

The London Plan  
Sub-Regional Development Framework  
**West London**



May 2006



**MAYOR OF LONDON**

The London Plan  
Sub-Regional Development Framework  
**West London**

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**Greater London Authority**  
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## Foreword

This SRDF brings together a wide range of data and information about West London and makes many suggestions to boroughs and others of issues that should be addressed in implementing my London Plan.

West London faces considerable pressures for growth, and this presents challenges and opportunities. Among other things the expected growth provides the opportunity to address the needs of deprived communities and improve a local environment under pressure.



Public consultation on Further Alterations to the London Plan will follow later during 2006. In those Alterations I will be proposing changes to the structure of London's sub regions. However, the information and data contained in this SRDF remains valuable and will form a part of any updated SRDFs.

I would like to thank all those who have contributed to the drafting of this document and I look forward to further joint working on implementation.

A handwritten signature in black ink that reads "Ken Livingstone".

**Ken Livingstone**  
Mayor of London  
May 2006

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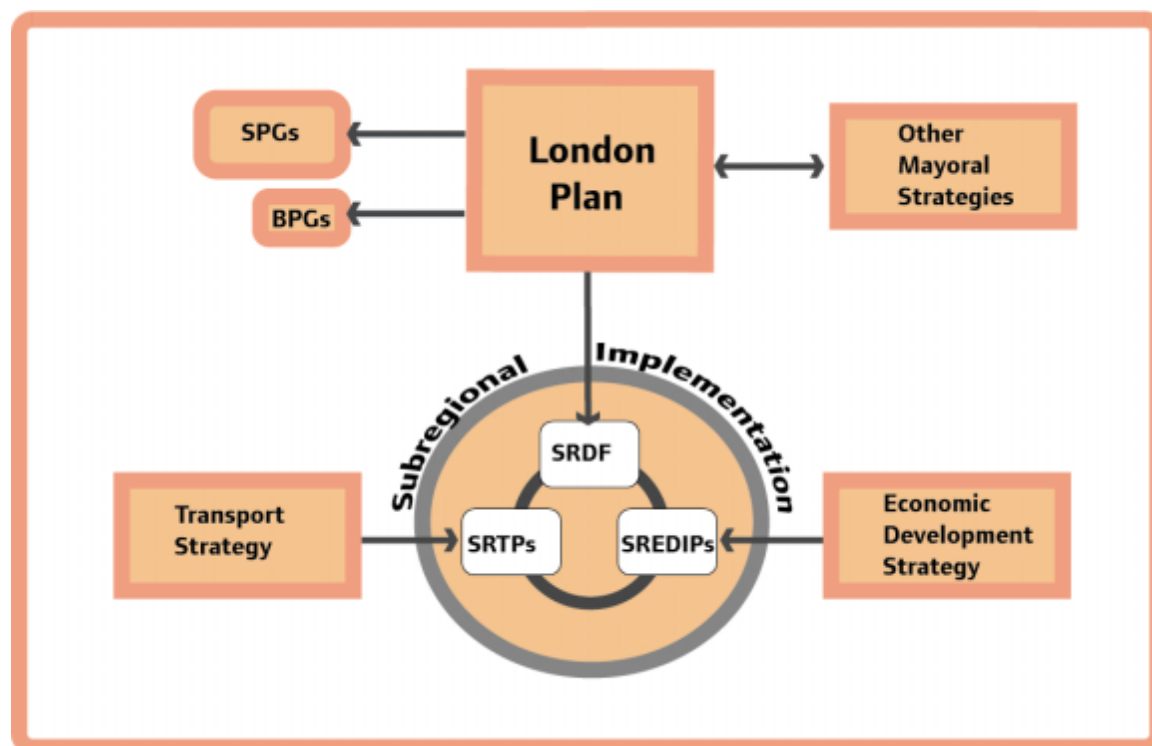
# WEST LONDON

## SUB-REGIONAL DEVELOPMENT FRAMEWORK

### Introduction

- 1 This Sub-Regional Development Framework (SRDF) covers the **West London** sub-region, which is made up of the six boroughs of Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow. Its purpose, in line with PPS 12, is to provide guidance on the implementation of policies in the London Plan in order to help deliver a sustainable and prosperous future for the sub-region.
- 2 The SRDF for West London is in two parts. Both parts are based upon the statutory policies of the London Plan, especially those for West London in Policy 5D.1-3. Consultation was undertaken in 2005 and a total of 65 responses were received. This final SRDF addresses the issues that were raised through the consultation and retains the general material and function of the draft SRDF which was supported through the consultation process.
- 3 Part One sets out an overall direction for the sub-region which has been broadly endorsed through the consultation process. Part Two looks at implementation, in particular it quantifies the various impacts of the growth that is projected to take place in the sub-region and proposes how it can be accommodated in the right place, at the right time and in a sustainable way. It is clear that this will be an ongoing process that will require further discussions to understand existing issues and to adjust to future changes or opportunities.
- 4 The SRDF sets out 54 actions that are designed to achieve this implementation. Each one is designed to do one of two things. Either, to give a direct steer on the sub-regional implementation of the strategic policies in the London Plan. Or, to provide guidance and a check-list of matters that need to be developed in an integrated way at the local level (through Local Development Frameworks (LDFs) and planning frameworks) in order to ensure a co-ordinated approach in drawing out the strengths of the sub-region.
- 5 The Mayor, the West London Alliance, West London Business, West London Network and other partners are committed to genuine partnerships and have worked together to engage with a wide variety of stakeholders in the sub-region. SRDFs will continue to build upon existing partnership arrangements. The London Development Agency (LDA) is working with partners to develop and deliver a Sub-Regional Economic Development Implementation Plan (SREDIP) to target the sub-region's labour market issues, business support needs and economic development requirements. Transport for London (TfL) has been actively involved in preparation of the SRDF and will be preparing sub-regional Network Plans setting out more detail. The Mayor is committed to ensuring the proper synergy between these processes and the SRDF is seen as the place where the relationships are brought together.

**Diagram 1: Sub-Regional Implementation and Links with Mayoral Strategies**



- 6 The sub-regions in London have strong interactions and the need to approach boundaries in a permeable way is acknowledged by this SRDF. There particular links with Central, North and South London. West London also has a strong relationship with other areas in the South East, particularly Buckinghamshire, Hertfordshire and Surrey especially along major transport arteries.
- 7 As indicated in London Plan policy 5A.1 and paragraph 5.5, the SRDF provides non-statutory guidance on implementation of London Plan policies in light of sub-regional circumstances. The SRDF is not a 'mini London Plan' and does not usurp, supersede or otherwise change the Plan's policies. New information is included only as best planning practice to secure and inform implementation of existing, published policy. Ordnance Survey type maps underlying the indicative working boundaries for Opportunity and Intensification Areas and Strategic Employment Locations have been used in Annex 2 for the same purpose. These boundaries are not definitive but only a consistent starting point for informed discussion and engagement – it is acknowledged that some have already been changed as the London Plan has been implemented and that many others will change as implementation proceeds.
- 8 The SRDF's various actions derive from London Plan policies. The SRDF is not considered to be an SPG or SPD or to have equivalent status in the terms of PPS 12, though it does reflect the sub-regional approach to implementing regional policy outlined in PPS 11 (acknowledging that this applies outside London). However, in being issued by a key statutory strategic partner, the Mayor of London, following three months of consultation, it will be a material consideration for stakeholders. The materiality of individual actions will vary depending on their relationship with London Plan policies. In itself the SRDF does not bear on the

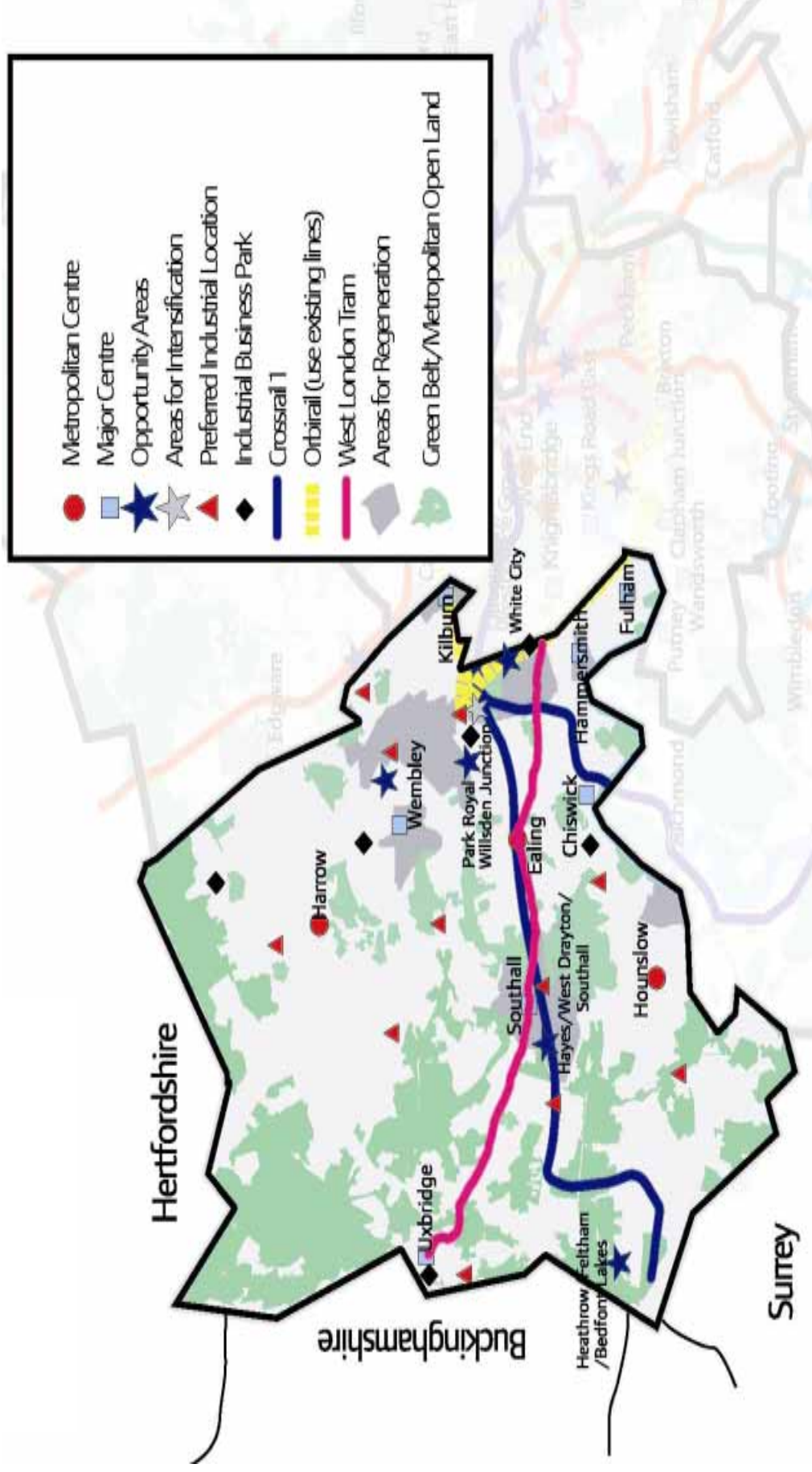
issue of 'general conformity' of UDPs/LDFs with those of the London Plan but it may serve as a convenient illustration of how the two can complement each other.

- 9 The SRDF preparation process provided a convenient opportunity, but no more, to identify issues which might be addressed in the London Plan review or LDFs. This does not constitute promulgation of new policy. To emphasise this point, Annex 5 outlining possible issues for discussion, should not be considered as an integral part of the SRDF, even though many of the issues within it derive directly from London Plan paragraphs 6.96 – 6.98 or other parts of that document.
- 10 Chapter 6 of the London Plan established a monitoring process to evaluate progress on implementation. The Annual Monitoring Reports (AMR) are produced each February and future AMRs will summarise progress for each of the SRDFs with a particular focus on the actions identified. The revision of the London Plan, the LDFs and the updating of other plans and strategies will provide the opportunities to amend policy in the light of the results of this monitoring.
- 11 The SRDF has been tested through an Integrated Impact Assessment (IIA) to ensure that it is sustainable, equitable and contributes to the health of Londoners. The draft has been amended to take into account the findings of the IIA.
- 12 Following consultation the SRDF has been amended to focus more clearly on specific actions and activities essential to implementing the London Plan. It also recognises that this implementation process is necessarily an on-going process that will evolve over time. Considerable updating has also taken place on some of the data although it is recognised that this too will need further updating. It is the Mayor's intention that the SRDF process will continue as ongoing liaison and collaborative working between many organisations. This will still be the case even if the SRDF boundaries change through the review of the London Plan.

## Part One – Identity and Overall Direction for West London

- 13 West London occupies a critical position in the overall structure of London. It is part of a very strong East/West axis. West London, in common with all other parts of London, will experience long-term growth in population, homes and jobs. The most recent demographic projections (DMAG 2005/40) which incorporate the findings of the 2004 London Housing Capacity Study project that West London population will grow to 1,504,100 by 2016, an increase of 6% or 5,750 a year. It has enormous potential, but faces the challenge of meeting significant changes if it is to realise this to the full.
- 14 The dynamism of the financial and government centre of London, together with the expansion opportunities of the East, driven by improved links to mainland Europe, is complemented by the current role and potential of West London. West London contains the gateway to the international, rather than the continental, world through the dominance of Heathrow. It is also expected to grow significantly with a range of activities from media, culture, tourism and retail to the consolidation of the huge industrial and warehousing reserve of Park Royal while accommodating growth in employment. The Western Wedge, stretching from Paddington to the Thames Valley is not a formal growth area, but has been one of the most dynamic growth areas in the entire country.
- 15 West London's economy remains extremely important to London. Heathrow related activities are key drivers of change<sup>1</sup>. There is also a strong financial and business service base, the main source of growth in London as a whole, and distinct clusters of IT, 'creative', pharmaceutical, logistics and some manufacturing activities as well as others providing more local services. Projections for the London Plan suggested the sub-regional economy might create 86,000 net new jobs by 2016 – a very significant addition to an already densely developed area. In light of new data based upon structural trends, development capacity and accessibility<sup>2</sup>, these suggest that total employment growth 2001 – 2016 could be less (53,000) than that projected for the London Plan (see Section 1B). Alongside this the London Plan anticipates minimum growth of 59,400 additional homes between 1997 and 2016 (averaging 2,970 per year). The alterations to the London Plan proposed for consideration at the Examination in Public in June 2006 would increase this to 3,695 a year for the period 2007/8 to 2016/7.
- 16 The first challenge to the sub-region is to manage this growth so that it enhances rather than diminishes West London's existing, generally high quality of environment and so that it goes into the places and takes the forms that will revitalise areas of deprivation and poor environment. There is a clear opportunity to direct growth into the town centres and the areas with redevelopment or regeneration potential and to make best use of the public transport system by locating more intensive development in places with higher transport capacity. Alongside this there will need to be a substantial increase in densities in appropriate locations. These matters are all addressed later in this SRDF.

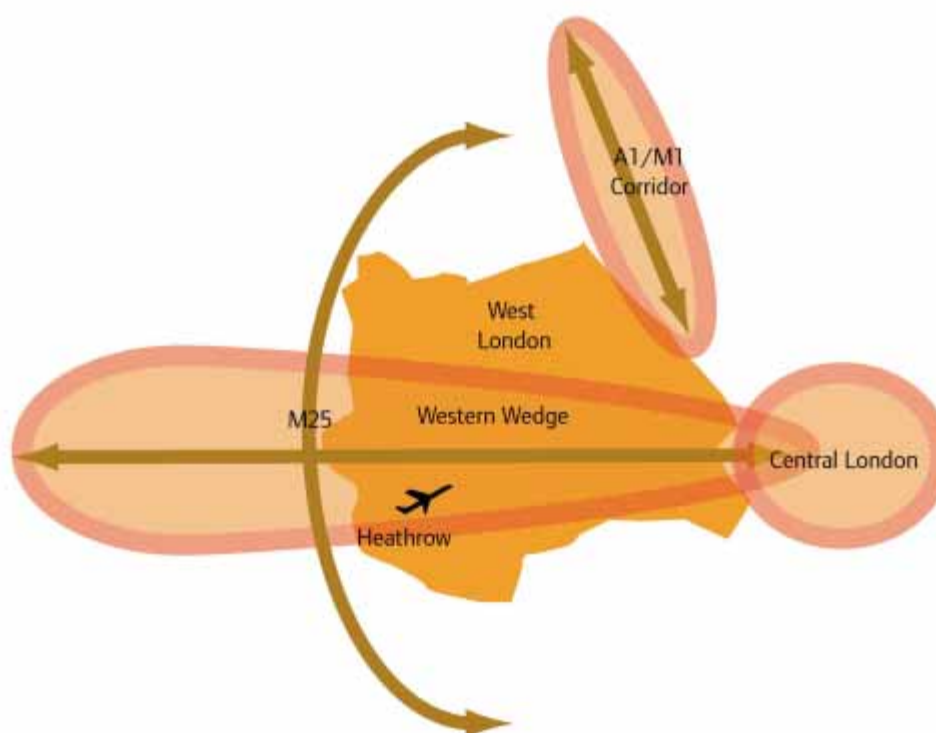
Diagram 2: West London Key Diagram Source: London Plan 2004



## Sub-Regional and Inter-Regional Linkages

- 17 Diagram 3 shows the sub-region is already well positioned externally in terms of its neighbours to the east (Central London), to the west (the Thames Valley) and with South and North London. But its internal direction needs strengthening.
- 18 Linkages between West London<sup>3</sup> and the Thames Valley were explored during preparation of the London Plan. This stressed the importance of Heathrow as a major economic hub and outlined the importance of cross border commuting. It was then recognised that further work was necessary to identify the extent of economic linkages between activities in both areas, especially those in 'e-related' activities'. The South East of England Regional Assembly (SEERA) published the draft South East Plan and submitted it to Government on 31<sup>st</sup> March 2006<sup>4</sup>. This underscores the importance of joint working to maximise the potential of inter-regional linkages and other cross boundary issues are likely to include car parking standards, Green Belt, logistics, offices, retailing and waste, water and sewerage infrastructure. There is a particular need for 'seamless' local and strategic planning to address Heathrow related issues, as well as close integration with neighbouring London sub-regions (see Diagram 3).

**Diagram 3: West London in its Strategic Context**



- 19 No sub-regional boundary is perfect: this is especially so in the complex and dynamic environment of London. The SRDF recognises that these are highly "permeable" boundaries. In the London Plan Review the Mayor will propose new boundaries for London's sub-regions, maintaining the concept of permeable boundaries. The inter-relationship between West London and the areas beyond the London boundary is intense and it is necessary to co-ordinate planning strategies, for example for the Green Belt and for retail development, transport

and parking. Both the South East and East of England Regional Assemblies have produced draft Regional Spatial Strategies: this SRDF will be influenced by and form an input to the final Strategies. The stakeholders in these regions are of particular importance to West London and further efforts should be made to engage with them, see Part One Action.

## **A strategic direction for West London**

- 20 The sub-region has a variety of strongly defined communities. The role of town centres as focal points for community identity and for a range of community facilities is critical. A key priority of the London Plan is to use growth to strengthen the role and accessibility of town centres and to curb the threat that inappropriate out-of-centre development can create.
- 21 West London has a strong network of town centres with three Metropolitan centres across the sub-region in Harrow, Hounslow and Ealing complemented by seven Major centres, the largest of which is at Uxbridge, which may become another Metropolitan centre. The location of these centres provides a good distribution in each part of the sub-region. Below this level are 29 District centres – two of which, Cricklewood and Shepherds Bush, may become Major centres through planned growth. Development at Cricklewood will require cross border coordination with neighbouring North London.
- 22 These centres define the structure and the potential of the sub-region. The strategy must be to consolidate the respective roles of these centres so that competition from neighbours (and beyond the Green Belt) can be negotiated. Allowing for proposals already in the planning pipeline, there could be a need for up to 200,000 sq metres of additional retail floorspace. This growth needs to be distributed so far as possible on an agreed basis between boroughs as part of a strategic town centre network, so that each centre plays to its strengths and complements the role of others. A key to the future of all the sub-region's centres is to ensure that they perform the widest possible role retaining and attracting a diversity of activities and mix of uses. The growth of housing within and adjacent to many town centres may well provide the essential extra resource they will need to remain viable.
- 23 Town centres are also the key nodes on the sub-regional public transport network, providing greatest scope for encouraging more sustainable modes and patterns of travel, and reducing road traffic congestion pressures. This SRDF recognises that, despite a generally good supply of public transport and road networks in the sub-region, and taking into account growth pressures, demand exceeds current supply in some locations. To tackle this it suggests a three fold approach: enhancing the network – improving its efficiency and providing new public transport capacity; closer integration of the relationship between development and transport; and managing the demand for travel, in particular car travel. However, the Framework is realistic in its ambitions, recognising that the car is the predominant method of travel for many journeys.
- 24 The large amount of growth projected for the sub-region creates the opportunity both to strengthen this spatial structure and to stimulate development in other areas – to maximise the use of land and transport capacity, and where possible to address issues of isolation and deprivation. The five Opportunity Areas in the sub-

region, together with the intensification of Willesden Junction and actions in the deprived areas will be the focus of the strategy to improve and consolidate the structure of the sub-region. Integrated development frameworks for these areas need to be produced and kept up to date. Some frameworks have already been produced. The frameworks need to develop the agreed development direction, maximise the use of improvements in public transport capacity and provide for the sophisticated management of change. Further details on each of these areas can be seen in Annex 2. Outside these areas there will also be growth, particularly of housing and some mixed use schemes reflecting the growth in personal services that an increased population will bring.

- 25 Industry is more strongly established in West London than in many other sub-regions. The traditional industrial and distributional strengths are especially focused in Park Royal and around Heathrow. In the sub-region as a whole there is only limited scope for a net release of land from industrial type uses. However, there is scope for some consolidation and intensification and, in some localities, net releases to alternative uses. This is explored in detail below.

### **People and their communities**

- 26 Most of the sub-region will see significant increases in the younger (0-17). As shown on Diagram 4, the population is ethnically diverse: 38% are in black and ethnic minority communities, compared with the London average of 30%.
- 27 One of the sub-region's assets is the diversity of its communities. There are concentrations of ethnic communities in particular areas, for example, the Irish community in Dollis Hill, the Black Caribbean community in Harlesden, College Oak and Old Oak, Black African in Stonebridge, Wormholt and White City, Indian communities in Wembley Central, Kenton East and Heston East and South Asian communities in Southall Broadway and Heston Central. Southall Broadway, at 88%, has the highest percentage of black and ethnic minority residents in London. The population is also highly mobile in some parts of the sub-region, with significant numbers of refugees and asylum seekers. It is expected that these patterns will change over time, not least in response to new housing opportunities.
- 28 West London has significant areas of deprivation (see Section 3 in Part 2). Whilst not as widespread as in East London, they are characterised by isolation and need coordinated programmes of improved public transport, skills development, capacity building and environmental improvement. Conversely many communities in West London are relatively prosperous and enjoy good services and environments. A realistic aspiration is to make more of the sub-region an area of choice for living. This will mean strengthening some local economies and services and addressing some issues of image as well as tackling social polarisation in some boroughs. Unemployment in the sub-region is around the London average, although there are significant concentrations of high unemployment around the eastern borders of Brent and Ealing and north and east Hammersmith and Fulham. Slightly lower levels are clustered in west Ealing and Houslow and east central Hillingdon, as well as in central Harrow.
- 29 The demands of growth and the need to address current deficiencies will mean that many community services will require space for expansion. More people and

workers will mean more health services, more schools, expanded further and higher education, more utility services and growing demand for leisure, sport and cultural activities. These will need to be located as far as possible in places with good access by public transport, and especially in town centres and Opportunity Areas – thus again reinforcing the inherent structure and identity of the sub-region. Linking the development of these services to the anticipated development pressure will be at the heart of delivering sustainable communities.

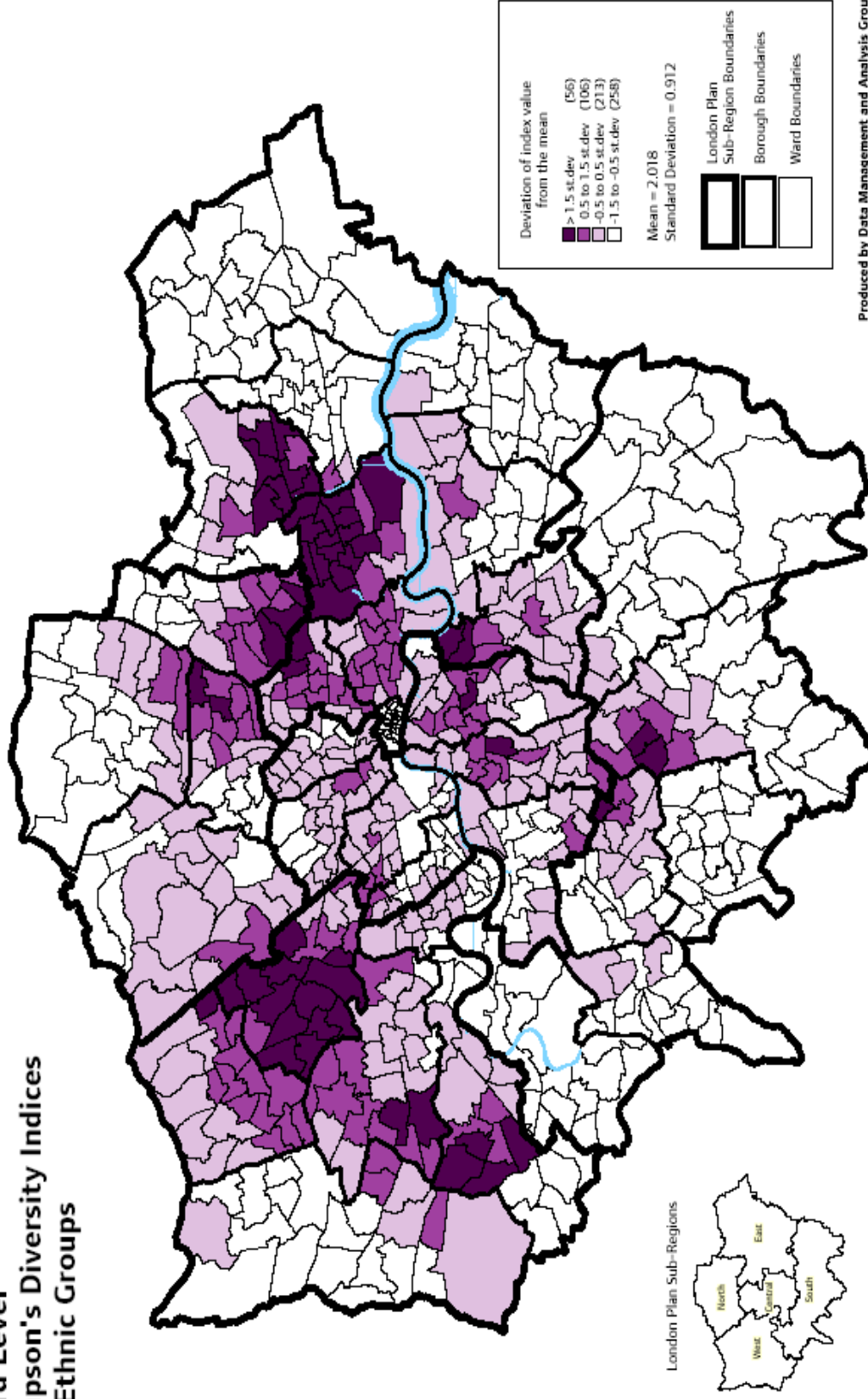
- 30 Achievement of West London's aspirations will require the co-ordinated use of the resources of all key agencies. West London, with its generally high quality of life and extensive green spaces, proximity to Heathrow and central London, will be attractive to many forms of investment. The sheer scale of growth will itself be a huge stimulus and will generate value that can be directed towards improvement in essential infrastructure and services.

### **Part One Action**

- (i) The Mayor, West London Partnership and other stakeholders should ensure regular liaison with Stakeholders in the East and South East regions where there are shared interests in relation to West London.
- (ii) Key stakeholders will work together to deliver the targets, commitments and investment that this SRDF identifies as necessary to ensure that West London develops sustainably. The details given in this SRDF will continue to be discussed at the appropriate sub-regional level.

# Diagram 4

## Ward Level Simpson's Diversity Indices 10 Ethnic Groups



Produced by Data Management and Analysis Group

## Part Two

31. In order to ensure the appropriate implementation of the London Plan at the sub-regional level, and to secure the direction for West London set out in Part One, a series of issues and related actions needs to be addressed. They are best summarised under five headings.
  1. Quantifying all the elements of growth needed to develop sustainable communities.
  2. Allocating the growth spatially.
  3. Ensuring the resultant development brings benefit to communities.
  4. Ensuring the development improves the environment.
  5. Managing the development tools and processes.
32. Throughout this document the emphasis is on implementing the London Plan. It therefore concentrates on accommodating growth but, as the London Plan acknowledges, there are many other actions needed to deal with existing issues and problems, for example overcrowding, the poor quality of much existing housing and lack of facilities. The guidance in this SRDF will have to be developed sensitively at the local level to complement policies designed to deal with such issues.

### Section 1. Quantifying Sustainable Growth.

33. This section considers the amount and nature of growth to be accommodated in the sub-region in the period up to 2016. The spatial implications of its potential location are considered in Section 2.
34. In preparing the SRDFs considerable research was undertaken, often with partners, to assess the full impact of growth in each of the sub-regions. This work covered a wide range of potential users of land and attempted to balance the information on demand with known supply and capacity. More detail is given in the appendices, but the overall conclusions for West London cover the following:
  - A. Housing.** Current performance is above target, but the new targets proposed in the alterations to the London Plan will set a significant challenge, as they represent a significant increase on the current target.
  - B. Employment and offices.** Accommodating demand for additional office jobs appears to be manageable and may offer some scope for consolidation.
  - C. Retail.** The demand for additional retail space will need to be managed in relation to town centre policies, but appears to be on an achievable scale.
  - D. Culture, leisure and tourism.** Growth will help relieve pressures on central London as well as filling gaps in existing provision in West London, especially in and around town centres.
  - E. Social infrastructure.** Accommodating demand for health, education, social and community infrastructure, including open space, will need early identification in development frameworks.
  - F. Utility and infrastructure services.** These too will need planned integration by a number of partners to achieve sustainable development.

**G. Industry and warehousing.** There is limited scope for net release of industrial land and this will need careful management to ensure a continued supply of land to meet London's needs as a whole, especially for logistics and waste.

35. Within that broad set of conclusions, there are a number of key issues that need to be addressed in this SRDF.

## **1A. Housing**

36. The population of West London is expected to grow by just over 100,000 to 1,535,000 by 2016 (8%), with the largest growth expected in Brent and Ealing. The population is also changing, with a large projected increase in children (18%) by 2021 and a decrease in older people (down four percent) by 2021. The most recent demographic projections (DMAG 2005/40) project that West London population will grow to 1,504,100 by 2016, an increase of 6% or 5,750 a year.

37. The target in the London Plan is for West London to accommodate at least 59,400 additional homes between 1997 and 2016 (Table 1A.1, Annex 4) (Alterations to the London Plan proposed for consideration at the Examination in Public in June 2006 are set out in Table 1A.2, Annex 4). Since the Plan was prepared more detailed assessments have indicated that the sub-region's Opportunity and Intensification Areas have capacity to accommodate some additional homes (see Section 2B and Annex 2).

38. Monitoring figures show that the sub-region has exceeded the minimum Plan target over the past two years. Performance in 2003/4 was 97% of target and in 2004/5 was 144% of target. Performance was best in Harrow and Hounslow. However the development pipeline is quite low in some boroughs (see Tables 1A.3 and 4 in Annex 4)

39. There is an urgent need for more affordable housing. All boroughs in the sub-region have already adopted or are proposing to adopt targets of 50% (Hammersmith and Fulham has a monitoring target of 65%). Affordable housing output in 2004/5 as a proportion of net completions was at 46% close to the 50% target and above the performance of other sub-regions (Table 1A.5, Annex 4). There is also a large unmet need for more family accommodation, and for accommodation to deal with existing over-crowding; this is not being adequately addressed by the mix achieved in recent completions.

40. These statistics give rise to the first key issue, which is how to build on recent performance and deliver at higher and sustained rates, particularly for affordable housing. A key issue for future patterns of residential development is the mix and density of housing being provided. This is discussed in Sections 5A and 5B of this SRDF.

## Action 1A

Partners should bring forward development frameworks on key sites maximising the use of improvements to public transport infrastructure and capacity, building in the need for social and other infrastructure, setting minimum standards for higher densities and specifying appropriate housing size mix and mixed use priorities (see also 1E, 1F and 5).

## 1B. Employment and Offices

41. West London is far from being a self contained labour market. Of the estimated 780,000 workers in the sub-region in 2001, 62% were also resident in the sub-region, 17% came from elsewhere in London and 21% from beyond. Conversely, only 61% of West London's residents also worked within the sub-region, underscoring the importance of access to job opportunities across the regional economy as a whole (see Figure 1B.1, Annex 4).
42. In the London Plan total employment in West London was projected to grow by 86,000 up to 2016 - or 13% of the London total<sup>5</sup>. In net terms, 70% of these jobs were expected to be in the office based sectors. Conversely, the industrial sector was expected to face a net loss of 14,000 jobs and 'other services' were expected to generate an extra 41,000 jobs, as shown in Figures 1B.2 and 1B.3 in Annex 4.
43. These projections are currently being revised. In light of new data based upon structural trends, development capacity and accessibility<sup>6</sup>, these suggest that total employment growth 2001 – 2016 could be less (53,000) than that projected for the London Plan (86,000). This can be explained partly by the fact that in 2001, employment levels in London were above the underlying trend rate of growth and partly by a reduction in the London-wide employment growth projection to 2016 (See Annex 4, Table 1B.4).
44. Parts of the West London economy have strong global connections, either as multi-national companies or as major exporters and/or importers of goods and services. The West London Economic Development Strategy<sup>7</sup> considers the sub-region's key economic drivers to be Heathrow Airport related activities, tourism and visitors, recreational and cultural activities, food processing and creative industries<sup>8</sup>. The Strategy also highlights the importance of biotechnology, pharmaceuticals, logistics and transportation sectors.
45. To a slightly greater extent than in London as a whole, small and medium sized enterprises (SMEs) dominate the sub-regional business structure and the West London Economic Development Strategy is particularly concerned to sustain their contribution to the sub-regional economy. Many SMEs provide local services but also contribute to West London's wider economic offer. They can provide opportunities for residents who might have difficulty accessing the active labour market and also have an important role in meeting the needs of black and minority ethnic communities. Most SMEs operate as small workplaces. Evidence from the Annual Business Inquiry shows that in West London 99% of workplaces have less than 200 employees and account for 64% of employment. Those with 10 or less employees account for 87% of workplaces and 20% of employment.

Conversely, a few big organisations are major sources of employment. In outer London generally, the public sector is particularly important.

46. With a stock of 3.5 million sq m of offices, about an eighth of the London total, the sub-region has the largest office market in outer London. On historic trends, office based activities are likely to be the main source of employment growth.
47. Despite this relative buoyancy, capacity to accommodate the anticipated growth in jobs is above London Plan projections. On the basis of a broad brush assessment for the London Plan<sup>9</sup>, West London as a whole was likely to require space for 86,000 more jobs by 2016 but had capacity for 97,000<sup>10</sup>. These capacity estimates are in the process of being updated for the review of the London Plan. In common with other outer sub-regions, the suburban office market generally in West London faces major structural challenges<sup>11</sup>. Some of the forces which originally drove and sustained it are waning. The results of the latest London Office Policy Review expected for publication in Spring 2006 provide a valuable strategic update and overview.
48. This gives rise to the second key issue, how to ensure that the potential over-supply of capacity for employment growth in some areas does not lead to sterilisation of development land for other uses.

#### **Action 1B**

- (i) In partnership with the LDA, boroughs are asked to facilitate the implementation of the Mayor's Economic Development Strategy through the West London Sub-Regional Economic Development Strategy and Implementation Plan (SREDIP)<sup>12</sup>.
- (ii) The Mayor will work with LDA, boroughs and other stakeholders to encourage the market to provide and enhance viable, affordable provision for SMEs in appropriate locations, and, through the SREDIP, to meet their specific needs for business support and training (see also Section 3).
- (iii) The Mayor will continue to analyse the London wide office market. Boroughs and other stakeholders are encouraged to supplement this through sub-regional and local office market analysis.
- (iv) Through LDFs, boroughs and other partners are encouraged to promote the consolidation and re-positioning of the sub-regional office market in appropriate, viable locations and achieve wider planning objectives including town centre renewal and increased housing provision (see also Section 5).

#### **1C. Retail**

49. In West London, population and consumer expenditure growth is generating significant need for new retail space, in particular for comparison goods<sup>13</sup>. Resident-based consumer expenditure in the sub-region on comparison goods is expected to almost double from £3.3 billion to £6.5 billion between 2001 and 2016 and convenience goods expenditure is expected to increase but at a more modest rate of about 30% from £2.1 billion to £2.7 billion<sup>14</sup>.

50. According to a strategic trend based assessment, there may be a need for an extra 120,000 sq m to 185,000 sq m of comparison goods floorspace in West London between 2001-2016 (see Table 1C.1, Annex 4).
51. This assessment takes into account a number of strategically significant comparison goods developments already proposed in the sub-region (see Table 1C.3). The largest of these include 84,000 sq m at White City and a further 26,000 sq m proposed at Wembley. Other major comparison goods developments in the pipeline outside the sub-region but with a significant potential impact on West London include proposals for Brent Cross, Kingston and Battersea Power Station.
52. In West London it is estimated that between 12,000 sq m and 46,000 sq m of additional convenience space could be required by 2016 (see Table 1C.2)<sup>15</sup>. However, this does not take into account convenience goods proposals in the pipeline in West London which are currently estimated to amount to 41,000 sq m in total. The larger of the known convenience proposals in the sub-region include schemes at Feltham, Hounslow, West Ealing, White City, Brentford and Hammersmith & Fulham.
53. The SRDF process provided an opportunity to check and coordinate the pipeline of proposals (including those in Table 1C.3, Annex 4). Over 38% of the pipeline estimate is in out of centre locations, well above the London average of 27%. These should continue to be tested in light of local assessments of need and the sequential test.
54. Whilst these estimates are the best available at the sub-regional level, they need to be treated with caution. Using their own local need assessments, boroughs are encouraged to undertake finer grained distributions of need for new convenience floorspace taking into account qualitative need including the complexion of the existing retail offer, under/over-trading, accessibility and the scope for improvement of out-moded existing convenience floorspace. Potential capacity within town centres should be exploited as a first priority in accordance with the sequential test and especially (although not exclusively) District centres which are particularly accessible to residents by sustainable modes of transport.

### **Action 1C**

- (i) When making provision for anticipated retail demand in LDFs, boroughs are encouraged asked to undertake fine grained assessments of need and capacity taking into account the indicative sub-regional and borough need for new comparison and convenience goods retail floorspace to 2016 in Annex 4, Table 1C and 1C.2.
- (ii) Boroughs are asked to verify the pipeline of convenience goods floorspace, including the strategically significant proposals in Annex 4, Table 1C.3 and consider these in light of local assessments of need and the sequential test.
- (iii) The Mayor will continue to work with boroughs and other stakeholders to consider areas where reconciliation of retail need and capacity requires coordination both within the sub-region and between West London and its neighbours including those beyond the London boundary.

## **1D. Culture, Leisure and Tourism**

55. Culture, leisure and tourism provide important local services and employment for Londoners and the wider south east as well as contributing to London's world city role. They are intrinsically linked, increasing in importance as disposable incomes grow and can contribute to town centre renewal. West London adds significantly to London's culture, leisure and tourism offer.
56. Residents' leisure services spend per capita in West London is about the same as the London average, although generally higher in Hammersmith and Fulham and Ealing (Annex 4, Table 1D.1). Spend is projected to increase slightly faster in the other boroughs up to 2016.
57. West London is well known for its ethnic retail, theatre, music and sporting venues as well as large media and audio-visual businesses. Culturally significant areas include Southall, Earl's Court, Olympia, Shepherd's Bush, Hammersmith, Wembley and the surrounding Strategic Cultural Area, White City, Ealing Studios and a number of high profile performance venues serving strategic as well as local cultural functions. There are a number of strategic and local clusters of night-time economy activity throughout the sub-region (Annex 4, Table 1D.2). The River Thames, parks and open space, and heritage sites across the sub-region are important cultural and leisure assets. West London is home to many cultural celebrations including the London Mela, Brent Respect and Ealing summer festivals. Improved leisure, culture and tourism provision will be required with increasing population and spending on leisure activities, and the promotion of West London as a tourist destination. The Mayor's Culture Strategy<sup>16</sup> sets out a range of cultural uses that fit into London's network of town centres. The ongoing process of sub-regional working should also help identify locations where 'per cent for art' schemes can make strategically important contributions to improving London's cultural offer in accordance with London Plan Policy 3D.4.
58. Fifteen per cent of London's visitor accommodation is in West London, and the sub-region has seen a 50% increase 1991-2004 (5,600 rooms), compared to 6,500 in East London and 10,500 in Central London. Development has been driven by business and leisure visitors, particularly by Heathrow airport, and growth has occurred in the Wembley area. West London had 2,200 hotel bedrooms in the development pipeline at March 2006, and at present development trends it is estimated that the sub-region will accommodate about 5,200 extra rooms by 2016.
59. Emerging research<sup>17</sup> suggests that there could be even higher demand for rooms in West London up to 2026, and the area is well placed to take advantage of measures to diversify and increase tourist facilities throughout London. More specific information and guidance on business and leisure tourism related issues is set out in the West London Sub-Regional Tourism Strategy<sup>18</sup>. This will include realising the tourism benefits of Heathrow and building on existing and new visitor destinations and tourism products. Likely locations for future hotel provision are identified in Annex 4, Table 1D.3 and Section 2. Guidance on sub-regional and borough level hotel demand is given in the Hotel Demand Study, GLA 2006. This emerging research<sup>19</sup> will also inform development of borough and sub-regional hotel provision monitoring benchmarks.

## Action 1D

- (i) Boroughs and other stakeholders are asked to consider the need to accommodate growth in cultural and leisure services (including strategic provision) and the needs of business and leisure visitors. Growth should be accommodated in line with London Plan policy and the strategic documents outlined above, and take account of the varied needs of London's diverse communities
- (ii) Boroughs and other stakeholders are asked to consider how to sustain and enhance the unique offer of Strategic Cultural Areas such as Wembley and build on West London's unique strengths in creative industries and specialist retail.

## 1E. Social Infrastructure

- 60. In order to ensure that development in the sub-region is sustainable and brings an improved quality of life to local communities, this SRDF places great emphasis on the need for integrated planning by a range of partners at the earliest possible stage. The principal needs are for healthcare, education and community facilities, as well as provision for children<sup>20</sup>.
- 61. Urban design has an important role to play in tackling the wider determinants of health, particularly in relation to providing quality housing, green spaces, transport links, safer environments and supporting vulnerable people. The public health White Paper *Choosing Health: Making Healthier Choices Easier*<sup>21</sup> sets out a framework for improving health. The White Paper includes plans for reducing the number of people who smoke, reducing obesity, increasing exercise, and improving mental health and well-being. It has significant implications for spatial planning, particularly in relation to access to green spaces and active travel to promote physical activity, as well as access to healthy affordable food.
- 62. **Healthcare facilities.** The Regional Public Health Group, London, the LDA and the five Strategic Health Authorities have collaborated to establish a Healthy Urban Development Unit to assist London's health community to respond to the challenges of the forecast population growth<sup>22</sup>. This is intended to help make the best use of resources to tackle the complex issues and fragmented structure of health services in London.
- 63. Compared to the average for England, only Hounslow is identified as having a statistically significant lower life expectancy (both men and women) than the average.
- 64. The NHS Improvement Plan (2004) sets out the programme to continue the modernisation and expansion of NHS services until 2008 and includes a number of proposals to increase capacity in West London (See Table 1E.1, Annex 4).
- 65. Access to primary care services across the six boroughs is impeded by an uneven distribution of premises, poor physical access and some unattractive and inappropriate settings. Integration of services and the range of service offered are restricted by a lack of space for joint activity and poor internal building design.

66. Within each of the Opportunity Areas expansion and upgrading of primary care services through the Local Improvement Finance Trust process are planned, albeit at varying stages of development. Substantive plans will need to be agreed in order to ensure that adequate services reach newly developed communities. The role of public transport will be critical in ensuring that all sections of the community have good access to primary and secondary care.
67. Local Area Agreements (LAA) can be a useful mechanism to bring about improvements at a local level and increase the emphasis on partnership action to achieve change. LAA submissions submitted so far tend to focus on individual health behaviours, rather than addressing the broader determinants of health or explicitly tackling health inequalities. The scope for sub-regional or pan-London work on health and other issues such as climate change does not appear to have been addressed adequately in the first rounds of LAA development and there could be significant benefits in further considering cross-borough work on some of these issues.
68. **Education and training facilities.** In January 2005 there were 231,460 pupils in West London in 568 schools in West London. The number of 5-15 year olds is projected to increase by 9,575 by 2026.
69. Changes to school provision will not necessarily exactly reflect the demographic changes due to the impact of pupil preference and the admissions policies of schools, with significant pupil movement across the region and from inner London boroughs. Government policy will also affect school development. First, there is a government target for at least 50 new academies nationally. Second, the government is committed to every secondary school being refurbished or rebuilt within 15 years from 2005/06.
70. DfES are due to publish a report on Secondary School Places Planning in London and the Mayor will co-ordinate planning with DfES and local education authorities on the development of additional primary and secondary schools to support the development of new housing provision. The Academies programme is being expanded to provide for around 60 independently managed Academies to be open or in the pipeline in London by 2010.
71. The Government is committed to rebuilding or refurbishing every secondary school in the country, through the Building Schools for the Future (BSF) programme, over the next 15 years. Over this period there will therefore be significant development at secondary schools in the region, with the possibility that new sites will be identified for development. 11 London boroughs are in the first three waves of BSF and will be starting in the programme by 2008. The remaining boroughs have been given an indication - for planning purposes only - of when they will start in BSF.
72. **Higher and further education.** The London university sector alone generates 2.5 – 3.0% of London's output and some 70,000 jobs. Together with the further education institutions it has significant multiplier effects, in terms both of the local economy and the wider labour market. For example, the total economic gain from the higher earnings of London graduates over their working lives, is around £11.7 billion - £7.2 billion of which is in London. This is without taking into account the wider social benefits of higher and further education. Higher

Education institutions in West London include Brunel and Thames Valley which together have 32,400 students (nine percent of the London total), Imperial College School of Medicine and the University of Westminster Harrow Campus.

73. Though unemployment in West London is relatively low, skills development through Further Education is still critical to the job prospects of the sub-region's population and overall economic performance. In 2005 187,000 students were enrolled in its FE institutions, 14% of the London total. A key concern of the Mayor's London Plan and Economic Development Strategy is to provide better access to employment opportunities, especially for those who hitherto have faced labour market barriers. This will require dedicated training packages through agencies such as the Learning and Skills Councils and LDA; transport planning that facilitates access to jobs from areas with high concentrations of unemployment and under-employment; support through affordable childcare and other services; and job brokerage schemes to link local residents and jobs where this appropriate. The STAR LSC post 14 review is likely to encourage changes to secondary school and FE structure in West London.
74. Some higher and further education institutions need to expand in order to meet demand but cost pressures and the need to continue investing in infrastructure and facilities are intense. Stakeholders are encouraged to explore:
- Provision for academic facilities, taking into account the further development of the sector including the need for new and potential expansion of existing facilities;
  - Consideration of location and transport access needs of higher and further education institutions and their contribution to the wider offer of West London;
  - Potential for mixed use development including education facilities;
  - Student accommodation (provisional estimates suggest 2,800 bed spaces are required), including implications for changes from office and other uses and for broader mixed use policy, as well as more specialised provision.
  - The contribution of the sector to local regeneration.
  - The scope to foster greater links between the sector and business and the way in which the spatial planning process, GLA group and other agencies can contribute towards this, particularly at Brunel and proposed science parks. Graduates also play a key role as new entrepreneurs in West London.
  - Extend participation rates to ensure wider access to Higher and Further Education, especially for hitherto excluded groups.
75. **Community facilities.** Through Local Development Documents, Community Strategies and area frameworks for major new developments, boroughs need to ensure an appropriate range of community facilities to meet the diverse needs of the local population. This needs to include appropriate religious facilities, as well as libraries, community centres and premises to encourage voluntary activity. These plans will be especially important in areas of significant new development, for example the main town centres and Opportunity Areas. Provision needs to reflect the changing demography of individual areas.
76. **Childcare.** The provision of good quality childcare, at a cost parents can afford, is crucial to ensuring higher employment rates and reducing child poverty in London.

In 2001, 21 per cent of children under five in the West London sub-region were living in a household with no adult in employment, compared with a Greater London average of 25 per cent. The rate in Brent was higher than the other boroughs and the Greater London average, at nearly 27 per cent. Four of the West London boroughs had a higher rate than the England average of 20 per cent.

77. The numbers of under fives in the sub-region are expected to increase by over 13,000, or 14 per cent, by 2016 (See Table 1E.2, Annex 4). This is slightly lower than the projected increase of nearly 16 per cent, for Greater London as a whole. In Harrow, the increase is expected to be much higher, at nearly 25 per cent.
78. Provision of childcare in the West London sub-region overall is close to the London average but lower than the overall rate in England. According to Ofsted figures for December 2005, the sub-region has registered day nursery and childminding places for 25 per cent of its under five year olds, compared with nearly 31 per cent in England as a whole (see Table 1E.3, Annex 4).
79. Just to bring provision in all the boroughs in the West London sub-region up to the England average – that is a place for three out of ten under-fives - would require an extra 4,200 places immediately. To maintain this rate given the projected increase in the population in this age group would mean an extra 9,700 places on top of current provision by 2016. This does not take account of any increase in need or demand.
80. Day care provision in London is much more expensive than the England average. Daycare Trust figures for January 2005 show that a day nursery place in Outer London averages £170 per week for a child under two, more than 20 per cent higher than the England average of £141. In Inner London, the average cost of a day nursery place is £197 per week for a child under two and £175 for a child aged two or over. These costs are respectively nearly 40 per cent and 32 per cent above the equivalent averages in England as a whole. The cost of a place with a childminder (£150 per week) is 19 per cent higher in Outer London than the England average. The cost of a place with a childminder in Inner London is lower than in Outer London, at £142 for a child under two. This is 12 per cent higher than the England average.
81. **Police and emergency services.** The Metropolitan Police Authority (MPA) and the London Fire and Emergency Planning Authority (LFEPA) are both in the process of re-structuring their service delivery. This will entail changes in their property requirements too. These should be built into development opportunities as they arise and further engagement with the two services will determine more definite local requirements and opportunities. Further details of police requirements at each of the Opportunity Areas are given in Annex 2. During the consultation process the National Offender Management Service (NOMS) has identified that there is a need for additional prison accommodation in or near to London. This is an issue that affects all of London and will need to be explored in more detail following the publication of this SRDF.

## Action 1E

- (i) Working with stakeholders, boroughs should ensure that specific provision for these healthcare, education and community needs is included in development frameworks for Opportunity Areas, town centres and major sites in order to achieve sustainable communities.
- (ii) Working with other stakeholders, boroughs are asked to look for opportunities to contribute towards new health infrastructure provision alongside other community infrastructure particularly in town centres, Opportunity Areas and Areas for Intensification and help the NHS bring forward its programme of new health schemes wherever possible.
- (iii) The Mayor will work with DfES, boroughs and other relevant stakeholders to examine of the need for additional education facilities in the light of demographic changes expected in London. This work should also involve the LDA and consider the links between business and the education sector.
- (iv) Boroughs are asked to ensure that the childcare implications of new development are taken into account when agreements are drawn up.
- (v) The GLA group will work with the MPA, LFEPA and other key stakeholders to ensure that suitable police and fire service infrastructure is built into relevant development opportunities, particularly those of Opportunity Areas.
- (vi) The Mayor will initiate discussions with NOMS and other key stakeholders in relation to the potential need for additional prison accommodation in London.

## 1F. Utility and Infrastructure services

- 82. An integrated assessment of needs and the effect of increased housing on services and facilities needs to be developed around a number of issues.
- 83. **Gas.** The high pressure distribution system is thought to have adequate capacity for the foreseeable future, including the scale of development envisaged in the London Plan. Transco will keep this situation under review as new high pressure infrastructure is expensive, can be disruptive to implement and generally involves a long lead in period.
- 84. Reinforcement requirements for the lower pressure tiers of the gas distribution network will be considered on a site-by-site basis. In major developments, particularly the Opportunity Areas an early assessment will be required of the likely need for gas mains reinforcement and a plan prepared to seek to distribute any associated costs across the various individual sites within the Opportunity Area.
- 85. There are no current proposals to remove any of London's remaining gas holders. However, alternative pipeline based storage options may be possible for some outer London gas holders.

86. **Electricity.** The additional electrical loads for the scale of new development are extremely variable. They depend on the level of energy efficiency, the amount of local generation and critically the extent of electric, compared to gas powered heating. The London Plan's emphasis on minimising energy consumption and use of communal heating and cooling systems will mean that the need for additional electrical infrastructure will also be reduced. The London Plan requires local energy generation and Combined Heat and Power as more sustainable energy options, where feasible.
87. EDF, London's main electricity supplier has examined the nature and scale of expected growth outlined in the London Plan, in particular the Opportunity Areas and Areas for Intensification and has helped to compile the information in Annex 2. The information contained in this Annex is only for general planning guidance. As with gas infrastructure it will be useful for major developments, particularly the Opportunity Areas to make an early assessment of the likely need for electricity mains reinforcement and seek to distribute any associated costs across the various individual sites within the Opportunity Area. In most cases, some off site reinforcement of EDF Energy's existing network will also be required and the developer may also be asked to pay a proportion of the cost.
88. **Heat distribution infrastructure.** Given that average heat demand densities in West London are significantly above the threshold required to justify investment in heat distribution infrastructure, priority should be given to this technology in West London.
89. **Telecommunications.** The London Plan stresses that all new buildings should be 'e-enabled'. For small scale developments this is a matter for local authorities and applicants. In large sites, and in Opportunity Areas, planning for telecommunications infrastructure provision should be included in master planning. Ensuring that telecommunications ducting is designed and planned early can considerably reduce the total costs of connecting new buildings to advanced high-speed networks.
90. There are also opportunities for developers and local authorities to explore new ownership models relating to the provision of telecommunications ducting and the networks themselves. The implications of the DTI examination of how best to provide the next generation of broadband infrastructure should also be explored.
91. **Waste.** West London is forecast to produce some 3.5 million tonnes (mt) of waste in 2010, with arisings predicted to increase to 3.8 mt in 2015 and 4.0 mt in 2020. Table 1F.1 in Annex 4 gives further details, and also shows the proportions of municipal, commercial/ industrial and construction & demolition waste within the projected arisings.
92. The London Plan (Policy 4A.1 Waste strategic policy and targets) commits to achieving 85% waste self-sufficiency by 2020. To meet this challenging target London must move progressively towards sustainable waste management through securing high rates of recycling and recovery, and must achieve a step change in the delivery of recycling and waste treatment facilities.
93. This will maximise the amount of material available for remanufacturing, and will embrace technology with the potential to produce renewable energy and

renewable hydrogen – thus reducing London’s contribution to climate change. Transforming London’s approach to waste management will bring many benefits – an expansion of the capital’s green economy through the provision of new jobs and opportunities from recycling and reprocessing, as well as facing up to London’s environmental responsibilities.

94. Research carried out in 2005<sup>23</sup> evaluated the adequacy of London’s existing strategically important waste management and disposal facilities to meet London’s future needs for all waste streams, and identified the potential to locate new recycling and recovery facilities in London. Draft Alterations to the London Plan’s waste polices, published for public consultation by the Mayor in October 2005, set out the number and type of recycling and waste management facilities required, and the opportunities for their broad location.
95. Although sub-regional waste self-sufficiency is highly desirable on sustainability grounds, Central London does not have sufficient capacity to support this. The draft Alterations therefore propose a sub-regional apportionment which sees most of Central London’s capacity (expressed as a land requirement) distributed between East, West and North London, with the largest proportion going to East London where the research indicates that land availability is greatest. Full details are set out in Tables 1F.2, 1F.3 and 1F.4 in Annex 4.
96. For West London, Table 1F.2 shows that 73 ha of additional land will be required to manage 85% of the 1.1 mt of municipal and the 1.8 mt of commercial & industrial waste arisings from West London forecast for 2020. Within West London, 45.4 ha of land currently occupied by waste stations is capable of being put to alternative use for recycling and waste treatment transfer purposes, as waste exports out of London diminish in line with Policy 4A.1. This leaves 27.6 ha of land not currently in waste use to be identified and safeguarded, together with a further 26 ha of additional land to be identified and safeguarded to deal with the apportioned waste from Central London. This total requirement for additional land of 53.6 ha represents an annual average delivery rate of 3.6 ha per annum over the period 2006 to 2020. New Waste Policy 2 in the draft Alterations calls upon boroughs to collaborate at sub-regional level to ensure that sufficient land capacity is identified across the sub-region in LDDs.
97. Table 1F.3 shows average throughput per year and average land take for various waste recycling and treatment facilities, and Table 1F.4 shows an indicative distribution of these facilities for West London: 54 recycling (materials reclamation facilities – MRF), 16 composting, 6 mechanical biological treatment (MBT), 9 anaerobic digestion, and 4 gasification/pyrolysis facilities. Boroughs should ensure that through their LDDs a range of facilities sufficient to meet the sub-region’s required waste processing capacity is provided (New Waste Policy 3).
98. New Waste Policy 4 outlines three categories of broad locations appropriate for such facilities: (a) Strategic Employment Locations (Preferred Industrial Locations and Industrial Business Parks), (b) Local Employment Areas and (c) existing waste management sites.
99. Under (a), the draft Alterations suggest that for West London, the following SELs are appropriate:

- Staples Corner PIL, LB Brent
  - Wembley and Neasdon PIL (part), LB Brent
  - Park Royal IBP/PIL, LBs Brent, Ealing, Hammersmith & Fulham
  - Northolt, Greenford, Perivale PIL (parts), LB Ealing
  - Great Western Road PIL (part), LB Ealing
  - Wood Lane IBP, LB Hammersmith & Fulham
  - Hayes Industrial Area PIL, LB Hillingdon
  - North Uxbridge Industrial Estate IBP, LB Hillingdon
100. Boroughs should note that the SELs identified above comprise only one of three categories of broad locations suitable for waste management – boroughs should also look to Local Employment Areas and existing waste sites for site identification and safeguarding.
101. Recycling and waste treatment are important growth industries and it is important to consider suitable sites and environmental separation buffers – this may be an important consideration in the release of industrial land in West London. The implications for freight will also need to be taken into account.
102. **Water and sewage.** Water supplies within London are at a critical level and greater emphasis needs to be placed on a sustainable twin track approach of water conservation including a major reduction of pipeline leaks and on sustainable additional water resources. West London is served by two water companies; Thames Water and Three Valleys Water. Support is needed to enable the water companies to repair, maintain and replace water mains on a widespread scale in order to reduce leakage. The Mayor will produce a Water Action Framework during 2006 which will set out a sustainable strategic direction for managing water supplies in future in order to cope with London's growth.
103. West London's sewerage services are provided solely by Thames Water. There is one major Wastewater Treatment Works (WwTW) at Mogden, Isleworth, this works will be upgraded over the coming years as part of planned investment. Thames Water expect that existing sewerage capacity can cater for new development. However specific large sites may require significant upgrades to the sewer network (see Annex 2), in some areas where particularly large scale development is planned, for example around Heathrow, there may be scope for local sewage treatment rather than transfer by sewer to the major WwTWs.
104. The problems of combined sewer overflows affect the Thames within West London. Government is currently considering the options suggested for tackling this issue although the current specific focus is on the Abbey Mills overflow in the vicinity of the Olympic Park. The discharge of clean surface water to the combined sewer system should generally be avoided in order not to further exacerbate the sewer overflow problems.
105. Guidance on the supply of water to and removal of sewage from Opportunity Areas is provided in Annex 2.
106. **Flood risk.** Parts of the sub-region, notably alongside the Thames, Colne, Crane and Brent tributaries have an identified flood risk. Flood defences exist along the Thames and many of the tributary rivers but in all cases of new development

proposals within the indicative flood risk area there will need to be a flood risk assessment in line with PPG25 and the emerging PPS25. For developments adjacent to flood defences good practice and London Plan Policy 4C.7 dictates that the development should be set back from the defences to allow for their sustainable maintenance and enhancement. In all development cases surface water run off should be managed as close as possible to its source. In line with London Plan Policy 4C.7 the use of Sustainable Drainage Systems (SuDS) should be promoted unless there are practical reasons for not doing so.

107. **Land for transport.** Some additional land will be required to meet the needs of improved public transport which is likely to have particular implications for industrial land policy. In general these needs will be included in the detailed development of the projects themselves. Further information is given in the Mayor's draft Land for Transport Functions SPG.

#### **Action 1F**

- (i) The Mayor and key stakeholders will continue to engage with the major utility infrastructure providers to ensure a consistent and sustainable approach to matching new development to infrastructure and longer term planning and funding of infrastructure for London.
- (ii) Stakeholders should work collaboratively towards identifying and safeguarding land and sites for an appropriate range of recycling and waste treatment facilities in suitable locations across the sub-region to provide sufficient capacity to meet London's 85% self-sufficiency target.

### **1G. Industry and warehousing**

108. This issue is put last because, unlike the activities listed above, the land required for industry is projected to decrease slightly rather than increase. However there are some important issues to consider, not least the continuing strength of warehousing and some industrial uses in the sub-region that need to be safeguarded. West London is particularly attractive for companies servicing the West End retail markets and its wider business base. The airport is a significant driver of occupier demand around Heathrow. In addition, account needs to be taken of provision for recycling, waste management and utilities (see Section 1F) and transport facilities (Section 2F).
109. With a total stock of 7.9 million sq m, West London is the second largest industrial/warehousing sub-region after East, accounting for 29% of London's stock. The biggest concentration is in Ealing (2.3 million sq m), followed by Brent, Hillingdon and Hounslow. Across the sub-region as a whole just under two-thirds of the space is warehousing.
110. Between 2000 and 2003 the sub-region's stock of industrial floorspace recorded a small increase (2%) compared with a decline of 1% for London. This masks an 8% decline in 'factory' space and an 8% increase in 'warehousing' space, see Figure 1G.1, Annex 4. Sub-regionally, the West accounted for 42% of the total industrial and warehousing floorspace developed between 1992 and 2001, highlighting the

area's attractiveness to developers and occupiers. Similarly, the sub-regional vacancy rate at 5.5% is less than half the London average.

111. In West London the recommended strategic monitoring benchmark for industrial land release based upon structural change and management of vacancy rates is 41 ha of industrial land might be released between 2001 and 2016 or 2.7 hectares per annum. This benchmark takes account only of historic demand for waste related activities, not the new need for London to be as self-contained as possible in managing its waste streams. The draft Alterations to the London Plan identify an indicative requirement for additional land for recycling and waste management facilities 2005-2020 in West London estimated at approximately 3.6 hectares per annum gross (of which 3.1 hectares per annum arising from structural change had already been taken into account in the monitoring benchmark above). When the net requirement for waste management facilities is factored in, the West London monitoring benchmark for release of industrial land is reduced marginally from 2.7 hectares per annum to around 2.2 hectares per annum to 2016. Thus, while there is some scope for industrial land release, it must be monitored sensitively and managed pro-actively. Recognising the particular nature and extent of noise impacts in West London, land release for housing and other community purposes should, as far as practicable, prioritise sites in areas which are, or can be made, quieter.
112. Management must take account of the potential for intensification and mixed use redevelopment, including the possibility of some substitution of industrial and warehousing uses, especially low-density uses in locations which are well served by public transport to other parts of the sub-region. This approach would make more efficient and intense use of the most accessible sites through higher densities whilst enabling businesses to continue to serve their markets, especially central London, and encouraging a more sustainable pattern of industrial activity.
113. The draft Industrial Capacity SPG<sup>24</sup> underscores the need for sensitive management of West London's stock of industrial land. It places Hammersmith & Fulham in the 'Restricted Transfer' category in which boroughs are "encouraged to adopt a particularly restrictive approach to the transfer of industrial sites to other uses". All other boroughs in the sub-region are in the 'Limited Transfer' category. Recent research<sup>25</sup> confirms these general categorisations. It is recognised that they are very broad brush and that there will be considerable variations in demand and supply relationships within boroughs. These need to be identified in local need assessments.
114. Stakeholders were encouraged during the SRDF preparation process to comment on the indicative extent of the Strategic Employment Locations and consider potential Locally Significant Industrial Sites (see Section 2E and Annex 2). Boroughs are also asked to consider the designation of specialist Strategic Logistics Parks (SLP) in locations with good trunk road access. Sites which also have potential for good rail and/or water transport would be particularly appropriate. Possible strategically important concentrations of warehousing provision, including dedicated SLP, could be in areas with good access to the M25 and around Heathrow. In view of the close inter-relationship between the economies of London and the wider South East, authorities bordering London should also be engaged in making provision for SLP and more general warehousing.

