

# UPDATED DEVELOPMENT SITES DPD

## SCHEDULE OF SUGGESTED MINOR AND TECHNICAL CHANGES

The suggested changes below are expressed by ~~striketrough~~ for deletions and underlining for additions of text.

Ref. No.	Policy	Suggested Change	Reason For Change
DS1	Introduction-The Final Proposals Document-Entire paragraph	<del>The Final Proposals Document</del> <del>This is the third document in the preparation of Ealing's Development Sites DPD. The Final Proposals comprise sites identified through the evidence base for the Local Plan, including the London Housing Capacity Study, Employment Land Review, and various Town Centre and Opportunity Area Development Frameworks; sites carried forward and/or updated from the UDP; and sites put forward by landowners and developers during previous rounds of consultation in September 2010, September 2009 and September 2007. Refer to Appendix D for a full list of the evidence base. The views expressed during previous rounds of consultation have been considered and reflected in this Final Proposals document.</del>	Deletion of consultation content
DS2	Introduction-Policy Context-1 <sup>st</sup> paragraph	The Development Sites DPD complements the Development Strategy DPD (adopted April 2012), which sets the overarching vision for the borough, and the Development Management DPD, which <del>will</del> <u>guides</u> decisions on planning applications in the borough.	Grammatical correction
DS3	Introduction-Policy-Context-National Policy-2 <sup>nd</sup> paragraph	<del>The structure and content of the Development Sites DPD, including the determination of the sites included within the Final Proposals, has had particular regard to the support within the NPPF for the allocation of sites to support sustainable economic development, the delivery of high quality new homes, the vitality and viability of town</del>	Deletion of consultation content

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		centres, and the role of good design in making places better for people.	
DS4	Introduction-Policy Context-Ealing's Spatial Objectives-3 <sup>rd</sup> paragraph	The document is <del>organized</del> <u>organised</u> into sections that reflect these areas, prefaced by an explanatory section regarding the process for site selection and general considerations that apply to all of the <del>proposed</del> -allocations. Significant sites not associated with an identified town centre are considered within the 'Other Important Sites' section.	Grammatical correction Deletion of consultation content
DS5	Introduction-Sustainability Appraisal-All paragraphs	<b>Sustainability Appraisal</b>  <del>All DPDs are required to undergo a Sustainability Appraisal (SA), the purpose of which is to appraise the social, environmental and economic effects of a plan from the outset. This process fulfils the local authority's commitments under European Directive 2001/12/EC on the assessment of the effects of certain plans and programmes on the environment (the Strategic Environmental Assessment or SEA Directive), as well as Section 19(5) of the Planning and Compulsory Purchase Act 2004.</del>  <del>The SA process is broken into five stages that occur in parallel with the sound production of the DPD; this integration is fundamental to sound plan making. It is a systematic and iterative process and, as with the DPD process, includes both ongoing engagement with stakeholders and statutory consultation periods. The first stage of the SA process, which occurred alongside evidence gathering for the DPD, was the production of the SA Scoping Report setting out the objectives and framework for conducting the SA.</del>  <del>Interim Reports are produced at each stage in the evolution of a DPD, to appraise the performance</del>	Deletion of consultation content

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		of the emerging plan/policies against the Framework set out in the Scoping Report. Two Interim Reports have so far been produced relating to the Development Sites DPD: in August 2010 relating to the Development Sites Issues and Options, and in July 2011 relating to the Development Sites Initial Proposals. Using the established SA Framework, the interim reports provide a sustainability commentary on the relevant version of the Development Sites DPD; the results of each interim SA have fed into revisions to the subsequent version of the DPD. The full SA Report will be published at submission stage alongside the Development Sites DPD.	
DS6	Introduction-Consultation-All Paragraphs	<p>The Consultation on the Development Sites Final Proposals is in line with Ealing's Statement of Community Involvement and runs for eight weeks from 29 June 2012 to 24 August 2012. Copies are available on the Ealing website at <a href="http://www.ealing.gov.uk/planpol">www.ealing.gov.uk/planpol</a>. Alternatively you can request a copy from <a href="mailto:planpol@ealing.gov.uk">planpol@ealing.gov.uk</a> or a printed copy from:</p> <p>Karen Montgomerie Planning Policy Regeneration and Property 4<sup>th</sup> Floor, Perceval House 14-16 Uxbridge Road Ealing W5 2HL</p> <p>Responses can be sent by email to <a href="mailto:planpol@ealing.gov.uk">planpol@ealing.gov.uk</a> or by post to the above address.</p> <p><i>How to Respond</i></p>	Deletion of consultation content
DS7	Development Sites-	During preparation of the Development Sites DPD,	Deletion of consultation content and corresponding

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	Site Selection Process-1 <sup>st</sup> paragraph	over one hundred sites were considered for inclusion in the Final Proposals. Potential sites were drawn from a variety of sources, including the evidence base for the Local Plan, including the London Housing Capacity Study, Employment Land Review, and various Town Centre and Opportunity Area Development Frameworks; Council regeneration and disposals strategies; sites carried forward and/or updated from the UDP; engagement with landowners and developers; and sites put forward during previous rounds of consultation in September 2010, September 2009 and September 2007. <u>Refer to Appendix A for key evidence base documents.</u>	renumbering of appendices
DS8	Development Sites-Site Selection Process-2 <sup>nd</sup> paragraph	<del>A complete list of the sites considered for inclusion, but not taken forward in the Final Proposals, is included in Appendices A to C.</del> The criteria for site selection excluded sites for one or a combination of the following reasons:	Deletion of consultation content
DS9	Development Sites-Site Selection Process-4 <sup>th</sup> paragraph	The Development Strategy DPD, <del>and the</del> Development Management DPD <u>and the London Plan 2011</u> contain borough-wide policies that promote and protect social infrastructure provision, and proposals that include provision of social infrastructure on any of the sites included within this document will generally be supported. Additionally, primary and secondary school provision in the borough will be addressed through a separate Schools DPD, scheduled for publication in 2013.	Correction
DS10	Development Sites-Planning Submission Requirements-4 <sup>th</sup> paragraph	Applicants should contact the Council at the earliest stage to discuss submission requirements and initiate the design process appropriately; a comprehensive pre-application service is available and should be <del>utilized</del> <u>used</u> for all sites within this document.	Grammatical correction

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DS11	Development Sites- The Sites-Heading	The Sites <u>Allocations</u>	Grammatical correction
DS12	Development Sites- The Sites -New 1 <sup>st</sup> and 2 <sup>nd</sup> paragraph	<p><u>For the purposes of the Development Sites DPD 'town centre uses' include the main town centre uses as defined in the glossary of the NPPF, and other complementary uses including financial and professional services (A2); cafes and restaurants (A3); drinking establishments (A4); hot food takeaways (A5); community uses (D1); and other uses commonly found in town centres such as launderettes and car showrooms. The appropriate mix of town centre uses will need to be determined with regard to the relevant Development Management DPD policies.</u></p> <p><u>Residential use is also appropriate in town centres, but is not a town centre use for the purposes of the Development Sites DPD. The 'Design Principles' of each allocation therefore provide further guidance on the acceptable form of residential development where it is considered an appropriate use for the site. A limited number of sites have also been identified as having the potential for student accommodation due to recent demand for this type of development within the borough.</u></p>	Clarification of what constitutes a town centre use for the purposes of the DPD
DS13 (Moved to Main Modifications)			
DS14 (Moved to Main Modifications)			
DS15	Development Sites- The Sites-Table 1	[as appended to this schedule]	Correction of typographical errors and update to reflect changes to main document

