

Development, Enterprise and Environment

**LB Ealing
Planning Policy Team**

Sent by email to:
planpol@ealing.gov.uk

Our ref:
LDF09/Neighbourhood/KR
Date: 18/11/16

Dear Sir/madam

**Planning and Compulsory Purchase Act 2004 (as amended);
Greater London Authority Acts 1999 and 2007;
Town and Country Planning (Local Development) (England) Regulations 2012**

Re: Central Ealing Neighbourhood Plan (submission draft)

Thank you for consulting the Mayor of London on the Central Ealing Neighbourhood Plan regarding its general conformity with the London Plan under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004. Representations from Transport for London (TfL) are set out in Annex 1.

Strategic

Central Ealing is a neighbourhood with good public transport connections, soon to be further enhanced with the opening of Crossrail. It also contains a metropolitan scale Town Centre. It is therefore an appropriate location for considerable development.

This is acknowledged within the “Densities” sub section under paragraph 4.8. This strategic context should appear earlier in the document. Instead there is a general tone of concern about the scale of new development that has recently been built, has planning permission or is under consideration. The Neighbourhood Plan should be amended to reflect this important contextual point.

Site Specific

The proposed amendments to bus stops/stands and cycling provision, have previously been raised by TfL. The attached letter from TfL expands on the significant concerns about the relocation, and in particular that options have already been explored and found that the relocation of the bus facilities in particular are not practical or viable. This is due to there being inadequate space for bus turning and inadequate structural support for the area of land adjacent to the railway cutting. These are fundamental concerns which have not been addressed thus far and in TfL’s view are not likely to be overcome. **Therefore this aspect of the Neighbourhood Plan is seriously flawed and in its current form cannot be considered to be in conformity with the London Plan.**

A potential way around this may be to re-word the policy/action points to the effect that further work will be undertaken to explore options. However, as TfL point out, they do not see the preferred option as being likely to be viable.

If you would like to discuss any of the representations in more detail, please contact Kevin Reid (020 7983 4991) who will be happy to discuss any of the issues raised.

Yours sincerely,

John Lett
Strategic Planning Manager

cc Dr Onkar Sahota, London Assembly Constituency Member
Tony Devenish, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL