OVERVIEW AND INTRODUCTION
This introduction explains the role and status of the Development Management DPD

What is the Development Management DPD?
The Ealing Development Management DPD contains policies related to the assessment of planning applications. In reaching planning decisions the DM DPD will be used alongside the London Plan 2011 which forms part of the development plan of all London Boroughs. In order to make using these two documents easier to use, the Ealing DM DPD follows the same structure and layout as the London Plan.

There are two types of policies included in the DM DPD, Local Variations and Local Policies. Local Variations are additions to London Plan policies which are used to adapt it for use in Ealing by making it locally specific or adding additional detail. Local Policies are new policies that are specific to Ealing.

This Consultation
For the purposes of this consultation the only policies set out in this document are the new Local Policies, and Local Variations. The London Plan policies to which these new Ealing policies are attached are included for context only. The new Ealing policies are set out in coloured boxes to distinguish them from the rest of the plan.

The adoption version of the DM DPD will be a composite document which reproduces all of the London Plan policies alongside the new Ealing Local Policies and Local Variations. The Council intends that this will make it much easier to use these two documents and result in better decisions on planning applications.

This consultation is only on the Ealing Local Policies and Local Variations. The London Plan was adopted in July 2011 after its own consultation and examination process and already constitutes part of the development plan of all London Boroughs.

Your Response
We would like to have your opinions on the proposed Ealing Local Policies and Local Variations to London Plan policies. This is the Final Proposals stage of consultation which comes after two previous and more general rounds of consultation about the approach of the document and its policy coverage. It is very important that any comments that you submit are detailed comments on the structure and content of the policies that are proposed.

General comments about the coverage of policies and the direction of the plan formed part of earlier consultations particularly those relating to Ealing’s Development Strategy and they will be difficult to address further at this stage in the consultation and plan-making process.
GENERAL POLICIES
This chapter contains overarching policies that apply to all applications.

POLICY 1A INFORMATION FOR APPLICATIONS

LOCAL POLICY

A Development proposals must be accompanied by all information necessary for officers to reach a decision. Where necessary information is missing, applications will not be validated until this has been received. Common requirements for applications are set out in the table below. When in doubt, applicants should seek clarification before submitting applications.

Information necessary to reach a decision includes but is not limited to:

- Residential - Floor Plans. In order to assess that space and circulation standards have been met, floor plans must include furniture layouts, circulation zones, and activity zones according to the methodology set out in the London Housing Design Guide and the London Housing SPG.

- Development involving loss of employment floorspace - Where loss of employment floor space is proposed, applications must include continuous marketing data for a period of at least two years. A longer period of marketing may be necessary where the a longer replacement period would be typical of the existing industrial uses.
PLACES
This chapter links to the spatial plan for development set out in the Development Strategy. Its policies support the borough’s opportunity areas and strategic hierarchies of retail, employment and services.

POLICY 2.18 GREEN INFRASTRUCTURE: THE NETWORK OF OPEN AND GREEN SPACES

Strategic

A The Mayor will work with all relevant strategic partners to protect, promote, expand and manage the extent and quality of, and access to, London’s network of green infrastructure. This multifunctional network will secure benefits including, but not limited to, biodiversity; natural and historic landscapes; culture; building a sense of place; the economy; sport; recreation; local food production; mitigating and adapting to climate change; water management; and the social benefits that promote individual and community health and well-being.

B The Mayor will pursue the delivery of green infrastructure by working in partnership with all relevant bodies, including across London’s boundaries, as with the Green Arc Partnerships and Lee Valley Regional Park Authority. The Mayor will publish supplementary guidance on the All London Green Grid to apply the principles of the East London Green Grid to green infrastructure across London.

C In areas of deficiency for regional and metropolitan parks, opportunities for the creation of green infrastructure to meet this deficiency should be identified and their implementation should be supported, such as in the Wandle Valley Regional Park .

Planning decisions

D Enhancements to London’s green infrastructure should be sought from development and where a proposal falls within a regional or metropolitan park deficiency area (broadly corresponding to the areas identified as “regional park opportunities” on Map 2.8), it should contribute to addressing this need.

E Development proposals should:

- incorporate appropriate elements of green infrastructure that are integrated into the wider network
- encourage the linkage of green infrastructure including the Blue Ribbon Network, to the wider public realm to improve accessibility for all and develop new links, utilising green chains, street trees, and other components of urban greening (Policy 5.10).

LDF preparation

F Boroughs should:

- follow the guidance in PPG 17 and undertake audits of all forms of green and open space and assessments of need. These should be both qualitative and quantitative, and have regard to the cross-borough nature and use of many of these open spaces
- produce open space strategies that cover all forms of open space and the interrelationship between these spaces. These should identify priorities for addressing deficiencies and should set out positive measures for the management of green and open space. These strategies and their action plans need to be kept under review. Delivery of local biodiversity action plans should be linked to open space strategies.
- ensure that in and through DPD policies, green infrastructure needs are planned and managed to realise the current and potential value of open space to communities and to support delivery of the widest range of linked environmental and social benefits
- In London’s urban fringe support, through appropriate initiatives, the Green Arc vision of creating and protecting an extensive and valued recreational landscape of well-connected and accessible countryside around London for both people and for wildlife.
EALING LOCAL VARIATION TO LP POLICY 2.18 GREEN INFRASTRUCTURE: THE NETWORK OF OPEN AND GREEN SPACES

G The above Strategic principles will apply to the management of Ealing’s defined network of Green Corridors. Improvements and extensions to this network will be sought wherever possible.

H The coherence of green and open spaces and their integrity in fulfilling the complimentary functions of nature conservation and recreation remain the overriding principles governing their development, extension and use. The size of development and its impact upon the visual openness of the space must be kept at a minimum.

2.86 In a dense conurbation like London, the network of green and open spaces has to be increasingly multi-functional. The term green infrastructure refers to the network of all green and open spaces together with the Blue Ribbon Network (see policies 7.24 to 7.30) that provides multiple benefits to Londoners (see Glossary). It functions best when designed and managed as an interdependent ‘green grid’ where the network should be actively managed and promoted to support the myriad functions it performs. All development takes place within a wider environment and green infrastructure should be seen as an integral element and not as an ‘add-on’. Its value is evident across all of London and at all scales and the Mayor wishes to see the network maintained and enhanced and gaps between parts of the network closed.

2.87 The East London Green Grid set the sub regional framework for the enhancement of and integration of green infrastructure into the development of that area, and complements the Green Arc Initiative that aims to improve access to, and the quality of, the countryside around London. The Mayor, working with the boroughs, the London Parks and Green Spaces Forum, The Royal Parks and other key stakeholders (including, where appropriate, those outside London), will support the extension of this approach across London.

2.88 Green infrastructure performs many of the following functions, including:

- protection and enhancement of biodiversity, including mitigation of new development
- making a positive contribution to climate change by adapting to and mitigating its impact
- improving water resources, flood mitigation and reduced flood risk through sustainable urban drainage systems
- increasing recreational opportunities, access to and enjoyment of open space and the Blue Ribbon Network to promote healthy living
- creating a sense of place and opportunities for greater appreciation of the landscape and cultural heritage
- promoting walking and cycling
- as a place for local food production, in line with the Mayor’s Capital Growth strategy
- as a place for outdoor education and children’s play.

2.89 Open space strategies are a key element in promoting and enhancing and ensuring effective management of London’s network of open spaces. These need to be kept under review by Boroughs and action plans produced to ensure that the strategies are implemented. These action plans should be used proactively in developing LDD policy, masterplanning and identifying opportunities provided by development applications (Policy 7.18). The Mayor has published best practice guidance on the preparation of open space strategies jointly with CABE Space.
PEOPLE
This chapter describes policies that relate directly to people, such as housing and community facilities

POLICY 3.4 OPTIMISING HOUSING POTENTIAL

Strategic, LDF preparation and planning decisions

A Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals which compromise this policy should be resisted.

EALING LOCAL VARIATION TO POLICY 3.4 OPTIMISING HOUSING POTENTIAL

B Appropriate density ranges in Ealing will normally be: Central in Ealing Metropolitan Town Centre, Urban in Acton, Greenford, Hanwell and Southall Town Centres, and Suburban in the rest of the Borough.

These density range typologies apply well to development in Ealing and are useful in the design of schemes. Local context and morphology will form the primary determinant of the acceptability of individual proposals.

3.28 A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically. Its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure (Policy 3.16), open space (Policy 7.17) and play (Policy 3.6). These broad ranges also provide the framework within which boroughs can refine local approaches to implementation of this strategic policy through their LDFs. Where appropriate, they can also provide a tool for increasing density in situations where transport proposals will improve public transport accessibility in the future. It is important that higher density housing is not automatically seen as requiring high rise development.

Notes to Table 3.2 (overleaf)

Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The setting can be defined as:

- **central** – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre.
- **urban** – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes
- **suburban** – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.
Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

<table>
<thead>
<tr>
<th>Setting</th>
<th>Public Transport Accessibility Level (PTAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 1</td>
</tr>
<tr>
<td>Suburban</td>
<td>150–200 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–55 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–65 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–75 u/ha</td>
</tr>
<tr>
<td>Urban</td>
<td>150–250 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–65 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–80 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–95 u/ha</td>
</tr>
<tr>
<td>Central</td>
<td>150–300 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–80 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–100 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–110 u/hr</td>
</tr>
</tbody>
</table>
3.29 The form of housing output should be determined primarily by an assessment of housing requirements and not by assumptions as to the built form of the development. While there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport accessibility (measured by Public Transport Accessibility Levels [PTALs]), and lower density development is generally most appropriate for family housing.

