

Ealing Local Plan

Hanwell and Canals Conservation Areas Advisory Panel Comments

Email [hanwellcaapanel@gmail](mailto:hanwellcaapanel@gmail.com)

Our comments relate to Hanwell Conservation Areas some of which are partially outside the boundaries of Hanwell Town Centre and Hanwell North Wards

The draft plan is full of good intentions to improve living in Hanwell and Ealing. For example, there are concerns with: the sustainable development of Ealing/Hanwell; the preservation of Open Space; Character led growth with identified Heritage assets at the heart of placemaking; good growth and good design.

However, the details for Hanwell development sites appear to show a disregard for the protection, conservation and/or enhancement of Hanwell's Heritage Assets and Character. In fact, many proposals could be harmful.

There is generally a lack of detail for any improvements and enhancement of Hanwell other than tall developments up to 12 stories of largely residential units

There is a need for clear directions on how Hanwell's Heritage assets, including Open Space and Waterways such as the River Brent and the Grand Union Canal, will be enhanced and protected.

The London Plan Chapter 7 gives some good guidance on Heritage and Culture and suggests development plans should include the development of Cultural/Heritage Quarters and the identification of assets at risk.

The Appendix A1 Monitoring Framework of the draft plan gives some clear guidance over protection of Heritage assets which have not been adequately reflected in the plan for Hanwell. For example,

"A number of spatial criteria have been assembled to form a consolidated heritage sensitivity layer, including: • Scheduled Monuments (100m buffer) • Statutory Listed Buildings (60m buffer) • Locally Listed Building (40m buffer) • Heritage at Risk (40m buffer)"

Given the many Heritage assets within Hanwell the local development plan must include Heritage assets at risk and identify that Grand Union Canal, The River Brent, Hanwell's Ancient Woodlands and footpaths as Heritage Assets. Although Buffer Zones, protection of views; protection from overshadowing and the overwhelming of the asset are mentioned in the general plan there is a clear lack of detail in relation to the Hanwell section.

There is also a clear need for the identification, provision and protection of both Hanwell's Green and Blue corridors (The Brent River Park as an entity is not mentioned), which are significant features in some of Hanwell Conservation Areas, and buffer zones for these assets. There is a need for clear direction for the heights of developments buffer zones in and adjacent to Heritage areas and the protection of views.

We suggest that Hanwell Centre along the Uxbridge Road from the Grade 2 listed (English heritage Parks and Gardens Listing) Cemeteries in the east to the Iron Bridge in the west should be protected and developed as a Heritage Quarter. This would include the whole of Cemeteries and Hanwell Clock Tower Conservation Areas and parts of (or possibly the whole of) Churchfields and St Marks's and Canal Conservation Areas.

We also suggest that the Canal side from Osterley Lock to Top Lock in Southall should be designated as a Heritage Quarter. This will include Olde Hanwell and St Mark's and Canal Conservation area and link through to the Central Hanwell Heritage Quarter through the River Brent and its Riverside wildlife Corridor.

Our General Comments on Development sites HAO1 to HAO8 along the Uxbridge Road from Ealing Hospital to St Mary's Convent.

The possible development of 8 sites for tall buildings along this short stretch of the Uxbridge Road (suggested suitable for 6-8 and possibly 12 stories) will have a negative and damaging impact on Hanwell and the Town Centre.

The panel recommend that plan should restrict maximum height of any development (2-3 storey) with a set back from Uxbridge Road pavement and designed to reduce negative impact on adjacent and nearby Heritage assets - the suggested buffer zones for Heritage assets should be clearly stated in relation to each site in the plan.

The draft plan notes the division between the North and South of Hanwell. It should be noted that the Uxbridge Road appears to narrow as it passes through Hanwell from Church Road intersection to the west side of Hanwell Bridge.

The proposed development sites will visually increase the division between South and North Hanwell with an overwhelming tunnel effect.

For example, the recent Peugeot site development on the Uxbridge Road in the centre of Hanwell and adjacent to the Clock Tower Conservation area and many heritage assets, has no relationship to Hanwell Character and its Heritage. This development suggests the possible design (blue print) of future development. E.g., overwhelming, creation of a wind tunnel, creation of high levels of trapped pollution (7 sets of traffic light controls already in existence). This recent development is set to the pavement with no landscaping creating a visually and overwhelming sense of enclosure. Also, the development over-shadows (6 storeys) the road, the shops and flats above on the opposite (North side) of Uxbridge Road.

The plan for Hanwell along the Uxbridge Road must take a Character led Holistic approach in order to enhance conservation and green space for the promotion of Recreation, Health and Wellbeing of Hanwell residents.

Comments on Uxbridge Road /Town centre proposed development sites and additional information.

Although the site descriptions identify Heritage assets within or nearby to each site the lists are incomplete.

HAO1. The hospital site is unattractive and has no relationship to the Character and Heritage of Hanwell despite its important and highly visible location. Any development should be aimed at enhancement of the area and reflect the many adjacent heritage assets.

Hospital site information should also mention: the nearby Wharncliffe Viaduct (G1 listed); that this is gateway to Hanwell Town centre; the nearby Hanwell Flight of locks and Scheduled Ancient monument designation to Wall to towpath; adjacent Capital ring footpath along the River Brent; The proximity to the Churchfield Conservation Area (Brent Meadow). It should be noted that views from Brent Meadow and the Viaduct Area to the east are protected by Article 4 direction on rear roof elevations on west side of Half Acre Road. Yet the local plan conflicts with the protection of the views to the West by suggesting a substantial development site of up to 12 storeys and maybe more on the south side.

