car is convenient, and in the case of people with disabilities essential.

Many car owners would like to be able to drive to their property and park outside it. The council uses controlled parking zones to ensure that residents within an area can park in close proximity to their property and that others wishing to park there can only do so for a limited time and for a fee. Additionally they ensure safe travel for all road users by improving sight lines, helping to reduce congestion.

# 11. Sites and Areas

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Although national government and the Mayor of London have set strategic parameters for guiding new development, there is scope for local people to determine how the borough will develop within these parameters. For example, the pace of change and renewal can and should be determined locally.

The aim of regeneration is to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. LDF policies should promote mixed-use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places.

The policies considered in this topic relate to defined spatial areas including town centres, neighbourhood renewal areas, opportunity areas and regeneration areas. The Mayor of London has identified the following areas in the London Plan as having priorities in terms of future development. Area specific policies allow these priorities to be addressed through targeted policies specific to the needs of the area.

**Town Centres** (London Plan) Ealing, Southall, Acton, Hanwell and Greenford  
**Neighbourhood Renewal Areas** (London Plan and Ealing Strategy) (Golflinks, Havelock, Windmill Park, South Acton Estate)  
**Opportunity Areas** (London Plan) Park Royal and Southall/Hayes/West Drayton  
**Areas for Regeneration** (London Plan) Wider Southall Area

The London Plan identifies the wider Southall area as an Area for Regeneration. Ealing Council has identified four neighbourhoods in the Neighbourhood Renewal Strategy. Three of these neighbourhoods fall within this wider area.

## Appendix 1: Background Information and Research Reports

The following documents provide helpful background information for this discussion paper. Most can be viewed on the Council's web site at [www.ealing.gov.uk/planpol](http://www.ealing.gov.uk/planpol), on the Mayor of London's website at [www.london.gov.uk](http://www.london.gov.uk), or on the Office of the Deputy Prime Minister's website [www.odpm.gov.uk/planning](http://www.odpm.gov.uk/planning) or by contacting the Planning Policy and Development Advice Section.

### Local Documents

- Plan for the Environment - Ealing's adopted unitary development plan (UDP), October 2004;
- Local Development Scheme, Ealing Council, March 2005;
- Annual Monitoring Report, Ealing Council, June 2005;
- Statement of Community Involvement (Draft for Submission Jan 06)
- Scoping Report – Sustainability Appraisal of the Core Strategy and Sites Allocations DPDs.
- Draft Supplementary Planning Documents:
  - SPD 1 Affordable Housing
  - SPD 2 Community Facilities
  - SPD 3 Sustainable Transport
  - SPD 4 Residential Extensions
  - SPD 5 West London Tram Route
  - SPD 6 Twyford Avenue Community Open Space
  - Guidance note for Developers on making an initial assessment of the impact for education from new housing developments
- Local Development Framework: Report on Sustainability Appraisal of the Supplementary Planning Documents
- Employment Land Review for Ealing (Draft 2005)
- Ealing Research Report - Retail Need and Supply (2005)

### Regional Documents

- The London Plan: Spatial Development Strategy for Greater London – Mayor of London, February 2004

### Government Documents

- PPS 1 Delivering Sustainable Development, ODPM, Feb 2005.
- PPS 12 and companion guide, ODPM, 2004;
- Town and Country Planning (Development Plans) (England) Regulations 2004;
- Sustainability Appraisal and Strategic Environmental Assessment Guidance ODPM 2005;



**Planning Policy and Development Advice  
Ealing Council  
[www.ealing.gov.uk/planpol](http://www.ealing.gov.uk/planpol)**