3.30 Where transport assessments other than PTALs can reasonably demonstrate that a site has either good existing or planned public transport connectivity and capacity, and subject to the wider concerns of this policy, the density of a scheme may be at the higher end of the appropriate density range. Where connectivity and capacity are limited, density should be at the lower end of the appropriate range. The Housing SPG will provide further guidance on implementation of this policy in different circumstances including mixed use development, taking into account plot ratio and vertical and horizontal mixes of use.

3.31 Residential density figures should be based on net residential area, which includes internal roads and ancillary open spaces. Family housing is generally defined as having three or more bedrooms. Car parking provision should be in accordance with the standards outlined in Chapter 6. The Housing SPG will provide guidance on addressing the relationships between car parking provision, development density and levels of public transport accessibility in different types of location.

POLICY 3.5 QUALITY AND DESIGN OF HOUSING DEVELOPMENTS

Strategic
A Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London’s residential environment and attractiveness as a place to live. Boroughs may in their LDFs introduce a presumption against development on back gardens or other private residential gardens where this can be locally justified.

Planning decisions and LDF preparation
B The design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children and older people.

C LDFs should incorporate minimum space standards that generally conform with Table 3.3. The Mayor will, and boroughs should, seek to ensure that new development reflects these standards. The design of all new dwellings should also take account of factors relating to ‘arrival’ at the building and the ‘home as a place of retreat’, have adequately sized rooms and convenient and efficient room layouts, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives and should be conceived and developed through an effective design process.

D Development proposals which compromise the delivery of elements of this policy may be permitted if they are demonstrably of exemplary design and contribute to achievement of other objectives of this Plan.

E The Mayor will provide guidance on implementation of this policy that is relevant to all tenures.

EALING LOCAL VARIATION TO LP POLICY 3.5 QUALITY AND DESIGN OF HOUSING DEVELOPMENTS

F These space standards will apply as minimum requirements for residential development in Ealing and should be implemented according to the detailed provisions of the London Housing
For the purposes of the above space standards, usable floor area is defined as spaces where there is a minimum of 2.5m between finished floor level and finished ceiling level.

These space standards, derived from the rigorous work of the London Housing Design Guide, are the most robust design framework for housing currently in use in this country and are essential to the success of Ealing’s development plan. The standards remain minima; in practice most development will need to exceed them in order to achieve the objectives of the London Housing Design Guide.

A height standard is considered necessary to provide certainty in the application of these space standards and accords with the approach of the emerging London Housing SPG. Limited exceptions to this requirement are acceptable in storage areas and at points in stairways provided that these meet any other standards set out the Housing SPG and London Housing Design Guide and remain usable for their intended purpose.

3.32 Securing new housing of the highest quality and protecting and enhancing residential neighbourhoods are key Mayoral priorities. The number of new homes needed to 2031 will create new challenges for private developers and affordable homes providers, but also brings unique opportunities for new housing which will be remembered as attractive, spacious, safe and green and which help to shape sustainable neighbourhoods with distinct and positive identities.

3.33 New housing development should address the wider concerns of this Plan to protect and enhance the environment of London as a whole. New developments should avoid having an adverse impact on sites of European importance for nature conservation either directly or indirectly, including through increased recreation pressure on these sites. New development should also take account of the Plan’s more general design principles (policies 7.2 to 7.12) and those on neighbourhoods (Policy 7.1), housing choice (Policy 3.8), sustainable design and construction (Policy 5.3), as well as those on climate change (Chapter 5), play provision (Policy 3.6), biodiversity (Policy 7.19), and flood risk (Policy 5.12).

3.34 Directly and indirectly back gardens play important roles in addressing many of these policy concerns, as well as being a much cherished part of the London townscape contributing to communities’ sense of place and quality of life. Pressure for new housing means that they can be threatened by inappropriate development and their loss can cause significant local concern. This Plan therefore supports development plan-led presumptions against development on back-gardens where locally justified by a sound local evidence base. Such a presumption has been taken into account in setting the Plan’s housing targets and reflects Government’s recognition in PPS3 (amended June 2010) that the definition of previously developed land in Annex B now excludes private residential gardens. The London-wide SHLAA assumed a theoretical reduction of 90% in the historic level of garden development, so there is no strategic housing land availability obstacle to the formulation of relevant DPD policies that seek to protect back gardens or other private residential gardens from housing development. Local approaches to the surfacing of front gardens should also reflect the broader policies of this Plan, including the need for such surfaces to be permeable, subject to permitted development rights.

3.35 The quality of individual homes and their neighbourhoods is the product of detailed and local design requirements but the implementation of these across London has led to too many housing schemes in London being of variable quality. Only a small proportion of recent schemes have been assessed by CABE as being ‘good’ or ‘very good’. There is clearly scope for improvement. The cumulative effect of poor quality homes, and the citywide benefits improved
standards would bring, mean this is a strategic issue and properly a concern of the London Plan. Addressing these issues will be an important element of achieving the Mayor’s vision and detailed objectives for London and its neighbourhoods set out in Chapter One.

3.36 The Mayor regards the relative size of all new homes in London to be a key element of this strategic issue. Table 3.3 therefore sets out minimum space standards for dwellings of different sizes. This is based on the minimum gross internal floor area (GIA) required for new homes relative to the number of occupants and taking into account commonly required furniture and the spaces needed for different activities and moving around, in line with Lifetime Home Standards. This means developers should state the number of bedrooms a home is designed to accommodate rather than, say, simply the number of bedrooms. These are minimum standards which developers are encouraged to exceed. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 sq m per extra bedspace/person. Single person dwellings of less than 37 square metres may be permitted if the development proposal is demonstrated to be of exemplary design and contributes to achievement of other objectives and policies of this Plan.

3.37 Other aspects of housing design are also important to improving the attractiveness of new homes as well as being central to the Mayor’s wider objectives to improve the quality of Londoners’ environment. To address these he intends to produce guidance on the implementation of Policy 3.5 for all housing tenures in a new Housing SPG, drawing on his design guide for affordable housing.

3.38 At the neighbourhood level this SPG will address the relationship between strategic density Policy (3.4) and different local approaches to its implementation; the spaces between and around buildings; urban layout; enclosure; ensuring homes are laid out to form a coherent pattern of streets and blocks; public, communal and private open spaces; and the ways these relate to each other and neighbourhoods as a whole. It will respond to the needs of an ageing population by extending the inclusive design principles of Lifetime Homes to the neighbourhood level (see Policy 7.1).

3.39 For individual dwellings the SPG will cover issues such as ‘arrival’ - including the importance of creating active frontages, accommodating footpaths and entrances and shared circulation spaces; size and layout including room space standards as well as the dwelling space standards set out in Table 3.3; the home as a ‘place of retreat’ (especially important in higher density development); meeting the challenges of a changing climate by ensuring homes are suitable for warmer summers and wetter winters, and mitigating the extent of future change; and ensuring easy adaptation to meet the changing and diverse needs of occupiers over their lifetimes. It will also set out the London approach to implementation of the Code for Sustainable Homes in the context of broader London Plan policies on sustainable design and construction. The importance of an effective design process to make sure that the quality of schemes is not compromised as the development proceeds will also be highlighted. This guidance will help to provide a strategic, functional basis for a new vernacular in London’s domestic architecture which also places greater weight on complementing and enhancing local context and character.
Table 3.3 Minimum space standards for new development

<table>
<thead>
<tr>
<th>Dwelling type (bedroom (b)/persons-bedspaces (p))</th>
<th>GIA (sq m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flats</td>
<td></td>
</tr>
<tr>
<td>1p</td>
<td>37</td>
</tr>
<tr>
<td>1b2p</td>
<td>50</td>
</tr>
<tr>
<td>2b3p</td>
<td>61</td>
</tr>
<tr>
<td>2b4p</td>
<td>70</td>
</tr>
<tr>
<td>3b4p</td>
<td>74</td>
</tr>
<tr>
<td>3b5p</td>
<td>86</td>
</tr>
<tr>
<td>3b6p</td>
<td>95</td>
</tr>
<tr>
<td>4b5p</td>
<td>90</td>
</tr>
<tr>
<td>4b6p</td>
<td>99</td>
</tr>
<tr>
<td>2 storey houses</td>
<td></td>
</tr>
<tr>
<td>2b4p</td>
<td>83</td>
</tr>
<tr>
<td>3b4p</td>
<td>87</td>
</tr>
<tr>
<td>3b5p</td>
<td>96</td>
</tr>
<tr>
<td>4b5p</td>
<td>100</td>
</tr>
<tr>
<td>4b6p</td>
<td>107</td>
</tr>
<tr>
<td>3 storey houses</td>
<td></td>
</tr>
<tr>
<td>3b5p</td>
<td>102</td>
</tr>
<tr>
<td>4b5p</td>
<td>106</td>
</tr>
<tr>
<td>4b6p</td>
<td>113</td>
</tr>
</tbody>
</table>
POLICY 3A AFFORDABLE HOUSING

Local Policy

A Affordable housing will be sought on all new developments capable of providing 10 or more residential units. This will be negotiated on the basis of a 50% provision at a 60/40 split of social or affordable rented accommodation to intermediate provision.

B In negotiating the level of affordable housing provision viability assessments must be based on a standard residual valuation approach with the benchmark land value taken as the existing/alternative use value.

POLICY 3B SPECIAL RESIDENTIAL ACCOMMODATION

Local Policy

A The development of special residential accommodation will be supported where it meets the identified needs of a specific local group.

Special residential accommodation is any type of dwelling that differs in form or occupation from normal housing and includes, but is not limited to, student hostels and Gypsy and Traveller sites.
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ECONOMY
This chapter contains policies that support economic development in the Borough.

POLICY 4A EMPLOYMENT USES

Local Policy
A Change of use from employment uses, or the redevelopment of the site for a non-employment use, will only be granted on non-designated sites where all of the following can be demonstrated:

a the site is not viable for re-occupation (including renewal and refurbishment)
b the site is not viable for redevelopment/renewal for an employment use (including small offices where appropriate)
c the proposal does not constrain or undermine neighbouring employment uses

B Where retaining a building or site in employment use is not viable the council will seek:

a mixed use development which maximises the amount of employment space retained
b use of the building or site for an alternative economic land use

Employment Uses are those which fall within the B use classes plus other closely related uses commonly found on employment sites (for example garages and motor repair).

A site is not viable for re-occupation as an employment use where it is not lettable at a reasonable market rate for a period of two years or more, as advised by the London Industrial Capacity SPG.

Redevelopment proposals undermine neighbouring employment uses where they generate conflicting interests that did not previously exist. For example, residential development would undermine neighbouring employment uses where it would necessitate reductions in operating or delivery hours.

POLICY 4.5 LONDON’S VISITOR INFRASTRUCTURE

Strategic
A The Mayor will, and boroughs and relevant stakeholders should:

a support London’s visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London
b seek to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible
c ensure that new visitor accommodation is in appropriate locations:

• beyond the Central Activities Zone (CAZ) it should be focussed in town centres and opportunity and intensification areas, where there is good public transport access to central London and international and national transport termini
• within the CAZ strategically important hotel provision should be focussed on its opportunity areas, with smaller scale provision in CAZ fringe locations with good public transport. Further intensification of provision in areas of existing concentration should be resisted, except where this will not compromise local amenity or the balance of local land uses

It may be appropriate to locate visitor accommodation related to major visitor attractions of sub-regional or greater significance in locations other than those set out in this paragraph, but only where it can be shown that no suitable site in one of these locations exists and that there is a clear link in scale, nature and location (particularly demonstrating sufficient proximity to minimise the overall need to
travel and maximise walking and cycling) between the accommodation and the attraction being served.

d support provision for business visitors, including high quality, large scale convention facilities in or around the CAZ

e recognise the need for apart-hotels in the context of the broader policies of this Plan.

f promote, enhance and protect the special characteristics of major clusters of visitor attractions including those identified in Strategic Cultural Areas in Map 4.2.

Planning decisions

B Developments should:

a contribute towards the hotel provision target and ensure that at least 10 per cent of bedrooms are wheelchair accessible

b be consistent with the strategic location principles set out above

c not result in the loss of strategically important hotel capacity

LDF preparation

C LDFs should:

a seek to ensure that all new visitor accommodation meets the highest standards of accessibility and inclusion and encourage applicants to submit an accessibility management plan with their proposals

b promote high quality design of new visitor accommodation so that it may be accredited by the National Quality Assurance Scheme

c identify opportunities for renovation of the existing visitor accommodation stock

d promote and facilitate development of a range of visitor accommodation, such as hotels, bed and breakfast accommodation, self-catering facilities, youth hostels and camping and caravan sites

e support and encourage development of good quality budget category hotels, especially in outer London.

EALING LOCAL VARIATION TO LP POLICY 4.5 LONDON’S VISITOR INFRASTRUCTURE

D Hotel development in Ealing is directed toward Acton, Ealing and Southall Town Centres, and to locations with good public transport accessibility.

POLICY 4B RETAIL

Local Policy

Ealing will produce a policy detailing primary and secondary retail frontages in the Borough in line with the requirements of the NPPF. The content of this policy and the boundaries of these frontages will be the subject of a focused consultation in Autumn 2012.

POLICY 4.7 RETAIL AND TOWN CENTRE DEVELOPMENT

Strategic

A The Mayor supports a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres (see Policy 2.15).

Planning decisions

B In taking planning decisions on proposed retail and town centre development, the following principles should be applied:

a the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment
New development must not result in over-concentration of a particular use type where this use may erode local amenity by nature of that concentration.

Standards applying to specific use types are set out below.

Central area uses are defined in the NPPF and include all forms of retail, office, recreation, and arts and culture uses. Whether located in designated town centres or not these uses are particularly important to the public realm as they present a highly visible public face and have a prominent role in urban character. In addition to standard design concerns, it is particularly important that new façades add quality and character to the urban environment.

Some uses may be acceptable as individual units but can erode the quality of the townscape and range of service offer when they concentrate in large numbers:

- Fast food outlets, Amusement Arcades - Outside of town centres are not permitted within 400m radius of existing schools or youth centred facility (e.g. YMCA, after school club). Must have particular regard for the existing townscape in the design of signage and façade. Each new unit must be separated from any unit or group of units by at least two units of other uses.
- Night-time uses - Must consider neighbouring uses especially residential. Officers will have particular concern for over-concentrations of these uses.

4.40 London’s long-term household expenditure is projected to rise from £89 billion in 2006 to over £160 billion by 2031. Taking account of growth in commuter and tourist spending, retailers making more efficient use of existing space and new forms of retailing like e-tailing, it is estimated that London has a ‘gross total’ need for an additional 1.8–2.9 million sq.m comparison goods retail floorspace by 2031. When schemes in the planning pipeline are factored into
the analysis, London will still need an additional 1.3–2.2 million sq.m comparison goods retail floorspace by 2031.

4.41 Almost half the gross total need for additional comparison goods retail floorspace is in outer London and about a quarter is in the CAZ. Guidance on the more local distribution of these requirements will be set out in supplementary guidance on town centres, retail and leisure.

4.42 Convenience retail expenditure is expected to increase by 1.5 per cent per annum between 2006 and 2031. It is estimated that London will require an additional 0.1–0.3 million sq m convenience retail floorspace in gross terms by 2016, though this will be reduced if the existing development pipeline is built out. Integrated strategic and local assessments of need and capacity for comparison and convenience goods retail will be an important part of the process for LDF preparation.

4.43 To meet identified needs and to support the vitality and viability of town centres (see Policy 2.15), the Mayor supports a proactive approach to managing growth within and on the edges of town centres, and encourages joint work between public and private sectors to identify and bring forward new retail, leisure and commercial development opportunities. Boroughs are encouraged to consider the use of compulsory purchase powers to facilitate land assembly for town centre development where appropriate. In carrying out town centre health checks, boroughs should include an assessment of the capacity of each town centre to accommodate additional retail and other commercial development appropriate to its role within the network. This supply side assessment should be set against an assessment of the need for new development on a borough and London-wide basis. Where need is established, boroughs should adopt a sequential approach to identifying suitable sites to accommodate it.

4.44 Areas in and around town centres will be most appropriate for higher density development in line with the locational strategy in Chapter 2. Development of edge-of-centre locations should be well integrated with the town centre, particularly in terms of providing safe, convenient and attractive access by walking and cycling.

4.45 New, or extensions to existing, out of centre retailing and leisure development can compromise the strong ‘town centres first’ policy (see also Policy 2.15) which is essential to London’s development as a sustainable, liveable city as well as exacerbating road traffic congestion and, for the large numbers of Londoners who do not have a car, undermining this Plan’s social inclusion policies. Inappropriate out of centre development includes that which causes harm to the objectives of this Plan, which fails to fulfil the requirements of the sequential test, or which gives rise to significant adverse impacts (for example, on the vitality and viability of existing town centres, accessibility by a choice of means of transport or impacts on overall travel patterns).

4.46 London has a legacy of out- and edge-of-centre retail and other town centre type activities which are heavily car dependent. They should be managed in ways that reduce this dependency and improve public transport, cycling and pedestrian access. In some circumstances, generally relating to edge of centre developments, there may be potential for a wider mix of uses and greater integration with existing centres.

**POLICY 4.9 SMALL SHOPS**

**Planning decisions**

A In considering proposals for large retail developments, the Mayor will, and Boroughs should, consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable, to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of
centres.

**LDF preparation**

**B** In LDFs, Boroughs should develop local policies where appropriate to support the provision of small shop units.

**EALING LOCAL VARIATION TO POLICY 4.9 SMALL SHOPS**

**C** The council will seek contributions to the development of affordable small shop units also from large residential schemes where these schemes are not within a 400m radius of existing local shops. These contributions will generally be in the form of small shop units on site.

Large residential schemes which are located outside of convenient walking distance of existing shopping provision will create demand for local convenience retail units. This demand should be satisfied on site by the provision of at least one small shop unit on a publicly accessible street frontage.

**4.51** The Mayor is committed to supporting town centres, a dynamic, competitive and diverse retail sector and small and medium sized enterprises. In parts of London, small shops are in short supply and affordability is a key concern, particularly for independent retailers and small enterprises. In considering proposals for large retail developments (typically over 2,500 sq m), the Mayor and boroughs may impose planning conditions or seek to negotiate planning obligations where appropriate, feasible and viable, to mitigate the loss of, and/or provide or support affordable shop units suitable for small or independent traders. This policy can also be used to support improvements and measures to help strengthen the retail offer, attractiveness and competitiveness of centres through steps to improve environmental quality, as appropriate and having regard to provisions on State Aid. In relation to district and local centres, boroughs may wish to use a lower threshold recognising the scale of developments that may be likely at such centres.

**4.52** The appropriateness of application of this policy will depend upon local circumstances and should be weighed against other strategic priorities for planning obligations set out in Policy 8.2, and take account of other policies on place shaping (Policy 7.1) and town centres (2.15, 4.7 and 4.8). Account should also be taken of site characteristics and practical considerations including design and layout. Viability is also a consideration, including its bearing on development costs and other priority planning obligations. Where relevant, the number and size of units should be determined on the merits of each case. To secure affordability in the longer term, the obligation should include measures to secure their affordability over time. Supplementary guidance will provide further advice on implementing this policy.
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POLICY 5.2 MINIMISING CARBON DIOXIDE EMISSIONS

Planning decisions

A  Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

   a  Be lean: use less energy

   b  Be clean: supply energy efficiently

   c  Be green: use renewable energy

B  The Mayor will work with boroughs and developers to ensure that developments meet the following targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.

Residential buildings:

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvement on 2010 Building Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2013</td>
<td>25 per cent (Code for Sustainable Homes level 4)</td>
</tr>
<tr>
<td>2013-2016</td>
<td>40 per cent</td>
</tr>
<tr>
<td>2016-2031</td>
<td>Zero carbon</td>
</tr>
</tbody>
</table>

Non-domestic buildings:

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvement on 2010 Building Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2013</td>
<td>25 per cent</td>
</tr>
<tr>
<td>2013 – 2016</td>
<td>40 per cent</td>
</tr>
<tr>
<td>2016 – 2019</td>
<td>As per building regulations requirements</td>
</tr>
<tr>
<td>2019 – 2031</td>
<td>Zero carbon</td>
</tr>
</tbody>
</table>

C  Major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.

D  As a minimum, energy assessments should include the following details:

   a  calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately, the energy demand and carbon dioxide emissions from any other part of the development, including plant or equipment, that are not covered by the Building Regulations (see paragraph 5.22) at each stage of the energy hierarchy

   b  proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services

   c  proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)

   d  proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.

E  The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere.

EALING LOCAL VARIATION TO LP POLICY 5.2 MINIMISING CARBON DIOXIDE EMISSIONS

F  Major new-build residential developments are required to achieve the following standards under the Code for Sustainable Homes, or equivalent:
• 2012 onwards - Level 4
• 2016 onwards - Level 5

G Other new residential development in Ealing must achieve Code for Sustainable Homes Level 4 as a minimum

H Major residential developments consisting of the refurbishment of existing buildings, including the conversion of existing buildings to form flats, are required to achieve a BREEAM Domestic Refurbishment Scheme rating of Excellent, or equivalent.

I Major non-residential developments are required to achieve a minimum Very Good rating under the most up-to-date BREEAM or equivalent scheme and make reasonable endeavours to achieve Excellent and Outstanding

J Extensions and conversions of all residential uses and any non-residential development less than 1000 sq m must undertake energy efficiency improvements up to 10% of the value of the proposed works

Sustainability and energy efficiency policy are in a state of continual evolution toward the achievement of zero carbon for both residential and non-residential development by 2016 and 2019 respectively and this policy is intended to facilitate that evolution. It is anticipated that this policy will be overtaken by revisions to standards and regulations and changes to National and Regional policy. Development should respond intelligently to any changes in order satisfy the drive toward zero carbon.

5.16 Carbon dioxide emissions from new development should be reduced by sustainable use of energy in accordance with the Mayor’s energy hierarchy. The first step in the hierarchy, to reduce energy demand, should be met through adopting sustainable design principles outlined in Policy 5.3. The second step, to supply energy efficiently, should be met by prioritising decentralised energy, as outlined in Policies 5.5 and 5.6. The third step, to use renewable energy, is outlined in Policy 5.7.

5.17 Over time both the Mayor and the Government expect all new development will be zero carbon. The Government has expressed the aim that all new homes should be zero carbon by 2016 and new non-domestic buildings should be zero carbon by 2019. This will result in a significant step change in the national Building Regulations (Part L) in terms of the minimum improvements over the Target Emission Rate (TER) for new development.

5.18 The targets set out in Policy 5.2 are minimum improvements over the TER for London as advances are made towards zero carbon development. This approach conforms to the Government’s Code for Sustainable Homes (CSH), which outlines targeted improvements, as individual code levels for residential buildings, towards the achievement of zero carbon housing.

5.19 The targets for 2010 to 2013 in Policy 5.2 are equivalent to the energy requirements for code level 4 of the CSH for residential buildings. These targets are informed by the observed performance of new development since the London Plan was first published in 2004, and have been established as achievable and suitable for London. The GLA’s most recent monitoring information shows that on average development proposals approved by the Mayor since September 2007 have achieved typical savings between of 30 and 40 per cent above Building Regulation requirements, with about a quarter of applications meeting or exceeding 40 per cent savings.

5.20 The targets outlined apply to all major development proposals. The highest level of carbon dioxide emissions reduction will be sought in every proposal, and the Mayor will actively encourage zero carbon development where appropriate. Overall carbon dioxide emissions reductions should reflect the context of each proposal, taking account of its size, nature, location, accessibility and expected operation. The targets will be used by the Mayor in the
consideration of proposals that come before him for determination and to guide the development of proposals within opportunity and intensification areas as well as for monitoring purposes. They may also influence proposals falling within the ambit of the wider GLA Group. At borough level, the steeper trajectory towards meeting the Government’s target of zero carbon residential development by 2016 and non-domestic buildings by 2019 should be sought from major developments taking account of such factors as ease and practicability of connection to existing networks, context, size, nature, location, accessibility and expected operation.

5.21 Every major development proposal should be accompanied by an energy assessment demonstrating how the targets for carbon dioxide emissions reduction will be met within the framework of the energy hierarchy. Boroughs are also encouraged to require energy assessments for other development proposals where appropriate. Full details regarding how to prepare an energy assessment are outlined in Appendix D of the supplementary planning guidance on Sustainable Design and Construction.

5.22 Some developments (such as offices, industrial units and hospitals) have significant carbon dioxide emissions related to energy consumption from electrical equipment and portable appliances that are not accounted for in Building Regulations, and therefore are not included within the calculations for the Target Emissions Rate. The strategic aim is to reduce carbon emissions overall, so that while planning decisions and monitoring requirements will be underpinned by the targets expressed in Policy 5.2B, the requirement in Policy 5.2Da for energy assessments to include separate details of unregulated emissions is to recognise explicitly the additional contribution that can be made through use of efficient equipment, building controls and good management practices, including green leases.

5.23 Where it is demonstrated that the specific targets for carbon dioxide emissions reduction cannot be fully achieved on-site the shortfall may be provided off-site, but only in cases where there is an alternative proposal identified and delivery is certain, or where funding can be pooled to support specific carbon dioxide reduction projects or programmes. Further guidance on the criteria for off-site provision, the types of acceptable projects and programmes and a London wide funding scheme will be set out for boroughs.

POLICY 5.10 URBAN GREENING

Strategic
A The Mayor will promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

B The Mayor seeks to increase the amount of surface area greened in the Central Activities Zone by at least five per cent by 2030, and a further five per cent by 2050.

Planning decisions
C Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping. Major development proposals within the Central Activities Zone should demonstrate how green infrastructure has been incorporated.

LDF preparation
D Boroughs should identify areas where urban greening and green infrastructure can make a particular contribution to mitigating the effects of climate change, such as the urban heat island.
EALING LOCAL VARIATION TO POLICY 5.10 URBAN GREENING

E Development proposals should replace existing trees and plantings on the basis of no net loss of amenity.

Proposals will generally be required to make provision for trees or plantings on site to replace those that are lost in consequence of the development. While the extent and location of the planting need not necessarily be the same afterward as it was before, the quality and type of amenity offered should be the same or better. For instance where a site offers space for outdoor seating or recreation for its users, this type of amenity will need also to be offered by any replacement scheme.

5.50 The Mayor has an ambitious programme to plant 10,000 street trees by March 2012, and wishes to see an additional two million trees in London by 2025 to help with both mitigation of and adaptation to climate change. Urban greening is also a key element of the much broader Climate Change Adaptation Strategy, which encourages the use of planting, green roofs and walls and soft landscaping. The research undertaken in the LUCID programme (The Development of a Local Urban Climate Model and its Application to the Intelligent Design of Cities) has worked towards providing information on reductions in temperature in London that could be achieved by the addition of different types of urban greening.

5.51 London experienced a heatwave in 2003 that killed at least 600 people and its impact was exacerbated by the urban heat island effect. Cooling the urban environment through the use of green infrastructure, as part of a package of measures to combat climate change, will have important health and social benefits. It is particularly important to address the urban heat island effect in central London. Further work will be undertaken to establish a methodology by which major developments can be assessed for the contribution that they will need to make to increasing green infrastructure in the Central Activities Zone. Research undertaken in Manchester has shown that increasing urban green space by 10 per cent can help to cool high density areas of the city by around three to four degrees centigrade. Urban greening also contributes to achieving a network of green multifunctional infrastructure across London with the consequent range of benefits that this can bring (see Policy 2.18).

POLICY 5.11 GREEN ROOFS AND DEVELOPMENT SITE ENVIRONS

Planning decisions

A Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many of the following objectives as possible:

a adaptation to climate change (ie aiding cooling)

b sustainable urban drainage

c mitigation of climate change (ie aiding energy efficiency)

d enhancement of biodiversity

e accessible roof space

f improvements to appearance and resilience of the building

g growing food.

LDF preparation

B Within LDFs boroughs may wish to develop more detailed policies and proposals to support the development of green roofs and the greening of development sites. Boroughs should also promote the use of green roofs in smaller developments, renovations and extensions where feasible.
POLICY 5.12 FLOOD RISK MANAGEMENT

Strategic

A The Mayor will work with all relevant agencies including the Environment Agency to address current and future flood issues and minimise risks in a sustainable and cost effective way.

B Planning decisions

C Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100 (TE2100 – see paragraph 5.55) and Catchment Flood Management Plans.

D Developments which are required to pass the PPS25 Exceptions Test will need to address flood resilient design and emergency planning by demonstrating that:

a the development will remain safe and operational under flood conditions

b a strategy of either safe evacuation and/or safely remaining in the building is followed under flood conditions

c key services including electricity, water etc will continue to be provided under flood conditions

d buildings are designed for quick recovery following a flood.