115. **Wholesale markets.** The Mayor's Food Strategy<sup>26</sup> recognises the importance of London's wholesale markets which have a combined turnover of about £1.6bn and represent 20% of fresh meat, fish, fruit and vegetable supplies to London and the South East. An initial review of wholesale markets has been undertaken suggesting that three markets located in East, Central and West London might efficiently meet the capital's needs. In West London this conclusion needs testing, focusing on the role of Western International Market, the area it currently serves and the area it might serve in future and taking into account changing patterns of demand and distribution and new forms of trading and operation. The local consultation that has been carried out on the future of the market needs to be considered within the wider pan-London context to assess how complementary the wholesale markets are, including possible increased demand.

### Action 1G

- (i) Boroughs, in collaboration with the Mayor and West London Partnership at the sub-regional level, are asked to take into account the industrial land monitoring benchmark proposed for the sub-region and suggest how it might be refined to inform the preparation of LDFs in light of the need to ensure efficient use of land including capacity for waste management, recycling, utilities, transport functions and other industrial type activities.
- (ii) Through the Industrial Land Availability Study (conducted every 4 years), boroughs, the West London Partnership and the GLA group will monitor and manage the release of industrial land within the sub-region.
- (iii) Through their LDFs, boroughs are asked to develop a positive and proactive approach to accommodating warehouse provision in appropriate locations. This should be taken into account in assessing future industrial demand.
- (iv) Stakeholders are asked for their views on the proposition that, in the medium to long-term, London's wholesale market functions could be consolidated on multi-purpose markets located at New Spitalfields, New Covent Garden and Western International. This may require maintenance or extension of existing market capacity at Western International, subject to testing and strategic as well as local assessments.

## Section 2. Allocating growth spatially across West London

116. The growth requirements of all the matters discussed in Section 1 can be summarised as follows:

**Table 2.1 Growth Requirements: Summary 2001-2016**

Land use	Growth
Housing	At least 59,400 dwellings (1997 –2016) or 2,970 per annum. (The Draft Alterations to the London Plan proposed for consideration at the Examination in Public in June 2006 indicate capacity for 3,695 homes per year between 2007/8 and 2016/7)
Jobs	86,000 jobs (revised emerging estimate 53,000)
Retail	Up to 185,000 sqm (comparison goods)
Culture/leisure/tourism	Miscellaneous + 5,600 hotel rooms
Healthcare	Miscellaneous primary care sites and other care sites known
Education	Primary and secondary schools requirement to be identified through ongoing liaison with DfES and other partners Higher and further education: to be determined with stakeholders
Community facilities	Miscellaneous, small scale
Open space	See section 4D
Recycling/waste management facilities	Estimated gross additional land requirement of approximately 6.1 hectares per annum (2005-2020)
Other Infrastructure	No significant land take identified but some major investment required
Land for transport	See Land for Transport SPG
Industry/warehousing	Reduction of 40 hectares or 2.7 hectares per annum 2001-2016, which falls to 2.2 hectares per annum 2005-2016 when net additional recycling/waste management land requirement is factored in.

117. The land take required for these activities is hard to quantify precisely. The SRDF process has begun to identify and refine these spatial needs. This will be an ongoing process that may change with time and circumstances and will be reflected locally in boroughs LDFs. Further engagement, particularly with education, waste and health related sectors will be especially important. As already said, the land required for accommodating the growth in jobs is largely already identified in existing permissions and allocations. All other demands are comparatively small and will be driven down further by mixed use policies and intensification. The biggest challenges (apart from housing) are likely to be the identification of land for schools and for open space, see Section 4.

118. A core principle in allocating growth will be to optimise the relationship between the intensity of development and the existing and potential capacity of the public transport system. The main locations for growth include:

**A. Town centres.** These include the three Metropolitan centres of Harrow, Hounslow and Ealing, which perform very strongly and have important potential for mixed development as well as retail expansion. There is also an important network of Major and other centres.

**B. The Opportunity Areas** of Park Royal, Wembley, White City, Hayes/West Drayton/Southall and Heathrow/Feltham/Bedfont Lakes as well as the **Area for Intensification** at Willesden Junction.

**C. Suburbs** that are entering a period in which renewal of their fabric will be needed.

**D. Industrial locations** including Strategic Employment Locations as well as some Locally Significant Employment sites.

**E. Transport and accessibility**, including areas that will benefit from improved access, particularly once Crossrail 1, the West London Line and West London Tram are implemented.

119. Before looking at the role that each of these potential locations can play, it is helpful to take an overview. As far as employment is concerned, the London Plan anticipates 86,000 additional jobs in the sub-region by 2016, of which 60,000 could be in offices. The indicative estimates of capacity for growth in the Opportunity and Intensification Areas (OA & IAs) alone total 70,000. These guidelines have been tested and updated through the SRDF process and indicate revised capacity for around 52,000 jobs and almost 20,000 homes to 2026 based upon the emerging indicative boundaries (see Annex 2). It should be recognised that this will be a continuing process. Section 1 shows, in more general terms, that identified capacity could already accommodate the bulk of the potential demand. There is a good correlation at the sub-regional level between increased job accessibility and the location of the OAs (and most of the Metropolitan and Major town centres).
120. The issue for most boroughs will be the sensitive programming of development in town centres and OAs to avoid an oversupply developing, maximising the use of those locations that are most accessible and carefully managing historic industrial capacity in light of changing land use priorities.
121. The London Plan indicates that at least 59,000 (2,970 pa) dwellings should be built in the sub-region over the next period 1997-2016. Based upon the 2004 Housing Capacity Study, the Alterations to the London Plan proposed for consideration at the Examination in Public in June 2006 propose a revised capacity of 3,695 dwellings per annum for the period 2007/8 – 2016/17 (see Section 1A). The mixed-use policies in the London Plan will also encourage intensification, including extra housing, in town centres.
122. The critical conclusion is that, in appropriate locations, densities will have to rise and intensification and mixed-use development be sought across the sub-region.

## **2A. West London Town Centre Network**

123. The ability of the sub-region's town centres to improve their image and attractiveness will be a key to accommodating sustainable growth. Much of their vitality will be driven by a suitable retail offer, a consolidated office market, and a spread of other attractions – culture, leisure and public services – as well as

housing. A broad assessment of the demand and supply of offices and retail floorspace was outlined in Section 1.

124. The West London sub-region is characterised by a network of town centres including three currently designated as Metropolitan centres, Hounslow, Harrow and Ealing, and seven Major centres, the largest of which is Uxbridge (see Table 2.2 below and Annex 1). These centres are all anticipated to grow. Table 2.2 summarises the indicative comparison goods need by 2016 (Annex 1) together with anticipated office demand (Table 2A.1, Annex 4).
125. Taking into account accessibility and capacity, boroughs may wish to consider the realism and scope for seeking to distribute growth to smaller and middle tier centres (Majors and Districts) as indicated in PPS 6. The Mayor's view however is that it would be more appropriate to make provision for most of the growth in comparison goods expenditure (including some of the 'residual growth') on the established Metropolitan and some Major centres as these provide the greatest level of accessibility by public transport and widest choice of higher order comparison goods shopping. Whilst some District centres could accommodate part of the demand for comparison goods floorspace and especially those centres that are most accessible by public transport and with potential for intensification (Shepherd's Bush is one particular example), they will play a greater role in accommodating changing requirements for convenience space.
126. London Plan Policy 3D.2 urges boroughs to allocate sufficient sites to meet identified need using the sequential test and PPS6 suggests that this should be at least five years from the adoption of the development plan document. Data from the 2004 town centre health checks indicate that there is capacity to accommodate some of West London's need for new retail floorspace in Hounslow, Uxbridge, Harrow, Ealing, Hammersmith and in a number of District centres, particularly in Hounslow. This capacity is in addition to that already being brought forward at Shepherd's Bush/White City and at Wembley. Ongoing assessments of capacity at the local level will be necessary to supplement the estimates derived from the town centre health checks. As indicated in Section 1C, the Mayor will continue to work with boroughs and other stakeholders to consider areas where reconciliation of retail need and capacity requires coordination between the West London sub-region and its neighbours including those beyond the London boundary.

**Table 2.2 West London Town Centres: Potential Growth Summary to 2016**

Borough/Town Centre	LP town centre category	Total Floorspace (Sqm)	Indicative Comparison goods floorspace need <sup>(1)</sup> (Sqm)	Office action (see Table 2A.1, Annex 4)	Comment (see Annex 1)
<b>Brent</b> Wembley	Major	50,000	3,000 - 5,000	Mixed use	Exploit potential for regeneration.
Kilburn	Major	66,000	3,000 - 4,000	Mixed use	Seek integrated approach to regeneration
<b>Ealing</b> Southall	Major	60,000	4,000 - 5,000	Mixed use	Build upon specialist role
Ealing	Metropolitan	124,000	7,000 - 12,000	Promote	Pursue integration of Ealing Broadway and West Ealing
<b>Ham + Fulham</b> Shepherds Bush	District	48,000	3,000 - 5,000	Mixed	Potential to evolve as Major centre subject to full integration with White City
Hammersmith	Major	56,000	4,000 - 7,000	Promote	Build on strengths in employment, retail and leisure.
Fulham	Major	30,000	<1,000	Mixed	Potential for mixed use regeneration
<b>Harrow</b> Harrow	Metropolitan	101,000	11,000 - 18,000	Mixed	Mixed use intensification potential.
<b>Hillingdon</b> Uxbridge	Major	111,000	16,000 - 24,000	Promote	Centre functioning with Metropolitan role.
<b>Hounslow</b> Hounslow	Metropolitan	106,000	16,000 - 23,000	Promote	Revitalise with scope for mixed use intensification
Chiswick	Major	51,000	3,000 - 5,000	Promote	Promote mixed use intensification

Source: Experian/GLA/London Property Research

Note (1): Indicative modeled requirement only, based upon £4,000/sqm sales density, range 2.0-2.5% productivity growth. Development schemes in pipeline have been taken into account.

127. It is essential that West London develops and sustains a co-ordinated strategic town centre network that optimises the performance of each town centre within the whole. The SRDF process provided an opportunity to co-ordinate potential changes to the existing town centre network and these are indicated in Annex 1. These revisions should be taken into account in subsequent reviews of the London Plan and LDFs.
128. Data emerging from the 2004 town centre health checks suggest that Uxbridge, currently identified as a Major centre in the London Plan is functioning as a Metropolitan centre in terms of its size, turnover, role and the extent of its catchment area. Uxbridge is the second largest town centre in the sub-region ranking just above Hounslow and Harrow in terms of total floorspace and turnover in 2001. There may be scope for some expansion of town centre related uses at Uxbridge arising from the potential future redevelopment of RAF Uxbridge.

129. Hounslow and Harrow should continue to develop their roles as Metropolitan town centres and support this through mixed use intensification, including residential and qualitative improvements to the public realm and their wider town centre offer. The Metropolitan centre of Ealing appears to function in practice as two distinct centres, Ealing Broadway and West Ealing which are its constituent parts. To address this shortcoming it will be critical to promote greater integration of the two parts of the centre and build on its strengths in retail and leisure including the evening economy to ensure that it functions fully as a Metropolitan town centre in the West London network.
130. Implementation of the mixed use retail and leisure development at White City is likely to have a bearing on the town centre network and should be co-ordinated strategically to support the viability of other West London and neighbouring Central London centres. Integration with the existing District centre of Shepherd's Bush is particularly important. Subject to this integration, a review of the role and function of this centre may be appropriate upon implementation of the proposals at White City. The regeneration proposals for Wembley town centre and its associated Opportunity Area should support and strengthen its role as a fully integrated Major centre and strategic leisure destination in the sub-regional town centre network (See Annex 2).
131. Town centre office provision. The future of the office market in West London needs to be considered alongside retail needs. A distinct sub-regional approach to managing office provision is needed, distinguishing between centres where:
- Speculative office development could be promoted on the most efficient and accessible sites.
  - Some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development.
  - There is "no purpose in promoting offices"<sup>27</sup> and static or declining demand should be managed.
132. This categorisation needs to be informed by the office location typology set out in the London Plan para 3.123. Drawing on Table 2A.1 in Annex 4, Table 2.2 above reflects these designations in the penultimate column for Metropolitan and Major centres. Borough designations of individual centres will need to reflect this general typology taking into account local capacity, transport, environmental and market appraisals. Beyond the town centres consideration needs to be given to office development within mid urban and conventional Business Parks and Science Parks, especially in terms of how these can contribute to objectives to secure more sustainable forms of development and meet distinct occupier needs. The potential for offices in West London's town centres should continue to be monitored closely and the forthcoming London Office Policy Review 2006 will provide a further strategic update.
133. West London contains strategically significant as well as more local clusters of night-time economy related activities (Table 1D.2, Annex 4). The night-time economy is generally more diverse than in other sub-regions. The Mayor has been working with stakeholders to produce Best Practice Guidance to explore a balanced approach to support the development of the night-time economy in appropriate locations. This promotes an integrated approach to managing its

impacts together with broader measures to enhance culture, tourism and other leisure provision as part of town centre renewal.

134. The growth in leisure services needs to be considered with regard to the town centre network, along with potential future visitor accommodation provision and type (Annex 4, Table 1D.3), and provision of cultural services for the increasing residential population. There is scope to use the sub-region's town centres as locations to diversify and increase tourism provision throughout London in accordance with the Mayor's London Plan and Tourism Strategy. The Mayor's Culture Strategy<sup>28</sup> identifies a range of cultural uses appropriate for town centres. The 'cultural quarter' concept outlined in the London Plan also has potential to contribute to the regeneration of town centres and other appropriate locations as well as enhancing broader cultural, leisure and entertainment provision.

### **Action 2A**

- (i) When making provision for anticipated retail demand in LDFs, boroughs are asked to take into account the indicative ranges of comparison goods floorspace need for town centres in Annex 1 and make provision for 'residual' growth in town centres, where it can best enhance consumer choice, improve vitality and viability and is most accessible by public transport.
- (ii) Through LDFs and any other appropriate mechanisms, boroughs and other stakeholders are asked to consider how to develop the cultural, leisure and tourism roles of town centres including potential hotel provision, and to explore with strategic and local partners how future growth in the night-time economy might be accommodated in appropriate centres supported by coordinated and sensitive management practices.
- (iii) In light of local circumstances the Mayor and boroughs are encouraged to test and refine the broad office policy and location approach set out above and in Table 2A.1, Annex 4 to inform the preparation of LDFs.

## **2B. Opportunity Areas and Areas for Intensification**

135. Beyond the town centres, the greatest potential for substantial growth in West London lies in the five Opportunity Areas and the Area for Intensification. Based upon London Plan estimates these together have capacity for about 70,000 extra jobs and at least 8,830 more homes. Annex 2 sets out estimates of capacity for 52,000 new jobs and at least 19,750 homes to 2026, based upon the emerging indicative boundaries for the Opportunity Areas. Annex 2 also sets out a list of issues to be addressed in Development Frameworks, including detail on utility infrastructure provision and indicative phasing. The SRDF process provided an opportunity to engage stakeholders in a coordinated up-date and review of progress on the Frameworks. This has helped identify principles which will rationalise and consolidate the approach to be taken to their future development in light of overall sub-regional and wider needs.
136. In preparing the London Plan, the boundaries of the Areas were drawn relatively tightly. However, better account can be taken of the relationships between these

Areas and their hinterlands and some of the boundaries have been drawn to support a wider area. The exact boundaries are a matter for boroughs to determine through their LDFs, but this SRDF gives a useful common starting point.

137. The Opportunity and Intensification Areas pose different challenges, and are set in a market context different to the other major concentrations of such Areas in East and Central London. Two (White City and Wembley) have already attracted developer/planning interest as distinct entities. A boundary for the Park Royal Opportunity Area has been agreed by the boroughs, LDA and GLA to address concerns of fragmentation and is being taken forward in a more comprehensive manner recognising its strategic significance. The Opportunity Areas to the north and south of the airport are being taken forward as part of a wider Heathrow Opportunity Area.
138. That to the north (Hayes/West Drayton/Southall/Stockley Park) was, with the exception of Stockley, once an almost contiguous belt of industry and warehousing. It has been under pressure for change to other uses as well as continuing to attract investment as an industrial area, particularly in servicing Heathrow and meeting London's wider logistics requirements. Some parts are used for airport related car parking and may have scope for intensification. Like the nearby 'Golden Mile', other parts have been subject to speculative office proposals which appear to be no longer viable, but which have effectively compromised their attractiveness for investment in lower value, industrial type uses.
139. The Opportunity Area to the south of the airport (Heathrow/Feltham/Bedfont Lakes/Hounslow town centre) is much more fragmented and varied in nature. The SRDF process confirmed that an Opportunity Area based approach is still the best way of realising its potential.

#### **Action 2B**

- (i) The Frameworks for White City, Wembley, and as far as possible Park Royal, should be refined and implemented as soon as practicable. Principles to guide development of frameworks for the Areas north and south of Heathrow, and policies for the Willesden Junction Area for Intensification, should take into account the contents of this SRDF and issues and parameters summarised in Annex 2 including emerging capacity estimates.
- (ii) Boroughs are asked to identify boundaries of the Opportunity Areas and the Area for Intensification in LDFs taking into account the indicative emerging boundaries illustrated in Annex 2.

#### **2C. Suburbs**

140. Many of the suburbs in West London generally provide a good living environment and have proved very adaptable. Groups of new Londoners like Asians in Southall have been able to remake suburban spaces to meet their community needs. This popularity has been enduring – between 1973 and 2000 Hounslow added

between 10,000 and 20,000 people, and Ealing and Harrow added between 5,000 and 10,000.

141. Employment has grown in many suburban areas since 1989<sup>29</sup>. This is likely to continue in most west London boroughs though not to the extent anticipated in the London Plan<sup>30</sup>. Places with increasing population will tend to experience an increase in demand for business and consumer based services. For example in the 12 years to 2000 Ealing gained around 12,000 business service jobs and the strongest growth in the creative industries between 1995-2000 was in Hounslow. Generally, an increase in suburban resident population of 1,000 has, on average, the potential to generate a further 230 service jobs in a locality<sup>31</sup>.
142. This underscores the importance of policies aimed at sustaining the town centre network, highlighting the importance of policies adopted by many boroughs including attention to environmental issues, traffic and parking and town centre management. There is particular scope to capitalise on the sub-region's ethnic diversity by encouraging community focussed cultural provision including visitor accommodation (for example in Southall).
143. New housing in town centres is not the enemy of jobs; not only does it provide demand for local services and shopping, but many entrepreneurs in the growth sectors will base themselves locally. This is why the Industrial Capacity SPG gives particular emphasis to managing the sensitive protection, release or enhancement of some employment sites in and around town centres.
144. Non-food retail is tending to consolidate in fewer centres, and recent evidence suggests that between 1971 and 2000 medium-sized centres have performed the worst (as measured by retail floorspace). This implies the need for an approach that helps declining centres find a niche in terms perhaps of addressing specialist markets. It will also be important to stress the quality of the environment, education standards, real or perceived levels of crime and the availability of good quality and accessible health facilities. The need to look at public services in the round underlines the importance of making sure that regeneration and economic development strategies are developed and implemented by all the organisations involved in local governance or service delivery.
145. Greenford in Ealing and Hayes in Hillingdon were identified by the Mayor as pilots for testing the toolkit in Tomorrow's Suburbs BPG<sup>32</sup>. This will help London's suburbs be more sustainable and will also improve town centres. The Greenford pilot has prompted local tenants and residents' associations to form a network which will develop new initiatives for Greenford; in Hayes the toolkit approach is being taken forward integrating relevant tools into existing work.

### **Action 2C**

Boroughs are asked to examine their suburban areas and consider locations where selective intensification could assist with the renewal and continued vibrancy of those suburbs.

## 2D. Industrial Locations

146. Strategic Employment Locations are West London's strategic reservoir of industrial capacity. The London Plan anticipates that they should be promoted as the sub-region's prime locations for industrial and related activities and designated in development plans. Broad indicative boundaries are provided in Annex 2 which boroughs are asked to take into account when defining them in LDFs. The Mayor's draft SPG Industrial Capacity suggests that local guidelines should be produced to manage and enhance the distinct offers of different types of SEL and that other than as part of a strategically coordinated process, development of significant non-business uses within them should be resisted.
147. Preparation of the SRDF provided an opportunity to engage in a coordinated review of SELs in light of the recent strategic, and emerging local assessments of demand for industrial land. This review indicated that there is approximately 1,250 hectares within SEL in the sub-region (about a third of the London-wide total), and represents a reduction of over 14% or 212 hectares since 2000 (Annex 4, Table 2D.1). The reduction may be explained partly by the removal of Southall Gas Works from the SEL framework in Ealing through the UDP process. Other notable consolidations of SELs between 2000 and 2006 in the sub-region include part of Wood Lane in Hammersmith & Fulham linked to the retail development under construction at White City. Some limited consolidation of part of the Hayes Industrial Area has taken place in recognition of the strategic office function played by Stockley Park and thereby lying outside of SEL. Clarification and some fine tuning to the SELs in Hounslow is anticipated in the current LDF preferred options for that borough including recognition of the mid-urban business park at Chiswick as being distinct from SEL.
148. In light of local and strategic demand assessments, boroughs and other stakeholders are also encouraged to consider the designation of Locally Significant Industrial Sites. The draft SPG anticipates that they should then have the same strategic protection as SELs.

### Action 2D

- (i) When implementing London Plan Policy 2A.7, Boroughs are asked to take into account the indicative boundaries of SELs in Annex 2 in defining them in LDFs and to identify Locally Significant Industrial Sites in light of local and strategic industrial demand assessments and London Plan Policy 3B.5.
- (ii) In producing and reviewing the Sub-regional Economic Development Implementation Plan for West London, the LDA and West London Partnership should consider measures to improve the quality of retained industrial locations in order to stimulate business development and employment.

## 2E. Transport and Accessibility

149. The close integration of transport and land use development will support the sub-region's development and growth, ensuring that residents, business and visitors have access to the services and facilities they need. The spatial allocations

discussed above need to be related and carefully phased to integrate with areas which have, or are planned to have, good transport accessibility, particularly by public transport. Parts of the sub-region have relatively poor levels of accessibility, and there is a significant challenge to improve the accessibility of these areas, particularly by good quality public transport services – for example Park Royal, which the London Plan and the Transport Strategy seek to address. In addition to the infrastructure required, there is a need to manage traffic growth and congestion. This section addresses those issues, starting with an examination of the existing transport network.

150. West London generates around four million trips in an average weekday. The car is the predominant method of travel for many journeys and nearly two-thirds of all weekday journeys are made entirely within the sub-region. Of those trips just over half are by private transport, 30% are by walking or cycling and 16% are by public transport. Trips beyond the sub-region are primarily work related and 10% of trips go to central London.
151. The sub-region encompasses areas of inner and outer London, with consequent differences in transport network density and service provision and hence accessibility by road and public transport. Towards central London, and the town centres, development densities and public transport provision and use are all relatively high, whilst in outer London the car plays, and will continue to play, a significant role.
152. The road network is predominantly radial. Key strategic radial routes are provided by the M4, A40 and A4. The main orbital route through the sub-region is the A406 North Circular, with the M25 providing a strategic orbital route to the west of the sub-region. A4020 Uxbridge Road links Shepherd's Bush via Ealing to Uxbridge, linking Opportunity Areas. The Highways Agency is responsible for the M4 and M25. Developments in the sub-region could also impact other parts of the trunk road network and boroughs should consult with the highways agency as part of the LDF process where appropriate.
153. West London also has a relatively extensive public transport network. The National Rail network, serving 46 stations, has an important inter and intra-regional role, mostly providing for radial travel to central London and to the west of England and south Wales. The West London and North London lines provide a useful inner orbital service. The Underground network is also relatively extensive, with 80 stations on the Piccadilly, Central, Metropolitan, Bakerloo, Jubilee, District and Hammersmith & City lines. Forty percent of the population lives within 1km of a National Rail or Underground station. There are also nearly 3,400 bus stops in the sub-region - 65% of residents are within 200m of a bus stop and 96% are within 400m.
154. In addition to the trips directly generated by Heathrow Airport, as the UK's primary international gateway, there are significant indirect impacts of the activity and employment associated with the airport. In 2004, the airport handled a total of 65 million passengers. Of these, 42 million were non-transfer passengers, of which 35% travelled to Heathrow by public transport. The airport handles over 80,000 coach and 300,000 bus movements per year and is a major surface transport hub. The airport employs 70,000 people, 72% of whom drive to work. It is estimated that 15% of traffic on the adjacent road network is airport related.

Problems of traffic congestion and poor air quality are very significant issues for the Heathrow area. See also Section 4C on noise.

155. Heathrow Terminal 5 is currently under construction and scheduled for a phased opening in 2008. National Rail and Underground services are being extended to serve the new terminal. Terminal 5 will increase the passenger capacity from around 65 million passengers per annum (mppa) to 90 mppa. The implications of proposals for further expansion with a third (short) runway, increasing airport capacity to 116mppa, were examined and consulted upon by Government. The Government's White Paper The Future of Air Transport gave a commitment to examine how to make best use of Heathrow's existing two runways, and how a third runway could be added after a new runway at Stansted, whilst complying with strict conditions on noise, air quality and improved public transport access. This further work, the Project for the Sustainable Development of Heathrow, is being led by the DfT.
156. There are currently significant constraints on the capacity to reach Heathrow by road and rail. The South East and East of England Regional Air Services Study (SERAS) report included a number of proposed transport improvements. However, the study estimated that these would increase the proportion of people using public transport to the airport from 38% today to only 40%. This is significantly below the airport operator's long-term aspiration of 50% of passengers using public transport to reach Heathrow.
157. It is clear that additional public transport infrastructure over and above that recommended in the Government's SERAS report is essential to achieve more balanced and sustainable access to Heathrow for both travellers and workers. The Government and BAA should continue to work with the GLA, TfL, boroughs and other partners to clearly identify additional measures to ensure that a higher public transport mode share is achieved. The expansion of capacity and case for a third runway, assuming the environmental impacts are shown to be acceptable, would also have to clearly identify additional measures to ensure that a higher public transport mode share would be achieved and guarantee that adequate funding is provided to implement these measures. Airport expansion and its significant implications are identified in Annex 5 as an issue for the review of the London Plan.
158. **The challenge and opportunity.** West London has relatively good connections with the adjacent regions outside of London, both by road and rail. The employment and population growth of the Thames Valley has had a subsequent impact on in-bound and out-bound travel. Existing commuting patterns and the implications of future scenarios are currently being reviewed by regional partners including the GLA and SEERA.
159. The level of growth forecast for West London will be accommodated by a combination of improvements to the existing network, new infrastructure and measures to reduce the need for travel, particularly by car. For all of these, integrating land use and transport – ensuring high trip generating developments are located in areas of good public transport accessibility and spare capacity - will play an important medium and longer term role.

160. **Improving transport provision.** The London Plan, Mayor's Transport Strategy and TfL's Five Year Investment Programme identify a substantial number of transport projects serving West London, ranging from regional schemes to those of a more local nature. These projects, of which the principal ones are described in summary below, aim to improve accessibility to, from and within the sub-region, as well as providing the strategic public transport capacity to meet the forecast growth.
161. **Crossrail.** Crossrail provides the most significant element of additional capacity and enhancement to accessibility on a regional scale serving West London. Services are planned to run from Maidenhead and Heathrow in the west via Central London to Shenfield and Abbey Wood (via Canary Wharf) in the east. The scheme provides capacity increases into Central London and East London, but also to and between the locations served in West London - Acton, Ealing Broadway, West Ealing, Hanwell, Southall, Hayes and Harlington, West Drayton and Heathrow. A Crossrail hybrid Bill has been deposited with Parliament and entered the Select Committee stage in early 2006.
162. **West London Tram.** West London Tram (WLT) provides a key opportunity to connect several town centres and areas of denser population in West London such as Shepherd's Bush, Acton, Ealing, Hanwell, Southall and Uxbridge. WLT will replace the two primary bus routes (207 and 607) that currently carry over 23 million passengers per year. WLT will enhance the quality, capacity and accessibility of public transport along the corridor. Ealing Broadway will be a key interchange with Crossrail services. West London Tram will interchange with Underground services at Uxbridge, Ealing Common and Shepherd's Bush. WLT is not funded within TfL's Five Year Investment Programme. Funding will be sought in the Spending Review 2007 process. A Transport and Works Application will be submitted in 2006. WLT is currently scheduled to commence operation in Summer 2012.
163. **The West London line enhancements.** The West London Line provides a useful orbital link with services running from Willesden Junction to Clapham Junction and is also a key route for rail freight. New stations are proposed at Shepherd's Bush and Chelsea Harbour (Imperial Wharf station). Site preparation work has started at Shepherd's Bush, with an opening date scheduled in 2007. In addition the Orbirail concept, utilising the West London Line, has potential benefits for orbital travel.
164. A number of initiatives on the National Rail network are being developed. The Heathrow Connect service developed by BAA has started and provides a 2 trains per hour all stations stopping service (except Acton Mainline) between Paddington and Heathrow. Additional infrastructure and a new station to serve Terminal 5 are under construction. Proposals by Government to give the Mayor a greater role in specifying fares and services on the National Rail network in London will produce potential benefits from a more integrated public transport network. An initial example of this is the transfer of control to TfL of a number rail services, collectively termed the North London Railway and including the North London Line and West London Line, from Autumn 2007. The transfer has brought forward investment in new services, information and security measures on the North London Railway network by TfL. TfL have also worked with National Rail partners and boroughs to develop the ON overground network concept,

seeking to provide metro style service frequencies and marketing to overcome the perceived complexity of the national rail network in London. It is hoped these will be the first steps towards rolling out similar improvements across the London suburban rail network. More generally, the introduction of full Oystercard facilities on National Rail and the planned harmonisation of fare-scales will help make bus, National Rail and Underground services more integrated for passengers.

165. There will also be significant upgrades to the London Underground network serving West London, through the PPP Programme - upgrades to stations, rolling stock, line capacity and reliability. These include enhancements to the signaling system on the Jubilee Line to increase line capacity by 45% by 2012, replacing the Metropolitan Line rolling stock from 2009 and refurbishing District Line trains by 2009. An extension to the Piccadilly Line to serve Heathrow Terminal 5 is under construction.
166. TfL are developing road network corridor plans to optimise the efficiency of operation of the network, both for traffic to reduce congestion, and for parking and servicing. In addition, the LCN+, a network of high quality cycle routes to form London's primary strategic cycle network, is scheduled to be completed by 2009/10.
167. Annex 3 presents an update to the London Plan indicative phasing of the major transport schemes. The table has been updated following the publication of TfL's 5 Year Investment Programme. The implementation of the transport schemes outlined above will lead to improvements in accessibility across the sub-region.
168. **Land use and development.** Effective planning and the appropriate development of land can assist the objective of reducing the demand for travel, particularly the number and length of trips by car. The importance of locating major development in places which have good public transport accessibility, and where the public transport system either has the capacity now, or will do in the future, has already been stressed and forms the basis of the allocations above. A key issue will be maximising development in these locations. Higher densities are important because they support:
  - Increased demand for public transport where otherwise volumes would not support a high quality service;
  - Increased number of trip destinations within a comfortable walk, short distance public transport or cycle trip, and
  - Increased development value, which itself allows higher densities, and which can facilitate greater public realm improvements as well as direct contributions to sustainable transport.
169. Without a commitment that vital public transport services will be in place when needed, there are risks that the type of development necessary for the success of the development aspirations will not come forward. Planning authorities might then be prepared to grant permission for less dense applications which would not use the opportunities to the full. On the other hand, if applications for high-density developments are approved and implemented long before the public transport services are provided, adverse patterns of car use and parking could be established.

170. It is therefore vital that at a site level the form, scale and phasing of development should be integrated with the capacity and accessibility of the public transport system for different locations. Developments that generate a significant number of trips should be sited in or near locations with good accessibility by public transport, and with sufficient existing capacity or planned capacity coming on stream in time to meet the expected demand. The increased accessibility that Crossrail will bring to the areas around its stations will open up opportunities for new and more intensive development. These opportunities need to be coordinated and brought forward through masterplanning, and the GLA will work with boroughs and other relevant stakeholders to develop such masterplans.
171. **Managing demand.** Complementing the infrastructure improvements outlined above, there is also a need to manage demand for car travel. The policies in the London Plan and Transport Strategy aim to change travel behaviour in combination with the provision of significantly enhanced public transport services, so as to achieve the vision of a sustainable West London. Managing the demand for car use through targeted initiatives to encourage behavioural change, management of parking, and where appropriate, when combined with sustainable land use patterns and effective public transport alternatives, will discourage car use and play a crucial role in achieving a change to other forms of transport. The long-term role (certainly towards the end of the Plan period) of road user charging is being considered by central government. Effective network management will also be vital to ensure sustainable distribution of goods and services. The sub-regional partnership has stated that it wishes the Mayor to establish a study programme to explore further options for managing travel demand. TfL are currently exploring how best to develop measures to change travel behaviour and will be engaging with boroughs and key stakeholders on this issue.
172. Even with the implementation of the policies and proposals of the London Plan and Transport Strategy, it is recognised that the increase in activity in the sub-region will lead to growth in road traffic, significantly albeit at a slower pace than growth in public transport use. However, the levels of growth will be significantly lower than those resulting from a policy scenario without an emphasis on new public transport infrastructure, the integration of transport and land-use planning and the management of demand. This has implications for air quality (see Section 4C). The Mayor's Transport Strategy Local Implementation Guidance (July 2004) sets out sub-regional targets for limiting traffic growth between 2001-2011. These sub-regional targets are set within the context of London's overall traffic growth reduction targets outlined in London Plan Policy 3C.16. For West London, the targets are to limit traffic growth to a four percent increase in the Outer London area, a one percent reduction in town centres and a two percent reduction in the Inner London area of the sub-region.
173. **Freight and distribution.** The implications of development for the movement of freight must also be planned for. All too frequently the movement of freight is seen as a negative factor. However, without efficient and economic freight services, the development of a sustainable West London will not succeed. Freight handling provision around Heathrow is of national as well as London-wide importance.

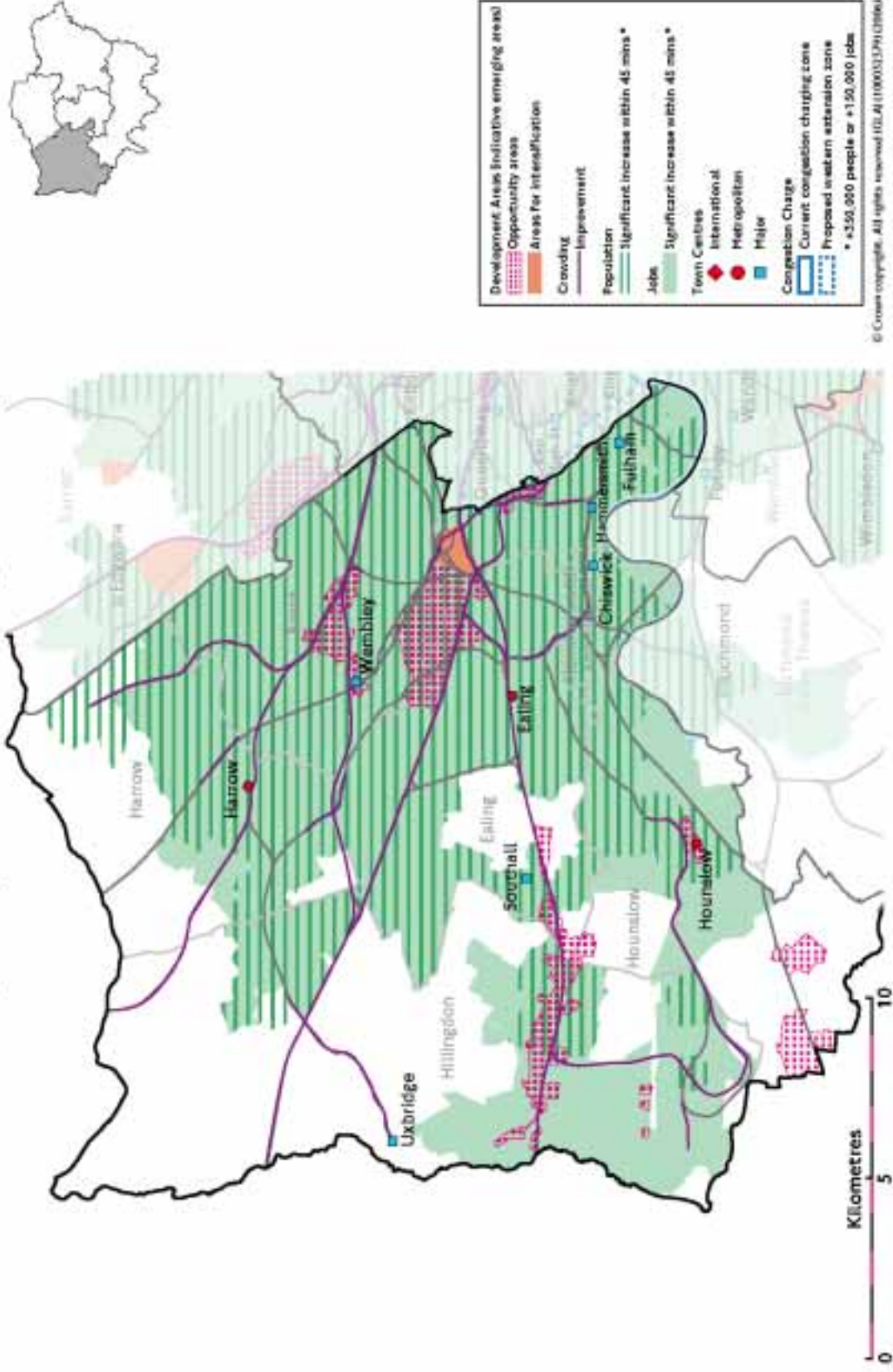
174. The London Plan recognises the importance of freight within a wider transport strategy, both in terms of supporting the significant logistics and distribution sector within the sub-region, promoting the efficient servicing of businesses, and reducing the acute environmental impacts which can result particularly from road-based distribution.
175. It is vital that freight access from the trunk road and National Rail networks is improved to increase the efficiency of distribution and support economic development. It will be equally important to discourage the use of unsuitable roads by heavy freight. The importance of wharf safeguarding is an integral component of supporting sustainable water transport (see Blue Ribbon Network, Section 4D). TfL are currently developing a London Freight Plan in consultation with the London Sustainable Distribution Partnership.
176. **Analysis of capacity and accessibility.** Recent analysis by TfL of future capacity and accessibility in the sub-region is summarised on Diagram 5.
177. It can be seen that substantial parts of the sub-region will benefit from significant improvements in accessibility, in terms of jobs and population accessible within 45 minutes. There is generally a good correlation with the Opportunity Areas, where the bulk of the increases in jobs is projected to locate.
178. **Monitoring and review.** As part of the monitoring and review process of the London Plan, TfL will undertake regular assessments of transport capacity to support development in the Opportunity Areas and Areas of Intensification (London Plan Objective 5 KPI 16). This will be reported on and made available to the boroughs and strategic partners.

## **Action 2E**

- (i) Relevant policies regarding transport and development are set out in chapter 3C of the London Plan. In addition, in preparing their LDFs boroughs are asked to have regard to the implications of the phasing table at Annex 3 of this SRDF on the need for higher densities and the creation of sustainable communities.
- (ii) The Mayor, TfL, boroughs and other strategic partners are asked to use the TfL Business Plan, borough Local Implementation Plans and other delivery mechanisms to support investment in transport, particularly by sustainable modes.
- (iii) In view of the existing high demand and growth expected in the sub-region, particular emphasis should be given to integrating improvements to sustainable modes with appropriate adjustments of parking standards and strategies, reflecting the London Plan approach of lower parking provision for areas where good alternatives to the car are available.
- (iv) TfL is currently exploring how best to develop measures to change travel behaviour and will work with sub-regional stakeholders and government to explore innovative options.
- (v) Working with the London Sustainable Distribution Partnership TfL, boroughs and other stakeholders are asked to promote a collaborative approach to local distribution issues and opportunities, for example through sub-regional freight quality partnerships such as the West London Freight Quality Partnership.
- (vi) TfL, in consultation with key stakeholders, will produce an integrated sub-regional transport network plan to ensure a co-ordinated approach to meeting the sub-regions transport needs, which appropriately reflects development planning issues, and to feed into the reviews of the London Plan and the Transport Strategy. As well as reviewing infrastructure needs, this would consider issues such as improving travel information and influencing travel behaviour.

Diagram 5

West London Public Transport Improvements to Existing Network by 2016



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### **Section 3. Ensuring development brings benefit to communities.**

179. The London Plan recognises that the benefits of growth must be targeted to address the needs of groups who historically have had particular difficulty in gaining access to them. The Plan identifies these groups as people with disabilities, older people, children and young people, women, black and minority ethnic groups, refugees and asylum seekers, gay men, lesbians, bisexuals and trans-people.
180. Benchmark data providing proxies for the sub-regional distribution of these groups is not available for all, but Tables 3.1 – 3.2 in Annex 4 do show that within West London there are particular concentrations of Indian (14.8% of the resident population) and other Asian (3.4%) communities in comparison to the London average (6.1% and 1.9% respectively). Within West London there is a slightly higher number of households containing people with a limiting long-term illness, health problem or disability (30.2% compared with the London average of 29.6% - Table 3.3, Annex 4).
181. The London Plan also identifies the main concentrations of deprivation and Map 2A.2 of the Plan shows the Areas for Regeneration which will target these. Within West London these areas are concentrated around Kilburn, a swathe through Wembley, Park Royal and White City, Hayes/Southall and smaller areas east of Hounslow and in Hammersmith. The Plan asks boroughs to prioritise these areas for action and investment, in particular to develop integrated strategies for them through LDFs, Community Strategies and Neighbourhood Renewal Strategies. These should be informed by the Economic Development Strategy's policies on tackling barriers to employment, reducing disparities in labour market outcomes between groups, addressing concentrations of disadvantage and encouraging affordable childcare provision. Local communities should play an active and visible role in the regeneration of their areas.
182. Boroughs are asked to take into account Policies 2A.4 and 3A.14 of the Plan through their LDFs, Community Strategies and Neighbourhood Renewal Strategies, and to consider whether there are any additional areas which should be identified.

#### **3A. Promoting Social Inclusion**

183. There is evidence of health inequalities across London. West London has slightly higher levels of mortality for people under 75 similar to the England average as shown in Figure 3.4, Annex 4 in all boroughs except Harrow. The work of the Healthy Urban Development Unit (see section 1E) will be important in addressing social needs in West London. The London Food Strategy<sup>33</sup> includes actions to improve Londoners' health by improving access to a range of food. There is a particular need for residential care homes for older persons, children and other groups throughout London and in parts of West London, as well as discretionary support services. The lack of affordable childcare is a major factor contributing to London's high rate of child poverty and social exclusion (see Section 1E).
184. To address social needs fully requires detailed local assessment of issues and options both geographically and in terms of the communities of identity or interest. Many of the necessary actions will be of a purely local level and fall

beyond the scope of this SRDF, for example training to help women return to work or lifetime learning schemes, particularly for older people. The Mayor's Economic Development Strategy<sup>34</sup> provides the wider context for addressing economic and social inclusion. The Sub-regional Economic Development Strategy and emerging Implementation Plan for West London, sponsored by the LDA, and the Community Strategies produced by cross-sectoral partnerships will also be important.

185. It is anticipated that Community Strategies may need to be set in a sub-regional and pan-London context. The ongoing process of sub-regional working provides an opportunity to explore the relationship between strategic and local targeting in addressing the needs of these communities and the sorts of guidance and actions that may be required.
186. The Mayor has already produced Supplementary Planning Guidance (SPG) on achieving an inclusive environment<sup>35</sup> and on housing<sup>36</sup>, which includes guidance on the housing needs of London's diverse population and affordable housing. SPG and Best Practice Guidance on meeting the spatial needs of London's diverse communities, and on health issues in LDFs are in preparation. Stakeholders should also take into account the Mayor's Children and Young People's Strategy<sup>37</sup> and the strategy for older people<sup>38</sup>.

### **Action 3A**

- (i) The Mayor will, and boroughs and other partners are asked to, maximise the benefits of growth to West London's excluded communities, making use of the Sub-Regional Economic Development Implementation Plan, targeting of government and EU resources, and action plans to support community-led regeneration.
- (ii) The Learning and Skills Councils and the London Skills Commission are asked to review their strategies to maximise the engagement of deprived communities and disadvantaged individuals in the economy, including the development of BME/SME business development strategies with LDA, LSC and Business Link.

### **3B. Access to employment**

187. The London Plan stresses the need to improve access by disadvantaged communities to Opportunity Areas and other places of employment. This potentially requires physical actions, for example improving access by bus across Park Royal for local communities to be able to reach the jobs there, as well as a greater focus on meeting training needs. It also requires a greater focus on access to information networks, and strong pathways to good education, employment structure, raising aspirations, training and access to affordable and quality childcare (see Section 1E).
188. In their Community Strategies boroughs may wish to examine the possibility of focusing more training resources in areas of deprivation and to re-examine the content of schemes. These should be developed to increase access to employment arising from both local regeneration initiatives and, more substantially, the growth

in job opportunities across London. Further education, as well as work-based learning, community learning and apprenticeships, plays a crucial role in improving the job prospects of West London's population through skills development and is therefore a key tool in promoting social inclusion.

### **Action 3B**

Boroughs (primarily through LDFs and Community Strategies), Local Strategic Partnerships (LSPs), the LDA and other key partners are invited to consider the linkages between disadvantaged communities, areas of deprivation and access to labour markets. This may include working with TfL and other partners to identify a package of measures to improve the situation.

## Section 4. Ensuring development improves the environment.

### 4A. Conservation, design and the public realm

189. There are many exceptional spaces and iconic buildings, old and new, in West London. Mention has already been made in Section 1D of several cultural and leisure assets in the sub-region and Section 4F looks at open space and the Blue Ribbon Network.
190. West London's growth, and the international character of many of the activities which will contribute to that growth, do present a distinct challenge to the public realm. The sub-region has a varied and in some places strategically important legacy of historic buildings and places such as Chiswick House, Osterley House and Gardens and Harrow on the Hill. Extensive parts lie within conservation areas. The existence of buildings and spaces of such differing height, age, character and use give character to local neighbourhoods. This must be reconciled with pressures for growth, especially in and around town centres and transport interchanges.
191. Growth has to be accommodated by development that is faithful to its own contemporary purposes, but that also respects each area's heritage. The challenge of accommodating growth is one that the boroughs and developers have been facing and there are indeed examples of successful intensification, which has been respectful of its context - in new development, redevelopment and renewal. Finding the appropriate balance will be a task for the local planning authorities, working within the context of each location and proposal.
192. However, the key ingredient will be high quality design of the kind that the Mayor's Architecture and Urbanism Unit has been promoting<sup>39</sup>. Demanding though this task is, it also offers wonderful opportunities for new and exciting forms of development that reflect new purposes, innovative forms of construction and a wide variety of cultural references. Not least of these is the need to ensure that development and redevelopment on the scale anticipated here takes the most sustainable form in terms of design and construction<sup>40</sup>.
193. It is arguable that the first challenge is to raise the quality of public spaces that are very heavily used and which contribute to West London's ability to attract investment, workers, residents and visitors in a competitive market. This tends to focus upon the town centres and other heavily used public places such as work areas and around stations. Though improvements have been made in recent years and the Mayor's 100 Public Spaces programme will help, this is essentially a local matter and requires vigorous action not just by boroughs, but a much wider spectrum of stakeholders.
194. The second challenge is to improve the quality, access, safety and cleanliness of those parts of the sub-region, including many housing estates, that currently have poor public space. There is a need for awareness of the human scale, less cluttered signage, varied and interesting shop fronts, adequate and sensitive lighting, appropriate planting and a general attention to detail in matters such as facilities for refuse and recycling. Residents and workers should be involved in the development of spaces that they will use and programmes should reflect the

distinctive nature of each area. All the evidence suggests that residents, workers and visitors place very high priority on safety and cleanliness in the public realm.

195. Funding and prioritisation for public realm improvements will be an important issue going forward. This could include contributions from those who benefit most from them, from new development, from Business Improvement Districts (BIDs) or on a more general basis. Best Practice Guidance on Urban Design Principles and the Public Realm is in preparation.

#### **Action 4A**

Boroughs and other stakeholders are asked to promote improvements to the public realm and emphasise increasing the quality of the environment for pedestrians and cyclists.

#### **4B. Sustainable design, construction and energy**

196. Climate change and redevelopment are dual drivers for enhanced levels of sustainable design and construction. 'London's Warming' (the London Climate Change Partnership) sets out the expected climate change impacts for London. There are no particular West London Sub-region climate change parameters that are different from London as a whole - which is expected to face significant increases in summer temperatures and winter rainfall, with a decrease in summer rainfall.
197. Development, particularly on the larger sites and in the Opportunity Areas in West London, provides the opportunity for achieving enhanced levels of sustainable design and construction. The Mayor's Energy Strategy includes a target to implement at least one zero-emission development (ZED) in every borough by 2010.
198. New developments over ten housing units or 1000sq m should seek to achieve a minimum of a "Very Good" EcoHomes or British Research Establishment Environmental Assessment Method (BREEAM) rating. If the public transport infrastructure is in place to enable the development to achieve an "Excellent" rating then this should be the standard sought. All public building, schools, libraries or developments with significant public sector participation, regardless of size and location, should normally seek to achieve an "Excellent" BREEAM rating.
199. All surface water run offs should be managed as close as possible to their source. The use of Sustainable Drainage Systems is desirable for developments unless there are practical reasons for not doing so (for example, local ground conditions).
200. **Energy.** In order to achieve the London Plan and Mayor's Energy Strategy objectives, the sub-region should aim to accommodate a range of small-scale, grid connected wind turbine systems; domestic and commercial photovoltaics; domestic solar water heating applications and zero-carbon developments.
201. It is considered that Heathrow, Park Royal and Wembley may be suitable locations for definition as Energy Action Areas in the sub-region. They could take special

account of mixed use development, private wire networks, integrated utility provision, and contract energy management.

202. In line with best practice it is recommended that the installation of on-site renewable technologies, including biomass fuelled combined heat and power (CHP) plants, anaerobic digestion plants and hydrogen fuel cells, within new development should be sought wherever possible. Implementation of renewable technologies should come after energy efficiency measures that reduce energy demand. Boroughs should also identify suitable sites for renewable energy schemes to implement London Plan Policy 4A.10. Boroughs are encouraged to include targets and guidance for the generation of renewable energy in LDFs having regard to the target of 665GWh for London by 2010.
203. In line with best practice it is recommended that development over 1,000sq m (or 10 housing units) provide energy needs from on-site renewable sources wherever feasible in line with London Plan Policy 4A.9.

#### **Action 4B**

- (i) Boroughs and developers are asked to include the above targets when preparing LDFs and in considering applications.
- (ii) The Mayor will work with Boroughs and the LDA to define Energy Action Areas to showcase low carbon communities that demonstrate a range of energy technologies and techniques.

#### **4C. Air quality and noise**

204. Poor air quality damages health and the quality of life - in London it is estimated that air pollution brings forward 1,600 deaths and contributes to 1,500 respiratory hospital admissions each year.
205. All six West London boroughs have all declared Air Quality Management Areas for nitrogen dioxide and four boroughs have declared areas for PM<sub>10</sub>. The main source of these pollutants is road traffic, which contributes to approximately 60% of emissions in London. West London has a high level of car ownership and 60% of employees travel to work by car (compared to 40% in London as a whole).
206. West London also faces a specific local air quality problem of emissions from Heathrow Airport and associated transport. This puts additional pressure on local roads and major residential areas. The development of Terminal 5 will cause further deterioration of local air quality and will increase the number of people that will be exposed to excessive levels of nitrogen dioxide. Emissions from Heathrow are the responsibility of BAA who have their own air quality action plan for the site, looking at emissions from aircraft operations, airside vehicles, surface access, fixed points and construction.
207. All six West London boroughs except Hounslow have produced their own Air Quality Plan and have come together to develop a joint West London Air Quality

and Transport Action Plan (with Richmond). The plan focuses on tackling vehicle emissions and reducing the pressure on local roads.

208. Planning in West London needs to take special account of aircraft noise impacts. This includes prioritising the allocation of land in less affected areas for housing and community facilities. Government<sup>41</sup> has highlighted the need to use land use planning to minimise impacts. The Mayor<sup>42</sup> has underscored the need to consider materials, building form and layout to minimise impact in external areas of development beneath flight paths, and to consider transfer of development rights and other mechanisms. Boroughs will need to stay closely in touch with progress of the Project for the Sustainable Development of Heathrow (PSDH).

#### Action 4C

- (i) Boroughs are asked to ensure that their Air Quality Action Plans are suitably integrated with other relevant strategic plans including the Community Strategies, LDF and LIPs and that consideration is given to the Mayor's Air Quality Strategy and Policy 4A.6 of the London Plan in the development and implementation of such strategic plans.
- (ii) Boroughs are invited to consider actions that can be included in their community strategies and LDFs to reduce ambient noise.

#### 4D. Open Space

209. The network of parks, open space, wildlife sites and the Green Belt is one of West London's strengths<sup>43</sup>, making an important contribution to the quality of life and should continue to be protected. With the population growing, opportunities need to be taken to enhance the quality and range of facilities in parks<sup>44</sup> and provide for their future maintenance as well as to ensure that the Green Belt is more fully used. The Green Web (formerly the Green Corridor) approach along the corridor of the M4/A4 also offers some key learning opportunities for improving the public realm along other radial routes.
210. Despite these assets however there are areas of West London with deficiencies of different types of park and in access to nature. The deficiency areas for Regional and Metropolitan Parks, and District Parks over 20 hectares are shown on Maps 4D.1 and 4D.2 in Annex 4. They also show the opportunities to address the deficiencies. The GLA will publish a Women's Safety in Parks Toolkit later in 2006 which will give advice on safe park design and management.
211. **Regional Parks.** Osterley Park provides open space in this category to the south of the sub-region. However, almost two-fifths of those living in the sub-region fall within the indicative deficiency area. Whilst acknowledging the difficulty of providing new open space on this major scale, there may be potential to redress the deficiency area in the north east of the sub-region. The Mayor will work with partners to explore the opportunities for creating a regional park, which would include existing and potential public open space and linkages.

212. **Metropolitan Parks.** The sub-region is well served by this category of parks. The small deficiency area to the west of the sub-region can be addressed by expanding the size, and/or by incorporating adjacent open spaces, and improving the quality, linkages and facilities of existing public open spaces in the Colne Valley, including Denham Country Park, Colne and Fray's Rivers and Hillingdon House Farm. The area of deficiency to the north east can be addressed by opening up public access to existing private open spaces and expanding existing parks.
213. **District Parks.** Over a quarter of the population of the sub-region is outside the catchment area of a District Park. Borough open space strategies should address the indicated deficiency areas by identifying opportunities to create new parks, expand and improve the quality and facilities of existing local parks and/or private open space.
214. **Green Arc.** The Green Arc initiative promotes the positive management and use of the urban fringe to provide a good quality environment for people and wildlife<sup>45</sup>. Hounslow forms part of the area to be included as part of the initiative to apply the Green Arc in Surrey and South West London. There is an emerging partnership to apply the Green Arc in the north west of London, Buckinghamshire and western Hertfordshire. Map 4D.3 in Annex 4 identifies the initial Green Arc project area where further work should be done to develop a vision and strategic objectives and to identify key opportunities.

#### Action 4D

- (i) The Mayor will work with boroughs and other partners to redress the deficiency in access to Regional Parks as set out above.
- (ii) In their LDFs boroughs are asked to set out proposals to meet deficiencies in access to Metropolitan and District Parks and to take forward the Green Arc initiative.

#### 4E. Wildlife and Biodiversity

215. In line with best practice it is recommended that all major development in West London should generate a net increase in the quality and quantity of wildlife habitat. Where wildlife habitat is not present on site and all opportunities associated with the site have been considered, financial contributions for the creation, restoration and maintenance of off-site habitats and species (the Mayor's wildlife sites, and priorities identified by local Biodiversity Action Plans) should be made<sup>46</sup>. Further guidance on implementation is provided in "Building Green"<sup>47</sup>, Sustainable Design and Construction SPG<sup>48</sup> and the Mayor's Biodiversity Strategy. Map 4D.4 in Annex 4 illustrates the main ecological and landscape zones within the sub-region. The traditional character of the zones should guide the restoration, creation and maintenance of wildlife habitat within the sub-region.
216. The wildlife sites provide a network of natural open space to promote the movement of wildlife through the sub-region. The main corridors follow the Thames, Colne, Yeading-Crane, and Lower Brent Rivers with valuable wet grasslands, woodlands and heaths. Elsewhere there are important clusters of

woodland and grassland sites across the north from the Ruislip woodlands to Bentley Priory and Stanmore.

217. To aid in the provision of access to nature, the Mayor identifies Areas of Deficiency in access to nature. These are shown in Map 4D.5 in Annex 4. The Areas of Deficiency can be addressed through three processes:
- Improving the natural value of an accessible site is improved, or creating a new site, to provide a significant experience of nature, or opening up access to a previously restricted site.
  - providing new access points to a site providing a significant experience of nature, or opening up access to a previously restricted site.
  - Improving the walking access through areas surrounding a site, bringing more parts of developed London into the one kilometre walking distance.

#### **Action 4E**

In their LDFs boroughs are asked to identify Areas of Deficiency in access to nature and indicate how they are to be redressed.

#### **4F. The Blue Ribbon Network**

218. The Blue Ribbon Network in West London includes a significant stretch of the River Thames which has a major sports and recreation focus, the River Brent, River Crane, River Colne system and extensive stretches of the Grand Union Canal as well as the Welsh Harp reservoir.
219. The River Thames is a great asset to south eastern parts of the sub-region. The Thames Strategies Hampton to Kew and Kew to Chelsea set out management plans for this stretch of the river. These will be reviewed in the near future and their recommendations should be given appropriate consideration. A particular issue for this stretch of the Thames is its sports and recreational use; this should be promoted and development which encourages such uses should generally be supported. This stretch of the Thames has a range of boatyard facilities which should generally be protected. The GLA will be researching the demand for and provision of boat servicing facilities in London during 2006/7.
220. There are three wharves safeguarded for cargo handling in West London (as part of a London safeguarding strategy)<sup>49</sup>. Planning for these sites and areas adjacent to them will need to reflect the fact that these will be operational wharves requiring 24 hour operation and must not prejudice their viability or future flexibility. The wharves are specific sites all of which are on the River Thames within Hammersmith & Fulham.
221. Some of the tributary rivers, particularly parts of the Brent system have suffered from unsympathetic development and have become degraded. Restoration of these rivers will add to the environmental and amenity value of West London. Opportunities to implement recommendations from the North London River Restoration Strategy, to be published by the Environment Agency in 2006, should

be taken. Surface water run-off also needs to be sustainably managed to ensure that the overall water management of these rivers more closely reflects natural patterns. Linked to river restoration and sustainable flood risk management attempts should be made to store surface water during storms within the functional flood plain of tributary rivers.

222. The Thames Strategies Hampton-Kew and Kew-Chelsea are valuable partnerships that promote integrated and sustainable approaches to the river and riverside areas.
223. The canal system in west London offers great potential for recreational use as well as niche markets for the transport of other bulk materials such as waste and aggregates, particularly where it passes through industrial areas such as Park Royal.

#### **Action 4F**

- (i) LDFs should seek to protect boatyard operations and implement the relevant parts of the proposals in the Hampton-Kew and Kew-Chelsea strategies.
- (ii) Boroughs, the Environment Agency and other partners are asked to protect and promote the recreation potential of water and waterside areas.
- (iii) Boroughs, and where appropriate the Mayor and LDA, should work to implement the proposals contained within the North London River Restoration Strategy through a combination of decisions on planning applications and specific projects.

## **Section 5. Managing the development tools and processes.**

224. This section provides guidance on more detailed aspects of land use with the emphasis on accommodating growth.

### **5A. Densities**

225. The importance of achieving higher densities in order to accommodate growth has already been stressed. Densities vary widely within the sub-region – being higher in Brent, Hammersmith and Fulham, Ealing and Hounslow and lower in Hillingdon and Harrow. There have however been significant recent increases in density in the two latter boroughs, see Table 5A.1 in Annex 4.

226. The sub-region's larger sites will be better able to accommodate higher densities than many smaller infill sites that have to relate sensitively to their surroundings. On the other hand, there is likely to be an increased need to accommodate additional social infrastructure on the larger sites in order to achieve sustainable communities.

227. Both of these requirements underline the need to prepare masterplans for the larger sites in a way that mirrors the full range of requirements of this SRDF. These masterplans need to address the appropriate introduction of higher densities in a consistent way across all boroughs<sup>50</sup>. Boroughs are asked to include detailed proposals for appropriate densities in their LDFs, in accordance with London Plan policies (including masterplans for larger sites).

### **5B. Housing mix**

228. Within the sub-region, the proportion of new social rented family accommodation is similar to the London average. Family provision in Ealing and Hillingdon is however low.

229. Recent performance shows that there is a significant shortage of larger social rented dwellings, see Table 5B.1 in Annex 4. This is an important issue and the trend needs to be altered in order to develop sustainable communities and meet need.

#### **Action 5B**

Boroughs through their LDFs and planning decisions are asked to ensure that sufficient larger residential units are provided to meet identified housing requirements.

### **5C. Mixed use and changes of use**

230. Mixed uses are likely to become more prevalent in the sub-region. This can bring several benefits, for example larger retail developments can accommodate residential on upper floors, and the re-introduction of housing into town centre schemes can help to re-vitalise centres and add to safety at night. Consideration

should be given to integrating them with local application of the Entertainment Management Zone concept.

231. In general the key to achieving sustainable centres is likely to be a combination of private and public partnership working and mixed-use re-development. Such partnerships will be important in enabling site assembly, usually in connection with more comprehensive town centre renewal schemes. This may entail the use of compulsory purchase procedures. Partnerships are also needed to help enhance and maintain the office, industrial and town centre environments, for example through BIDS.
232. Rejuvenation of the sub-regional office offer may entail a reduction in gross office stock but an uplift in the quality of the remainder. In consolidating the office content of centres, changes from office to other uses, especially housing, should be encouraged in line with the guidance in Section 1 above and the Housing SPG<sup>51</sup>.

#### **Action 5C**

In preparing LDFs, development frameworks and assessing larger proposals, boroughs are encouraged to consider whether the introduction of a wider range of uses could increase the sustainability of developments taking into account London Plan Policies 3B.4 and 4B.1.

#### **5D. Tall buildings**

233. The London Plan commits the Mayor to work with the boroughs and the strategic Partnerships to help identify suitable locations for tall buildings for inclusion in LDFs and the SRDFs (Policy 4B.8). The Mayor is due to publish extensive guidance on the management of strategic views in the form of a London View Management Framework later in 2006.
234. The most appropriate areas for intense land uses and tall buildings are those with good public transport links, subject to assessment about capacity, and the urban design requirements expressed in Policies 4B.8 and 4B.9 of the London Plan. Potential areas include parts of Wembley Opportunity Area, White City and parts of Shepherds Bush, Harrow, Chiswick and Hammersmith. Aerodrome safeguarding policy is a particular consideration for those areas which might be affected by the flight paths of Heathrow airport. These and other proposals for locations for tall buildings that may be identified as suitable should be subject to an urban design study that includes an examination of opportunities and constraints, including topography, designated strategic and local views, local context, scale, height, urban grain and setting. Local Development Frameworks should provide further details to identify such locations.

## 5E. Further information

There are five Annexes attached:

- Annex 1** Gives more detail on the town centre network.
- Annex 2** Sets out for consultation the key issues, emerging capacity estimates and indicative boundaries for each of the Opportunity and Intensification Areas together with indicative boundaries for Strategic Employment Locations that will need to be taken into account in the LDFs and the planning frameworks for those areas.
- Annex 3** Updates the London Plan transport phasing diagram for the sub-region.
- Annex 4** Contains detailed tables, maps and figures to support the main conclusions drawn in the body of the SRDF.
- Annex 5** Lists potential issues that have arisen which may need to be considered in the review of the London Plan and in the preparation of LDFs.

## Abbreviations used in this document

Afl	Area for Intensification
ALG	Association of London Government
AUU	Architecture and Urbanism Unit (GLA)
BAA	British Airports Authority
BME	Black and Minority Ethnic Communities
bn	billion
CRP	Cross River Partnership
CTRL	Channel Tunnel Rail Link
DfES	Department for Education and Skills
DfT	Department for Transport
DLR	Docklands Light Railway
EMZ	Entertainment Management Zone
GLA	Greater London Authority
GoL	Government Office for London
ha	Hectares
IIA	Integrated Impact Assessment
LDA	London Development Agency
LDD	Local Development Document
LDF	Local Development Framework
LCN+	London Cycle Network Plus
LIP	Local Implementation Plan (transport)
LSC	Learning and Skills Council
m	Metres/million
mppa	Million passengers per annum
NHS	National Health Service
OA	Opportunity Area
ODPM	Office of the Deputy Prime Minister
PPP	Public Private Partnership
PPS	Planning Policy Statement
RSS	Regional Spatial Strategies
SEL	Strategic Employment Location
SERAS	South East and East of England Regional Air Services Study
SLP	Strategic Logistics Park
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SREDIP	Sub-Regional Economic Development Implementation Plan
SRDF	Sub-regional development framework
SME	Small to Medium Sized Enterprises
Sq.m	Square metres
TfL	Transport for London
UDP	Unitary Development Plan
WLP	West London Partnership

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# Annex 1 Town Centres

## West London Town Centre Network

Borough/Centre	London Plan Classification	Total GOAD/CASA floorspace (sqm)	Modelled indicative Comparison Goods Floorspace Need (sqm) 2001-2016 <sup>(1)</sup>	Commentary
<b>Brent</b>				
Willesden Green	District	28,000	<1,000	
Wembley	Major	50,000	3,000 - 5,000	Regeneration proposals for Wembley town centre and its associated Opportunity Area should strengthen its role as an integrated Major centre.
Wembley Park	District	5,000	--*	
Preston Road	District	9,000	<1,000	
Neasden	District	12,000	<1,000	
Kingsbury (part Harrow)	District	20,000	<1,000	
Kilburn (part Camden)	Major	66,000	3,000 - 4,000	Comprehensive approach to regeneration required by strategic and local stakeholders in Camden, Brent, Barnet and Westminster.
Kenton (part Harrow)	District	19,000	<1,000	
Burnt Oak (part Barnet, Harrow)	District	32,000	<1,000	
Harlesden	District	41,000	<1,000	
Ealing Road	District	8,000	<1,000	
Colindale/The Hyde (part Barnet)	District	14,000	<1,000	Need to consider linkages and exploit opportunities associated with Colindale Area for Intensification.
Cricklewood (part Barnet)	District	49,000	1,000 - 2,000	
<i>Residual</i>		--	<i>10,000 - 13,000</i>	
<b>Ealing</b>				
Southall	Major	60,000	4,000 - 5,000	Specialist role with strong multicultural dimension. Regeneration of centre should be supported through qualitative improvements to the environment and mix of town centre uses including housing to complement existing retail offer.
Greenford	District	22,000	<1,000	
Ealing	Metropolitan	124,000	7,000 - 12,000	Centre appears to function as two distinct centres: Ealing Broadway and West Ealing. It is critical that the centre develops as an integrated entity for it to be considered as a Metropolitan centre.
Acton	District	38,000	<1,000	
Hanwell	District	5,000	--*	
<i>Residual</i>		--	<i>8,000 - 11,000</i>	

Borough/Centre	London Plan Classification	Total GOAD/CASA floorspace (sqm)	Modelled indicative Comparison Goods Floorspace Need (sqm) 2001-2016 <sup>(1)</sup>	Commentary
<b>Hammersmith &amp; Fulham</b>				
Shepherds Bush	District	48,000	3,000 - 5,000	Currently a District centre but anticipate that it will develop into a larger integrated centre incorporating White City
Hammersmith	Major	56,000	4,000 - 7,000	Exploit opportunities where development capacity can be identified to build on strengths in leisure, employment and public transport interchange
Fulham	Major	30,000	<1,000	Potential for regeneration through improvements to public realm and mix of town centres uses.
<i>Residual</i>		--	<i>1,000 - 8,000</i>	
<b>Harrow</b>				
Wealdstone	District	24,000	<1,000	
Burnt Oak (part Barnet, Brent)	District	32,000	<1,000	
Stanmore	District	16,000	1,000 - 1,500	
South Harrow	District	30,000	<1,000	
North Harrow	District	10,000	--*	
Rayners Lane	District	20,000	<1,000	
Pinner	District	23,000	<1,000	
Harrow	Metropolitan	101,000	11,000 - 18,000	Role should be supported through mixed use intensification, including residential and qualitative improvements to the public realm and town centre offer
<i>Residual</i>		--	<i>5,000 - 6,000</i>	
<b>Hillingdon</b>				
Yiewsley/West Drayton	District	30,000	<1,000	
Uxbridge	Major	111,000	16,000 - 24,000	Health check indicates that this centre is already functioning as a Metropolitan centre. This was confirmed during the SRDF process. There may be scope for some expansion of town centre related uses arising from future redevelopment of RAF Uxbridge.
Ruislip	District	23,000	1,000 - 2,000	
Northwood	District	10,000	<1,000	
Ickenham	District	7,000	<1,000	Health check indicates that this centre is actually functioning as a Local centre and not a District. There may be scope for some expansion of town centre related uses arising from redevelopment of RAF West Ruislip.
Hayes	District	31,000	<1,000	
Eastcote	District	16,000	<1,000	
<i>Residual</i>		--	<i>9,000 - 13,000</i>	

Borough/Centre	London Plan Classification	Total GOAD/CASA floorspace (sqm)	Modelled indicative Comparison Goods Floorspace Need (sqm) 2001-2016 <sup>(1)</sup>	Commentary
<b>Hounslow</b>				
Hounslow	Metropolitan	106,000	16,000 - 23,000	Metropolitan role of centre supported and revitalised by taking advantage of scope for mixed use intensification. Identified in London Plan as part of a wider Opportunity Area.
Feltham High Street	District	25,000	<1,000	
Chiswick	Major	51,000	3,000 - 5,000	Retail, leisure and residential intensification should support role as Major centre in network
Brentford	District	16,000	<1,000	
<i>Residual</i>		--	<i>8,000 - 10,000</i>	

--\* not identified

Note (1): Indicative modeled requirement only, based upon £4,000/sqm sales density, range 2.0-2.5% productivity growth. Development schemes in pipeline have been taken into account.

## **Annex 2 Opportunity Areas, Area for Intensification and Strategic Employment Locations**

# OPPORTUNITY AREA      Wembley

Borough: Brent

	London Plan estimated capacity 2001-2016	Emerging capacity based on LP area 2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	238	238	--	238
Indicative employment capacity	5,000	5,500	+500	5,500
Minimum homes	400	5,000	+4,600	5,000

## Strategic Objectives (from the London Plan, Feb 2004)

The London Plan indicates that Wembley “represents a nationally important Opportunity Area for leisure related development. The planning framework should recognise its historic sporting and assembly associations and integrate the proposed new world class stadium and other facilities, including the Arena and Conference Centre with new leisure related development. It should take account of the key role of public transport ..... including upgrading the three stations.... And improving links between them and the strategic leisure facilities. This will contribute to the regeneration of Wembley as a town centre and to meeting sub-regional housing needs ..... substantially greater than the minimum 400”.

## Key Issues

- Development must reflect Area’s London Plan designation as one of the capital’s few Strategic Cultural Areas.
- Ensure that this is a sustainable development in the broadest sense and especially in terms of maximising public transport use, minimising car use and not representing out-of-centre development.
- That it is closely integrated with and complements Wembley town centre and the town centre network as a whole, including meeting future consumer needs. Effective and attractive physical and visual linkages with the town centre will be especially important.
- That it be of the highest environmental quality and maximise the contribution of heritage buildings, including the upgrading of Olympic Way.
- That good quality open space is provided and linked to the wider network, addressing any deficiencies in public open space and improving access to nature
- National rail links and services need to be enhanced.
- Subsequent to publication of the East London SRDF, which raises the issue of casino development on the Greenwich peninsula, government has further clarified how a national Advisory Panel will approach its work to suggest alternative locations for one regional casino and eight large and small casinos in England. This Panel will invite views from interested parties including Regional Planning Bodies (in London the GLA) to identify areas within their regions which might be suitable locations for a regional casino. The Mayor has already provisionally indicated<sup>1</sup> that from a strategic perspective Greenwich Peninsula and Wembley could be suitable locations for initially piloting ‘super casinos’.

<sup>1</sup> <http://mqt.london.gov.uk/public/question.do?id=9308>

<http://mqt.london.gov.uk/public/supplementaryquestion.do?id=8906>

## Infrastructure Issues

- Electricity - Area fed via 4 Primaries, fed in turn from Hendon, Leicester Road and Stanmore Grids New Demand approx 16MVA Load forecasts to 2010 show insufficient capacity at Primary level to meet this demand. The 33kV sources for these sites are also at capacity. To supply this demand is therefore likely to require reinforcement at both 11 and 33kV.
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – Local supply infrastructure may need re-enforcement subject to nature of proposals.
- Sewage – Expected to discharge to Mogden STW, study needed to assess impacts on local and trunk sewer network.
- Flood Plain/Drainage - Localised floodplains of Wealdstone Brook and River Brent will require flood risk assessment. Storage of floodwater will be desirable and control of surface water will be a key issue. A Study is needed to investigate most sustainable options for surface water.
- Blue Ribbon Network - Includes Wealdstone Brook and part of River Brent. Extensive scope for river restoration and water quality improvement in these degraded urban tributaries.

## Status at April 2006

A joint Mayor/LB Brent Planning Framework has been adopted (2003) which recognises that the construction of the new English National Stadium is a unique and special opportunity. It will create one of the world's great sporting and cultural attractions. It will also provide a catalyst for change, stimulating regeneration in Wembley and creating positive impacts locally and strategically.

The framework provides an appropriate context for the national stadium. The stadium's surroundings and Strategic Cultural Area provide an opportunity to create a new urban quarter which will become a world class visitor destination. The GLA group, Borough and other stakeholders are committed to the London Plan proposal that this should be a high density mixed use development with an emphasis on strategic leisure, including hotels, restaurants, offices, shops with a civic core and housing to meet local as well as strategic needs.

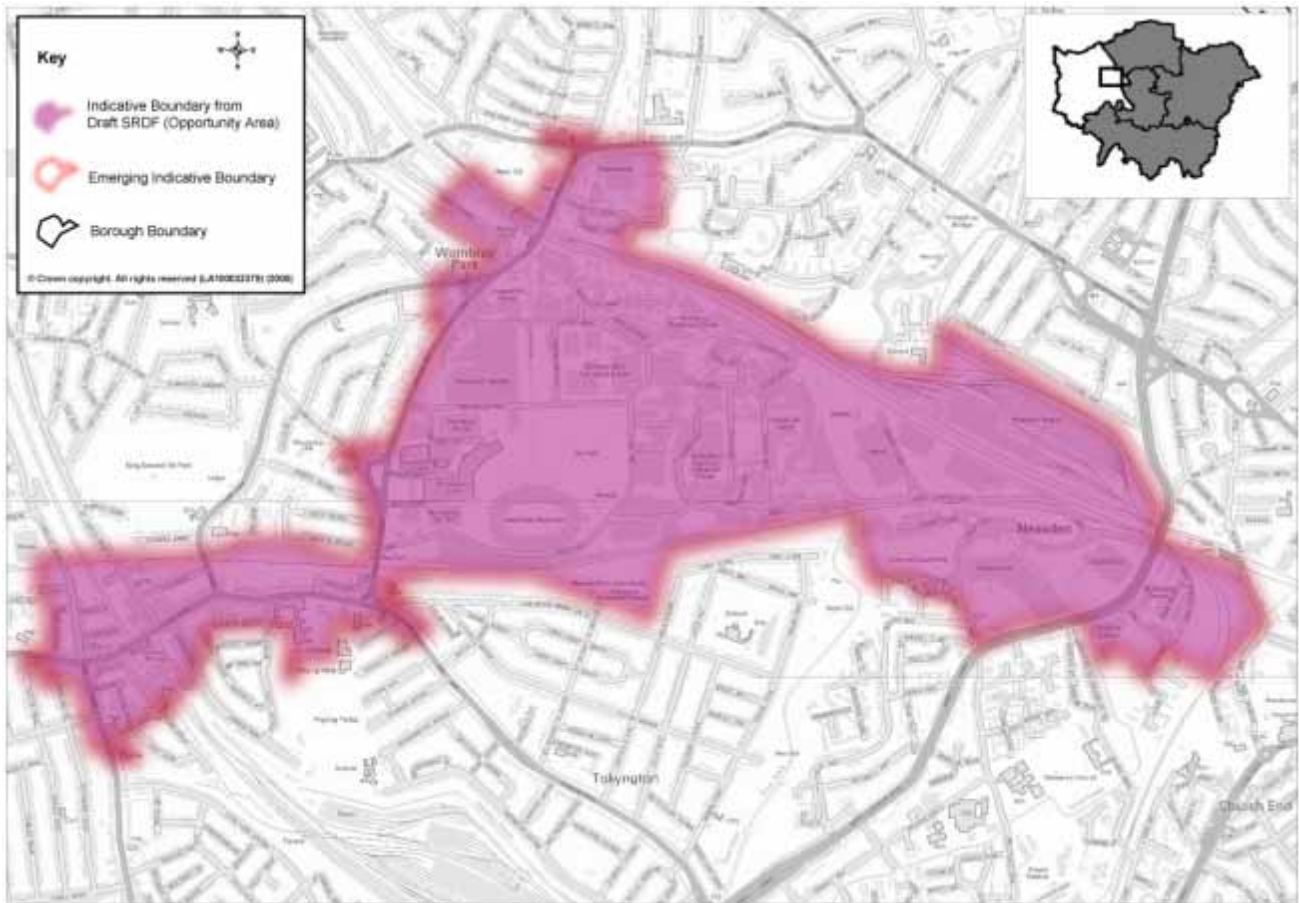
The stadium itself is close to completion, planning permission has been granted for the key scheme around the Stadium and planning permission and the bridge link to the town centre is due for completion Summer 2006. A masterplan was approved 2004 and planning permission granted for Quintain scheme in Autumn 2004.

## Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
<b>Key transport infrastructure</b>				
<b>National Rail improvements</b>				
<b>LU improvements</b>				
<b>Bus Capacity increases</b>				
<b>Wembley Stadium Station enhancement</b>				
<b>Wembley Central Station enhancement</b>				
<b>Wembley Park Station enhancement</b>				
<b>Great Central Way improvements/ Stadium Access Corridor</b>				
<b>The High Road (Bridge) Link*</b>				

\* phasing to be confirmed

**Wembley Opportunity Area: Indicative Working Boundary**  
(to be refined through ongoing SRDF process for definition in LDFs)



# OPPORTUNITY AREA      White City

Borough: Hammersmith and Fulham

	London Plan 2001-2016	Emerging capacity based on LP area following SRDF consultation 2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	50 – 60	50-60 (22)*	--	45 (22)*
Indicative employment capacity	11,000	24,400 (18,000)*	+13,400	24,400 (18,000)*
Minimum Homes	1,200	3,500 (3,500)*	+2,300	3,500 (3,500)*

\* Part C only – see diagram

## Strategic Objectives (from the London Plan, Feb 2004)

The London Plan notes the existing planning permission for significant retail and other capacity and the scope to intensify development to the north of the Area as part of a coordinated development. This is of more than local importance and should support the viability of other centres and be based on public transport rather than on more intensive use of the excessive parking provision already permitted. Further retail and parking provision should be resisted and, ideally, parking provision should be reduced over time. Development should build on the Area's existing strengths as a centre of broadcasting excellence, increase affordable housing and the Area's potential to contribute to rejuvenation of the office market beyond central London. It should also relate to intensification of development at Shepherd's Bush.

## Key Issues

- Complement the viability of other town centres, and integrate with the wider town centre network, to achieve London Plan objectives for this, and meet the retail needs indicated in Section 1.
- Ensure that the current edge of centre location evolves as an integrated part of the existing Shepherd's Bush District centre, together forming a balanced, larger centre offering the breadth and depth of services anticipated in the London Plan.
- Establish a viable and attractive strategic office centre in a generally contracting suburban market as part of the more general process to consolidate the strengths of this market as indicated in Section 1.
- Contribute to sub-regional as well as local regeneration.
- Reconcile any tensions with SEL designation of part of the Area through the LDF process.
- Explore scope for smaller business units which could house media and related firms and foster synergy with existing creative industries cluster.
- To add to the residential offer, building on strengths of West London market and broaden the mix of uses at White City development as well as in existing residential areas and at Shepherds Bush.
- Take account of corporate strategies of existing occupiers to ensure that proposals for new developments and anticipated synergies are complementary, especially in relation to the creative industries cluster.
- The need to adopt a restraint-based approach to car parking reflecting land use, public transport accessibility and local and strategic highway capacity.
- Enhance public transport use and optimise efficiency of provision.
- Exploit access opportunities created by Shepherd's Bush southern interchange, which is proposed to provide connection between West London Line, West London Tram, LUL Central Line and bus

- services, and proposed new Hammersmith and City Line station.
- Public transport capacity will exceed demand throughout the plan period assuming implementation of West London Tram, West London Line station and Crossrail Line 1.
- That good quality open space is provided and linked to the wider network, addressing any deficiencies in public open space and improving access to nature.

### Infrastructure Issues

- Electricity - The load forecast for this area up to 2016 ranges from 9MW to 22MW. The substation which covers this area is Bulwer Street, which does not have enough capacity to meet this load. Due to the level of load forecast, the reinforcement of Bulwer Street station is proposed with 4 X 22MVA transformers to replace the existing 4 X 15MVA transformers. The 11kV switchboard may be replaced or extended to create capacity for new connections. The infrastructure also relates to proposals for Park Royal and Willesden Junction areas.
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – Local supply infrastructure may need re-enforcement subject to nature of proposals.
- Sewage – Expected to discharge to Mogden STW, study needed to assess impacts on local and trunk sewer network.
- Flood Plain/Drainage – Part of the area is within the tidal Thames 0.1% chance per year flood zone. The area has a high standard of flood protection and this is not expected to be a major issue but a Flood Risk Assessment will be required for those areas. Study needed to investigate most sustainable options for surface water. Sustainable urban drainage system/on site retention should be prioritised.
- Blue Ribbon Network – None present.

### Status at April 2006

The development framework for the White City Opportunity Area was endorsed by the Mayor as a framework to the London Plan and adopted by the London Borough of Hammersmith & Fulham as SPG to its UDP in July 2004. The framework set out includes development activity already underway in the area. The map below identifies three parts to the area, parts A, B and C.

Part A: (17 hectares) Pre-GLA outline planning consent granted in March 1996 for some 100,000 sq m of retail and leisure uses affordable housing and 4,500 car parking spaces at White City Centre. In July 2000 details were approved. A number of other consents more recently granted for 78 affordable homes and 3,467sqm of additional floorspace. In total some 5,000 new jobs, mainly in retail, leisure and hospitality, will be created by the proposal in addition to the 1,600 construction jobs. The proposals will also bring significant transport improvements and will include a new public transport interchange incorporating Shepherds Bush underground station (Central Line) with a new bus and rail station, a new underground station on the Hammersmith & City Line on Wood Lane and a new bus station.

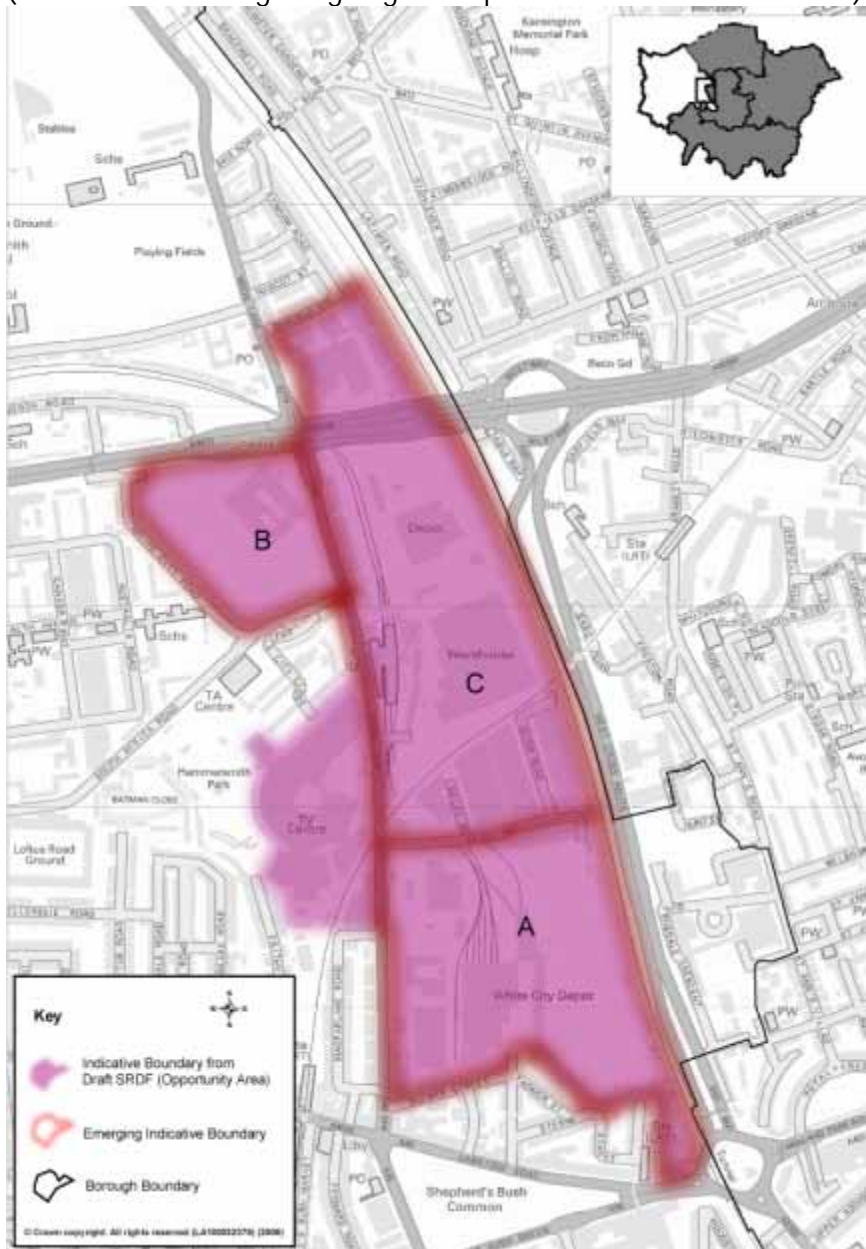
Part B: (6 hectares) The BBC opened its new media village in May 2004. Providing office accommodation for some 6,000 people, the media village includes a new broadcast centre (40,491sqm), an additional 61,693sqm of offices, 6,394sqm of light industrial uses, a new media centre (39,014sqm), 3,771sqm of leisure uses, an energy centre to service the site (7,719sqm), some 1,200sqm of ancillary retail uses and 380 additional car parking spaces. Improvements to local pedestrian movement and the public realm are also planned.

Part C: The opportunity area also includes approximately 22 hectares of currently vacant and under-used brownfield land to the east of Wood Lane and will be the focus of the masterplan that is currently being prepared. A revised Opportunity Area Framework for this site is being developed and will be published in mid-2006. It will provide details of the scale and mix of development and details of phasing.

### Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
<b>Key transport infrastructure</b>				
<b>Underground PPP</b>				
<b>Bus Capacity increases</b>				
<b>West London Line station interchange with existing White City Central Line station at Shepherds Bush Southern Interchange</b>				
<b>New Hammersmith &amp; City Line stn.</b>				
<b>Pedestrian/cycle bridge N to K&amp;C</b>				
<b>Crossrail 1 (links to)</b>				
<b>West London Tram</b>				
<b>North/south pedestrian links with White City</b>				

### White City Opportunity Area: Indicative Working Boundary (to be refined through ongoing SRDF process for definition in LDFs)



## OPPORTUNITY AREA

## Park Royal

Boroughs: Brent/Ealing/ Hammersmith and Fulham

	London Plan estimated capacity  2001-2016	Emerging capacity based on LP area  2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	470	470	--	698*
Indicative employment capacity	10,000	10,000	--	11,000*
Minimum homes	--	--	--	500*

\*includes Willesden Junction

### Strategic Objectives (from the London Plan, Feb 2004)

The London Plan indicates that the "planning framework should build on the sheer scale of Park Royal and address the need for site assembly and decontamination and improvements to local access and the environment. A longer term, strategic perspective should take account of London's future rail requirements and their land use implications and the scope for strategic improvements in strategic rail capacity". In view of the pressures on industrial land in West London and the demand for B2 and B8 uses in this part of London it is particularly important that the framework also takes account of Draft Supplementary Planning Guidance on Industrial Capacity.

### Key Issues

- The London Plan anticipates that the future of Park Royal will be closely associated with the longer term development potential at Willesden Junction Intensification Area (see below) and land south of Old Oak Common. The latter two areas are expected to be mixed use development areas and include some residential to complement the employment concentration at Park Royal. Ultimately, the structural forces affecting manufacturing throughout London will bear more on this area, though in the past its sheer scale offered some protection, especially when backed by consistent planning policy.
- In this context, even if some elements of manufacturing contract, logistics demand looks set to remain buoyant. In addition Park Royal will have an important role accommodating businesses serving central London.
- The area is already subject to pressures for other forms of development, initially car based retailing and, increasingly, residential. There is concern that if these continue, they will incrementally erode the distinct business offer of the area.
- Significant parts of Park Royal are designated as Strategic Employment Locations, comprising both a Preferred Industrial Location (PIL) and an Industrial Business Park (IBP). The framework should provide the opportunity to review the effectiveness of the policy designation and, subject to demand assessment, they might usefully be consolidated to support strategic objectives, distinguishing between PIL and IBP and possibly a new category, a Strategic Logistics Park for B8 uses.
- So far, attempts to broaden the attraction of the area for other business uses (the mid urban office park on part of the Guinness site) have not generated substantial demand for office space, despite good public transport access.
- Central Middlesex Hospital within Park Royal is undergoing a major redevelopment and improvement programme, which includes R&D space and housing for employees as well as hospital provision.
- Public transport links are currently limited to peripheral locations in the Area. Improved public transport access to the centre of Park Royal needs to be addressed. Environmental improvements would be appropriate in some locations with improved pedestrian permeability and connectivity between sites and public transport/activity nodes.

- Site specific development growth and intensification needs to access and reflect necessary improvements to public transport accessibility, interchange, infrastructure and capacity and their associated phasing.
- The implications of growth in demand on the Piccadilly Line and possible measures to address this.
- Adopt a restraint based approach to car parking reflecting land use, public transport accessibility and local and strategic highway capacity.
- To ensure no net loss of Metropolitan Open Land and that good quality open space and greening of linkages is integrated and linked into the wider network as part of environmental improvements.

### Infrastructure Issues

- Electricity - The load forecast for Park Royal up to 2016 ranges from 7MW to 13.5MW of demand. There are two primary grid substations in the area- Bulwer Street and Gibbons Road. Both these substations are at or near their firm capacities and cannot be easily expanded. The Park Royal demand is sited in an area with close proximity to Willesden Junction development area as well as White City development. It would therefore be more economic to provide an integrated solution for all of these developments, which is described under the Willesden Junction proposal.
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – Local supply infrastructure may need re-enforcement subject to nature of proposals.
- Sewage – Expected to discharge to Mogden STW, study needed to assess impacts on local and trunk sewer network
- Flood Plain/Drainage - Some western parts of the area are within the natural floodplain of the River Brent, a flood risk assessment will be required for these areas. Study needed to investigate most sustainable options for surface water. Sustainable urban drainage system /on site retention should be prioritised.
- Blue Ribbon Network - Includes an extensive section of the Grand Union Canal and part of River Brent. Canalside development should enhance the canal character and should seek opportunities for land uses which can use the canal for transport purposes. There may be some scope for visitor and residential moorings. Development near the River Brent should restore the river corridor.

### Status at April 2006

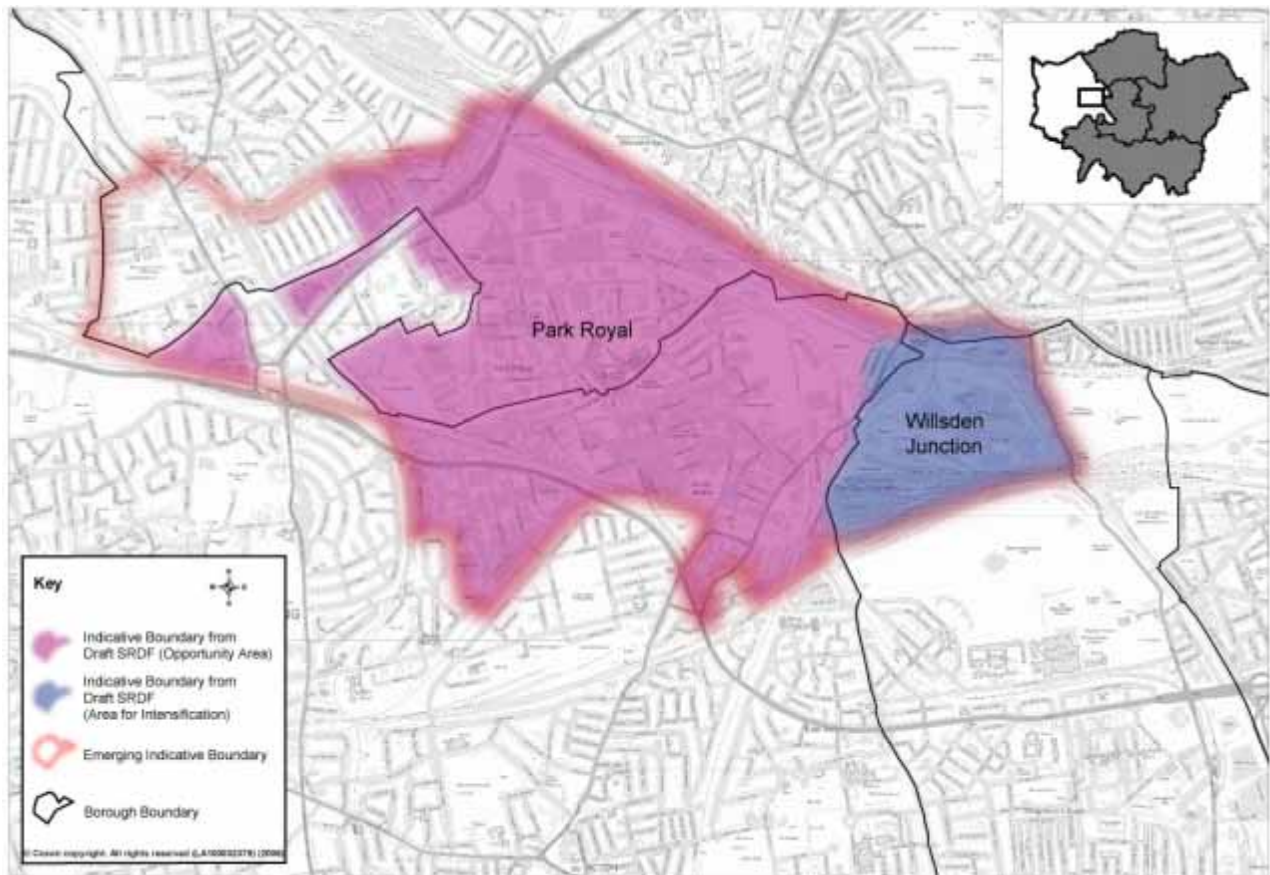
A development framework for this LDA priority area is currently being developed in partnership between London Borough of Brent, London Borough of Ealing, London Borough of Hammersmith and Fulham, LDA, GLA and Park Royal Partnership. The first report is due for publications in early 2007.

The framework will consider the short, medium and longer term prospects of different elements of the manufacturing sector, including its contribution to the wider economy, as well as logistics and other business demands.

### Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
<b>Key transport infrastructure</b>				
<b>National Rail Improvements</b>				
<b>Harlesden &amp; Stonebridge Park station improvements</b>				
<b>Underground improvements</b>				
<b>Bus Capacity increases</b>				
<b>West London Tram</b>				
<b>Crossrail 1</b>				

**Park Royal Opportunity Area: Indicative Working Boundary**  
(to be refined through ongoing SRDF process for definition in LDFs)



## OPPORTUNITY AREA

## Heathrow South (Feltham, Bedfont Business Park and Hounslow Town Centre)

Borough: Hounslow

	London Plan estimated capacity 2001-2016	Emerging capacity based on LP area 2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	91	91	--	(See Heathrow N.)
Indicative employment capacity	5,500	5,500	--	(See Heathrow N.)
Minimum homes	930	1,600	+670	(See Heathrow N.)

### Strategic Objectives (from the London Plan, Feb 2004)

The London Plan anticipates that "the planning framework should establish the scale of opportunities and mix of development and seek to harness more of the benefits of wider cross boundary growth for Londoners. Objectives should include securing local and sub-regionally important public transport improvements, reducing pressures for car use and parking, facilitating commercial site assembly, decontamination and intensification of use and bringing forward further housing capacity. The framework should also seek better access to the area's opportunities for local excluded communities, build on current strengths, such as Southall's ethnic identity (outside the area) and links with the Indian sub-continent, and enhance and protect the environment...." This framework should be closely coordinated with that covering Heathrow North.

### Key Issues

- This Opportunity Area is very disparate. As currently designated it comprises two town centres and a business park. A key issue is whether these locations do in fact face coherent or related issues that are best addressed in a single Framework and whether they could generate capacity for 2,500 extra homes and/or 5,000 extra jobs. Options might include considering a broader area, merging the two outer West London OAs or separate, more locally based initiatives.
- Consideration should also be given to possible designation of the nearby 'Golden Mile' as an Opportunity Area – changes of use since work began on the London Plan suggest that it is generating substantial increments to housing and employment capacity and faces distinct strategic and local issues.
- Warehousing has developed as a strategically important and relatively high value land use, serving both the airport and more domestic markets. This needs to be accommodated in the most sustainable way, including potential for dedicated logistics parks in appropriate locations.
- Other 'lower order' niche businesses provide important links in various supply chains. Some areas are used for airport related car parking and are relatively 'high value' uses but have scope for intensification.
- Some industrial areas are designated as SELs or are important borough sites. Pressure for development is coming from non-industrial uses, especially residential and for residential led mixed use schemes. The framework should provide the opportunity to review the effectiveness of the policy designation and, subject to demand assessment, they might usefully be consolidated to confirm policy safeguards for the key sites and areas.
- Some relatively small industrial areas are thought to have particular importance in the sub-regional economy. Subject to demand assessment they may merit specific protection.
- In the past large scale office occupiers, including major international businesses, have been attracted to parts of the Area. While they may retain a viable presence, they may also be subject to merging/restructuring which can reduce space requirements.
- IT related firms, some requiring a North American office environment, have also been attracted.