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DS16	All Sites-Proposed Allocation-Heading	<del>Proposed</del> Allocation	Deletion of consultation content
DS17	All Sites-Design Principles-Text	<del>amenity space</del> <u>garden space</u> [where this is in reference to provision for residential development]	Correction to ensure consistency with Development Management DPD Policy 7D Open Space
DS18	ACT1-Design Principles-1 <sup>st</sup> paragraph	Proposals should contribute to the commercial and pedestrian environment, creating a more <del>obvious</del> <u>legible and attractive</u> route from the Acton Town <del>tube</del> <u>underground</u> station to the town centre, and make efficient use of the site, creating a mixed-use commercial and residential development.	Clarification and grammatical correction
DS19	ACT1-Design Principles-2 <sup>nd</sup> paragraph	Redevelopment must reflect the fine grain of the area with its narrow plot widths, to ensure vertical integration with the street. Heights must be consistent with the existing context of three/four storey buildings. New buildings should <del>have a straight and</del> <u>create a</u> continuous building line along <u>Gunnersbury Lane</u> , and investigate the potential to deliver a widened pavement for ease of pedestrian movement. Active commercial frontages at ground floor level are required. Entrances to residential units should be obvious, whether they are directly off Gunnersbury Lane or off a private mews.	Clarification
DS20	ACT1-Design Principles-4 <sup>th</sup> paragraph	The proximity to Acton Town <del>tube</del> <u>underground</u> station would support a low car/car-free scheme on this site. Car parking and commercial loading should be located at the rear of the buildings along Gunnersbury Lane.	Grammatical correction
DS21	ACT1-Notes	<del>Notes: New site identified through site visits to Acton area</del>	Deletion of consultation content
DS22	ACT2-Site Context-1 <sup>st</sup> paragraph	This <del>roughly triangular shaped</del> site is bounded by Steyne Road, High Street/ King Street and Rectory Road. Although the Morrisons supermarket draws a large number of people to	Correction

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		the town centre, the location of the car park at the High Street/Steine Road junction creates a poor first impression of the town centre when approaching from the west; it is located at the bottom of a hill so that the main view is of jumbled buildings backs beyond a large surface level car park.	
NEW	ACT2-Design Principles-5 <sup>th</sup> paragraph	New buildings on the High Street/King Street frontage should be carefully designed to preserve the character and appearance of the adjacent Conservation Area and listed Church. Building heights should be consistent with the existing buildings and continue the established building line, with the supermarket entrance brought forward to create a continuous edge to <del>the Market Place</del> <u>King Street</u> .	Correction
DS23	ACT2-Notes	<del>Notes: This site was identified as an opportunity site within the Acton Town Centre Development Framework, however was erroneously omitted from the Initial Proposals version of the Development Sites DPD.</del>	Deletion of consultation content.
DS24	ACT3-Site Location Plan	[as appended to this schedule]	Boundary change to include full extent of land under single ownership
DS25	ACT3-Site Area	<del>4.09</del> <u>1.15</u> ha	Update to reflect site boundary change
NEW	ACT3-Relevant Planning Applications	<del>P/2011/3287</del> <u>P/2012/3154</u> (pending)	Correction
DS26	ACT3-Site Context-3 <sup>rd</sup> paragraph	The varied topography of Acton Town centre results in a significant level change between High Street and Churchfield Road, so that the Churchfield Road boundary is approximately four metres <del>below</del> <u>above</u> the High Street boundary. The High Street frontage ascends the slope of a gentle rise from east to west that reaches its cusp	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
		at Church Road.	
DS27	ACT3-Design Principles-3 <sup>rd</sup> paragraph	Proposals must provide active frontages at the ground floor to Churchfield Road and the High Street, with residential frontages to the existing residential development at <del>Hoppers</del> <u>Hooper's</u> Mews. Within this general perimeter block structure, the layout should ensure that the built up area within the block is in character with prevailing fine grain of the surrounding area and maintains established building lines. Successfully	Correction
DS28	ACT3-Design Principles-4 <sup>th</sup> paragraph	To support successful integration, proposals must provide <del>a new</del> an improved connection providing public access through the site that facilitates movement between the High Street and Churchfield Road. This should provide a legible, safe and attractive link that integrates with and improves the existing movement patterns of the town centre. Proposals should provide for active frontages to define the route, and explore the potential of the new connection to enhance the Burial Ground and intensify its use as a soft landscaped public space in the town centre.	Change in site boundary encompasses an existing potential access route between the High Street and Churchfield Road
DS29	ACT3-Design Principles-6 <sup>th</sup> paragraph	Residential development at ground floor level on the <del>Hoppers</del> <u>Hooper's</u> Mews frontages and at upper floors is supported, subject to a satisfactory level of amenity being achieved. Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal <del>amenity space</del> <u>garden space</u> . Both balconies and communal <del>amenity space</del> <u>garden space</u> will be expected in flatted schemes; communal <del>amenity space</del> <u>garden space</u> may be provided above ground level in the form of courtyards or roof gardens.	Correction
DS30	ACT3-Notes	<del>Notes:</del>	Deletion of consultation content



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DS31	ACT4-Indicative Delivery Timetable	<del>2016-2021</del> <u>2011-2016</u>	To more accurately reflect the period in which the site is most likely to be delivered, based pre-application discussions
DS32	ACT4-Notes	<del>Notes:</del>	Deletion of consultation content
	ACT5-Justification-Text	The site is located at the eastern boundary of the town centre surrounded by existing residential uses <u>and adjacent to the London Overground with its recently completed orbital route.</u> <u>Redevelopment presents an opportunity to make more efficient use of the site with the introduction of higher density uses appropriate to this accessible town centre location.</u>	To more correctly describe the rationale for inclusion of the site within the DPD
DS33	ACT5-Design Principles-1 <sup>st</sup> paragraph	Proposals for employment floorspace would need to ensure compatibility with adjacent residential uses. Due to the proximity of the railway line, a convincing case would need to be presented that proposals for residential accommodation would have a satisfactory level of amenity. Designs must include measures to mitigate the impact of railway noise and be based around a layout that ensures sufficient privacy and adequate outlook for residents of both new development and existing properties. Buildings should be orientated to maximise sunlight and daylight. <u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS34	ACT5-Notes	<del>Notes: Site boundary has been altered from Initial Proposals to remove Network Rail operational land.</del>	Deletion of consultation content
DS35	ACT6 Entire allocation	Deletion of site [as appended to this schedule]	The site was granted full planning permission for residential development in December 2012, and as such no longer merits inclusion in the Development Sites DPD as the principle of the proposed use has been established as set out in the 'Notes' section of the Final

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			Proposals document.
DS36	ACT7-Ref	<del>ACT7</del> ACT6	Renumbering of site allocation reference number as a result of the deletion of ACT6 Colonial Drive
DS37	ACT7-Justification-Text	In conjunction with Crossrail, Acton Mainline Station will be completely rebuilt to the south of the existing station (approximately where 267 Horn Lane currently stands) and the current station building removed. With the introduction of Crossrail there will be <del>ten</del> <u>four</u> services an hour to Paddington, significantly improving the public transport accessibility level and widening the station's catchment area. Redevelopment of the station presents the opportunity to consolidate essential industrial and related uses to the north thereby releasing land around the new station for mixed use development.	Correction
DS38	ACT 7-Notes	<del>Notes: Merged three allocations from Initial Proposals to allow consolidation of non-neighbourly uses and realise the development potential offered by the introduction of Crossrail.</del>	Deletion of consultation content
DS39 (Moved to Main Modifications)			
DS40	EAL1-Notes	<del>Notes: Site boundary has been revised from Initial Proposals to remove 1-9 Northcote Apartments as these are fully occupied and unlikely to come forward for redevelopment.</del>	Deletion of consultation content
DS41	EAL2-Ownership	Network Rail, <u>Transport for London</u> , private	Correction
DS42	EAL2-Development Strategy Policies	Development Strategy Policies: 1.2(e), <u>1.2(h)</u> , 2.5, particularly 2.5(f)	Correction (tall buildings policy is relevant)
DS43	EAL2-Justification	Ealing Broadway Station will be significantly upgraded as part of Crossrail, with the construction of a new station entrance and associated public realm improvements. These	Clarification that refurbishment or redevelopment of Villers House is supported

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		changes support the provision of additional development above and around the station, including the demolition or <u>substantial refurbishment</u> of Villiers House, which has a negative impact on the character of the area.	
DS44	EAL2-Design Principles-4 <sup>th</sup> paragraph	Access/servicing requirements must be arranged in a way that does not impact the functioning of the station or interchange. <u>The constrained nature of the site and proximity of the Crossrail station would support a car free scheme.</u>	A car free scheme would be supported as a means of minimising access/servicing constraints on development
DS45	EAL2-Design Principles-5 <sup>th</sup> paragraph	Upper floors could accommodate residential, including student accommodation, subject to a satisfactory level of amenity being achieved. Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal <del>amenity space</del> <u>garden space</u> . Both balconies and communal <del>amenity space</del> <u>garden space</u> will be expected in flatted schemes; communal <del>amenity space</del> <u>garden space</u> may be provided above ground level in the form of courtyards or roof gardens. Proposals should consider the potential to deck over the railway to mitigate visual/noise impacts and create new amenity space garden space or incorporate other appropriate uses.	Clarification that student accommodation is considered appropriate on this site
DS46	EAL2-Notes	<del>Notes:</del>	Deletion of consultation content
DS47	EAL3-Development Strategy Policies	Development Strategy Policies: 1.2(h), 2.5, particularly 2.5(a), 2.5(b), 2.5(c) and 2.5(e)	Correction (tall buildings policy is relevant)
NEW	EAL3-Relevant Planning Applications	P/2007/4246 and P/2007/4248 (refused November 2009); <u>P/2013/1129</u>	Correction
DS48	EAL3-Site Context-1 <sup>st</sup> paragraph	The site occupies a key location in the town centre, immediately adjacent to Ealing Broadway Station. The site as a whole forms a large	To acknowledge the contribution that certain design elements of the Arcadia Centre make to the townscape