E Development adjacent to flood defences will be required to protect the integrity of existing flood surfaces and wherever possible should aim to be set back from the banks of watercourses and those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

EALING LOCAL VARIATION TO POLICY 5.11 GREEN ROOFS AND DEVELOPMENT SITE ENVIRONS

C Green roofs are strongly encouraged on all development and will be required on major development that falls within 100m of a green buffer zone compromising the following designations: Green Belt, Metropolitan Open Land, Green Corridor, Public Open Space, Community Open Space and Nature Conservation Area.

Green roofs serve two main functions, improving biodiversity and environmental quality, and providing amenity space. Where these functions conflict the first will take precedence in the defined buffer zones.

It is inappropriate to make technical specifications in policy as best practice will change over time, however, Ealing will prepare supplementary guidance to set out how the requirements of this policy should be satisfied.

5.52 Green roofs are an essential sustainable design consideration and can take many forms in order to maximise their benefits in a given location. However, the design and operational needs of a green roof should not place undue stress on water supply and other natural resources. Vegetated roofs, including terraces and gardens, can improve the thermal performance of the building, reduce the urban heat island effect, support sustainable urban drainage by absorbing rainfall to reduce flooding, enhance biodiversity, provide amenity for residents who may not have access to private gardens, provide opportunities to grow food and improve appearance.

5.53 High quality designs for green walls incorporating vegetation over a majority of a building’s vertical surfaces should also be considered in new developments. The Mayor’s supplementary guidance on Sustainable Design and Construction contains further guidance on including green space in development proposals.
LDF preparation

In line with PPS25, boroughs should, when preparing LDFs, utilise Strategic Flood Risk Appraisals to identify areas where particular flood risk issues exist and develop actions and policy approaches aimed at reducing these risks, particularly through redevelopment of sites at risk of flooding and identifying specific opportunities for flood risk management measures.

EALING LOCAL VARIATION TO POLICY 5.12 FLOOD RISK MANAGEMENT

All development, including that on land that is not part of a defined floodplain, must ensure that it is not vulnerable to drainage and groundwater flooding.

New development that reduces the extent of the floodplain or is in any way vulnerable to flooding will not be permitted within an 8m buffer along all main rivers, and a 5m buffer alongside all ordinary watercourses.

There is a general presumption against the use of surfaces that are not permeable to water in domestic gardens and public open space.

Flood risk in Ealing is primarily from surface water and sewer systems, however, the south east corner of the borough is also part of the Thames floodplain. All development proposals brought forward for the south east corner of the borough must therefore also refer to the Hammersmith and Fulham SFRA to determine that there is no potential flood risk during a breach event. For cases where this cannot be determined, FRA specific Breach Analysis should be carried out.

The restrictions that operate in the buffer zones of watercourses mean that only development that is neither vulnerable to flooding nor reduces the flood storage capacity of the floodplain will be permitted.

5.54 Proper consideration of flood risk is vital to ensuring that London is and continues to be a sustainable city. Approximately 15 per cent of London is already within a recognised flood risk zone from either tidal or fluvial flooding. The Regional Flood Risk Appraisal (RFRA) produced alongside this Plan, investigates flood risk in more detail and identifies that London is at risk from tidal, fluvial, surface water, sewer and groundwater (see Glossary) as sources of flooding. It includes recommendations that will be reported against in the Annual Monitoring Report.

5.55 The Environment Agency has produced Thames Estuary 2100 (TE2100), a study of tidal flood risk management up to 2100. This makes clear that current defences, with some raising of river walls, should provide London with a high standard of protection from tidal floods. However, in order to raise river walls in a sustainable and cost effective way, some land will be needed along the Thames through London. If land is not available, the walls will reduce views across the river and they will be much more expensive to build. There also remains a level of risk, equivalent to 0.1 per cent chance per year – a low risk but not one that could never happen. This means it is still vital at the planning and design stage to consider what would happen to buildings if such a flood were to occur.

5.56 Fluvial flood risk is likely to increase significantly through the century, as a result of climate change. Predictions of increases in peak flows of up to 40 per cent would mean that we would have to expect increased flood risk on all of London’s tributary rivers. The Environment Agency has produced Catchment Flood Management Plans that examine the nature of flood risk and the approaches available to manage it. These reinforce the need to follow the approach of steering development to places with lower flooding risk and that new development and redevelopment can often provide a means of reducing flood risk for example by providing flood storage/conveyance or setting development back from rivers.
POLICY 5.21 CONTAMINATED LAND

Strategic
A The Mayor supports the remediation of contaminated sites and will work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use.

Planning decisions
B Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.

LDF preparation
C LDFs should encourage the remediation of contaminated sites and set out policy to deal with contamination.

EALING LOCAL VARIATION TO POLICY 5.21 CONTAMINATED LAND

D Contaminated land must be treated in a manner appropriate for its proposed use. Evidence of the appropriateness of the measures taken must be submitted as part of the planning application.

5.95 In a city where space is increasingly at a premium, it is essential that wherever practicable, brownfield sites – including those affected by contamination – should be recycled into new uses. This also provides an opportunity to deal with any threats to health and the environment posed by contamination. Any land that is affected by contamination, whether or not identified under the regulations, may require measures to prevent contamination being activated or spread when building takes place.
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TRANSPORT
This chapter contains policies designed to support new development with appropriate transport provision.

POLICY 6.13 PARKING

Strategic
A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

B The Mayor supports Park and Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

Planning decisions
C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications.

D In addition, developments must:
   a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
   b provide parking for disabled people in line with Table 6.2
   c meet the minimum cycle parking standards set out in Table 6.3
   d provide for the needs of businesses for delivery and servicing.

LDF preparation
E
   a the maximum standards set out in Table 6.2 in the Parking Addendum should be used to set standards in DPDs.
   b in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)
   c in town centres where there are identified issues of vitality and viability, the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole
   d Outer London boroughs wishing to promote a more generous standard for office developments would need to demonstrate in a DPD
      • a regeneration need
      • no significant adverse impact on congestion or air quality
      • a lack (now and in future) of public transport
      • a lack of existing on or off street parking
      • a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds
      • a requirement, via Travel Plans, to reduce provision over time.

EALING LOCAL VARIATION TO POLICY 6.13 PARKING

Local variations to London Plan parking standards are detailed in table 6.2 below

The Council are currently exploring the need for further local variations to London Plan parking standards, and will consult on any further changes in Autumn 2012. The scope of these changes could include new or revised standards for disabled parking (non-residential), motorcycle parking, hotel and leisure uses, servicing, and B8 uses.

6.42 Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can
also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres. The Mayor considers it is right to set car parking standards in the Plan given his direct operational responsibility for elements of London’s road network, and the strategic planning importance of ensuring London’s scarce resources of space are used efficiently and not wastefully for car parks. But he also recognises that London is a diverse city that requires a flexible approach to identifying appropriate levels of car parking provision across boundaries. This means ensuring a level of accessibility by private car consistent with the overall balance of the transport system at the local level. Boroughs adjoining other regions must also liaise with the relevant authorities to ensure a consistent approach to the level of parking provision. Transport assessments and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking.

6.43 Public Transport Accessibility Levels (PTALs) are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate but would consult on any proposed changes to the methodology.

6.44 This policy recognises that developments should always include parking provision for disabled people. Despite improvements to public transport, some disabled people require the use of private cars. Suitably designed and located designated car parking and drop-off points are therefore required. Boroughs should take into account local issues and estimates of local demand in setting appropriate standards and should develop monitoring and enforcement strategies to prevent misuse of spaces. Applicants for planning permission should use their transport assessments and access statements to demonstrate how the needs of disabled people have been addressed.

6.45 The Outer London Commission has found that developers view the lack of on-site car parking for offices in outer London, when compared to the more generous standards outside of London, as a disincentive to develop offices in London. The Mayor supports further office development in outer London, but would not want to see unacceptable levels of congestion and pollution – which could also be a disincentive to investment there. Policy 6.13 enables flexibility in setting office parking standards; if boroughs wish to adopt a more generous standard this should be done via a DPD to allow TfL and the GLA to assess the impact of such a change on the wider transport network (see Policy 6.3) and on air quality. Likewise, the policy takes a similar approach to town centres.

6.46 The Mayor, through TfL, and working with the London boroughs, car club operators, and other stakeholders, will support expansion of car clubs and encourage their use of ultra low carbon vehicles. More than 1,600 car club vehicles are used by 70,000 people in London, with vehicles including plug-in hybrids and the latest low emission diesels. Each car club vehicle typically results in eight privately owned vehicles being sold, and members reducing their annual car mileage by more than 25 per cent. A further 380 vehicles will be added to London’s car club fleet in 2010/11 which will include the trial of all-electric vehicles.

6.47 Park and Ride schemes can help boost the attractiveness of outer London centres and as such are supported. They must carefully sited to ensure they lead to overall reductions in congestion and do not worsen air quality. Further advice on Park and Ride is set out in the Land for Transport SPG.
Parking Addendum to Chapter 6

6A.1 The tables below set out standards for different types of development. If no standard is provided but there is an equivalent in PPG13, that PPG 13 standard should be taken as a maximum although boroughs wish to consider use of a lower maximum to reflect London’s higher levels of public transport accessibility when compared to the national picture. If there is no standard provided in either the London Plan or PPG 13 the level of parking should be determined by the transport assessment undertaken for the proposal and the availability of on and off street parking.

Parking for Blue Badge holders
6A.2 Developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided. Any development providing off-street parking should provide at least two bays designated for Blue Badge holders. BS 8300:2009 provides advice on the number of designated off street parking bays for disabled people for different building types as shown in the table below. As these standards are based on a percentage of the total number of parking bays careful assessment will be needed in locations where maximum parking standards are reached to ensure that these percentages make adequate provision for disabled people. The appropriate number will vary with the size, nature and location of the development, the levels of on and off street parking and the accessibility of the local area. However, designated parking spaces should be provided for each disabled employee and for other disabled people visiting the building.