How far this demand will continue in the future is uncertain, not least because of competition from relatively nearby business parks in the Rest of the South East.

- The Area includes one of London's two conventional business parks, Bedfont Lakes Park. Both it and Stockley Park (Heathrow North) still have substantial development capacity. The issue is how they might realise their full potential in a more sustainable form and in ways which offer greater opportunities to Londoners.
- Historic office and business park developments have relatively generous car parking provision. This raises tensions with current policy objectives and constrained road capacity. More generous parking standards in competing areas just outside London also raise issues.
- The Area includes some of the strategically important clusters of hotels and related development around Heathrow which need to be enhanced and extended.
- The Area is now attracting mixed use development proposals, some with a significant housing component.
- Consider potential opportunities for intensifications from improved public transport (eg Crossrail).
- No existing rail provision at Bedfont Lakes but development opportunities provided by Crossrail (Heathrow Spur) proposals.
- Site specific development growth and intensification needs to assess and reflect phasing requirements for public transport accessibility, interchange, infrastructure and capacity improvements.
- Adopt a restraint-based approach to car parking reflecting land use, public transport accessibility and local and strategic highway capacity.
- That good quality open space is provided and linked to the wider network, addressing any deficiencies in public open space and improving access to nature.

### Infrastructure Issues

- Electricity – Information awaited
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – Local supply infrastructure may need re-enforcement subject to nature of proposals.
- Sewage – Study needed to assess impacts on local and trunk sewer network, some parts of the area have limited sewerage infrastructure. Expected to discharge to Mogden STW.
- Flood Plain/Drainage - Some parts of the area are within the natural floodplain of the River Crane, a flood risk assessment will be required for these areas. Study needed to investigate most sustainable options for surface water.
- Blue Ribbon Network - Area includes parts of the River Crane and Longford River. Development will need to respect the setting of these rivers.

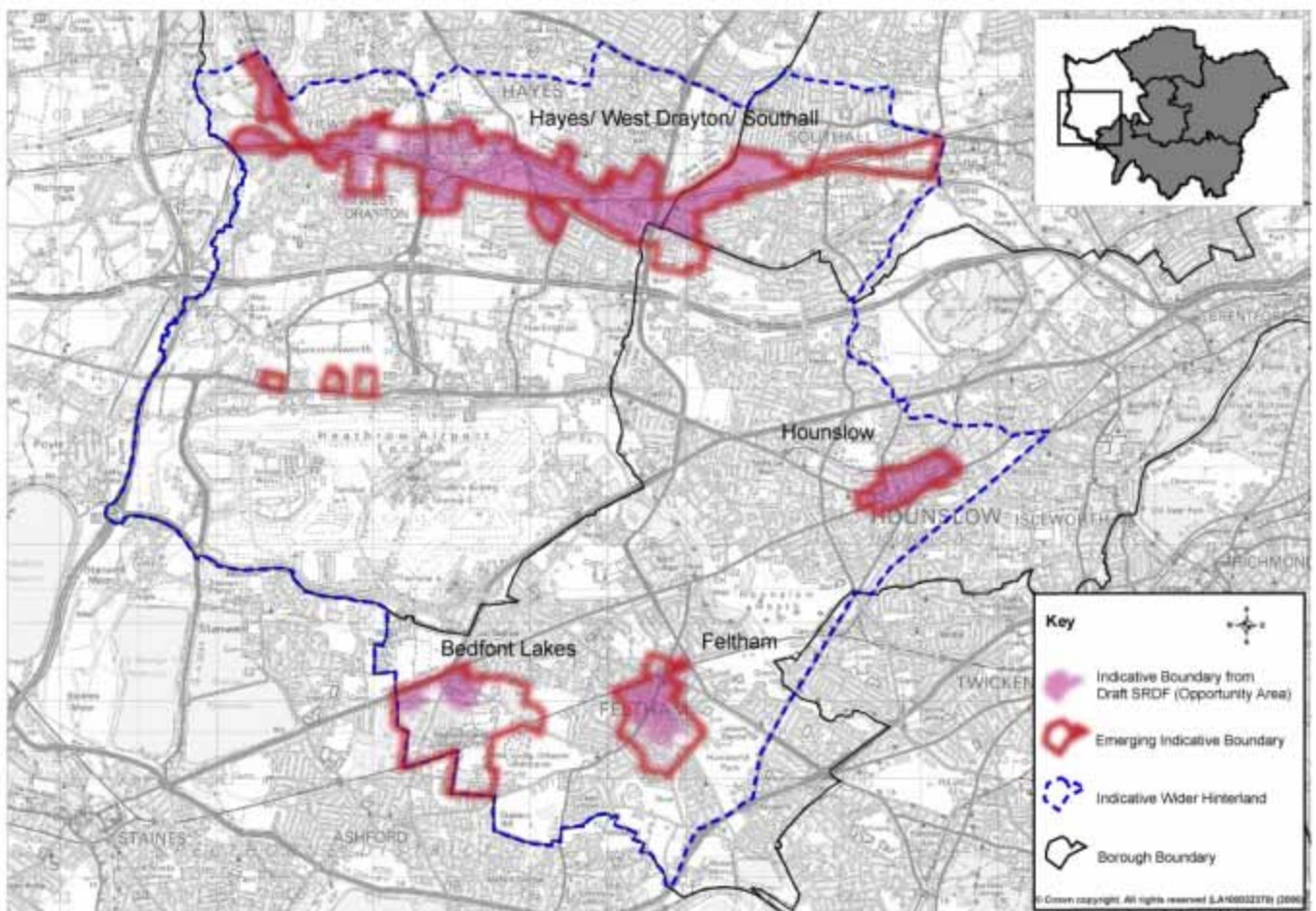
### Status at April 2006

The Opportunity Area is due to be taken forward as part of a wider Heathrow Opportunity Area combined with Heathrow North as shown in the indicative working boundary on page A16. At this stage major developments have taken place in Hounslow town centre where significant commercial development is planned, and at Feltham where over 20,000 sq. m retail space and 600 homes are being developed. A programme for taking forward the wider Opportunity Area is being developed.

Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
<b>Key transport infrastructure</b>				
<b>National Rail Improvements</b>				
<b>Underground PPP</b>				
<b>Bus Capacity increases</b>				
<b>T5 National Rail extension</b>				
<b>T5 Piccadilly Line extension</b>				
<b>Crossrail 1</b>				
<b>Heathrow Piccadilly Line upgrade</b>				

**Heathrow South and North Opportunity Areas: Indicative Working Boundaries**  
 (to be refined through ongoing SRDF process for definition in LDFs)



## OPPORTUNITY AREA

Heathrow North (Hayes, West Drayton, Southall, Stockley Business Park)

Boroughs: Hillingdon/Ealing

	London Plan estimated capacity 2001-2016	Emerging capacity based on LP area 2001-2016	Net Change	Potential future direction (to inform LP review) 2001-2026
Site Area (ha)	371	371	--	821**
Indicative employment capacity	35,000	5,500	*	11,000**
Minimum homes	5,800	6,500	+700	10,750**

\* LP indicative jobs considered to be an over-estimate

\*\* Includes identified capacity in Heathrow North and South combined

### Strategic Objectives (from the London Plan, Feb 2004)

The London Plan objectives are the same as for Heathrow South.

### Key Issues

- Parts of the Area were once an almost contiguous belt of manufacturing industry. There needs to be adequate provision for industrial activities that remain viable here and for the new activities which have emerged, mostly to meet airport related needs.
- Warehousing has developed as a strategically important and relatively high value land use, serving both the airport and more domestic markets. This needs to be accommodated in the most sustainable way, including potential for dedicated logistics parks in appropriate locations and scope for substitution of provision elsewhere, including in the Rest of the South East.
- Other 'lower order' niche businesses provide important links in various supply chains.
- Extensive areas are used for airport related car parking and are relatively 'high value' uses but have scope for intensification.
- Some industrial areas are designated as SELs. Mixes of non-industrial uses have compromised the effectiveness of the policy designation and, subject to demand assessment, these areas might usefully be consolidated. See above
- There is pressure for development of residential and residential led mixed use schemes on employment land, including some SELs and key borough sites.
- Some relatively small industrial areas are thought to have particular importance in the sub-regional economy. Subject to demand assessment they may merit specific protection.
- In the past large scale office occupiers, including major international businesses, have been attracted to parts of the Area. While they may retain a viable presence, they may also be subject to merging/restructuring which can reduce space requirements.
- In the past IT related firms, some requiring a North American office environment, have also been attracted. How far this demand will continue in the future is uncertain, not least because of competition from relatively nearby business parks in the ROSE.
- The Area includes one of London's two conventional business parks, Stockley Park. Both it and Bedfont Lakes (Heathrow South) still have substantial development capacity. The issue is how they might realise their full potential in a more sustainable form and in ways which offer greater opportunities to Londoners.
- Two science parks are associated with the Area (Harefields and Brunel). In light of broader policy to encourage business/academia linkages there is a need to assess future capacity requirements and the scope to accommodate them.
- Historic office and business park developments have relatively generous car parking provision. This raises tensions with current policy objectives and constrained road capacity. See above

- The Area includes a strategically important cluster of hotels and related development, which needs to be enhanced and extended.
- The area is now attracting mixed use development proposals, some with a significant housing component.
- Opportunities arising from proposed public transport improvements include Heathrow Connect, Crossrail Line 1 and West London Tram. Capacity will exceed demand throughout plan period with these improvements.
- Site specific development growth and intensification needs to access and reflect necessary improvements to public transport accessibility, interchange, infrastructure and capacity and their associated phasing.
- Adopt a restraint-based approach to car parking reflecting land use, public transport accessibility and local and strategic highway capacity.
- To ensure that there is no loss of Green Belt or Metropolitan Open Land.
- That good quality open space is provided and linked to the wider network, addressing any deficiencies in public open space and improving access to nature.

### Infrastructure Issues

- Electricity – Information awaited
- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – Local supply infrastructure may need re-enforcement subject to nature of proposals.
- Sewage – Study needed to assess impacts on local and trunk sewer network, some parts of the area have limited sewerage infrastructure. Expected to discharge to Mogden STW.
- Flood Plain/Drainage - Some parts of the area are within the natural floodplain of the River Pinn and Yeading Brook, a flood risk assessment will be required for these areas. Study needed to investigate most sustainable options for surface water. Sustainable urban drainage system /on site retention should be prioritised.
- Blue Ribbon Network - Extensive length of Grand Union Canal, short reaches of River Pinn and Yeading Brook are within the area. Canalside development should enhance the canal character and should seek opportunities for land uses which can use the canal for transport purposes. There may be some scope for visitor and residential moorings. Enhancement of the river corridors should also be explored.

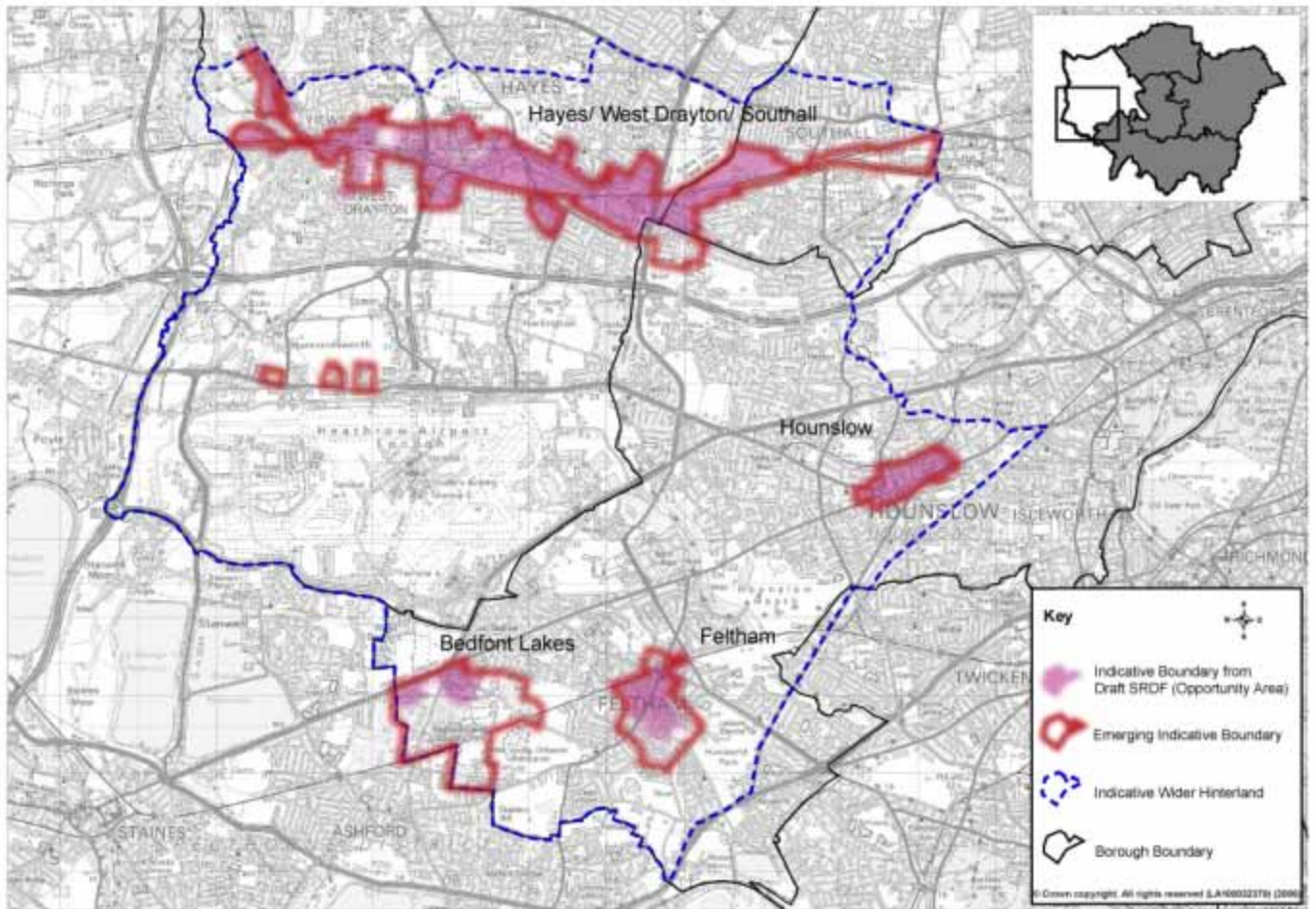
### Status at April 2006

This Opportunity Area is being taken forward as part of a wider Heathrow Opportunity Area. Large-scale proposals have been made for parts of the Area eg Southall gas works for approximately 4,500 homes and 30,000 sq. m employment floorspace (see Heathrow South section).

### Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
<b>Key transport infrastructure</b>				
<b>National Rail Improvements</b>				
<b>Underground PPP</b>				
<b>Bus Capacity increases</b>				
<b>T5 National Rail extension</b>				
<b>T5 Piccadilly Line extension</b>				
<b>Crossrail 1</b>				
<b>Heathrow Piccadilly Line upgrade</b>				
<b>West London Tram</b>				

**Heathrow North and South Opportunity Areas: Indicative Working Boundaries**  
(to be refined through ongoing SRDF process for definition in LDFs)



## AREA FOR INTENSIFICATION      Willesden Junction

Boroughs: Brent/Ealing/Hammersmith and Fulham

	London Plan estimated capacity	Emerging capacity based on LP area	Net Change	Potential future direction (to inform LP review) 2001-2026
	2001-2016	2001-2016		
Site Area (ha)	96	96	--	See Park Royal
Indicative employment capacity	3,600	1,000	-2,600	See Park Royal
Minimum homes	500	500	--	See Park Royal

### Strategic Objectives (from the London Plan, Feb 2004)

The London Plan indicates that this Area has "potential for substantial employment growth and some housing. It should be planned in coordination with Park Royal and the development potential to the south of Old Oak Common".

### Key Issues

- The planning of the area must closely link to the development framework for Park Royal Opportunity Area. The relationship with other Opportunity Areas at White City and Wembley is also important.
- The planning of this area should have regard to London's future rail freight requirements and the land use implications of this. In this context the scope for improvements in strategic rail accessibility must be taken into account.
- In light of broad strategic assessment of need for industrial land and the draft SPG Industrial Capacity, test the justification for retaining industrial type activities in this Area.
- Define principles and options for assessing the scope for a wider mix of uses within the Area in light of this industrial assessment without compromising the potential for improving strategic rail accessibility.
- In assessing the potential for residential development and other sensitive uses, consider environmental and amenity constraints and how these can be addressed.
- Site specific development growth and intensification needs to access and reflect necessary improvements to public transport accessibility, in particular local accessibility.
- Development and regeneration potential south of Old Oak Common should be explored but improvements in local accessibility will be necessary.
- That good quality open space is provided and linked to the wider network, addressing any deficiencies in public open space and improving access to nature.

### Infrastructure Issues

- Electricity - The load forecast for Willesden Junction up to 2016 ranges from 3.5MW to 8MW. The Park Royal load to be met ranges from 7MW to 13.5MW. Together, the total load to be met in these areas up to 2016 ranges from 10.5MW to 21.5MW. With the White City development in the vicinity, (with load that cannot be met totally from Bulwer Street), there is an increased range of 20MW to 30MW of demand in the area. To cater for this load, a new primary grid site is proposed near Willesden Junction. This site will be equipped with 2 X 60MVA transformers, fed from Willesden Supergrid site at 132kV. Two 132kV cables will be installed to feed these transformers. This will be a 132/11kV substation. The substation will be built with the flexibility to add a third transformer in the future, depending on the load forecast.

- Gas – Capacity is generally available but will need to be assessed in detail at the time of definite development proposals.
- Water – Local supply infrastructure may need re-enforcement subject to nature of proposals.
- Sewage – Study needed to assess impacts on local and trunk sewer network, some parts of the area have limited sewerage infrastructure. Expected to discharge to Mogden STW.
- Flood Plain/Drainage – Area does not include identified floodplain. Study needed to investigate most sustainable options for surface water. Sustainable urban drainage system /on site retention should be prioritised.
- Blue Ribbon Network - Area includes parts of the Grand Union Canal. Development along canal should examine options for land uses which can utilise the canal for transport purposes.

### Status at April 2006

The Willsdon Junction Area for Intensification is being taken forward as part of the wider Park Royal Opportunity Area (see details on Park Royal section).

### Indicative Phasing

	2002-2006	2007-2011	2012-2016	Post 2016
<b>Key transport infrastructure</b>				
<b>National Rail Improvements</b>				
<b>Underground PPP</b>				
<b>Bus Capacity increases</b>				
<b>Crossrail 1</b>				
<b>West London tram</b>				

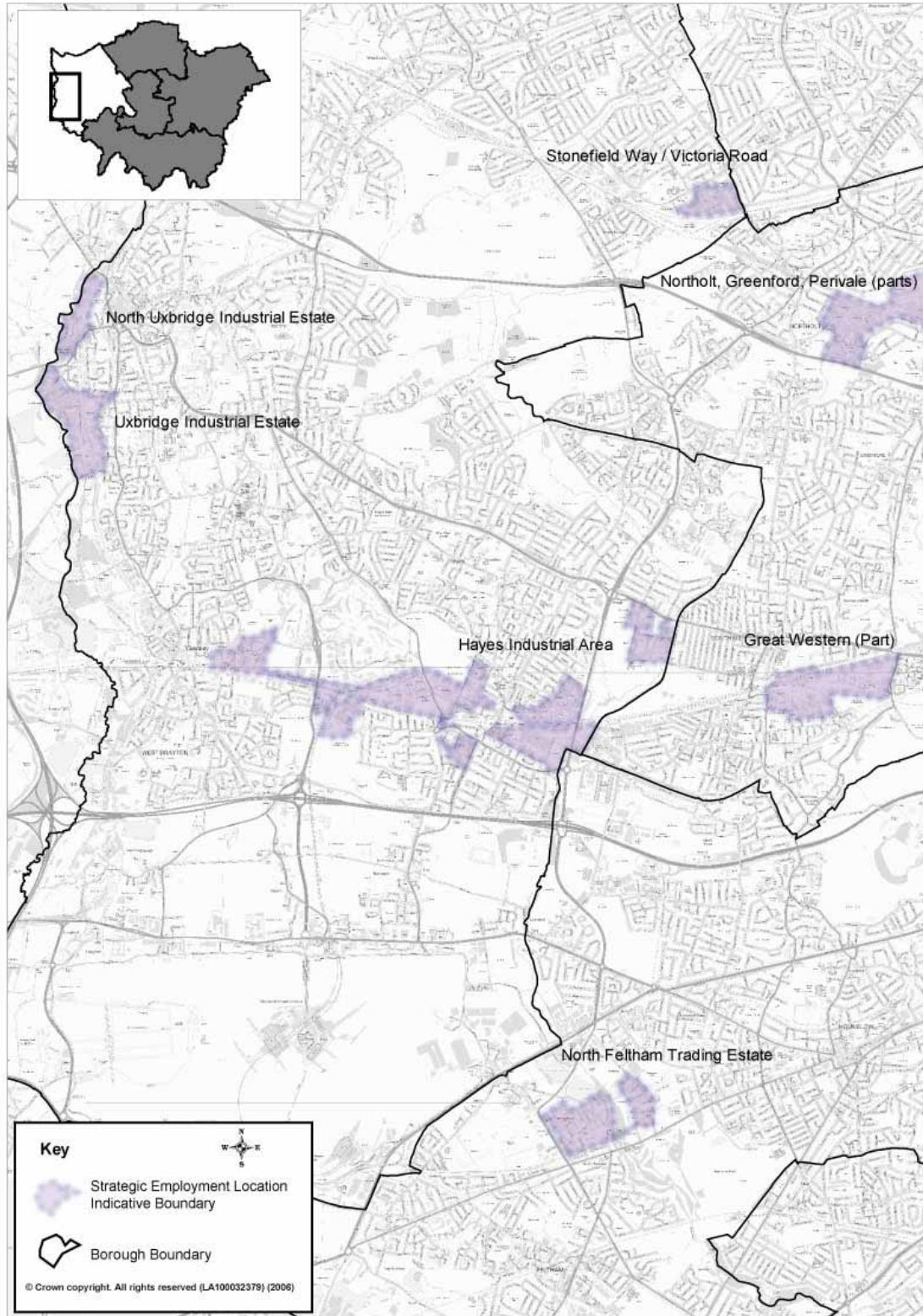
### Willesden Junction Area for Intensification: Indicative Working Boundary

(see Park Royal)

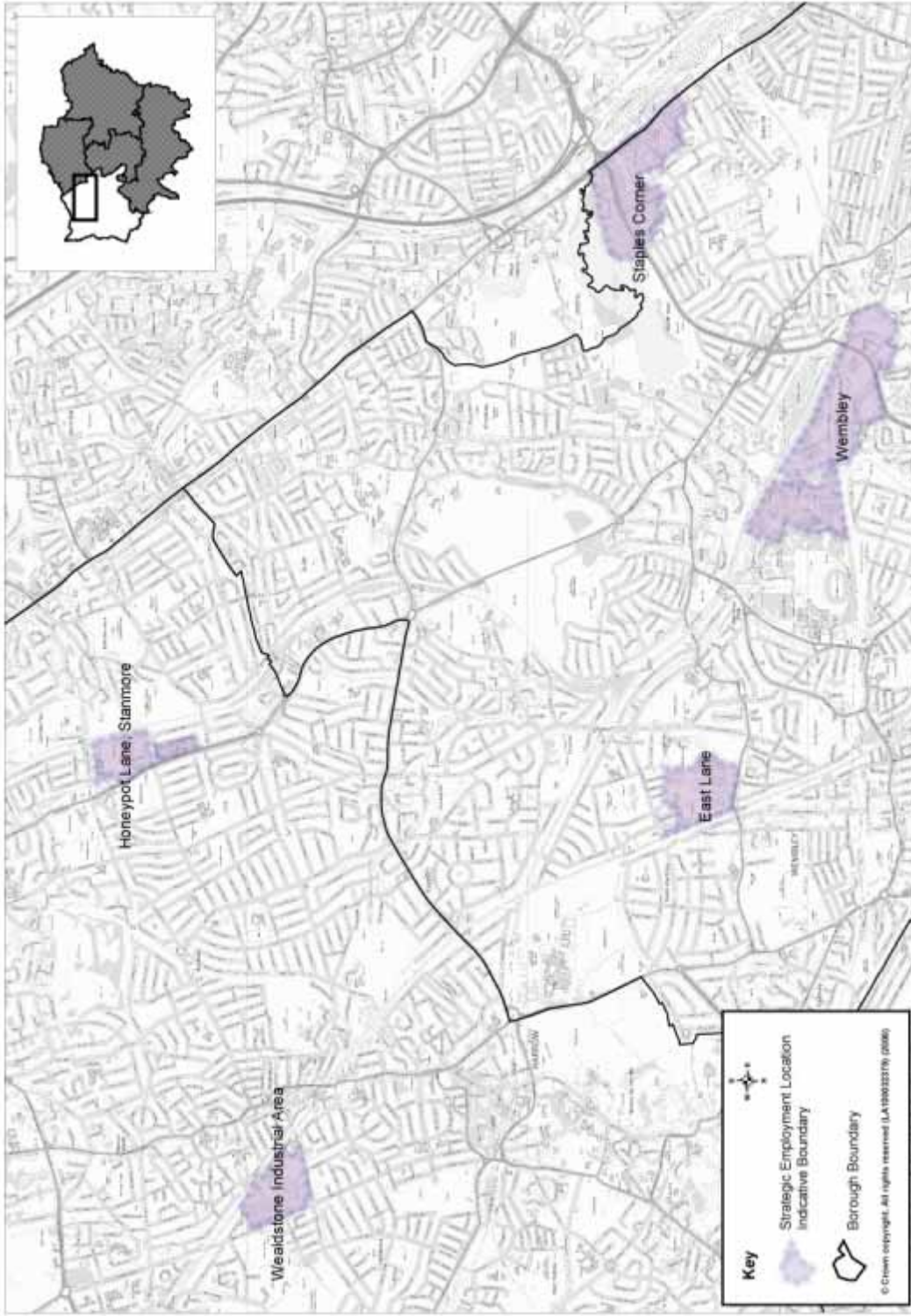
# Strategic Employment Locations

(Indicative boundaries to be refined through ongoing SRDF process for definition in LDFs – see Section 2D)

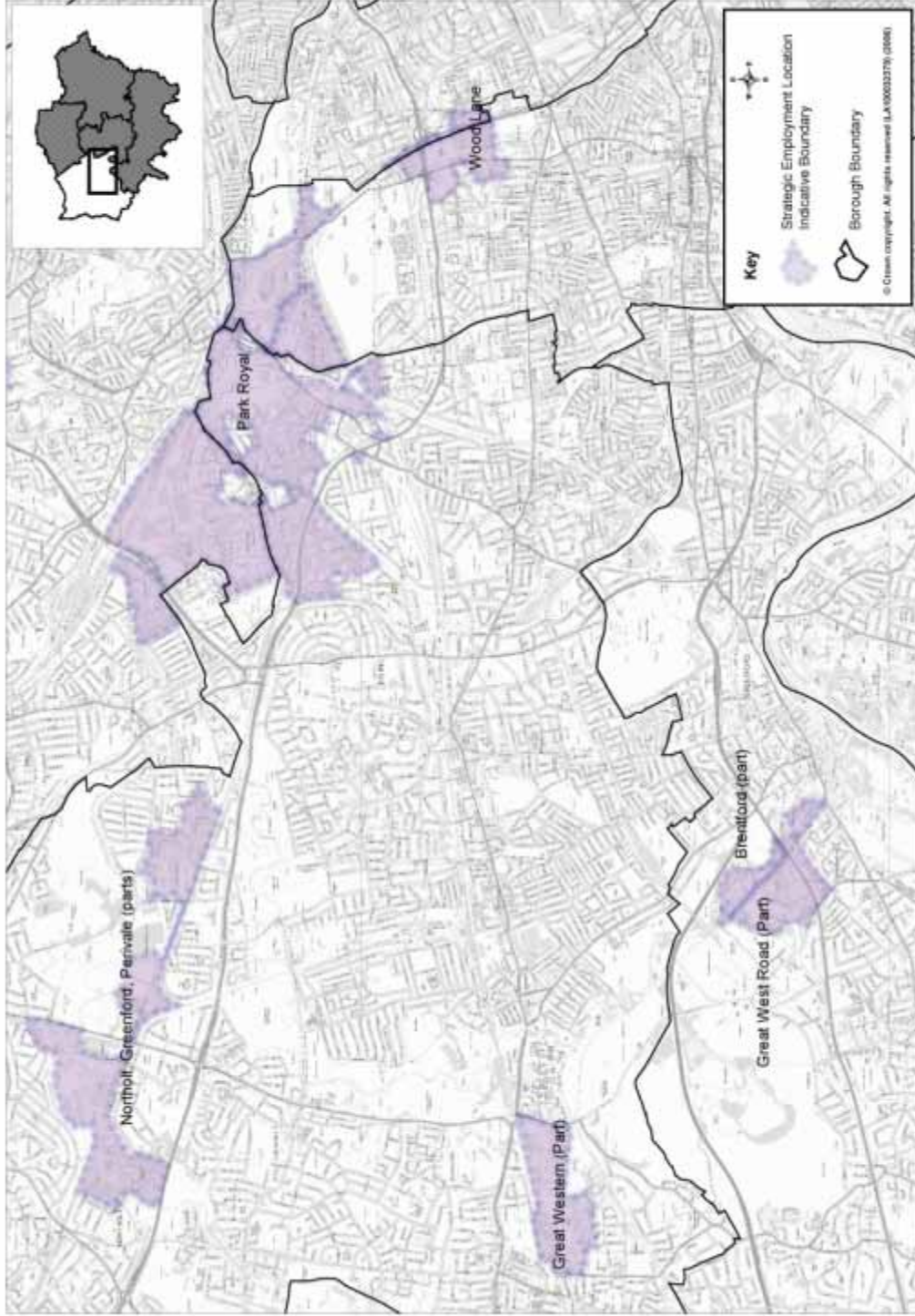
## 1. West London – Hillingdon, Hounslow (part), Ealing (part)



## 2. West London – Harrow and Brent (part)



### 3. West London – Ealing, Brent (part), Hounslow (part), Hammersmith & Fulham



## Annex 3 Indicative Phasing of West London Transport Schemes

Scheme	Cost	Lead delivery agency	Status (as of Spring 2006)	Indicative Phasing <sup>1</sup>				
				2002-2006	2007-2011	2012-2016	Post 2016	Post 2016
National Rail - TOC Improvements <sup>2</sup>	H	DfT <sup>3</sup>	Ongoing throughout the London Plan period					
Underground PPP	H	TfL	Ongoing throughout the London Plan period					
Bus capacity increases	H	TfL	Ongoing throughout the London Plan period					
West London Tram	M	TfL	Scheme under development					
Crossrail 1	H	DfT <sup>3</sup> /TfL	Applying for powers. Hybrid Bill submitted to Parliament February 2005					

Source: Transport for London April 2006

Key to costs: L - up to £100m; M - between £100 million and £1 billion; H - over £1 billion.

Notes: 1 The information shows the scheduled phases for when new capacity is added to the network - based on information from TfL  
2 Including South London Metro.