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		impermeable block, divided on the east-west axis by the railway cutting, of low density retail and commercial units dominated by the Arcadia Shopping Centre on the southwest corner of the site. The <del>poor</del> <u>limited</u> architectural <u>quality merit</u> of the Arcadia Centre, opened in 1986, has a negative impact on the character of the town centre and the majority of its units do not meet modern retail standards.	
DS49	EAL3-Site Context-2 <sup>nd</sup> paragraph	<p>South of the railway line, the remainder of the site consists of low-rise buildings of various typologies and eras organised along the perimeter of the site. Although the southern portion of the site is within the Ealing Town Centre Conservation Area, the existing buildings are not considered to contribute to the special architectural and historic interest of the Conservation Area, based as this is on the development of the town centre as a commercial focus for the borough in the later 19<sup>th</sup> and 20<sup>th</sup> centuries.</p> <p>North of the railway consists of a surface level car park, with a single storey retail unit at the northwest corner and <u>three storey buildings along The Broadway frontage, bridging over the railway.</u> Although the car park is screened by a row of mature trees along its length, it regardless provides a poor setting for Haven Green.</p>	Clarification that there are existing buildings along the north-eastern boundary of the site
DS50	EAL3-Design Principles-1 <sup>st</sup> paragraph	The Arcadia Site Supplementary Planning Document (SPD) sets out the design principles for the site in full. Change on this site may be achieved through comprehensive or <del>phased</del> <u>incremental</u> development; any proposals brought forward must be based on a masterplan for the site as a whole that addresses the urban design objectives and realises the full potential of the site.	Clarification that complete demolition of the site is not required and that incremental development of land parcels would be acceptable so long as individual proposals addressed the relevant urban design objectives and did not constrain development on the remainder of the site
DS51	EAL3-Notes	<del>Notes: The Draft Arcadia Site Supplementary</del>	Deletion of consultation content

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>Planning Document has been published for consultation alongside these Final Proposals, and will be adopted concurrently with the Development Sites DPD.</del>	
DS52	EAL4-Notes	<del>Notes: Site boundary has been revised from Initial Proposals to encompass vehicular access route via Grove Road under same ownership.</del>	Deletion of consultation content.
DS53	EAL5-Name	<del>Lammertons</del> Sandringham Mews	Correction
DS54	EAL5-Current Use	Retail, restaurants/cafes, <u>public house</u> and surface level car park	Grammatical correction
	EAL5-Design Principles 6 <sup>th</sup> paragraph	<u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u> All residential dwellings should have access to private and/or communal <del>amenity space</del> <u>garden space</u> provided through gardens, courtyards, patios, balconies and/or roof terraces. Both balconies and communal <del>amenity space</del> <u>garden space</u> will be expected in flatted schemes; communal <del>amenity space</del> <u>garden space</u> may be provided above ground level in the form of courtyards or roof gardens.	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS55	EAL5-Notes	<del>Notes:</del>	Deletion of consultation content
DS56	EAL6-Ownership	Private, <u>some Council</u>	Correction
DS57	EAL6-Proposed Allocation-Text	Mixed use development appropriate to the town centre, including multiscreen cinema, retail, commercial and residential. <del>Potential for student accommodation.</del>	Correction of error regarding appropriate uses on the site

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DS58 (Moved to Main Modifications)			
DS59	EAL6-Design Principles-2 <sup>nd</sup> paragraph	The heritage setting of the southern and eastern boundaries of the site will require a high quality design that sits comfortably within the surrounding area and complements the dominant Edwardian vernacular. Approaches should be based on a clear design concept that advances a vision for the site as a whole; piecemeal development based on land ownership that prejudices the ability to deliver the site's full development potential will not be supported. <u>The Edwardian YMCA building positively reflects the original character of this part</u>	To reflect the significance of the heritage assets within the site boundary

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		<u>of the town centre, and would merit retention and enhancement as part of any development proposals.</u>	
NEW	EAL6-Design Principles-3 <sup>rd</sup> paragraph	he height and massing of new buildings should be commensurate with the surrounding built form to ensure that the amenity of existing residential properties, Ealing Green/Walpole Park, and the character and appearance <u>of the</u> Conservation Area are preserved. On the perimeter of the site, the building line established by adjacent properties should be continued; on Mattock Lane buildings will be expected to retain the generous setback of properties to the west with a high quality landscaping treatment to the front.	Correction
DS60	EAL6-Design Principles-6 <sup>th</sup> paragraph	Residential development at <del>ground floor level within blocks and at</del> upper floors is supported, subject to a satisfactory level of amenity being achieved. Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal <del>amenity space</del> <u>garden space</u> . Both balconies and communal <del>amenity space</del> <u>garden space</u> will be expected in flatted schemes; communal <del>amenity space</del> <u>garden space</u> may be provided above ground level in the form of courtyards or roof gardens.	Correction
DS61	EAL6-Notes	<del>Notes:</del>	Deletion of consultation content
DS62	EAL7-Site Name	EAL7 Longfield Avenue Car Park Longfield Avenue Ealing W5	Typographical error
DS63	EAL7-Site Context-1 <sup>st</sup> paragraph	This long, narrow site is bounded to the north by the railway, to the east by Longfield Avenue and Dicken's Yard, to the south by Perceval House (offices) and Longfield House (residential), and to the west by established residential properties. The main access is currently from Longfield <del>Read</del>	Correction  Clarification that the potential for a through route is limited to cycle and pedestrian users only

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		<p><u>Avenue</u>, opposite Dicken's Yard, with potential for the creation of a <u>pedestrian/cycle</u> through route to Craven Avenue; there is a level change between the two roads.</p> <p>The dominant character of the area is provided by the large floorplate office/flatted developments, which are poorly integrated with the fine grain of Craven Avenue and the residential streets to the west of the site with their low rise, semi-detached properties. <u>The electricity substation within the site boundary provides a weak frontage to the high quality public realm of Longfield Avenue.</u></p>	Clarification to acknowledge the electricity substation within the site boundary
DS64	EAL7-Notes	<del>Notes:</del>	Deletion of consultation content
DS65	EAL8-Current Uses	Offices, <del>Job Centre (A2)</del> , police station (sui generis)	The Job Centre is not publicly accessible and therefore is most correctly described as an office use
DS66	EAL8-Proposed Allocation-Text	Office-led <u>(B1a)</u> redevelopment, including ancillary commercial uses at ground floor.	Clarification that B1(a) uses are the focus of the allocation
DS67	EAL8-Site Context	<p>The site currently accommodates six office buildings at the eastern edge of the Office Quarter. The buildings are of generally mediocre architectural quality, although two have been recently upgraded with addition of a contemporary façade. The buildings are a uniform height of five commercial stories and numbers 49-65 maintain a consistent building line, with the Metropolitan Police building at 67-69 being set back. The buildings have a poor relationship with the street, with insufficient scale to create a sense of enclosure and forecourt parking, and offer generally low quality, outdated accommodation. The rear boundary is formed by the Questors Theatre <u>and the rear gardens of residential properties</u>, within the Ealing Green Conservation Area</p>	To more accurately describe the surrounding context
DS68	EAL8-Notes	<del>Notes: Site boundary modified from Initial</del>	Deletion of consultation content