6A.3 The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective. Spaces designated for use by disabled people should be located on firm level ground and as close as feasible to the accessible entrance to the building. Further details on parking for disabled people will be provided in the updated supplementary guidance on achieving an inclusive environment.

Parking for retail development
6A.4 The starting point for meeting parking demand for new retail development should be use of existing public off-street provision. Parking needs should be assessed taking account of the reduction in demand associated with linked trips. If on-site parking is justified there should be a presumption that it will be publicly available. Boroughs should take a coordinated approach with neighbouring authorities, including those outside London if appropriate, to prevent competition between centres based on parking availability and charges.

Parking for commercial development
6A.5 Parking for commercial vehicles should be provided at a maximum standard of one space per 500 sq. m of gross B2 or B8 floorspace.

6A.6 An appropriate proportion of car parking spaces in commercial developments should be marked out for motor-cycle use.

6A.7 Standards for B2 and B8 employment uses should have regard to the B1 standards although a degree of flexibility maybe required to reflect different trip-generating characteristics

Parking for hotel and leisure uses
6A.8 Although no maximum standards are set for hotels, the following approach should be taken for applications referred to the Mayor. In locations with a PTAL of 4 –6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

6A.9 Developments should provide for one coach parking space per
50 rooms for hotels. Leisure, stadia and major exhibition venues should provide appropriate levels of coach parking to suit their individual demand to help reduce congestion and improve visitor safety.

**Parking for emergency services facilities**

6A.10 Provision for parking at Ambulance, Fire and policing facilities will be assessed on their own merits.

6A.11 The Mayor, through TfL, intends to carry out a review of cycle parking standards, and will bring forward early alterations to this Plan when new standards are available.
### Table 6.2 Car Parking Standards

<table>
<thead>
<tr>
<th>Designated Blue Badge parking bays recommended in BS 8300:2009</th>
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<tbody>
<tr>
<td><strong>Building Type</strong></td>
</tr>
<tr>
<td>workplaces</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>shopping, recreation and leisure facilities</td>
</tr>
<tr>
<td>railway buildings</td>
</tr>
<tr>
<td>religious buildings and crematoria</td>
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<tr>
<td>sports facilities</td>
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</tbody>
</table>

* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.
** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future.
*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.

### Maximum standards for retail uses: space per sq m of gross floorspace

<table>
<thead>
<tr>
<th>Use</th>
<th>PTAL 6 and 5</th>
<th>PTAL 4 to 2</th>
<th>PTAL 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td>75</td>
<td>50-35</td>
<td>30</td>
</tr>
<tr>
<td>Up to 500 m2</td>
<td>45-30</td>
<td>30-20</td>
<td>18</td>
</tr>
<tr>
<td>Over 2500 m2</td>
<td>38-25</td>
<td>25-18</td>
<td>15</td>
</tr>
<tr>
<td>Non food</td>
<td>60-40</td>
<td>50-30</td>
<td>30</td>
</tr>
<tr>
<td>Garden Centre</td>
<td>65-45</td>
<td>45-30</td>
<td>25</td>
</tr>
<tr>
<td>Town Centre/ Shopping Mall/ Dept Store</td>
<td>75-50</td>
<td>50-35</td>
<td>30</td>
</tr>
</tbody>
</table>

**Notes:**
- Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.
- Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations.
- 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.
TRANSPORT

Ealing Local Variation

<table>
<thead>
<tr>
<th>Building Type</th>
<th>Number of marked spaces*</th>
<th>Number of enlarged but unmarked spaces**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>10% of total off-street parking provision</td>
<td>1 space per 10 dwellings</td>
</tr>
</tbody>
</table>

* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future. This should be applied when the utilisation of existing marked bays reaches 80% occupancy.
### Table 6.3 Cycle Parking Standards

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 - Food</td>
<td>Out of Centre 1/350</td>
</tr>
<tr>
<td></td>
<td>In Centre 1/125</td>
</tr>
<tr>
<td>A1 – Non Food</td>
<td>Out of Centre 1/500</td>
</tr>
<tr>
<td></td>
<td>In Centre 1/300</td>
</tr>
<tr>
<td>A2 (Financial Services)</td>
<td>1/125</td>
</tr>
<tr>
<td>A3 – A5</td>
<td>Cafes &amp; Restaurants</td>
</tr>
<tr>
<td></td>
<td>1 per 20 staff + 1 per customers</td>
</tr>
<tr>
<td>Pubs &amp; Wine Bars</td>
<td>1/100</td>
</tr>
<tr>
<td>Take-aways</td>
<td>1/50</td>
</tr>
<tr>
<td>B1 (Business)</td>
<td>1/250</td>
</tr>
<tr>
<td>B2 – B8 (General Industry and Storage &amp; Distribution)</td>
<td>1/500</td>
</tr>
<tr>
<td>C1 (Hotels)</td>
<td>1 per 10 staff</td>
</tr>
<tr>
<td>C2 (Residential Institutions)</td>
<td></td>
</tr>
<tr>
<td>Care Homes</td>
<td>1 per 3 staff</td>
</tr>
<tr>
<td>Hospitals</td>
<td>1 per 5 staff + 1 per 10 visitors</td>
</tr>
<tr>
<td>C3 (Dwellings)</td>
<td>1 per 1 or 2 bed unit</td>
</tr>
<tr>
<td></td>
<td>2 per 3 or more bed unit</td>
</tr>
<tr>
<td>D1 (Non-residential institutions)</td>
<td></td>
</tr>
<tr>
<td>Primary, Secondary School</td>
<td>1 per 10 staff or students</td>
</tr>
<tr>
<td>University/Colleges</td>
<td>1 per 8 staff or students</td>
</tr>
<tr>
<td>Libraries</td>
<td>1 per 10 staff + 1 per 10 visitors</td>
</tr>
<tr>
<td>Health facilities/clinics</td>
<td>1 per 50 staff + 1 per 10 visitors</td>
</tr>
<tr>
<td>D2 (Assembly &amp; Leisure)</td>
<td>1 per 20 staff + 1 per 50 seats</td>
</tr>
<tr>
<td>Cinemas</td>
<td>1 per 120 staff + 1 per 20 peak period visitors</td>
</tr>
<tr>
<td>Leisure facilities</td>
<td></td>
</tr>
</tbody>
</table>

Note: In centre includes local shopping parades, staff should always be taken as the Full Time Equivalent
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LIVING PLACES AND SPACES
This chapter contains policies relating to the urban environment including green spaces.

POLICY 7A OPERATIONAL AMENITY

Local Policy

A New development which in the course of its operation will cause emissions of any sort must;

a not erode the amenity of surrounding uses

b take all reasonable steps to ameliorate these emissions

c provide all reasonable evidence of mitigation that is requested by the Council

B The requirement to properly regulate and ameliorate emissions applies also to functionally separate areas within a given development, for instance between separate flats or dwellings.

C Sensitive uses will not be permitted where these would achieve acceptable levels of amenity only by sealing residents or users off from their surrounding environment. Such isolation would constitute in and of itself an erosion of amenity.

D Development that is sensitive to operational emissions of a particular type must avoid locating in areas in which there are established concentrations of such emissions that cannot be properly addressed through the design process.

E Applicants should seek advice as to the most appropriate forms of evidence and mitigation for their proposed development.

All forms of development are potential sources of operational emissions that may erode the amenity of surrounding uses.

Types of emissions will typically include, but are not limited to; noise, vibration, particulate matter, odour, light and reflected light.

Sensitive uses will typically include, but are not limited to; residential, schools, hospitals, public open space, and nature sites.

Emissive uses will typically include, but are not limited to; waste processing, manufacturing, radio/telephone masts, and all vehicle-serviced uses.

The obligation to safeguard amenity is reciprocal between all use types. Developments of sensitive uses should avoid exposure to established concentrations of emissions just as developments of emissive uses should limit their impact on the surrounding environment.

Context

The context of the new development is the primary determinant of what levels of emissions will be acceptable, and what measures are necessary for their attenuation. For example, residential uses are unlikely to cause disturbance to other residential uses simply by nature of that use.

Layout

Layout of a development is a principal consideration in safeguarding amenity. Co-location of disruptive functions, such as ‘stacking’ of kitchens and bathrooms in flatted development can help to reduce loss of amenity for residents. Conversely, over-concentration of, for example, mechanical ventilation units can create unacceptable levels of noise at a given location.

A variety of different strategies may prove useful in ameliorating emissions even within the same development or type of development. Noisy developments, for example, could seek to ameliorate their emissions through greater sound insulation, by changing access points, or by screening part or all of the site, or by any combination of these techniques.

Cumulative Impact

Particular attention should be paid to the risk of cumulative impact.
Development close to use types that produce similar emissions should take the existing context of emissions into account in its development proposals.

Suitable Evidence
The type of evidence of mitigation will vary according to the type of emissions involved. Applicants should seek advice as to the evidence that is most relevant to their application.

### POLICY 7.3 DESIGNING OUT CRIME

#### Strategic
A Boroughs and others should seek to create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion.

#### Planning decisions
B Development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In particular:

- routes and spaces should be legible and well maintained, providing for convenient movement without compromising security
- there should be an indication of whether a space is private, semi-public or public, with natural surveillance of publicly accessible spaces
- design should encourage a level of human activity that is appropriate to the location, incorporating a mix of uses where appropriate, to maximise activity throughout the day and night, creating a reduced risk of crime and a sense of safety at all times
- places should be well designed to promote a sense of ownership and respect

- places, buildings and structures should incorporate appropriately designed security features
- schemes should be designed with on-going management and future maintenance costs of the particular safety and security measures proposed in mind

The above measures should be incorporated at the design stage to ensure that overall design quality is not compromised.