3 Planned but not committed. Implementation depends on funding approval.

## Annex 4 – Detailed Tables, Maps and Figures

**Table 1A.1 Minimum Borough targets and monitoring targets**

Borough	Total 1997-2016	Annual Monitoring Target
Brent	13,510	680
Ealing	12,930	650
Hammersmith and Fulham	8,040	400
Harrow	6,620	330
Hillingdon	8,890	440
Hounslow	9,450	470
West London	59,440	2,970

Source: GLA London's Housing Capacity 2000

**Table 1A.2 Proposed London Plan Alterations**

Borough	Total 2007/8 to 2016/7	Annual Monitoring Target
Brent	11,200	1,120
Ealing	9,150	915
Hammersmith and Fulham	4,500	450
Harrow	4,000	400
Hillingdon	3,650	365
Hounslow	4,450	445
West London	36,950	3,695

Source: GLA

**Table 1A.3 Net completions compared to London plan targets: 2003/4 and 2004/5**

Borough	2 year Target	2003/4 Net Completions	2004/5 Net Completions	2 year Completions	% target
Brent	1,360	1,066	362	1,428	105%
Ealing	1,300	609	484	1,093	84%
Hammersmith and Fulham	800	420	651	1,071	134%
Harrow	660	618	561	1,179	179%
Hillingdon	880	669	266	935	106%
Hounslow	940	897	570	1,467	156%
TOTAL	5,940	4,279	2,894	7,173	121%

Source: GLA housing provision survey. 2004/5

**Table 1A.4 Residential development pipeline, by borough, March 2005**

Borough	Planning Permission: Not Started			Planning Permission: Under Construction			Planning Permission: All		
	Existing	Proposed	Net	Existing	Proposed	Net	Existing	Proposed	Net
Brent	203	5,528	5,325	1,834	3,699	1,865	2,037	9,227	7,190
Ealing	212	1,375	1,163	44	2,297	2,253	256	3,672	3,416
Hammersmith and Fulham	47	606	559	94	1,599	1,505	141	2,205	2,064
Harrow	628	1,666	1,038	206	821	6,15	834	2,487	1,653
Hillingdon	125	1,024	899	51	370	319	176	1,394	1,218
Hounslow	333	2,166	1,833	40	1,351	1,311	373	3,517	3,144
<b>West London Total</b>	<b>1,548</b>	<b>12,365</b>	<b>10,817</b>	<b>2,269</b>	<b>10,137</b>	<b>7,868</b>	<b>3,817</b>	<b>22,502</b>	<b>18,685</b>

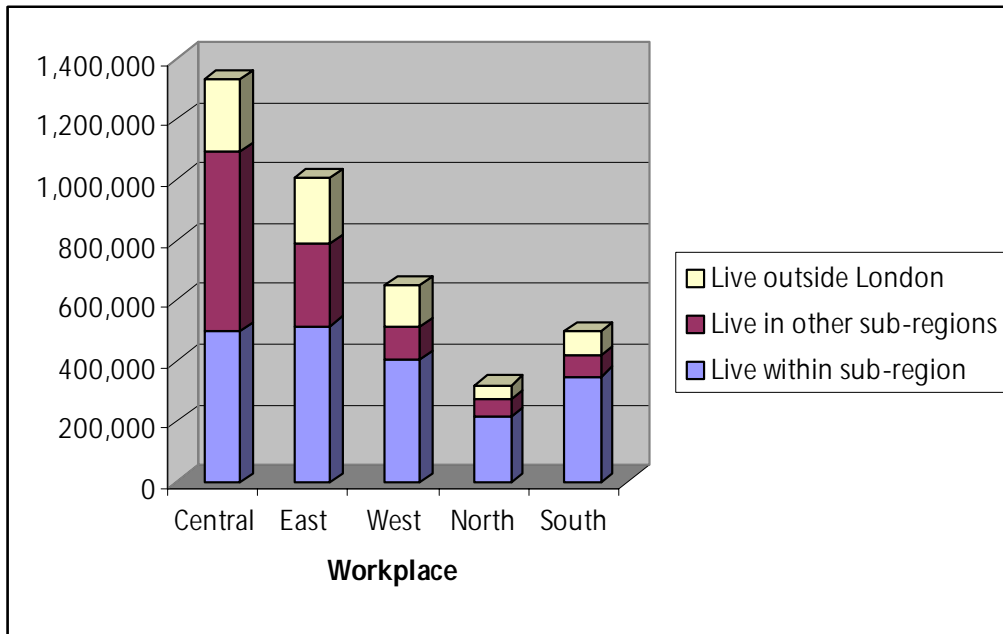
Source: London Development Database. Pipeline as at March 2005

**Table 1A.5 Affordable housing completions 2004/5**

	HC Rent	HC Sale	HC S/Life	HC Total	LA Rent	LA Sale	LA Total	Planning Obligations	Total AH	AH as % of total completions
Brent	139	101	0	240	26	0	26	0	266	73%
Ealing	208	152	0	360	1	2	3	0	363	79%
Hammersmith and Fulham	172	76	0	248	0	0	0	0	248	57%
Harrow	47	33	0	80	5	0	5	4	89	16%
Hillingdon	62	28	0	90	22	12	34	0	124	51%
Hounslow	81	39	0	120	0	0	0	0	120	21%
SUB-REGION	709	429	0	1138	54	14	68	4	1210	46%

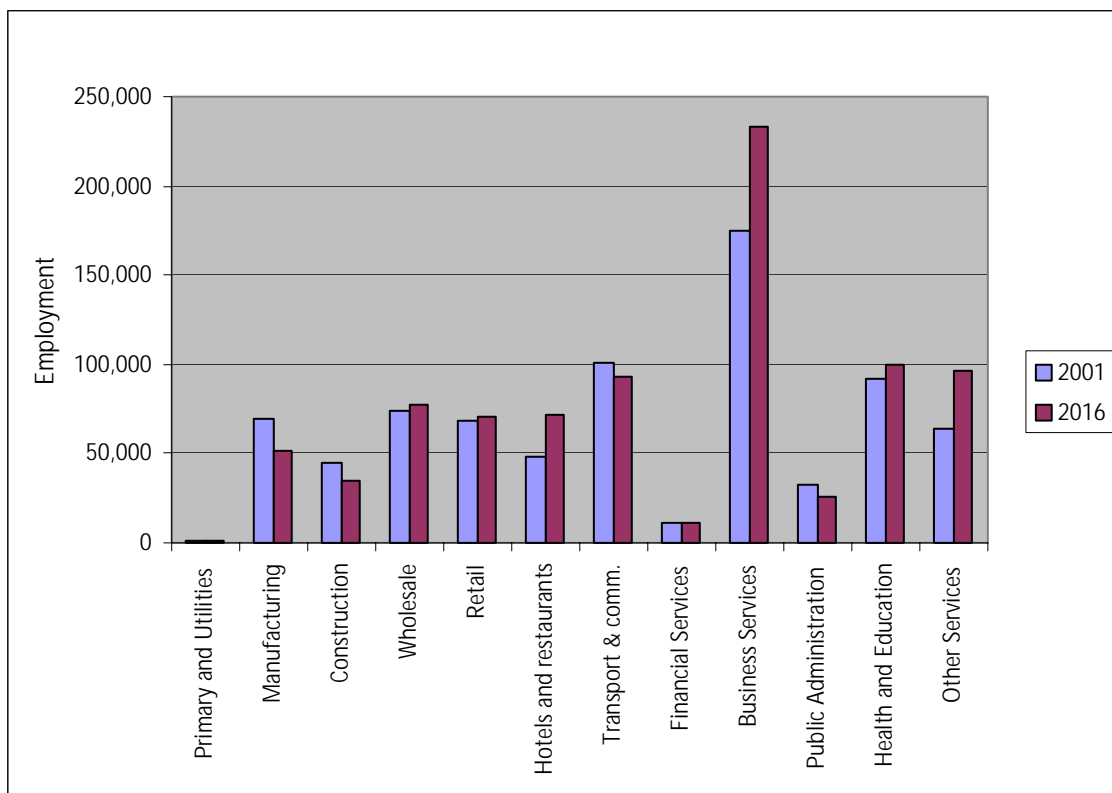
Source: Housing Corporation (HC) outturn report for 2004/5. Local Authority (LA) HSSA 2005 returns for planning obligations (independent of grant). Net completions excludes short life provision and replacement units. (However there were no affordable unit completions in either category in west sub-region in 2004/5)

**Figure 1B.1 Origin (residence) of sub-regional workforce**



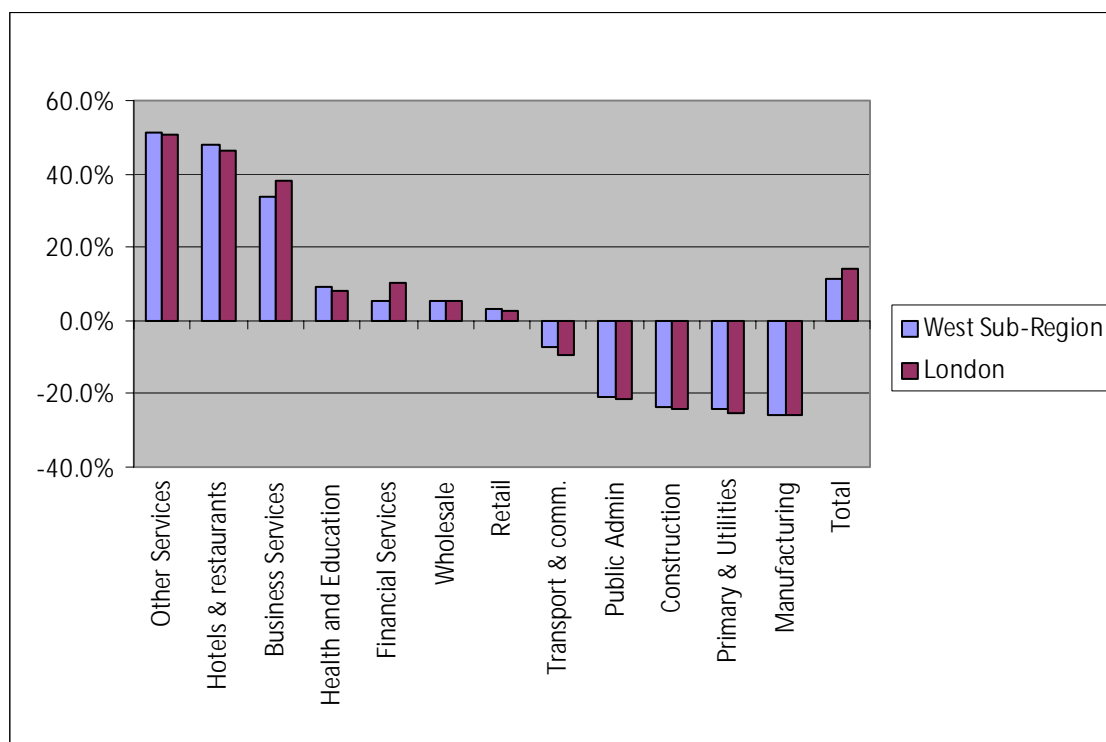
Source: 2001 Census

**Figure 1B.2 London Plan projected employment by sector, in West London Sub-Region, 2001-2016**



Source: Roger Tym & Partners/GLA, 2004

**Figure 1B.3 London Plan projected growth in employment by sector in West London Sub-Region and London, 2001-2016 (%)**



Source: Roger Tym & Partners/GLA, 2004

**Table 1B.4. 2006 Interim London Sub-Regions Employment Projections, Employment Levels ('000)**

Sub-Region	Actual			Projections			Change 2001-16	Change 2003-16
	2001	2002	2003	2006	2011	2016		
Central	1,628	1,596	1,591	1,651	1,791	1,868	240	277
East	1,120	1,096	1,119	1,164	1,229	1,321	201	201
North	402	392	396	400	398	410	9	14
South	604	589	595	592	590	593	-10	-2
West	793	776	780	796	808	846	53	66
<b>Total</b>	<b>4,547</b>	<b>4,449</b>	<b>4,481</b>	<b>4,603</b>	<b>4,816</b>	<b>5,039</b>	<b>492</b>	<b>557</b>

Source: GLA Economics

**Table 1C.1 Comparison goods floorspace requirements to 2001-2016, sqm**

Borough	Comparison Goods Floorspace Need (timeline) <sup>1</sup>	
	Productivity Growth	Productivity Growth
	2.0%	2.5%
Brent	29,000	18,000
Ealing	28,000	19,000
Hammersmith & Fulham	20,000	8,000
Harrow	28,000	19,000
Hillingdon	42,000	28,000
Hounslow	38,000	27,000
<b>West Sub-Region</b>	<b>185,000</b>	<b>119,000</b>
<i>Central Sub-Region<sup>(2)</sup></i>	<i>398,000</i>	<i>262,000</i>
<i>East Sub-Region</i>	<i>204,000</i>	<i>120,000</i>
<i>North Sub-Region</i>	<i>160,000</i>	<i>104,000</i>
<i>South Sub-Region</i>	<i>281,000</i>	<i>187,000</i>
<b>London Total</b>	<b>1,228,000</b>	<b>792,000</b>

Source: Experian Business Strategies/GLA, 2004

Figures are indicative and based upon £4,000 per sqm comparison goods sales density

(1) Includes allowance for schemes in the pipeline

(2) Sensitivity test applied to Central London floorspace need – See Central London SRDF

**Table 1C.2 Convenience goods floorspace requirements to 2001-2016, sqm**

Borough	Convenience Floorspace Need (Baseline) <sup>1</sup>	
	Productivity Growth	Productivity Growth
	0.5%	1.0%
Brent	7,000	1,000
Ealing	6,000	1,000
Hammersmith & Fulham	7,000	2,000
Harrow	6,000	1,000
Hillingdon	9,000	3,000
Hounslow	11,000	4,000
<b>West Sub-Region</b>	<b>46,000</b>	<b>12,000</b>
<i>Central Sub-Region</i>	<i>116,000</i>	<i>64,000</i>
<i>East Sub-Region</i>	<i>77,000</i>	<i>28,000</i>
<i>North Sub-Region</i>	<i>34,000</i>	<i>7,000</i>
<i>South Sub-Region</i>	<i>42,000</i>	<i>10,000</i>
<b>London Total</b>	<b>315,000</b>	<b>121,000</b>

Source: Experian Business Strategies/GLA, 2005

Figures are indicative and based upon £5,500 per sqm convenience goods sales density

(1) Excludes allowance for schemes in the pipeline

**Table 1C.3 List of strategically significant comparison and convenience goods retail developments in pipeline to 2016<sup>(\*)</sup>**

Sub-Region/Scheme	Additional comparison floorspace (sqm)	Additional convenience floorspace (sqm)	Estimated commencement of initial phase
<b>West London</b>			
White City	83,575	4,105	2006
Wembley	26,000		2007
Hounslow Town Centre, Key Site 1	13,365	6,435	2006
West Ealing Waitrose		4,945	2004
Hammersmith Sainsbury's Extn.		2,500	2004
Feltham town centre		7,446	2004
Brentford High Street	4,708	3,934	2005
<b>Other Sub-Regions</b>			
Isle of Dogs	8,361		2003
Croydon	52,108		2004
Edmonton (IKEA)	28,000		2006
Brent Cross Extension	55,000		2007
Battersea Power Station	41,805		2007
Elephant & Castle	74,320		2010
Kings Cross	25,000		2010
Surrey Quays	60,385		2010
Kingston	46,500		2010
Greenwich Peninsula	30,995		2010
Lewisham	14,500		2010
Stratford	143,000		2012

\* Note: These schemes do not necessarily have planning permission and inclusion within this table should not be taken to indicate policy support. Source: EMAP Glenigans, GLA, Borough

**Table 1D.1 Projected spend per Capita on Leisure Services in West London and London, 2001-2016**

Sector COICOPS Code	Recreational and sporting services		Cultural services		Games of chance		Restaurants, cafes etc		Total	
	9.4.1		9.4.2		9.4.3		11.1.1		----	
Year	2001	2016	2001	2016	2001	2016	2001	2016	2001	2016
Brent	184.33	236.88	288.48	328.26	113.97	160.12	1,094.14	1,223.13	1,681	1,948
Ealing	240.19	296.71	335.98	373.04	126.78	175.80	1,259.71	1,369.58	1,963	2,215
Ham. & Fulham	278.96	359.17	354.26	402.05	113.51	159.01	1,440.96	1,606.84	2,188	2,527
Harrow	226.35	291.67	311.65	354.81	126.48	177.33	1,136.39	1,272.11	1,801	2,096
Hillingdon	195.34	250.30	292.28	331.82	130.79	183.30	1,041.88	1,162.20	1,660	1,928
Hounslow	189.74	242.41	290.88	329.57	123.22	172.78	1,063.06	1,182.68	1,667	1,927
<b>West London Average</b>	<b>219</b>	<b>280</b>	<b>312</b>	<b>353</b>	<b>122</b>	<b>171</b>	<b>1,173</b>	<b>1,303</b>	<b>1,827</b>	<b>2,107</b>
East London	158	224	259	325	113	175	964	1,191	1,494	1,915
North London	218	277	310	351	121	170	1,172	1,305	1,820	2,102
Central London	273	350	357	404	116	162	1,445	1,611	2,191	2,528
South London	245	316	320	363	124	174	1,189	1,329	1,878	2,181
<b>London Average</b>	<b>223</b>	<b>289</b>	<b>311</b>	<b>359</b>	<b>119</b>	<b>170</b>	<b>1,189</b>	<b>1,347</b>	<b>1,842</b>	<b>2,167</b>

Source: Experian Business Strategies/GLA, 2004

**Table 1D.2 Provision of Leisure Services related to the Night-time Economy in West London's Town Centres**

Centre	Borough	Classification	SqM Cinema	SqM Sports and Leisure	SqM Bars & Pubs	SqM Cafés & Rest'rants	Total
Shepherds Bush	Ham. & Fulham	District	5,640	3,320	5,840	3,470	<b>18,270</b>
Ealing (combined)	Ealing	Metropolitan	1,490	0	7,490	6,340	<b>15,320</b>
Hammersmith	Ham. & Fulham	Major	1,990	2,730	5,430	4,800	<b>14,950</b>
Harrow	Harrow	Metropolitan	5,720	0	2,440	5,390	<b>13,550</b>
Uxbridge	Hillingdon	Major	4,780	570	3,240	3,480	<b>12,070</b>
Kilburn	Brent	Major	1,440	0	5,120	4,740	<b>11,300</b>
Southall	Ealing	Major	1,830	0	2,120	5,540	<b>9,490</b>
Chiswick	Hounslow	Major	0	0	3,570	5,620	<b>9,190</b>
Acton	Ealing	District	0	1,440	4,860	2,790	<b>9,090</b>
Hounslow	Hounslow	Metropolitan	1,630	270	3,760	3,170	<b>8,830</b>

Source: Experian Business Strategies (GOAD centre data)/GLA, 2004

**Table 1D.3 Primary and secondary locations for hotel development**

<b>Primary Locations and likely products for future Visitor Accommodation development:</b>		
<b>Shepherd's Bush /White City</b>	White City Opportunity Area developments, transport improvements	<i>Existing proposal, future development?</i>
<b>Park Royal</b>	Mixed use redevelopment of Opportunity Area	<i>Budget development likely</i>
<b>Southall</b>	Town centre, visiting friends and family market, cultural identity, also transport improvements	<i>Family accommodation (budget) likely</i>
<b>Secondary Locations for future Visitor Accommodation development:</b>		
<b>Heathrow</b>	Further development potential with Terminal 5 and transport improvements.	
<b>Ealing</b>	Ealing Town Centre and improved transport infrastructure.	
<b>Wembley</b>	Stadium and Strategic Cultural Area. Possibly potential for upscale hotels.	
<b>Harrow</b>	Town centre and transport improvements: need for family visitor accommodation.	
<b>Uxbridge</b>	Brunel University and West London Tram may stimulate development.	

Source: Price Waterhouse Coopers, Encouraging the supply of visitor accommodation across London, 2004 updated by SRDF consultation.

**Table 1E.1 Major hospital improvements**

Major hospital rebuilds planned:

- Redevelopment at the Hammersmith hospital was completed in 2005.
- Hillingdon Hospital is to undergo redevelopment.
- The development of the Brent Emergency Care and Diagnostic Centre at Central Middlesex Hospital (part of North West London Hospitals NHS Trust).

**Table 1E.2 Children aged under 5: Households with no adult in paid employment, 2001 and expected increase in age group 2004-2016 (%)**

	Households with no adult in paid employment, 2001 (%)	Expected increase in age group 2004- 2016 (%)
	%	%
Brent	26.8	7.9
Ealing	20.9	11.8
Hammersmith & Fulham	24.3	11.7
Harrow	16.1	24.8
Hillingdon	18.4	16.8
Hounslow	21.4	12.7
West London	21.4	14
Greater London	25.3	15.8

Source: Census 2001 and GLA Population Projections

**Table 1E.3 Current daycare provision for children aged under 5 – places per 100**

	Day nurseries	Childminders	Total
Brent	18.3	7.1	25.4
Ealing	16.8	10.5	27.4
Hammersmith & Fulham	22.9	5.7	28.6
Harrow	9.8	8.2	18
Hillingdon	15.3	12.7	28
Hounslow	15.2	7.2	22.5
West London	16.3	8.9	25.2
Greater London	16	8.7	24.7
<b>England</b>	<b>19.4</b>	<b>11.3</b>	<b>30.7</b>

Source: GLA calculations based on Ofsted figures for December 2005 and GLA population projections

**Table 1F.1 Forecast municipal, commercial & industrial, and construction & demolition waste arisings (thousand tonnes per annum) by sub-region**

<b>Sub-region/ type of waste</b>	<b>2010</b>	<b>2013</b>	<b>2015</b>	<b>2020</b>
<b>East</b>				
municipal	1,508	1,586	1,641	1,788
commercial & industrial	1,955	2,104	2,210	2,474
construction & demolition	1,651	1,686	1,710	1,557
total	5,114	5,376	5,561	5,819
<b>West</b>				
municipal	949	1,002	1,039	1,139
commercial & industrial	1,403	1,510	1,586	1,775
construction & demolition	1,185	1,210	1,227	1,117
total	3,537	3,722	3,852	4,031
<b>North</b>				
municipal	650	686	711	778
commercial & industrial	694	747	785	879
construction & demolition	586	599	607	553
total	1,930	2,032	2,103	2,210
<b>South</b>				
municipal	931	978	1,010	1,097
commercial & industrial	1,056	1,136	1,194	1,336
construction & demolition	891	911	924	841
total	2,878	3,025	3,128	3,274
<b>Central</b>				
municipal	1,087	1,133	1,165	1,250
commercial & industrial	2,957	3,182	3,343	3,742
construction & demolition	2,497	2,551	2,587	2,355
total	6,541	6,866	7,095	7,347
<b>London totals</b>				
municipal	5,126	5,385	5,566	6,052
commercial & industrial	8,065	8,678	9,117	10,206
construction & demolition	6,810	6,957	7,055	6,423
total	20,001	21,020	21,738	22,681

Sources: Annex 10: Municipal and commercial/industrial waste projections at borough level grouped by London Plan sub-region at key milestones through to 2020, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005 and Appendix 1: Waste Summaries, Alterations to the London Plan Policies on Waste, Technical Report, Mayor of London October 2005

[http://www.london.gov.uk/mayor/strategies/sds/lon\\_plan\\_changes/docs/alterations\\_draft.pdf](http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf)  
[http://www.london.gov.uk/mayor/strategies/sds/lon\\_plan\\_changes/docs/waste\\_tech\\_rpt.pdf](http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/waste_tech_rpt.pdf)

**Table 1F.2 Additional land required to recycle and treat 85% of London's municipal and commercial & industrial waste by 2020, by sub-region (hectares)**

	East	West	North	South	Central	London total
<b>A: overall land requirement</b> <i>the amount of land required if each sub-region were to manage its own waste arisings and contribute to 85% self-sufficiency for London</i>	85.5	73.0	34.7	56.3	106.8	<b>356.3</b>
<b>B: from reuse of transfer capacity</b> <i>the amount of land currently in waste transfer use that should be safeguarded for recycling and waste treatment use</i>	40.5	45.4	23.3	3.5	0.0	112.7
<b>C: sub-regional requirement (A-B)</b> <i>the amount of land not currently in waste use which would be required for London to achieve 85% self-sufficiency – i.e. total area of new waste sites to be identified and safeguarded</i>	45.0	27.6	11.4	52.8	106.8	<b>243.6</b>
<b>D: sub-regional reallocation</b> <i>apportionment to other sub-regions of land to meet Central London's requirement for new waste sites</i>	+ 46	+ 26	+ 20		- 92	
<b>E: sub-regional provision (C+D)</b> <i>after sub-regional apportionment, amount of land for new waste sites required for London to achieve 85% self-sufficiency</i>	91.0	53.6	31.4	52.8	14.8	<b>243.6</b>
<b>F: overall land requirement after sub-regional apportionment (E+B)</b> <i>total land requirement – reused transfer sites and new sites to be identified and safeguarded</i>	131.5	99.0	54.7	56.3	14.8	<b>356.3</b>
<b>G: new sites requirement per annum (E÷15)</b> <i>annual delivery rate to 2020 of new waste sites required for London to achieve 85% self-sufficiency</i>	6.1	3.6	2.1	3.5	1.0	<b>16.2</b>

Source: Table 4A.4: Indicative sub-regional provision of additional land requirement for strategic recycling and waste treatment facilities 2005-2020, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005 [http://www.london.gov.uk/mayor/strategies/sds/lon\\_plan\\_changes/docs/alterations\\_draft.pdf](http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf)

**Table 1F.3 Throughput, land take and numbers of facilities required to recycle and treat 85% of London’s municipal and commercial & industrial waste by 2020**

facility type	throughput per facility (tonnes per year)	landtake per facility (ha)	total landtake (ha)	number of facilities
materials reclamation facility (MRF) – recycling	41,000	0.9	187	209
composting	19,000	1.25	77	62
mechanical biological treatment (MBT)	128,000	1.75	35	20
anaerobic digestion	15,000	1	27	28
gasification/pyrolysis	115,000	2.25	31	14
<b>totals</b>			<b>356</b>	<b>333</b>

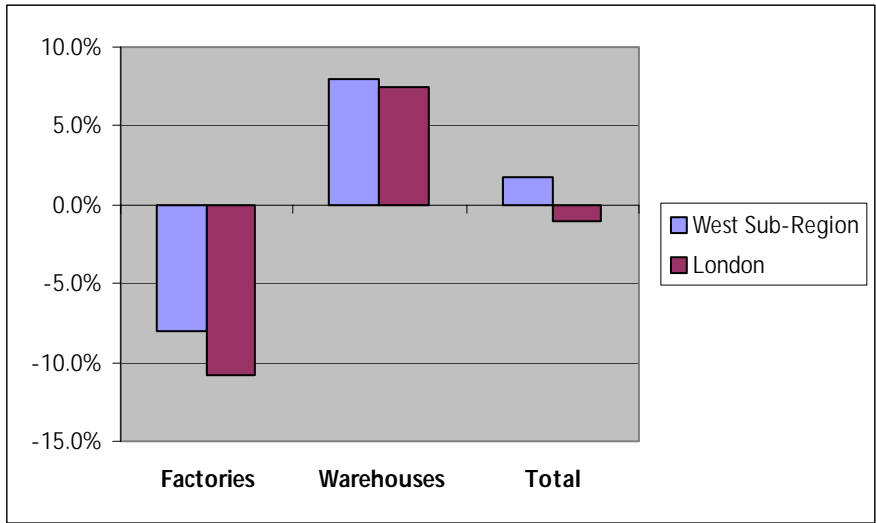
Source: Table 4A.5: Throughput and land take of different types of facilities, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005  
[http://www.london.gov.uk/mayor/strategies/sds/lon\\_plan\\_changes/docs/alterations\\_draft.pdf](http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf)

**Table 1.F4 Numbers of facilities required to recycle and treat 85% of London’s municipal and commercial & industrial waste by 2020, by sub-region**

	East	West	North	South	Central	London total
materials reclamation facility (MRF) – recycling	83	54	33	28	11	209
composting	23	16	10	11	2	62
mechanical biological treatment (MBT)	7	6	2	4	1	20
anaerobic digestion	9	9	4	5	1	28
gasification/pyrolysis	5	4	2	3	0	14
<b>total</b>	<b>127</b>	<b>89</b>	<b>51</b>	<b>51</b>	<b>15</b>	<b>333</b>

Source: Table 4A.6: Sub-regional distribution of facilities required by 2020, Draft Alterations to London Plan Housing Provision Targets, Waste and Minerals for public consultation, Mayor of London October 2005  
[http://www.london.gov.uk/mayor/strategies/sds/lon\\_plan\\_changes/docs/alterations\\_draft.pdf](http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs/alterations_draft.pdf)

**Figure 1G.1 Percentage change in Factory/Warehousing Floorspace in the West Sub-region and London, 2000-2003**



Source: ODPM/Roger Tym & Partners, 2004

**Table 2A.1 West London Office Locations - Policy and Location Typology**

<b>Office Location</b>	<b>Location Type</b> (see below)	<b>Broad Action</b> (see below)
<b>Brent</b>		
Kilburn	Local. (Major town centre)	ii
Willesden (Intensification Area)	Local. (Intensification Area)	iii
Wembley (town centre and Opportunity Area)	Local in town centre, role of offices associated with Opportunity Area needs clarification. (Major town centre)	ii
Park Royal	Mid Urban Business Park. (Opportunity Area)	i but keep under review
<b>Ealing</b>		
Acton	Local. (District centre)	ii
Ealing	Town Centre Based Office Quarter. (Metropolitan centre)	i
Hanger Lane	Local but not in town centre. (Out of centre)	ii
Greenford	Local. (District town centre)	iii
Southhall	Local at present. (Major town centre).	ii
<b>Hammersmith &amp; Fulham</b>		
Fulham	Local. (Major town centre)	ii
Hammersmith	Town Centre Based Office Quarter. (Major town centre)	i/ii
Shepherds Bush	Local. (Currently District town centre)	ii
White City	Town Centre Based Office Quarter/Mid Urban Business Park. (Currently out of centre development, should evolve into integrated town centre with Shepherds Bush)	i
<b>Harrow</b>		
Harrow	Local. (Metropolitan centre)	ii
Harrow on the Hill	Local. (District town centre)	ii
Wealdstone	Local. (District town centre)	ii
Stanmore	Local. (District town centre)	ii
Edgware	Local. (District town centre)	ii
<b>Hounslow</b>		
Chiswick	Town Centre Based Office Quarter/Mid Urban Business Park, (Major town centre)	i
Golden Mile	Linear office location (not suitable for out of centre retail / leisure)	ii
Brentford	Town Centre Based Office Quarter. (District town centre)	i/ii
Feltham	Local. (District town centre)	ii
Bedfont Lakes	Conventional Business Park. (Out of centre).	i
<b>Hillingdon</b>		
Uxbridge	Town Centre Based Office Quarter. (Major town centre)	i
Stockley Park	Conventional Business Park. (Out of centre)	i
Heathrow Perimeter	Mid Urban Business Park. (Out of centre)	i
Hayes	Local. (District town centre)	ii
Ruislip	Local. (District town centre)	iii

The analysis in Sections 1 and 2 shows that West London needs to develop a distinct sub-regional approach to managing office provision. Research<sup>2</sup> suggests that this should distinguish between centres where:

- i speculative office development could be promoted on the most efficient and accessible sites in the context of wider schemes to enhance the environment and offer of the centre as a commercial location. This might entail some long-term net loss of overall office stock through change of use of provision on less attractive sites.
- ii some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development. This would be likely to entail long-term net loss of overall office stock, partial renewal on the more commercially attractive sites and managed change of use of provision on less attractive sites.
- iii there is “no purpose in promoting offices” and static or declining demand should be managed in the context of sensitive policies to sustain changes in employment type, to facilitate land use change, especially to housing and other town centre related uses and to enhance the attractiveness and wider offer of the centres.

Borough designation of individual centres to reflect this general policy typology should take into account local capacity, transport, environmental and market appraisals. The typology resonates with London Plan spatial proposals (Policy 3B.3, para 3.123) to consolidate the strengths of the outer London office market on particular types of location. In West London these location types are:

- Mid Urban Business Parks
- Town Centre Based Office Quarters
- Conventional Business Parks (beyond the urban area)
- Science Parks
- Linear Office Development
- Local, usually town centre based provision

**Table 2D.1 Area within Strategic Employment Locations in West London, by borough, 2000 – 2006 (Hectares)**

Borough	2006 Total PIL (Ha)	2006 Total PIL/IBP (Ha)	2006 Total IBP (Ha)	2006 Total SEL (Ha)	2000 Total SEL (Ha)	Absolute Change 2000-2006	% Change 2000-2006
Brent	117.4	167.7	21.3	306.4	328.2	-21.8	-6.6%
Ealing	208.5	192		400.5	563.5	-163	-28.9%
Hammersmith and Fulham		86.6	38.3	124.9	116.5	8.4	7.2%
Harrow	18.4		15.6	34	50.7	-16.7	-32.9%
Hillingdon	251.3		19.4	270.7	250.4	20.3	8.1%
Hounslow	70.7		42.1	112.8	152.7	-39.9	-26.1%
<b>West London</b>	<b>666.3</b>	<b>446.3</b>	<b>136.7</b>	<b>1249.3</b>	<b>1462</b>	<b>-212.7</b>	<b>-14.5%</b>
<b>London Total</b>	<b>3195.9</b>	<b>597.8</b>	<b>463.3</b>	<b>4257</b>	<b>4617.2</b>	<b>-360.2</b>	<b>-7.8%</b>

Sources: GLA and LPAC

PIL – Preferred Industrial Location; IBP – Industrial Business Park

Note: Total SEL in 2006 land includes some land in waste, utilities and transport functions.