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		<del>Proposals to remove Questors Theatre (not targeted for redevelopment)</del>	
DS69	EAL9-Proposed Allocation-Text	Office-led (B1a) redevelopment, including ancillary commercial uses at ground floor and small scale residential and/or community uses to northern boundary. Retention or satisfactory relocation of ex-servicemen's club.	Clarification that B1(a) uses are the focus of the allocation
DS70	EAL9-Notes	<del>Notes: Site boundary modified from Initial Proposals to remove Westel House (currently under construction) and merge Exchange Place, Craven House and land to rear.</del>	Deletion of consultation content
DS71	EAL10-Current Use	Offices, <u>education</u> <del>private college and public arts centre</del>	Correction (Open Ealing Arts Centre temporary permission has expired)
DS72	EAL10-Proposed Allocation-Text	Office-led (B1a) redevelopment, including with ancillary commercial uses at ground floor and limited education/community uses on upper floors.	Clarification that B1(a) uses are the focus of the allocation
DS73	EAL10-Site Context	This long, narrow site is located at the western entrance to the Office Quarter, bounded by residential properties within the Ealing Green Conservation area to the rear. It is occupied by a number of large scale office blocks with varied setbacks from the Uxbridge Road, surrounded by large <del>areas of open space and parking areas</del> . The poor architectural quality, irregular treatment of the public realm and ad-hoc nature of the car parking has a negative impact on the street environment. The existing buildings are outdated and suffer from high vacancy levels, excepting 113 Uxbridge Road which Road, which has permission for <u>demolition and redevelopment of high grade office space</u> . <del>is the subject of a pending planning application for redevelopment</del>	Deletion of misleading text Correction
DS74	EAL10-Notes	<del>Notes:</del>	Deletion of consultation content
DS75	EAL11-Current Uses	Retail, <del>autocentre</del> <u>vehicle repair/MOT</u> and storage	Correction

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		space	
DS76	EAL11-Site Context-2 <sup>nd</sup> paragraph	With the introduction of Crossrail, a substantially increased pedestrian <del>transit</del> <u>movement</u> to and from the station is then to be expected between the nearby <u>residential areas</u> , West Ealing high street, Crossrail and the designated shopping parades of Waitrose and the Avenue. Traffic congestion is known to take place along Drayton Green Road, and Hastings Road has been closed to circulation to avoid rat-running.	Grammatical correction  To more accurately describe the surrounding context
DS77	EAL11 -Design Principles-4 <sup>th</sup> paragraph	Due to the proximity of the railway line, a convincing case would need to be presented that proposals for residential accommodation would have a satisfactory level of amenity. Any residential use on the site must be designed to adequately shield residents from the noise, <del>reverberation</del> and vibrations coming from the adjacent <del>railway and protect them from train emissions</del> through proper insulation and ventilation.	Deletion of repetitive text
DS78	EAL11-Design Principles-5 <sup>th</sup> paragraph	Residential development must provide adequate levels of communal and private <del>amenity space</del> <u>garden space</u> for residents; any balconies fronting the railway must achieve acceptable quality and usability standards particularly with regards to noise and air quality, and the provision of accessible roof space or terraces incorporating biodiversity features will be expected in flatted schemes. <u>Residential units should be dual aspect</u> (north facing single aspect units are not acceptable). Means to provide secure access to residential units on the site will need to be carefully considered. The constrained nature of the site and its location in a town centre next to a Crossrail station would support a car free scheme.	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS79	EAL11-Notes	<del>Notes:</del>	Deletion of consultation content

Ref. No.	Policy	Suggested Change	Reason For Change
DS80	EAL12-Site Address	Manor Road/Argyle Road/Drayton Green Road <u>West Ealing W13</u>	Correction
DS81	EAL12-Proposed Allocation-Text	Mixed use development appropriate to the town centre, <u>compatible with the functioning of the Crossrail station.</u>	Clarification that any new development consider the functioning of the Crossrail station.
DS82	EAL12-Current Use	Retail and <u>vehicle repair</u>	Correction
DS83	EAL12-Design Principles-3rd paragraph	Due to the proximity of the railway line, a convincing case would need to be presented that proposals for residential accommodation would have a satisfactory level of amenity. Any residential use on the site must be designed to adequately shield residents from the noise, <del>reverberation</del> and vibrations coming from the adjacent railway and <del>protect them from train emissions</del> through proper insulation and ventilation.	Deletion of repetitive text
DS84	EAL12-Design Principles-4 <sup>th</sup> paragraph	Residential development must provide adequate levels of communal and private <del>amenity space</del> <u>garden space</u> for residents; any balconies fronting the railway must achieve acceptable quality and usability standards particularly with regards to noise and air quality, and the provision of accessible roof space or terraces incorporating biodiversity features will be expected in flatted schemes. <u>Residential units should be dual aspect</u> (north facing single aspect units are not acceptable). Means to provide secure access to residential units on the site will need to be carefully considered. The constrained nature of the site and its location in a town centre next to a Crossrail station would support a car free scheme.	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS85	EAL13-Planning Applications-Heading	<u>Relevant</u> Planning Applications	Correction
DS86	EAL13-Design	The location of this site in a residential area	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
	Principles-1st paragraph	makes it appropriate for the introduction of residential uses as part of a wider redevelopment. Any phased residential development must be supported by a clear and coherent masterplan for the entire site as to the layout, scale, massing and design of buildings <del>on the premises</del> ; the location of access points and routes; and the location, nature and levels of provision of <del>amenity space</del> <u>garden space</u> for residents. <u>This should be achieved through an outline for full planning application for the site as a whole.</u>	Clarification regarding the nature of masterplan required
DS87	EAL13-Design Principles-4 <sup>th</sup> paragraph	A high quality of buildings will be uniformly sought within the site. Facades along Gordon Road should be of a high quality design supported by the use of high quality materials and reflecting the positive elements of character in nearby residential properties. The size of the site is sufficient to support a mix of dwelling sizes, including family accommodation. <u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS88	EAL13-Notes	<del>Notes:</del>	Deletion of consultation content
DS89	EAL14-Site Context-1 <sup>st</sup> paragraph	The site is located along the Uxbridge Road corridor with good bus connections and within walking distance of West Ealing Station. Part of the site boundary along Leeland Terrace faces Dean Gardens, a well-equipped open space that is well used during the day but poses safety issues at night. <del>The park</del> Dean Gardens is too small to be classified as a local park, and the wider area suffers from local park deficiency, as well as moderate open space deficiency.	Clarification regarding open space deficiency
DS90	EAL14-Site Context-2 <sup>nd</sup> paragraph	The site offers poor coherence in terms of urban form and detracts from elements of character in the broader block and from the function of the wider area. <del>Numbers 25-41 Broadway and 48-62</del>	To more accurately reflect the significance of the heritage assets within the site boundary and nearby

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>Leeland Road are well maintained historical buildings on the site are of little architectural merit and contribute to a jagged roofline. Nearby terraces at 43-57 Broadway and 48-62 Leeland Road are well maintained historical buildings. The buildings on the site are of little architectural merit and contribute to a jagged roofline. However, nearby terraces on the same block, including 25-41 Broadway, 43-57 Broadway, 3-7 Leeland Road and the Salvation Army Hall, as well as 48-62 Broadway opposite, are well-maintained historical buildings with high quality facades.</del>	
DS91	EAL14-Design Principles-3 <sup>rd</sup> paragraph	New development on the site should seek to give the site an urban edge by providing built frontages along Leeland Terrace to provide the site with a greater sense of enclosure and safety compatible with its increased residential component. Commercial uses at ground floor along Leeland Terrace is not appropriate, however community uses may be appropriate. Residential accommodation on upper floors and to Leeland Terrace would be acceptable, subject to a satisfactory level of amenity being achieved. <u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS92	EAL14-Notes	<del>Notes:</del>	Deletion of consultation content
DS93	EAL15-Site Context-2 <sup>nd</sup> paragraph	The site is in close proximity to several buildings of heritage value, however the existing buildings do not themselves contribute to the character of the high street. The long and narrow bulk of 68-76 the Broadway with its monotonous frontage gives the existing building a monolithic appearance that does not reflect the fine grain of the existing area or contribute to the streetscape. At the rear of the site is the a the low-rise residential property <del>Hugh Clark's home</del> <u>Hugh Clark House</u> , as well as a	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
		taller residential development and large surface level car park; there are no habitable room windows facing onto the northern boundary of the site.	
DS94	EAL15-Design Principles-2 <sup>nd</sup> paragraph	The height, bulk and massing of buildings may also vary, and must be designed to minimize the impact on the amenity space of the <del>Hugh Clark's house</del> <u>Hugh Clark House</u> internal courtyard in relation to overshadowing and overlooking. Building heights on the site of four to five residential <del>stories</del> <u>storeys</u> would generally be appropriate.	Correction
DS95	EAL15-Design Principles-4 <sup>th</sup> paragraph	Residential use at ground floor is not acceptable. Upper floors could accommodated residential, subject to an appropriate level of amenity being achieved. Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable). Access for residents should be kept private and secure. Residential development must provide adequate levels of communal and private <del>amenity space</del> <u>garden space</u> for residents. The provision of accessible roof space, and/or terraces and or/balconies will be expected.	Correction
DS96	EAL15-Notes	<del>Notes: Site boundary modified to include 84-88 the Broadway</del>	Deletion of consultation content
NEW	EAL16-Site Name	59-119 <del>New</del> Broadway and New Ealing House	Correction
DS97	EAL16-Planning Applications-Heading	<u>Relevant</u> Planning Applications:	Correction
NEW	EAL16-Relevant Planning Applications	<u>Relevant</u> Planning Applications: <u>P/2012/5230</u>	Correction
DS98	EAL16-Justification-	The layout of this prime site at the heart of West Ealing would benefit from a more legible layout	Grammatical correction