### EALING LOCAL VARIATION TO POLICY 7.3 DESIGNING OUT CRIME

#### C Applicants should consult with the local Metropolitan Police Crime Prevention Design Advisor (CPDA)

#### D Development should make contributions to community safety works where appropriate

The Metropolitan Police provide a vital service to applicants and the Local Planning Authority through the CPDA. This service is intended to function as a form of pre-application advice and should inform the design of schemes from an early stage. The principal interest of the CPDA will be in new dwellings (including conversions) and central areas applications.

Residential conversions may result in unsuitable lines of access or insecure placement of doors etc. These schemes will particularly benefit from the advice of the CPDA.

Community safety works are minor works designed to improve the security of people and/or property. Development can make contributions to these works either financially or in kind. Where appropriate, the council will seek to co-ordinate the measures employed by neighbouring schemes to achieve the greatest possible increase in security.
7.10 Measures to design out crime should be integral to development proposals and be considered early in the design process, taking into account the principles contained in Government guidance on ‘Safer Places’ and other guidance such as Secured by Design’ published by the Police. Development should reduce the opportunities for criminal and anti-social behaviour and contribute to a sense of security without being overbearing or intimidating. Places and buildings should incorporate well-designed security features as appropriate to their location and use, which maximise the security of people and property without compromising the quality of the local environment. All spaces should have clear ownership, and be managed in a way that states that the space is cared for. Future maintenance of the space or building should be considered at the design stage.

7.11 Buildings and spaces should be designed in a way that clearly defines whether they are public, semi-public or private, and provides opportunities for activity and casual surveillance of publicly accessible spaces. Pedestrian, cycle and vehicular routes should be well defined and integrated, and limit opportunities for concealment.

7.12 An integrated mix of land uses throughout a neighbourhood will add to its vitality and security but should be carefully managed to minimise conflict between incompatible activities. Day time and night time uses should be incorporated into development where appropriate to ensure that spaces are active and informally monitored.

POLICY 7.4 LOCAL CHARACTER

Strategic
A Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area’s visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Planning decisions
B Buildings, streets and open spaces should provide a high quality design response that:
   a has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
   b contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
   c is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
   d allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
   e is informed by the surrounding historic environment.

LDF preparation
C Boroughs should consider the different characters of their areas to identify landscapes, buildings and places, including on the Blue
Ribbon Network, where that character should be sustained, protected and enhanced through managed change. Characterisation studies can help in this process.

**EALING LOCAL VARIATION TO POLICY 7.4 LOCAL CHARACTER**

- **D** Development in Ealing’s existing built areas should complement their:
  - **a** Street sequence
  - **b** Building pattern
  - **c** Scale
  - **d** Materials
  - **e** Detailing

Street sequence is the spacing and massing of buildings in relation to the street. The sequence of existing street frontages is often regular or deliberately formed and this can be essential to the character of an area. Terracing effects of, for example, currently detached buildings are damaging to local character.

Building pattern is the layout of development including green spaces and plantings, and the degree of site coverage by built structures. Some areas will be characterised by larger gardens and greater separation between buildings than that which is strictly mandated by design standards.

Scale is more than mass or height and relates particularly to the treatment of these attributes within the design as a whole. Different areas of Ealing are characterised by differing and distinctive treatments of building scale.

Materials should be complementary to those used in surrounding buildings, or characteristic of the local area.

Detailing is often an essential element of local character and can be reflected in new development without resorting to imitation or pastiche.

7.13 The social, cultural, environmental and economic relationships between people and their communities are reinforced by the physical character of a place. Based on an understanding of the character of a place, new development should help residents and visitors understand where a place has come from, where it is now and where it is going. It should reflect the function of the place both locally and as part of a complex urban city region, and the physical, economic, environmental and social forces that have shaped it over time and are likely to influence it in the future. Local character does not necessarily recognise borough boundaries. The Mayor therefore encourages cross-borough working to ensure a consistent approach to understanding and enhancing a sense of character. The Mayor will develop supplementary guidance to help Boroughs with this work.

7.14 The physical character of a place can help reinforce a sense of meaning and civility – through the layout of buildings and streets, the natural and man-made landscape, the density of development and the mix of land uses. In some cases, the character is well preserved and clear. In others, it is undefined or compromised by unsympathetic development. Through characterisation studies, existing character can be identified and valued, and used to inform a strategy for improving the place. This should help ensure the place evolves to meet the economic and social needs of the community and enhances its relationship with the natural and built landscape. The community should be involved in setting these goals for the future of the area (Policy 7.1).

7.15 The Blue Ribbon Network has significant cultural, historic, economic and environmental value to local character. Later in this chapter a range of policies require buildings and spaces to have
particular regard to their relationship to waterspaces in their form, scale and orientation. New development should enhance physical and visual access between existing streets and waterfront sites and, incorporate features that make the best functional use of the site’s proximity to a water resource. Buildings and spaces should be designed to activate the Blue Ribbon Network in a way that is appropriate to its character, infrastructure value and heritage significance.

**POLICY 7B DESIGN AMENITY**

**Local Policy**

A New development must achieve a high standard of amenity for users and a good relationship with adjacent uses by ensuring;

a good levels of daylight and sunlight

b good levels of privacy

c coherent development of the site

d appropriate levels of development on site

e positive visual impact

f legibility

B Development adjacent to residential uses must have particular concern for amenity. Similarly, residential schemes which do not provide satisfactory amenity for residents will not be permitted.

C All external treatments, fittings and materials must complement the original building or context and must not impair the visual amenity of surrounding uses.

D Extensions to existing development must not result in the development as a whole failing to meet standards set out in the development plan and should be seen as an opportunity to ensure that the resulting development meets design standards.

High quality design is essential to all development and offers the opportunity to overcome constraints that would otherwise prevent the implementation of a development scheme.

Good levels of daylight or sunlight are levels that are appropriate to the uses proposed for internal rooms and external spaces within the curtilage of the building. In the case of residential development, for example, dual aspect dwellings are particularly valuable in ensuring lighting throughout the day.

Good levels of privacy are levels which are appropriate to the use type concerned. For example, residential accommodation should be reasonably expected not to suffer direct overlooking of internal spaces. External spaces within the curtilage of a building, however, including private gardens, will typically be subject to some overlooking and consequent limitations to privacy.

Coherent development is that which achieves a consistent and rational treatment of uses on its given site, whether or not it is undertaken at separate times. To achieve coherent development, schemes should ensure high quality internal and external spaces offering good amenity to users, well-matched building materials, and well-designed massing and changes in scale.

Appropriate levels of development are levels of build which are typical of local character and/or morphology in massing and the extent of site coverage. A general guide to density levels is found in London Plan 2011 Policy 3.4, however, these are only broad indications based on PTAL.
Irrespective of density quanta, schemes must resolve successfully on their given site and in relation to neighbouring uses in order that they constitute appropriate levels of development.

Positive visual impact is an impact on neighbouring development that is attractive, and that complements their character and value. Some areas may exhibit currently poor environmental quality or weak character and require positive intervention and change in order to achieve good development. Conversely, other areas will already exhibit a strong or high-value visual character, and this should be respected and strengthened. All development must have regard for visual impact, including more minor developments such as garden sheds and satellite dishes.

Legibility is when the layout of a building or site is discernible to the extent that it facilitates successful use of the development. In addition to facilitating access, legible developments can create safe and attractive public and private spaces.

Residential Uses
The London Plan 2011 encourages consideration of the home as a place of retreat, and residential uses have particular need for privacy and quiet. This obligation is reciprocal both to new development which will impact upon adjacent residential uses and to new residential developments themselves. Applications for residential use will be subject to particular scrutiny of their quality of amenity. Consideration will be given to use of residential buildings at night as this use is unusual in being occupied chiefly at that time.

Supplementary development of a site in the form of extensions to existing buildings or uses must not result in a composite whole which fails to meet Ealing’s design standards. For example, the space occupied by the new building should not result in the loss of garden, amenity or parking space that would cause the site as a whole to fail to meet development plan standards.

POLICY 7.7 LOCATION AND DESIGN OF TALL AND LARGE BUILDINGS

Strategic
A Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings.

Planning decisions
B Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria below. This is particularly important if the site is not identified as a location for tall or large buildings in the borough’s LDF.

C Tall and large buildings should:

  a generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport

  b only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building

  c relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;

  d individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London

  e incorporate the highest standards of architecture and materials, including sustainable design and construction practices

  f have ground floor activities that provide a positive relationship to
the surrounding streets

g contribute to improving the permeability of the site and wider area, where possible

h incorporate publicly accessible areas on the upper floors, where appropriate

i make a significant contribution to local regeneration.

D Tall buildings:

a should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference

b should not impact on local or strategic views adversely

E The impact of tall buildings proposed in sensitive locations should be given particular consideration. Such areas might include conservation areas, listed buildings and their settings, registered historic parks and gardens, scheduled monuments, battlefields, the edge of the Green Belt or Metropolitan Open Land, World Heritage Sites or other areas designated by boroughs as being sensitive or inappropriate for tall buildings.

LDF preparation

F Boroughs should work with the Mayor to consider which areas are appropriate, sensitive or inappropriate for tall and large buildings and identify them in their Local Development Frameworks. These areas should be consistent with the criteria above and the place shaping and heritage policies of this Plan.

EALING LOCAL VARIATION TO POLICY 7.7 LOCATION AND DESIGN OF TALL AND LARGE BUILDINGS

G In addition to the above principles, tall buildings must:

a accord with the spatial objectives of the Development Strategy in being located on specified sites within Acton, Ealing and Southall town centres, gateways to Park Royal and identified development sites

b offer an outstanding quality of design

c make a positive and appropriate contribution to the local context and the broader area on which they impact

H Tall buildings are defined as those that are substantially taller than their neighbours and/or which significantly change the skyline

Tall buildings have a greater impact on their surroundings and on the borough as a whole than other forms of development, as such, they must be held to higher standards than other development which will be less visually prominent. If the proposal complies with the spatial guidance of the Development Strategy, then the primary consideration for any scheme is therefore that it makes a positive contribution to the urban environment.

The specific locations identified as suitable for tall buildings will be designated through the Development Sites DPD and also through SPDs/ AAPs.

After its location, the quality and suitability of design are the overriding consideration in assessing the appropriateness of a tall building. This includes the suitability of the proposed design to its surroundings.

7.25 Tall and large buildings are those that are substantially taller than their surroundings, cause a significant change to the skyline
or are larger than the threshold sizes set for the referral of planning applications to the Mayor. Whilst high density does not need to imply high rise, tall and large buildings can form part of a strategic approach to meeting the regeneration and economic development goals laid out in the London Plan, particularly in order to make optimal use of the capacity of sites with high levels of public transport accessibility. However, they can also have a significant detrimental impact on local character. Therefore, they should be resisted in areas that will be particularly sensitive to their impacts and only be considered if they are the most appropriate way to achieve the optimum density in highly accessible locations, are able to enhance the qualities of their immediate and wider settings, or if they make a significant contribution to local regeneration.

7.26 Tall and large buildings should always be of the highest architectural quality, (especially prominent features such as roof tops for tall buildings) and should not have a negative impact on the amenity of surrounding uses. Opportunities to offer improved permeability of the site and wider area should be maximised where possible.

7.27 The location of a tall or large building, its alignment, spacing, height, bulk, massing and design quality should identify with and emphasise a point of civic or visual significance over the whole area from which it will be visible. Ideally, tall buildings should form part of a cohesive building group that enhances the skyline and improves the legibility of the area, ensuring tall and large buildings are attractive city elements that contribute positively to the image and built environment of London.

7.28 The Mayor will work with boroughs to identify locations where tall and large buildings might be appropriate, sensitive or inappropriate. He will help them develop local strategies to help ensure these buildings are delivered in ways that maximise their benefits and minimise negative impacts locally and across borough boundaries as appropriate. It is intended that Mayoral supplementary guidance on characterisation could help set the context for this. In balancing these impacts, unacceptable harm may include criteria in parts D and E of Policy 7.7. Opportunity area planning frameworks can provide a useful opportunity for carrying out such joint work.

POLICY 7C HERITAGE

Local Policy

A  Development that affects Ealing’s heritage assets or their settings must seek to preserve and enhance these assets according to their significance.

B  Proposals affecting Designated Heritage Assets will be determined according to their statutory protections

Appropriate evidence is essential to the development of schemes that are suitable to their heritage context and setting. All proposals should therefore describe the heritage assets that they affect in sufficient detail to determine their historic, archaeological, architectural and artistic interest to a level proportionate with their importance. At minimum this should be by reference to Historic Environment Record or by a desktop analysis and reference to appropriate information such as local Conservation Area Assessments and Management Plans.

The setting of any heritage asset is essential to its value and the ability to understand and appreciate that value. Development proposals that affect the setting of a heritage asset are expected to understand and respond appropriately to their heritage context.

When assessing proposals for works to, or otherwise affecting, a statutory listed building substantial weight will be given to the preservation of the building or its setting and to including any features of special architectural or historic interest which it possesses.
When assessing proposals affecting conservation areas substantial weight will be given to the preservation or enhancement of the character or appearance of the areas.

Heritage assets of local significance will be weighed particularly according to their local significance, especially their specific importance to the Borough and the degree to which they exemplify local character.

POLICY 7.12 IMPLEMENTING THE LONDON VIEW MANAGEMENT FRAMEWORK

Strategic
A New development should not harm, and where possible should make a positive contribution to, the characteristics and composition of the strategic views and their landmark elements. It should also preserve or enhance viewers’ ability to recognise and to appreciate strategically important landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated viewing places.

Planning decisions
B Development in the foreground and middle ground of a designated view should not be overly intrusive, unsightly or prominent to the detriment of the view.

C Development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole. Where a silhouette of a World Heritage Site is identified by the Mayor as prominent in a Townscape or River Prospect, and well preserved within its setting with clear sky behind it, it should not be altered by new development appearing in its background. Assessment of the impact of development in the foreground, middle ground or background of the view or the setting of a landmark should take into account the effects of distance and atmospheric or seasonal changes.

D In addition to the above, new development in designated views should comply with the following:

a London Panoramas – should be managed so that development fits within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole. The management of views containing strategically important landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the strategically important landmark in the foreground, middle ground or background where appropriate.

b River Prospects – views should be managed to ensure that the juxtaposition between elements, including the river frontages and key landmarks, can be appreciated within their wider London context.

c Townscape and Linear Views – should be managed so that the ability to see specific buildings, or groups of buildings, in conjunction with the surrounding environment, including distant buildings within views, is preserved.

E Viewing places should be accessible and managed so that they enhance people’s experience of the view.

F In addition to the above, where there is a protected vista:

a development that exceeds the threshold height of a landmark viewing corridor should be refused

b development in the wider setting consultation area should form an attractive element in its own right and preserve or enhance the viewer’s ability to recognise and to appreciate the strategically important landmark. It should not cause a canyon effect around the landmark viewing corridor.
c Development in the foreground of the wider setting consultation area should not detract from the prominence of the strategically important landmark in this part of the view.

G In complying with the above, new development should not cause negative or undesirable local urban design outcomes.

H The Mayor will identify, in some designated views, situations where the silhouette of a World Heritage Site, or part of a World Heritage Site, should be protected.

LDF preparation

I Boroughs should reflect the principles of this policy and include all designated views, including the protected vistas, into their Local Development Frameworks. Boroughs may also wish to use the principles of this policy for the designation and management of local views.

EALING LOCAL VARIATION TO POLICY 7.12 IMPLEMENTING THE LONDON VIEW MANAGEMENT FRAMEWORK

J The above principles will be applied to locally designated Views and Landmarks in Ealing

While Ealing does not contain World Heritage Sites or defined London views as set out in section D, the other sections of this policy apply well to the protection of defined views throughout London. Ealing will therefore define and protect Views and Landmarks according to these principles. The boundaries of these Views and the Landmarks specified will be the subject of a focused consultation in Autumn 2012.

7.42 Protected vistas are designed to preserve the viewer’s ability to recognise and appreciate a strategically important landmark from a designated viewing place. Development that exceeds the threshold plane of the landmark viewing corridor will have a negative impact on the viewer’s ability to see the strategically important landmark and is therefore contrary to the London Plan. Development in the foreground, middle ground or background of a view can exceed the threshold plane of a wider setting consultation area if it does not damage the viewer’s ability to recognise and to appreciate the strategically important landmark and if it does not dominate the strategically important landmark in the foreground or middle ground of the view.

7.43 In complying with the requirements of Policies 7.11 and 7.12 development should comply with other policies in this chapter and should not have a negative effect on the surrounding land by way of architecture or relationship with the public realm.

7.44 Protected vistas will be developed in consultation with the Secretary of State. The Mayor will seek the Secretary of State’s agreement to adopt protected vista directions that are in conformity with the London Plan policies and the London View Management Framework SPG.

POLICY 7D OPEN SPACE

Local Policy

A All developments that increase demand for open space will be expected to make an appropriate contribution towards meeting this additional demand.

B Any development adjacent to or neighbouring existing open space should not compromise the character of that open space. A buffer strip of 5m around existing or proposed open spaces, or 10m in the case of SINC/SMI sites, will be protected from built development.

The provision of open space and facilities for sports & recreation underpin people’s quality of life. The Council views such provision as being important to individual health and wellbeing, and to the promotion of
sustainable communities. Where new development occurs it is important that sufficient open space, sport and recreation provision is made in order that the scheme is acceptable in land use planning terms.

The recreation needs generated will depend on the type of development being considered. The table below details those uses which generate demand for different categories of open space, sports and recreation space, and for which provision/contributions will be required.

Where development triggers a need for open space, the amount of provision should be calculated using the following minimum standards. These standards have been developed based on a range of evidence, including the Council’s Green Space Strategy.

Occupancy levels should be calculated based on the methodology outlined in the London Housing Design Guide and the Mayor’s SPG ‘Draft Shaping Neighbourhoods: Children & Young People’s Play and Informal Recreation (February 2012).

Quality requirements will be specified in a forthcoming Supplementary Planning Document.

The deficiency mapping completed as part of the Council’s Green Space Strategy, will assist in determining whether provision should be on-site/off-site or via a contribution.
Qualifying development and level of provision

<table>
<thead>
<tr>
<th>Qualifying development and level of provision</th>
<th>Garden Space</th>
<th>Amenity Space</th>
<th>Public Open Space</th>
<th>Children’s Play Space</th>
<th>Allotments</th>
<th>Active Recreation (Outdoor)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing/Flats 1-9 units</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y (contribution only)</td>
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<tr>
<td>Housing/Flats 10-299 units</td>
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<tr>
<td>Housing/Flats 300+ units</td>
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<td>Student Accommodation</td>
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<td>Less Active Elderly</td>
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</tbody>
</table>

Provision Type  | Area Requirement
--- | ---
Garden Space (House)  | 50/75 sq. m per unit
Garden Space (Flat)  | 15 sq. m. per unit
Amenity Space  | 50 sq. m per 1,000 sq. m of floorspace
Public Open Space  | 19.5 sq. m. per person
Children’s Play Space  | 10 sq. m. per child
Allotments  | 1.7 sq. m per person
Active Recreation (outdoor)  | 7.4 sq. m. per person