The site information should also mention that this site is adjacent to the St Marks and Canals Conservation Area on the East side as well as the grade 2 listed Hanwell Bridge over the River Brent.

The development of innovative and attractive low-level design that softens the unattractive hospital frontage (we suggest Greening the Hospital buildings and frontage) with takes account of the many heritage assets in the locality and, perhaps, enhance the local health service provisions, would be welcome. Along with Green corridor enhancement this site could be a location for development of Hanwell Community Energy

HA02 Car Sales. The current use of this site is unattractive and unsuitable in its location on the corner of a road junction and adjacent to a Grade 2 listed Bridge and other heritage assets. The site constraints mentioned in draft plan are numerous, however Information fails to identify that development may negatively impact on views out of the nearby CA (Churchfields), it is alongside Blue (River Brent) and Green Corridors (ancient woodland), within the Brent River Park designation and capital Ring footpath on East side of River.

The possible development of this site is very limited because of the Conservation Area and Heritage assets. The panel suggests that the site should be identified an enhancement Area as the gateway to Hanwell Town Centre and the Canalside Heritage Quarter.

HA03 Hanwell Children's Centre.

This is a much needed and well used children's facility.

Site not suitable for high level development, it is already on high level site. Development should be restricted to prevent overshadow of Laurel Gardens to the south and include greening.

HA04 Gray's Garage.

This is an unattractive site but also a well-used car repair and MOT testing centre that creates local employment.

Development of site needs to be carefully landscaped and restricted to avoid promoting the existing wind tunnel, pollution pocket, overwhelming and overshadowing of the Uxbridge Road and the north side shops and flats - as already demonstrated by recent nearby development on the former Peugeot site.

HA05 George Street Car Park

A development up to 6 – 8 storeys or more will overshadow the adjacent cottages to the east and south edge of the site. The recent review of Hanwell Conservation areas has recommended cottages to east should be included in the Clock Tower Conservation Area.

This is a valuable and well used car parking provision for local small businesses and an important public open space. It should be retained and enhanced with greening measures to promote biodiversity and support the Council's Climate Emergency pledge.

HA06 Lidl site

Should also mention site constraint of adjacent Town Centre Conservation area. Greening of the site would much improve this area.

HA07 Marshalls/Golds Gym

Site constraint should also mention that this is the west entrance to Hanwell and adjacent to the locally listed St Joseph's Church. Adjacent nearby Cemeteries grade 2 listed and nearby grade 2 listed St Mellitus Church.

HA08 St Mary's Convent site.

Site constraint should also mention: this area is the west entrance to Hanwell and adjacent locally listed St Joseph's Church, nearby Grade 2 listed Cemeteries (Parks and Gardens) and wildlife

designation, (Westminster Cemetery railings to Uxbridge Road also Grade 2 listed) and nearby grade 2 listed St Mellitus Church. Potential of negative visual impact on Cemeteries CA's. Conservation Areas Review has recommended controls by Article Direction over building adjacent to the cemeteries.

Other proposals affecting Hanwell Conservation Areas

SO18 Former Monorep site.

Site information should mention that the site is near (Just east) to historic Windmill Bridge (grade 1 listed), Hanwell Flight of locks with its listed lock cottages and the towpath wall with Scheduled Ancient Monument status. As such in an extremely sensitive location with regards to important Heritage assets and the grand Union canal. There is need to clearly identify buffer zones for the Heritage asset and the Green and Blue Corridors alongside the canal.

If this site is identified as a development site there is a need for strong and clear development controls to protect Heritage and wild life assets.

SO19 Warren farm

Site information should identify nearby Heritage assets - Listed lock cottages on the Hanwell flight of locks and Three Bridges (Grade 1 listed) etc. The site is part of an important Green Corridor with well-established wild life such as sky-larks and owls. Any built and hard surface development will reverse the biodiversity gains over the past few years.

'Atlas of Change'

The London Plan suggests that **NO** Open Space including car parks should be down-graded. This is reflected in Consultation reports attached to the main documents

Given the proposed and expected increase in population and building in the Local Plan there will be an overall loss of green space. Consequently, there is insufficient green space for health and wellbeing of residents. The de-greening proposals are also in conflict and contravening the Council's pledge to enhance biodiversity and reach zero carbon emissions by 2030.

It is disappointing that the Local plan makes little or no mention, as far as we can see, of the Brent River Park. The BRP was created and formally adopted by the Council in the 1970's and is a major green and blue corridor through Ealing and Hanwell.

It is impossible to understand the proposed removal of MOL status from the following sites adjacent to or within Hanwell Conservation Areas (and other parts of the Borough). Removal will be in clear conflict with the London Plan and the Council's own policies.

We object to the removal of MOL status/open space from the following sites within or adjacent to Hanwell's conservation areas and Heritage asses.

MOL7 Glade Lane Canalside park. maps 30, 31,32

MOL9 Map Warren farm/Elthorne park etc. Map 51,52,52,55,57 a/b/c.

MOL10 Maps 62,67,68.