Ref. No.	Policy	Suggested Change	Reason For Change
	Text	featuring key town centre uses <del>organized</del> <u>organised</u> around a functional, welcoming and pedestrian friendly network of public spaces.	
DS99	EAL16-Design Principles-5 <sup>th</sup> paragraph	Any residential properties <u>should be dual aspect and</u> positioned in order to maximize daylight and sunlight; single aspect north facing units are not acceptable. Development must ensure adequate provision of communal and private <del>amenity space</del> <u>garden space</u> for residents. These should be properly screened from access roads, pedestrian footpaths and semi public spaces to ensure sufficient privacy of use. Communal areas may be provided at roof level through accessible roofspace and terraces. Schemes incorporating green roofs and biodiversity features are encouraged.	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS100	EAL16-Notes	<del>Notes:</del>	Deletion of consultation content
DS101	EAL17-Site Address	404-440 <del>112-126</del> Broadway, 1-10 Chignell Place and land to rear, <u>West Ealing W13</u>	Correction to reflect addresses within site allocation boundary
DS102	EAL17-Relevant Planning Applications-Text	<u>P/2012/3271</u> , P/2010/0419 Masterplan for Green Man Lane Estate	New planning application submitted within site boundary
DS103	EAL17-Site Context-1 <sup>st</sup> paragraph	The site is located in an increasingly accessible town centre location along the Uxbridge Road corridor. It is at the junction of Singapore Road and Brownlow Road, which is to be redeveloped to establish a pedestrian-priority link between the Broadway and the redeveloped Green Man Lane Estate.	To more accurately describe the redevelopment of Brownlow road
DS104	EAL17-Site Context-3 <sup>rd</sup> paragraph	On the western corner are two/three storey residential properties set back from the building line and fronted by low quality prefabricated retail units associated with low rise residential elements and a small power substation. At the north of the site is a low rise Mosque fronted by private	To more accurately describe the Green Man Lane Estate redevelopment

Ref. No.	Policy	Suggested Change	Reason For Change
		<p>parking space. <del>The redevelopment of Green Man Lane Estate will to the north is based around six/seven storey residential blocks with internal courtyards and with commercial uses at ground floor set within a generous and well landscaped public realm to Singapore Road.</del></p> <p><u>On the northern side of Singapore Road, the redevelopment of the Green Man Lane Estate will provide a combination of two/three storey houses and three to eight storey high apartment blocks, with a small community café, enterprise employment floorspace, a community centre and site-wide energy centre containing a Combined Heat and Power plant. The community café is located at ground floor opposite Brownlow Road and will have a generous hard landscaped area through could accommodate tables and chairs.</u></p>	
DS105	EAL17-Design Principles-5 <sup>th</sup> paragraph	<p><u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u> Residential development must provide adequate levels of communal and private <del>amenity space</del> garden space for residents. <del>The</del> the provision of accessible roof space, terraces and/or balconies will be expected, <del>particularly along Singapore Road.</del></p>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS106	EAL17-Notes	<del>Notes: Boundary modified to include Broadway frontage.</del>	Deletion of consultation content
DS107	EAL18-Planning Applications-Heading	<u>Relevant</u> Planning Application:	Correction
DS108	EAL18-Site Context-3 <sup>rd</sup> paragraph	<p><del>On the other side of Singapore Road the redevelopment of the Green Man Lane Estate will provide six/seven storey residential buildings, with social enterprise units, cafes and an arts centre</del></p>	To more accurately describe the Green Man Lane Estate redevelopment



Ref. No.	Policy	Suggested Change	Reason For Change
		<p><del>fronted by a wide landscaped paved pedestrian approach.</del></p> <p><u>On the northern side of Singapore Road, the redevelopment of the Green Man Lane Estate will provide a combination of two/three storey houses and three to eight storey high apartment blocks, with a small community café, enterprise employment floorspace, a community centre and site-wide energy centre containing a Combined Heat and Power plant. The community café is located at the ground floor opposite Brownlow Road and will have a generous hard landscaped area through which could accommodate tables and chairs.</u></p>	
DS109	EAL18-Design Principles-1 <sup>st</sup> paragraph	Proposals should seek to restore a perimeter block structure and create a defined building line along Singapore Road, and respond to the high quality public realm provided by the Green Man Lane development. An appropriate mix of retail and <del>other</del> commercial units <del>of varying sizes</del> should be provided at ground floor level.	Deletion of repetitive text
DS110	EAL18-Design Principles-4 <sup>th</sup> paragraph	A degree of residential use is appropriate to the site provided no single <u>aspect</u> north facing units are provided and both secure and private access is guaranteed to residents; <u>residential units should be dual aspect.</u> Residential development must provide adequate levels of communal and private <del>amenity space</del> <u>garden space</u> for residents. <del>The</del> <u>the</u> provision of accessible roof space, terraces and/or balconies will be expected, <del>particularly along Singapore Road.</del>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS111	EAL18-Notes	<del>Notes:</del>	Deletion of consultation content
DS112	EAL19-Planning Applications-Heading	<u>Relevant</u> Planning Applications:	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
DS113	EAL19-Site Context-1 <sup>st</sup> paragraph	The site is located close to the western end of Ealing Metropolitan Town Centre and is adjacent to a residential area featuring <del>post-war</del> <u>Victorian</u> semi-detached houses. The low intensity of use and poor layout of buildings on the site combined with its prominent use as a car servicing area give the impression that it sits outside of the town centre and forms a poor transition between the residential areas and the high street. A four storey residential development with commercial use on the ground floor has recently been completed at 143-145 Broadway, including public realm improvements.	Correction
DS114	EAL19-Notes	<del>Notes:</del>	Deletion of consultation content
DS115	GRE1-PTAL	<del>3-</del> 4	Correction
NEW	GRE1-Relevant Planning Applications	<del>None</del> <u>P/2013/1486</u>	Correction
DS116	GRE1-Proposed Allocation-Text	Mixed use development <del>for residential and community use</del> appropriate to the town centre, <del>including with retention or satisfactory relocation of</del> London Motorcycle Museum and Ealing Heritage Centre.	Clarification regarding the appropriate mix of uses on site, which includes retention of the existing community uses
DS117	GRE1-Justification	The site is currently underutilised with a poor relationship to its setting, and therefore has considerable potential to contribute to the vibrancy of Greenford town centre through intensification and introduction of new uses to the site, <u>including a multifunctional Council Service Centre.</u>	Additional information regarding the potential of the site to accommodate a Council Service Centre
DS118	GRE1-Site Context-1 <sup>st</sup> paragraph	The site is located on the northern edge of the town centre, separated from the town centre by the main entrance to Ravenor Park on Oldfield Lane South. The surrounding context is provided by the open space of Ravenor Park, which forms the western border of the site, and the residential	To more accurately reflect the significance of the heritage assets within the site boundary

Ref. No.	Policy	Suggested Change	Reason For Change
		<p>neighbourhoods to the north and east.</p> <p>The southern end of the site houses the London Motorcycle Museum and Ealing Heritage Centre in converted milking sheds with frontage onto Oldfield Lane South., <u>which have been extensively restored and are considered a local heritage asset.</u> The northern end of the site contains a depot/market area overlooked by adjoining residential properties. The use of the site is unclear from the frontage, giving the perception that it is functionally separate from the town centre</p>	
DS119	GRE1-Design Principles-1 <sup>st</sup> paragraph	<p>The scale, massing and height of buildings on the northern part of the site must respect the amenity of adjoining properties to the north and east. Lower elements should adjoin the existing residential development, with density massed towards the southern portion of the site and the boundary with Ravenor Park, subject to the amenity of the Public Open Space and <u>setting of the local heritage assets</u> being preserved.</p>	To reflect the significant of the heritage assets within the site boundary
DS120	GRE1-Design Principles-2 <sup>nd</sup> paragraph	<p><del>New</del> <u>Any new</u> development fronting Oldfield Lane South should continue the building line established by the residential properties to the north, and provide active frontages characterised by frequent doors and windows. Designs should actively engage with the street to ensure that the presence and purpose of community uses on the site is visible from the public realm.</p>	Clarification
DS121	GRE1-Design Principles-4 <sup>th</sup> paragraph	<p><u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u> All residential dwellings should have access to private <del>amenity space</del> <u>garden space</u> provided through gardens, courtyards, patios, balconies and/or roof terraces. The proximity to Ravenor Park will be considered when assessing</p>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.

Ref. No.	Policy	Suggested Change	Reason For Change
		the required level of provision of private <del>amenity space garden space</del> only where design and layout is of sufficient high quality and contributions are made towards enhancements to Ravenor Park.	
DS122	GRE1 Notes	<del>Notes: The council has identified this site as potentially suitable for the provision of a multifunctional Service Centre.</del>	Deletion of consultation content
DS123	GRE2-Site Location Plan	[as appended to this schedule]	Boundary change to reflect site addresses included within allocation
DS124	GRE2-Site Area	<del>0.37ha</del> 0.30ha	Correction to the site area arising from boundary change.
DS125	GRE2-PTAL	<del>5-6</del>	Correction
DS126	GRE2-Design Principles-1 <sup>st</sup> paragraph	The buildings of <del>façade/group value</del> at 311-317 Ruislip Road make a positive contribution to the street scene and should be retained as a good example of Greenford's evolution as a town centre. On the remainder of the site, a uniform design approach and/or monolithic new buildings or additions should be avoided; there is potential to introduce variety to the skyline with higher and lower elements that create an appropriate transition between adjacent buildings and contribute to continuity in the street scene. Development should be of exemplary quality at this prominent corner location with strong, consistent building lines that define the street.	To more correctly describe the townscape assets within the site boundary
DS127	GRE2-Design Principles-4 <sup>th</sup> paragraph	The inclusion of the adjacent Post Office and Telephone Exchange into a larger scheme, subject to <del>Royal Mail</del> Post Office/BT operational requirements, with greater development potential is supported, which refurbishes these buildings for alternate use and releases significant backland areas for new buildings/amenity space garden space. <del>If this opportunity is pursued, provision of a new connection providing public access from Greenford Road to Brent Valley Park should be</del>	Correction  There are no current or likely future plans to extend access from the west side of the river

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>explored.</del>	
DS128	GRE2-Notes	<del>Notes:</del>	Deletion of consultation content
DS129	HAN1-Site Context-1 <sup>st</sup> paragraph	The site contains a terrace of two storey retail units with first floor setback and long backyards fronting Uxbridge Road, bordered by three storey Gold's Gym and hard landscaped town square to either end, and surface level car park to rear. The existing building is in a poor state of repair and presents a weak and unattractive building frontage to the busy Uxbridge Road. The scale of existing development, surrounded as it is by wide pavements and car parking, does not adequately define the entrance to the town centre or the public square, <u>and contrasts markedly with the Grade II Listed St Mellitus Church and well maintained Victorian parade of shops to the north of Uxbridge Road.</u>	To more correctly describe the heritage assets in close proximity to the site
DS130	HAN1-Design Principles-4 <sup>th</sup> paragraph	Careful consideration will need to be given to the access and servicing arrangements for the proposed uses, particularly if residential is included. The possibility of shared parking arrangements with the Lidl car park should be explored, and the Council would consider a car free scheme. The site is in an area of groundwater pollution therefore designs should incorporate <u>Sustainable Urban Drainage Systems (SUDS)</u> and other related sustainability measures.	Clarification
DS131	HAN1-Notes	<del>Notes:</del>	Deletion of consultation content
DS132	HAN2-Design Principles-2 <sup>nd</sup> paragraph	Development must make a significant improvement to how the site relates to and integrates with the surrounding area. Active frontages characterised by frequent doors and windows should be provided onto Uxbridge Road and Westminster Road, with building lines consistent with those established by neighbouring properties to restore the perimeter block structure.	To provide greater clarity in regards to the appropriate mix of uses on the site and corresponding design considerations

Ref. No.	Policy	Suggested Change	Reason For Change
		Provision for businesses uses, <u>such as car showrooms</u> , should not result in dead frontages as a result of excessive private forecourts, accessing/servicing arrangements or security measures.	
DS133	HAN2-Design Principles-following 3 <sup>rd</sup> paragraph	<u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal garden space. Both balconies and communal garden space will be expected in flatted schemes; communal garden space may be provided above ground level in the form of courtyards or roof gardens.</u>	To ensure design principles regarding residential development are consistent throughout the document in promoting dual aspect units and private amenity space, in line with the London Housing SPG
DS134	HAN2-Design Principles-4 <sup>th</sup> paragraph	Development will be expected to complement and contribute to the range of planned improvements and investments to streets and public spaces in the town centre, particularly the upgrade of the Clock Tower Square. The site is in an area or groundwater pollution therefore designs should incorporate <u>Sustainable Urban Drainage Systems (SUDS)</u> and other related sustainability measures.	Clarification
DS135	HAN2-Notes	<del>Notes:</del>	Deletion of consultation content
DS136	HAN3-Site Address	83-101 Boston Road <u>Hanwell</u> W7	Correction
DS137	HAN3-Notes	<del>Notes: Boundary modified from Initial Proposals (ref HANX01) to include Wickes building and car park and exclude garage that is outside of the town centre boundary.</del>	Deletion of consultation content
DS138	Southall-Area Spatial Strategy-4 <sup>th</sup> paragraph	Development Strategy <del>Policy 2.9 seeks</del> Policies 2.8 and 2.9 seek to revitalise the town centre <u>and regenerate the Havelock area</u> , and the identified development sites have a key role to play in delivering the objectives of <del>this policy</del> <u>these policies</u> . All of the sites fall within the Southall Opportunity Area and therefore must also have regard to the guidance set out in the Southall	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
		Opportunity Area Planning Framework (OAPF).	
DS139	SOU1-Current Use	Lidl supermarket and associated car parking, retail, <u>public house/hotel, place of worship</u> and residential	Correction
DS140	SOU1-Relevant Planning Applications	<del>None</del> P/2012/3758 P/2013/1688	Correction (new planning application submitted incorrectly referenced in EDS2 February 2013)
DS141	SOU1-Justification	Prominent site in the town centre with low intensity of use. Scope for intensification to realise the full potential of the site, reflecting its accessible location, function as a gateway to Southall Town Centre, and proximity <u>to the</u> open spaces of Southall Park.	Grammatical correction
DS142	SOU1-Indicative Delivery Timetable	<del>2016</del> <u>2011</u> -2021	To more accurately reflect the period in which the site is most likely to be delivered, based pre-application discussions
DS143	SOU1-Design Principles-4 <sup>th</sup> paragraph	Residential use at ground floor along Boyd Avenue would be acceptable subject to an adequate setback of the building line for privacy and security purposes. <u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable).</u> All residential dwellings should have access to private <del>amenity space</del> <u>garden space</u> provided through gardens, courtyards, patios, balconies and/or roof terraces. The proximity to Southall Park will be considered when assessing the required level of provision of private <del>amenity space</del> <u>garden space</u> where design and layout is of sufficient high quality and contributions are made towards enhancements to Southall Park.	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS144	SOU2-Current Use	Commercial, two supermarkets and associated surface level car park, <u>residential</u>	Correction
DS145	SOU2-PTAL	4-5	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
DS146	SOU2-Justification	The site contains a series of adjoining, low density retail and commercial units with substantial surface level car parking in a highly accessible town centre location. There is scope for intensification of this site, including the introduction of new uses, to alleviate the pressure on the specialist independent retailers <del>unique</del> concentrated along the Broadway and to help meet the identified retail growth required to support Southall as a viable Major Centre, serving the needs of its residents as well as the wider catchment.	Typographical error
DS147	SOU2-Site Context	The site occupies a key location in the route from Southall Station to the specialist shopping area concentrated around The Broadway. The site includes the low rise Quality Foods and Iceland supermarkets with associated car parking, and <del>nine pairs of semi-detached houses properties</del> with paved front forecourts and long back gardens that have been converted to a variety of commercial uses. Quality Foods carries out a significant amount of their trading from a private forecourt that spills onto the public footway blocking pedestrian movements, and the surface car park at Iceland has limited access/egress arrangements that cause frequent tailbacks onto South Road. The existing buildings present a weak and unattractive frontage to the busy South Road, and the scale of existing development does not adequately define the street and public realm.	Grammatical correction
DS148	SOU2-Design Principles-1 <sup>st</sup> paragraph	Change on this site may be achieved through incremental or comprehensive <del>redevelopment</del> ; creation of a Masterplan for the site as a whole is strongly encouraged to maximise development potential and ensure that incremental development contributes to a cohesive vision for the site and the wider area.	Clarification



Ref. No.	Policy	Suggested Change	Reason For Change
DS149	SOU2-Design Principles-2 <sup>nd</sup> paragraph	Any development on the site must support the wider design objectives for the site, including the rationalisation and improvement of the public realm directly in front of the site to provide an active, pleasant and safe pedestrian environment. Buildings should be arranged to allow sufficient space for <u>private</u> forecourt trading that does not encroach onto the public footpath; the provision of additional public realm through a hard landscaped plaza along South Road providing formal space for forecourt trading with well-defined and accessible entrances should be included in schemes to address the identified shortage of formal public spaces within the town centre.	Clarification that street trading areas should be within private forecourts not the public footway
DS150	SOU2-Notes	<del>Notes: Boundary modified from Initial Proposals to include 63-95 South Road and exclude operational Telephone Exchange and retail parade to front at 31-43 South Road.</del>	Deletion of consultation content
DS151	SOU3-Site Address	Southall West London College, Former Sorting Office, King's Hall Methodist Church, Hambrough Primary <u>UB1</u> <del>UB6</del>	Correction
DS152	SOU3-Ownership	<del>Multiple</del> <u>Private, Council</u>	Correction
DS153	SOU3-Current Use	Primary school, college, <u>adult and continuing education</u> , <del>church</del> <u>place of worship</u> /community uses, <u>residential</u> and <u>vacant</u> <del>former</del> Royal Mail sorting office.	Correction
NEW	SOU3-Relevant Planning Applications	<del>none</del> <u>P/2012/4739; P/2012/5267</u>	Correction
DS154	SOU3-Site Context-2 <sup>nd</sup> paragraph	The King's Hall Methodist Church, built in 1916, is a locally important heritage asset consisting of a large auditorium with shallow conical roof profile concealed behind a neo-Baroque facade/ <u>frontage building</u> . While the facade/ <u>frontage building</u> is a significant local landmark, and occupies a	Clarification that the façade (as assessed by English Heritage) refers to the frontage building in its entirety as designed in the neo-Baroque style

Ref. No.	Policy	Suggested Change	Reason For Change
		commanding position in the streetscape on a curve in the road visible from Southall Station, the differing brick work on the main building gives the impression of two very distinct and un-integrated components. Inside, the most significant fittings have been removed and the decorative roof of the auditorium is only partially intact.	
DS155	SOU3-Design Principles-3 <sup>rd</sup> paragraph	The <u>façade/frontage building</u> of the King's Hall is a significant local landmark and must be retained. The refurbishment and reuse of the building in its entirety is supported, and its retention should be considered. It would be up to the applicant to provide a case for partial or complete demolition of the <u>building to the rear of the façade/frontage building</u> , and any redevelopment involving <del>the loss of the building</del> <u>demolition</u> must be of a very high quality design and demonstrate delivery of significant overall benefits to the site and wider area. A statement of heritage impact and significance must be included with any proposals for demolition.	Clarification that the façade (as assessed by English Heritage) refers to the frontage building in its entirety as designed in the neo-Baroque style
DS156	SOU3-Design Principles-5 <sup>th</sup> paragraph	The layout and massing of buildings on the south east corner of the site must be carefully arranged to ensure that existing views of the King's Hall façade from South Road and Southall Station are enhanced. The south east corner of the site may provide an opportunity for limited additional height <u>to emphasize the corner</u> , as appropriate to the relatively open context provided by the road/junction width. <del>The acceptability of a taller element at this location will be determined based on the detailed design as presented in a full planning application; outline planning applications for a taller building will not be considered.</del>	Deletion of misleading text (the site has not been identified as appropriate in principle for a tall building)
DS157	SOU3-Design Principles-6 <sup>th</sup> paragraph	<del>If additional height is proposed in this location the building must be attractive as viewed from all angles, contribute to an interesting skyline, and</del>	Deletion of misleading text (the site has not been identified as appropriate in principle for a tall building)

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>have a density that integrates with the built fabric and wider context in terms of proportion, composition and relationship to other buildings, streets and key townscape elements. It</del> <u>New buildings</u> must create a well-defined public realm at street level with active ground floor frontages and a building line that maintains the generous public realm on the corner. Access/servicing requirements must be arranged in a way that does not impact the main distributor road; the provision of underground parking is supported.	
DS158	SOU3-Notes	<del>Notes:</del>	Deletion of consultation content
DS159	SOU4-Development Strategy Policies	1.2(e), <u>1.2(h)</u> , 2.8, 6.2	Correction (tall buildings policy is relevant)
DS160 (Moved to Main Modifications)			
DS161	SOU4-Design Principles-5 <sup>th</sup> paragraph	Residential density must be appropriately distributed across the site in view of the decreasing PTAL from west to east across the site and the transition from the urban context <u>of</u> South Road <u>to the</u> suburban setting of Park Avenue. Designs must include measures to mitigate the impact of railway noise and nearby industrial uses, and be based around a layout that ensures sufficient privacy and adequate outlook for residents.	Grammatical correction
DS162	SOU4-Notes	<del>Notes: Site boundary extended to encompass SOU11 and SOU12 from Initial Proposals, vacant fly tipped industrial land and trade counter units further east along Park Avenue.</del>	Deletion of consultation content
DS163	SOU5-Development Strategy Policies	2.8, <u>6.1, 6.2, 6.3</u>	Physical, social and green infrastructure policies are relevant

Ref. No.	Policy	Suggested Change	Reason For Change
DS164	SOU5-Relevant-Planning Applications	P/2008/3891, <u>54814/APP/2009/430 (GLA)</u>	To refer to all relevant planning permissions
DS165	SOU5-Design Principles-1 <sup>st</sup> paragraph	<p>The outline planning permission has established the acceptable mix of uses on site and general principles regarding layout and built form. The significant quantum of residential development will be supported by a new public open space in the heart of the development, linking to Minet Country Park, and community facilities including a primary school. <del>The permission also requires the widening of the South Road Bridge.</del></p> <p><u>The permission requires widening of the South Road Bridge and is dependent on the provision of a new access road to allow vehicle, cycle and pedestrian access from the Hayes By-Pass and two new footbridges to allow pedestrian and cycle access to the Minet Country Park. These western access points extend beyond the site boundary and will require detailed planning approval from the London Borough of Hillingdon in accordance with the conditional planning permission granted on 29 September 2010 by the Mayor of London.</u></p>	To set out in detail the cross-boundary considerations that will need to be addressed with London Borough of Hillingdon
DS166	SOU5-Notes	<del>Notes:</del>	Deletion of consultation content
DS167	SOU6-Development Strategy Policies	<u>1.2(h), 2.8, 2.9, 6.1, 6.3</u>	Correction. Physical and green infrastructure policies and tall buildings policy are relevant
DS168	SOU6-Planning Designations	<p>Southall Opportunity <u>Area</u></p> <p><del>Major Centre (part)</del></p> <p>Green Corridor</p>	Correction
DS169	SOU6-Site Context	The surrounding area contains industrial and warehousing units in large premises to the north east (as part of the Great Western Industrial Estate) with smaller light industrial units between the south of the site and the residential areas of	To reflect the significance of the heritage assets within the site boundary and nearby