<sup>2</sup> London Property Research. London Office Policy Review 2004. GLA 2004

**Table 3.1 Sub-regional Distribution of Groups with Distinct Needs, 2001**

	Central	East	West	South	North	London
<b>Women</b>	797,273	1,014,219	711,805	682,311	434,111	3,739,840
<b>Older people 85+</b>	18,717	27,827	20,067	17,051	24,424	108,086
<b>Children &amp; younger people Under 16</b>	263,199	431,372	272,784	263,896	213,114	1,444,365
<b>Black &amp; minority ethnic groups<sup>3</sup></b>	685,375	736,445	686,002	328,854	447,554	2,884,230
<b>Totals</b>	1,485,437	1,958,465	1,391,815	1,313,403	1,022,971	7,172,091

Source: Census, 2001

**Table 3.2 Further breakdown of ethnicity for the sub-regions, 2001**

	Central	East	West	South	North	London
White British	800,062	1,222,020	705,813	984,549	575,417	4,287,861
White Irish	55,477	39,991	62,747	28,916	33,357	220,488
White Other	202,812	95,079	107,478	71,557	117,928	594,854
Black Caribbean	86,258	97,260	61,832	41,147	57,070	343,567
Black African	115,184	121,431	55,393	28,881	58,044	378,933
Black Other	17,386	17,854	9,911	5,812	9,386	60,349
Indian	32,699	98,554	206,447	47,434	51,859	436,993
Pakistani	14,394	46,044	40,868	16,420	25,023	142,749
Bangladeshi	29,856	101,210	6,809	5,919	10,099	153,893
Other Asian	17,089	26,571	46,994	22,599	19,805	133,058
Mixed	59,376	52,121	44,857	34,560	35,197	226,111
Chinese	23,294	19,595	14,003	11,032	12,277	80,201
Other	31,550	20,735	28,663	14,577	17,509	113,034

Source: Census, 2001

**Table 3.3 2001 Census households containing people with a limiting long-term illness, health problem or disability**

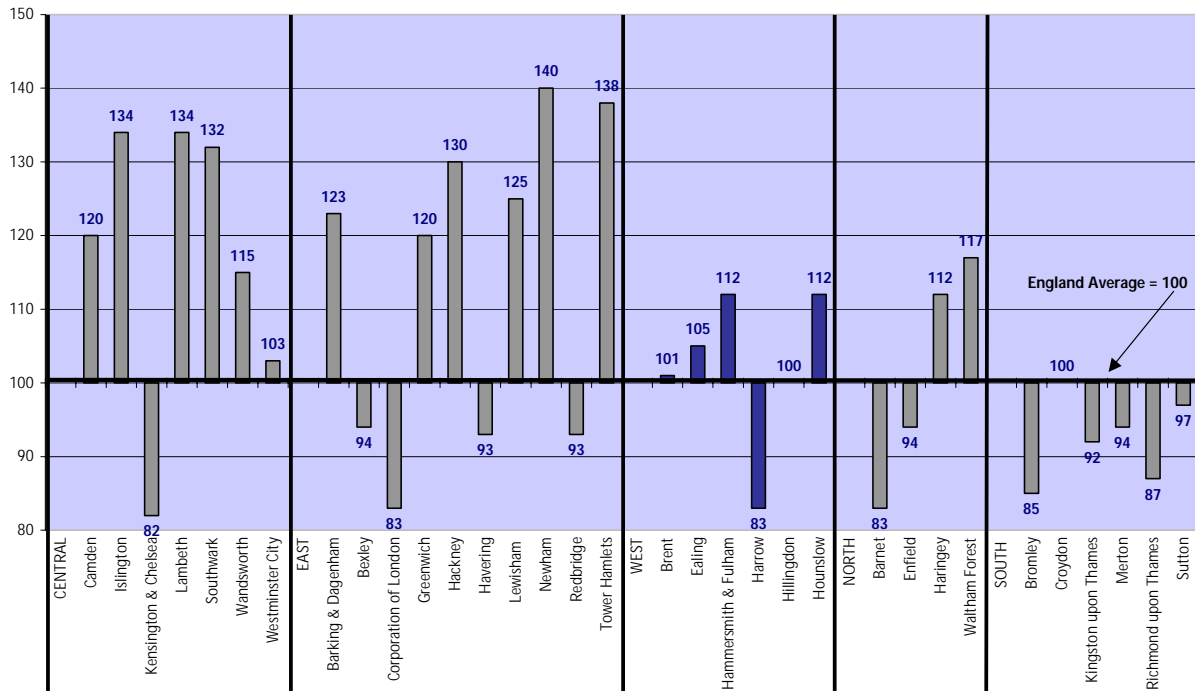
	Central	East	West	South	North	London
<b>People with disabilities<sup>4</sup></b>	184,296	266,816	167,286	149,144	126,806	894,348

Source: Census, 2001

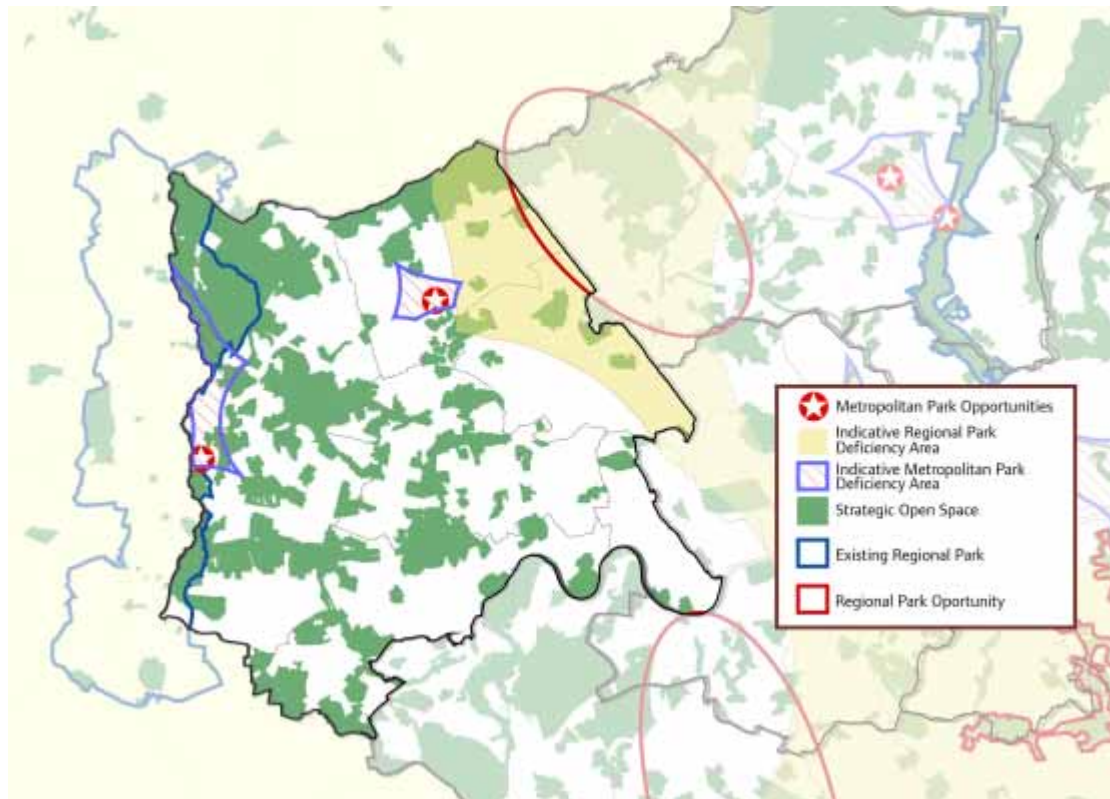
<sup>3</sup> 2001 Census population in following ethnic groups: This is the total BME population - the census the groups are broken down into: White British, White Irish, White Other, Black Caribbean, Black African, Black Other, Indian, Pakistani, Bangladeshi, Other Asian, Mixed, Chinese, Other.

<sup>4</sup> 2001 Census households containing people with a limiting long-term illness, health problem or disability

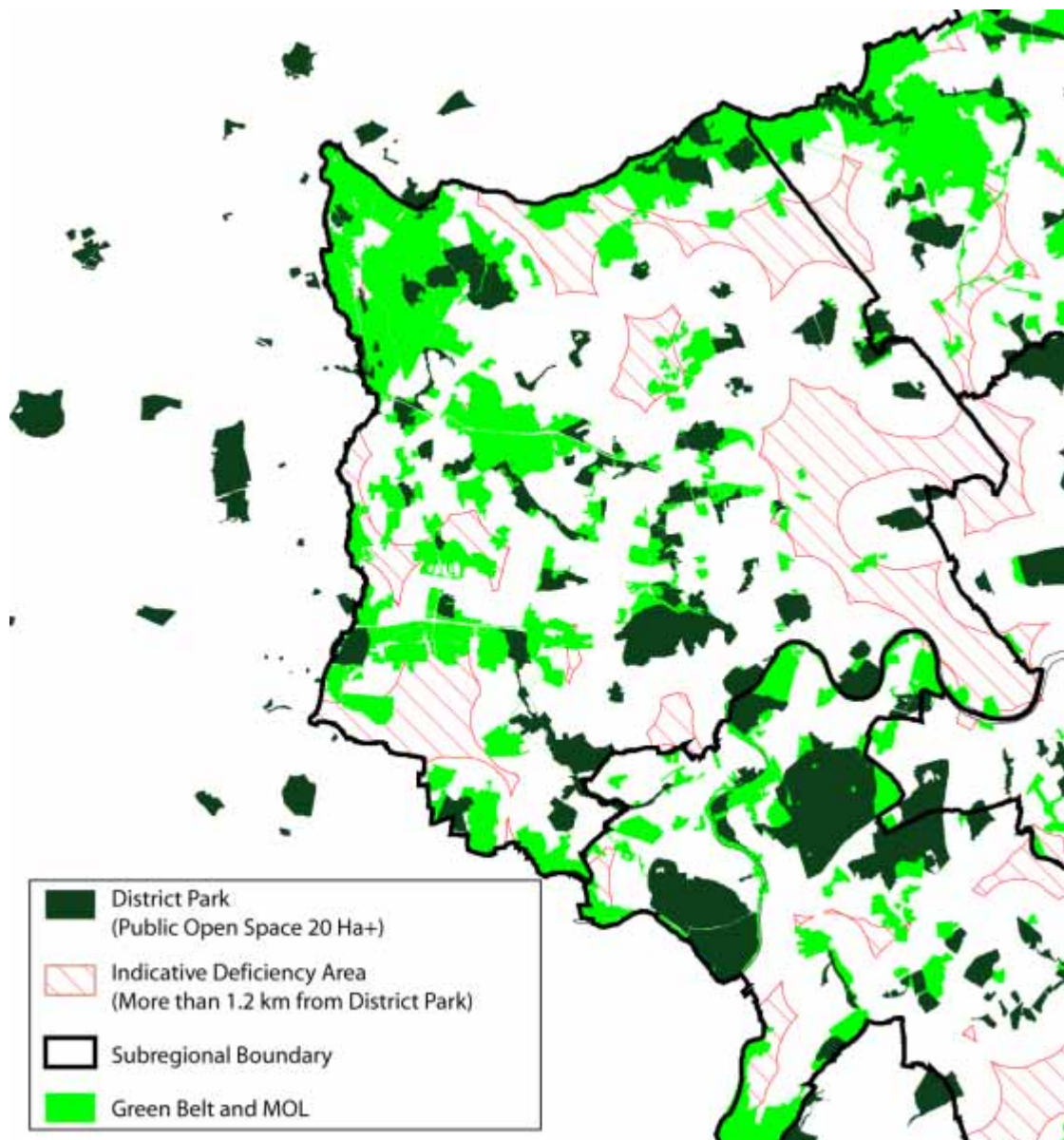
**Figure 3.4 Mortality Rates (under 75, all causes) – comparison to England average**



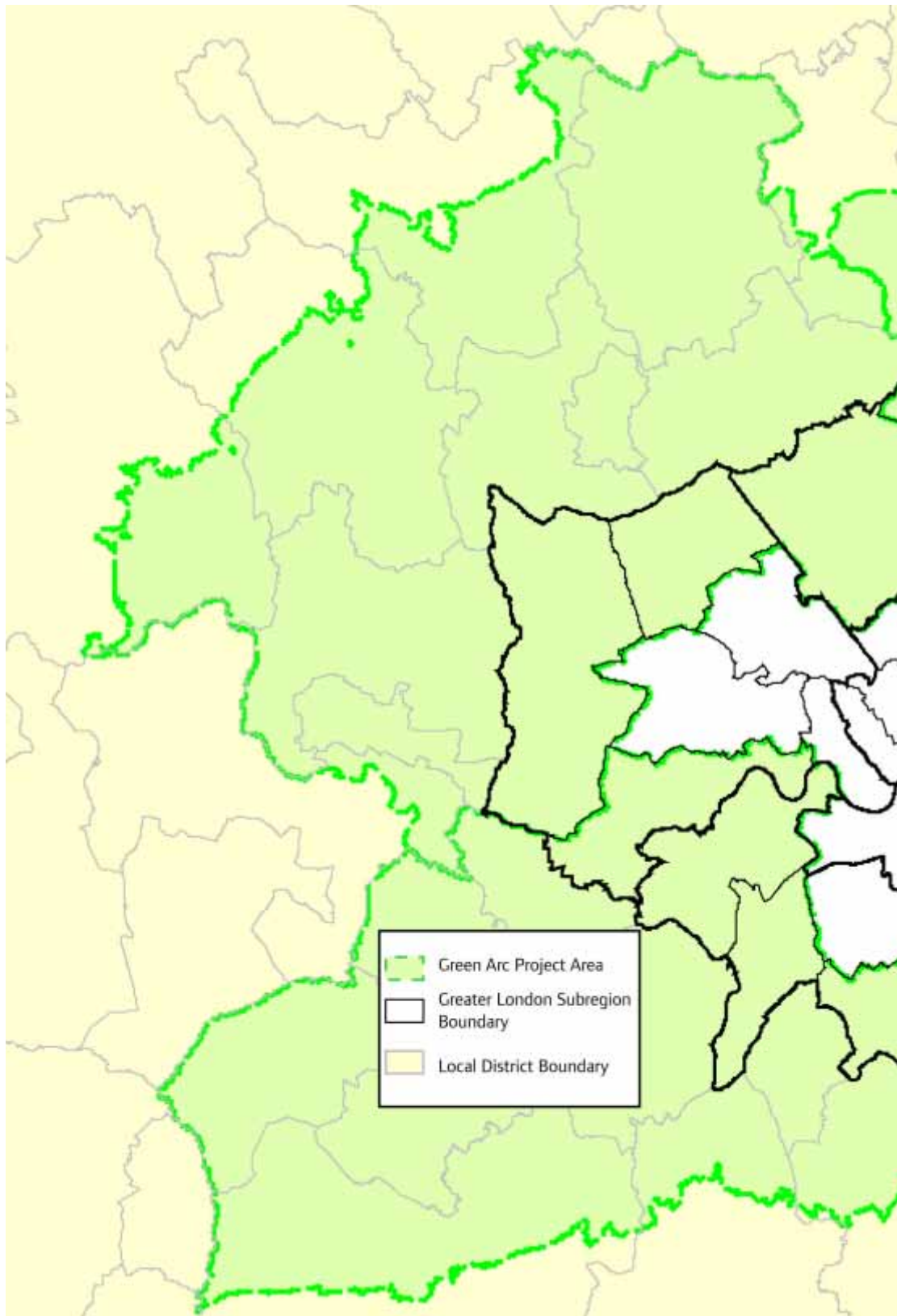
**Map 4D.1 Regional and Metropolitan Parks**



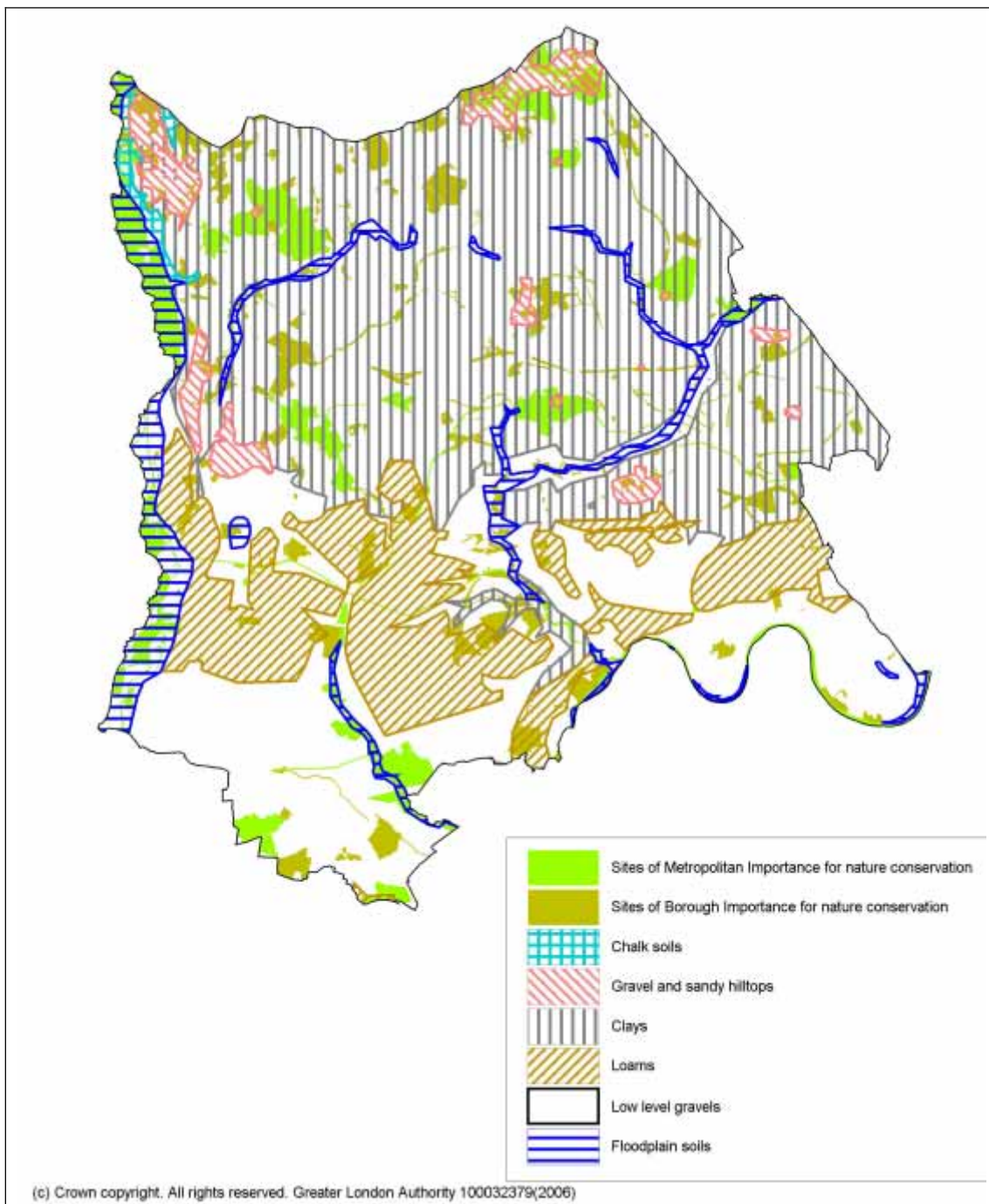
Map 4D.2 District Parks Indicative Deficiency Areas



Map 4D.3 Green Arc initiative area



**Map 4D.4 Main ecological and landscape zones in the sub-region**



**Chalk soils** occur in a small area in the north west of the sub-region. Targets here should be informed by the open habitats of Coppermill Down SSSI. New woodland is not advised, although Old Park Wood SSSI should be conserved.

**Hilltop sands and gravels** occur on top of the clay in the west and north. The acid grasslands and heathlands of Stanmore and Little Commons, Stanmore Country Park and part of Bentley Priory are here. The main enhancement priorities are for heathland and acid grassland. New woodland is not generally advised. The best existing woodland is Pear Wood, but a better model could be Kenwood SSSI, which lies outside this sub-region.

Low **Clay** hills occupy most of the north, now very largely occupied by built development, except in the Green Belt of the far north and west. Here, new woodland is appropriate where it is not displacing habitat of greater value, and should take its theme from existing ancient woodlands. These include The Ruislip woodlands National Nature Reserve and those on Stanmore Golf Course. Most grasslands here are damp and include many of London's best 'mesotrophic' grasslands at Bentley Priory SSSI, Fryent Country Park, Horsenden Hill, Yeading Brook Fields and Kensal Green Cemetery. Meadow management and creation is a priority.

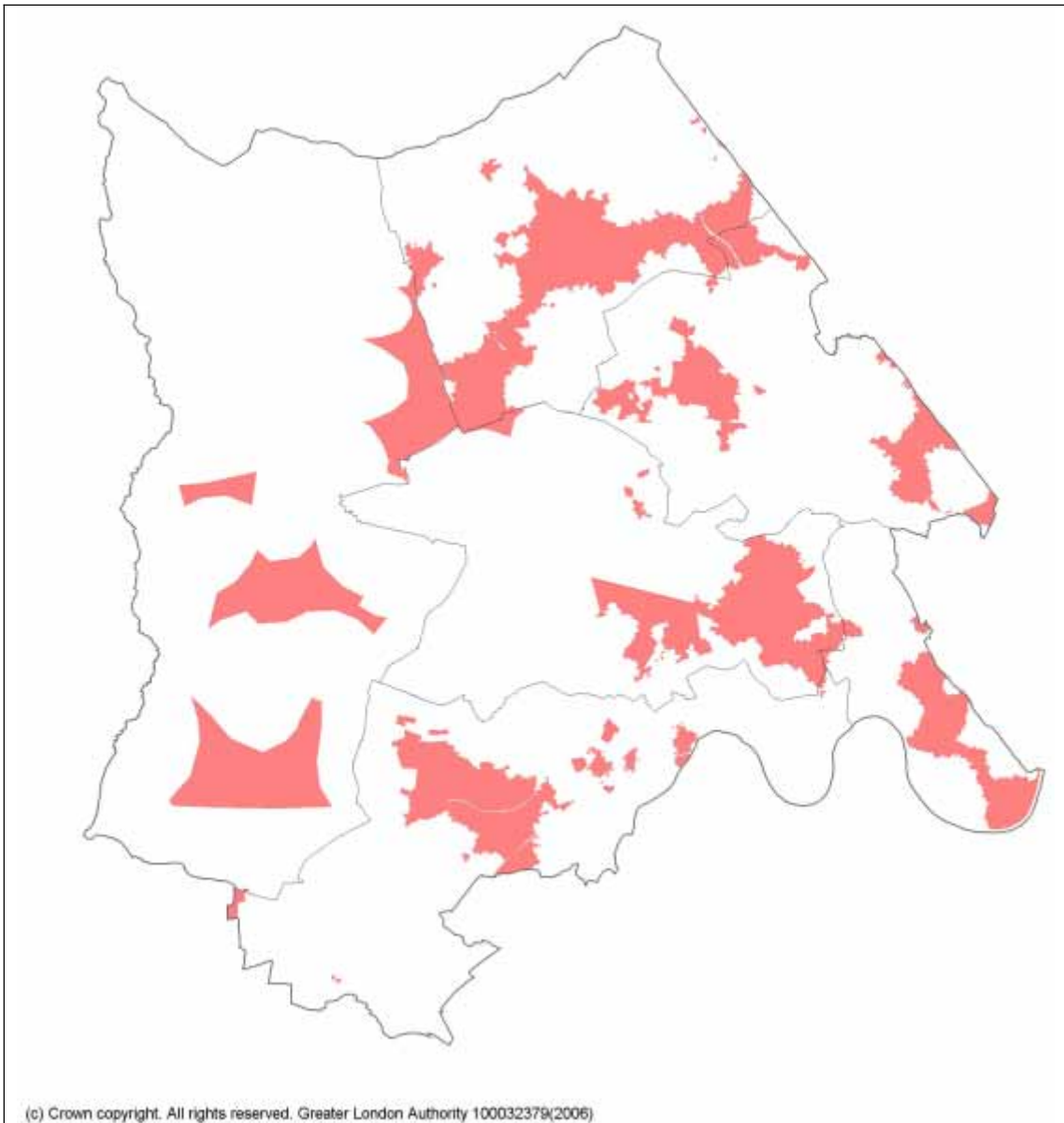
**Loams** occur south of the clay in a wide band. These soils are fertile, and in history were the focus of productive agriculture and horticulture for London's breadbasket. As a result, there are no outstanding habitats left to act as a model for habitat restoration here, and notably few good woodlands.

**Low level gravels** occur near the Thames in the south and also beside tributary rivers. Acid grassland and heathland are the target habitats here, with Hounslow Heath the model. Other important sites include Kempton Waterworks SSSI and parts of the River Crane corridor. Also in this zone is Feltham Marshalling Yard and Bedfont Country Park, where made ground has been colonised by appropriate species. Ancient woodland has long been scarce here. New woodlands should not be developed at the expense of valuable open habitats.

**Floodplain soils** occur in the valleys of the Rivers Colne, Crane and Brent and beside the Thames. Once managed as grazing marsh, most have been displaced by development. The best survivors are at Frays Farm Meadows and Syon Park SSSIs and in wet gravel pits, but Staines Moor SSSI should also be used as an inspiration for restoration projects. Woodland is naturally scarce but there are some valuable wet woodlands, mainly associated with wet gravel workings in the Colne and Crane valleys. Wetland habitat creation is the priority. Extensive woodland planting is inappropriate, especially on the original watermeadow surfaces, but small areas of wet woodland are appropriate. In places, previous use has left rubble, sand, etc., on top of the natural floodplain surface. Some of these have recovered value similar to the low level gravel, and should not be regarded as 'brownfield'.

**Rivers** in the sub-region include the Thames and its tributaries. Here the main priorities are for preventing further incursions into the channels, restoration of the floodplain wherever possible and improvements to the quality of the water.

Map 4D.5 Areas of deficiency in access to nature, March 2006



**Table 5A.1 Residential development density** (Dwellings per hectare)

Borough	1995-98	2001-2004	change
Brent	53	71	+ 18
Ealing	54	63	+ 9
Hammersmith and Fulham	75	71	- 4
Harrow	26	53	+ 27
Hillingdon	34	46	+ 12
Hounslow	51	69	+ 18

Source: ODPM Land Use Change Statistics to 2004

**Table 5B.1 Housing Corporation general needs new-build rented programme by unit bedroom size (2004/6 allocations)**

Borough	1B	2B	3B	4B	5B+	Total	%3B+
Brent	103	366	148	39	0	656	29%
Ealing	87	177	33	11	5	313	16%
Hammersmith and Fulham	73	162	51	20	2	308	24%
Harrow	2	45	28	9	0	84	44%
Hillingdon	5	104	19	4	0	130	18%
Hounslow	70	160	62	9	0	301	24%
SUB-REGION	340	1014	341	92	7	1794	25%
LONDON	2073	4761	1729	638	100	9301	27%

Source: HC allocations statement

## **Annex 5. Implications for Local Development Frameworks and Further Alterations to the London Plan**

This SRDF is prepared within the context of the London Plan. It highlights some of the areas that may need to be addressed by the first London Plan review and by LDFs, especially post 2016 issues. The London Plan review will probably extend to the year 2026. Chapter 6C of the London Plan lists a set of potential issues, some of which could impact on East London. In December 2005 the Mayor published his report 'Reviewing the London Plan – Statement of Intent', which sets out the review process and identifies the key policy areas the Mayor intends to review.

Potential review issues of relevance to the sub region and identified in the London Plan or already suggested include:

1. Housing. Draft Alterations to the London Plan published in October 2005 identify a new housing provision target for London and for individual boroughs taking into account the results of the 2004 Housing Capacity Study. This examined where growth in addition to the West London housing figures in the London Plan might be accommodated. Beyond 2016, there is very likely to be continuing significant population and economic growth so that the review will need to consider how this is accommodated beyond 2016.
2. Waste planning. Draft Alterations to the Plan published in October 2005 identified the scale of waste provision to be accommodated in West London, that will need to be reflected in detailed planning in LDFs; this will require close working with other sub-regions to manage those elements of Central London's waste that cannot be dealt with within that sub-region.
3. Runway capacity in the South East. Possible expansion in any of the locations under review would have profound implications for employment and transport in the sub-region, especially in connection with Heathrow airport.
4. A sustainable coherent town centre network is needed for the sub-region as a whole in order to meet changes in retail demand and in the role of centres over the longer –term. It has been suggested that the town centre network might usefully be refined to reflect not just the role of centres based on their size and general offer but also specialist functions which are of more than local significance, for example, small centres with a distinct retail or 'dining-out' offer.
5. Climate change will continue to be a major issue for all sub-regions and fuller strategic guidance will be needed in the Further Alterations to the London Plan.
6. In order to ensure sustainable development, it is important that boroughs, in preparing LDFs, carry out a strategic flood risk assessment to inform their flood risk sequential test. In West London this is particularly important along the Thames, Colne Valley and the River Brent and Crane systems.
7. There will be continuing pressure to improve public transport and to manage traffic demand. Where proposals are made by sub-regional stakeholders, these will need to be assessed and prioritised.

8. Sectors with growth potential may generate new, distinct strategic policy requirements for the outer parts of the sub-region, in terms of land use or other measures, to accommodate and encourage sectors with growth potential.
9. Together, the various elements of the public sector are often the most important employers in Outer London. These may generate distinct strategic policy requirements in the sub-region in terms of their implications for local labour markets, business linkages, skills enhancement, employment practices, land requirements/disposal strategies or other matters.
10. This SRDF brings together for the first time the potential land and spatial requirements of a series of essential services in housing, health, education, transport, utilities and other areas. Demands to improve and expand all these areas will continue to grow and there is a long-term need to continue to consider how this can be done and where there are opportunities for collaborative actions.
11. Working with other stakeholders, boroughs are asked to look for opportunities to contribute towards new health infrastructure provision alongside other community infrastructure particularly in town centres, Opportunity Areas and Areas for Intensification and help the NHS bring forward its programme of new health schemes wherever possible.
12. The successful 2012 Olympic bid has important repercussions for transport, tourism, sports development and the economy.
13. The East of England and the South East England Regional Assemblies have published their draft Regional Spatial Strategies. The implications of their policies (which extend to 2021 or 2026) on the sub-region need to be assessed and appropriate representations made. There are particular issues that need co-ordination, especially relating to housing, employment, Green Belt, transport, parking and the management of commuting.
14. Additional Opportunity Areas and Areas for Intensification should be considered in the review. These need to be assessed for their suitability.
15. The London Plan is at an early stage of implementation. All the partners in the sub-region are encouraged to share their monitoring results and review the effectiveness of policy

Though outside the formal remit of this SRDF as described in the Introduction, a number of possible additional issues have arisen which may need to be considered for inclusion in the review of the London Plan. The list should not be read as definitive and other issues may arise during the review process.

Potential issues in the West London sub-region include:

- The need to review the boundary of the sub-region.
- Possible changes to the sub-regional town centre network.
- Possible changes to the extent of the Opportunity Areas and their relationships to their hinterlands.

- Possible review of Heathrow South Opportunity Area
- Possible further intensification of development and the alteration of phasing and other actions in the Opportunity Areas and/or Areas for Intensification.
- Possible new Intensification/Opportunity Areas, for example the 'Golden Mile', Brentford.
- The location and indicative boundaries of Strategic Employment Locations.
- The possible locations of Locally Significant Industrial Sites.
- The need to provide more of the substance of draft SPG on Industrial Capacity, especially protection of SELs taking into account different sub-regional circumstances.
- Changes to reflect the content of the integrated sub-regional transport network plan.
- Changes to reflect the content of the Sub-Regional Economic Development Implementation Plan.
- Possible additional Areas for Regeneration.
- Possible strengthening of policies to deliver greater environmental sustainability, particularly with reference to the reduction of CO2 emissions and support for the hydrogen economy.
- Possible additional policies for the suburbs and greater attention to neighbourhoods.
- Consideration in the light of needs assessments to identify, protect and enhance street market provision to meet different communities' requirements in light of the Mayor's Food Strategy.
- The potential consolidation of London's wholesale market functions at three locations across London.
- Possible areas that may in principle be suitable for the location of tall buildings.



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### Public Liaison Unit

Greater London Authority  
City Hall  
The Queen's Walk  
More London  
London SE1 2AA

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### Vietnamese

Nếu bạn muốn có văn bản tài liệu này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

### Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος εγγράφου στη δική σας γλώσσα, παρακαλείστε να επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυδρομικά στην παρακάτω διεύθυνση.

### Turkish

Bu belgenin kendi dilinizde hazırlanmış bir nüshasını edinmek için, lütfen aşağıdaki telefon numarasını arayınız veya adrese başvurunuz.

### Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

### Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি (কপি) চান, তা হলে নীচের ফোন নম্বরে বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

### Hindi

यदि आप इस दस्तावेज़ की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

### Urdu

اگر آپ اس دستاویز کی نقل اپنی زبان میں چاہتے ہیں، تو براہ کرم نیچے دئے گئے نمبر پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

### Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى الاتصال برقم الهاتف أو مراسلة العنوان أدناه

### Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.

## GREATER LONDON AUTHORITY

City Hall  
The Queen's Walk  
London SE1 2AA

**www.london.gov.uk**  
Enquiries **020 7983 4100**  
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