Ref. No.	Policy	Suggested Change	Reason For Change
		Havelock. <u>Several local heritage assets remain as an important indicator of the area's industrial past, including the Arches, the Sunrise Radio building and the Southall Community Centre.</u>	
DS170	SOU6-Design Principles-1 <sup>st</sup> paragraph	Proposals must deliver a comprehensive and phased mixed use development over the site as a whole comprising viable and flexible employment space for small and medium enterprises (SMEs) and residential as the priority uses, and appropriate commercial/community uses at focal points of activity. <u>The Southall OAPF will include a development brief specific to the site that sets out the design principles for the site in full.</u>	Clarification regarding the relationship of the OAPF to the DPD
DS171	SOU6-Design Principles-2 <sup>nd</sup> paragraph	The retention of employment uses is considered fundamental to the successful realisation of the full development potential of this area, and should support business and jobs growth. Proposals for redevelopment must deliver a substantial net increase in the level of flexible B1 employment floorspace provided. The existing quantum of floorspace against which to measure the net increase will be taken as the total floorspace provided by the existing buildings comprising The Arches Business Centre and Charles House. This should be provided mainly as managed workspace for SMEs, and include a range of unit sizes. <del>Proposals will also be required to demonstrate significant job generation across the site as a whole, measured against the existing level of jobs currently provided across the site.</del>	Deletion of repetitive text
DS172	SOU6-Design Principles-5 <sup>th</sup> paragraph	Due to the size of the site and poorly defined local context, <del>incremental or piecemeal</del> development based on land ownerships will not be acceptable. While change on this site may be achieved through comprehensive or <del>phased</del> <u>incremental</u> development, any proposals brought forward <del>must be based on a masterplan for the site as a whole</del>	Clarification regarding the relationship of the OAPF to the DPD

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>that addresses the urban design objectives and realises the full potential of the site.</del> satisfy the urban design objectives as set out within the OAPF development brief and support realisation of the full potential of the site.	
	SOU6-Design Principles-(1) The Arches and The Limes-1 <sup>st</sup> paragraph	Proposals to the north of Merrick Road (The Arches) should accommodate a mix of ground floor commercial uses with residential above. Active frontages at ground floor level may be provided through flexible SME space, community facilities, or small-scale retail for local needs <del>at ground floor level with active frontages.</del> The Metropolitan Police have indicated a requirement to retain a community policing facility in this location, which must be accommodated on this section of the site.	Deletion of repetitive text
DS173	SOU7-Site Location Plan	[as appended to this schedule]	Boundary change to reflect site addresses included within allocation
DS174	SOU7-Site Area	<del>18.14ha</del> <u>18.4ha</u>	Correction to the site area arising from boundary change.
DS175	SOU7-Planning Designations	Southall Opportunity Area Bixley Fields Public Open Space an Allotments (Community Open Space) <u>St Mark's Church and Canal Conservation Area</u> Grand Union Canal SINC Grand Union Canal Green Corridor	Correction
DS176	SOU7-Justification	The Havelock Estate has been identified by the Council as a Major Intervention Estate, requiring <del>demolition</del> <u>selective demolition of poor quality housing</u> and rebuilding to integrate the area into the fabric of Southall, including enhancement of links to Southall Town Centre, King Street Neighbourhood Centre, and the substantial open	To more accurately describe the extent of redevelopment

Ref. No.	Policy	Suggested Change	Reason For Change
		spaces of Glade Lane Canalside Park.	
DS177	SOU7-Site Context	The Havelock Estate is a municipal housing estate constructed in the 1960s consisting largely of 2 and 3 storey terraced and semi-detached houses. The site is bounded to the north by light industrial uses, to the south and east by the Grand Union Canal, and to the west by Havelock Primary School and allotments. The existing housing stock is <u>apartment blocks</u> are of poor quality and unsuitable, there is a lack of local amenities, and the site suffers from a lack of connectivity with the rest of Southall and difficulty in accessing Southall Station as a public transport interchange. The site is in close proximity to Glade Lane Canalside Park.	To more accurately describe the extent of redevelopment
DS178	SOU7-Notes	<del>Notes: Preferred development partner selected April 2012</del>	Deletion of consultation content
DS179	SOU8-Current Use	Retail, commercial, community, Dominion Arts Centre, light industrial and industrial, <u>warehousing</u> , surface level car park.	Correction
DS180	SOU8-Development Strategy Policies	<u>1.2(b)</u> , 2.8, particularly 2.8(b) and 2.8(c)	Policy 1.2(b) regarding employment land is relevant
DS181	SOU8-Proposed Allocation-Text	Mixed use development appropriate to the town centre, with continued protection of existing industrial uses on the Featherstone, Dominion and Suterwalla estates as a Locally Significant Industrial Site (LSIS) and retention of the <u>Dominion Arts Centre</u> .	Clarification that the Dominion Arts Centre is to be retained in any redevelopment proposals
DS182	SOU8-Design Principles-3 <sup>rd</sup> paragraph	Along The Green, development should provide continuous active frontages with a built form of sufficient scale to appropriately define the street, with buildings decreasing in height from north to south in reflection of the transition from the eight storey Phoenix House to the three/four storey heights predominant on King Street. New	To more accurately describe the important aspects of the local townscape that proposals should address

Ref. No.	Policy	Suggested Change	Reason For Change
		buildings must be of high design quality to conserve and enhance the setting of the listed Manor House, with building lines consistent with those established by neighbouring properties. <u>Redevelopment along the Green should realise the potential to improve the size/quality of commercial units fronting this main route and enhance the particular local character of this area.</u>	
DS183	SOU8-Notes	<del>Notes: Phoenix House, although under construction, has been included within the allocation to remove the industrial land designation.</del>	Deletion of consultation content
DS184	SOU9-Current Use	<u>Vacant Church Hall and cemetery disused burial ground</u> , hard landscaped <u>public</u> square and coach depot	Correction
DS185	SOU9-Planning Designations	Southall Opportunity Area Neighbourhood Centre <u>Western Road Public Open Space</u>	Correction
NEW	SOU-Relevant Planning Applications	<del>none</del> <u>P/2013/0997</u>	Correction
DS186	SOU9-Design Principles-1 <sup>st</sup> paragraph	The overarching development objective is to intensify the site for community uses, including the provision of community open space, supported by complementary mixed use development. As a prominent corner site at the heart of the neighbourhood centre, proposals will be expected to deliver significant improvements to the townscape with new development centred around an attractive and well-overlooked public space. <u>The disused burial ground offers the opportunity to provide a soft landscaped green space within an area of deficiency.</u>	Clarification regarding the required level of Public Open Space provision and creation of new publicly accessible green space within the site
DS187	SOU9-Design	This will require a comprehensive masterplan for	Clarification regarding the required level of Public Open



Ref. No.	Policy	Suggested Change	Reason For Change
	Principles-2 <sup>nd</sup> paragraph	the site as a whole, based on liaison with the Council regarding the potential to release a portion of the existing public square if required to realise the full development potential of the site. Proposals must make a significant improvement to how the site relates to and integrates with the surrounding area <u>while retaining and ideally increasing the level of Public Open Space provision on the site.</u>	Space provision and creation of new publicly accessible green space within the site
DS188	SOU9-Notes	<del>Notes: Identified as an opportunity through the Southall Big Conversation.</del>	Deletion of consultation content
DS189	SOU10-Justification	The Employment Land Review recommends release of the units along Johnson Street from designation as a Locally Significant Industrial Site where the access issues cannot be resolved <del>due</del> <u>due</u> to their proximity to the residential area.	Typographical error
DS190	SOU10-Design Principles-following 1 <sup>st</sup> paragraph	<u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable). All residential dwellings should have access to private garden space provided through gardens, courtyards, balconies and/or roof terraces.</u>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG
DS191	SOU10-Notes	<del>Notes: This site was identified in the Employment Land Review (2010).</del>	Deletion of consultation content
DS192	OIS1-Planning Designations	Park Royal Opportunity Area <u>SIL (Part – Perfume Factory)</u> Green Corridor Adjacent to SINC	Correction
DS193	OIS1-Relevant Planning Applications	<u>P/2011/4250, P/2012/2339</u>	Correction
DS194	OIS1	The Southern Gateway is surrounded by Strategic Industrial Land and rail lines to the north and east,	To more accurately describe the site context in light of recent developments

Ref. No.	Policy	Suggested Change	Reason For Change
	Site Context	with large areas of suburban residential to the south and west. The area has good access to the Central Line at North Acton Station, however physical access to the station is poor and requires upgrading. Connections with the wider area are largely vehicle dependent and there is limited ability for easy pedestrian movement. In particular, access to Acton Cemetery, Wormwood Scrubs and the existing residential areas around Horn Lane require significant improvement. Large, bulky employment buildings dominate the existing built structure and the area as a whole suffers from poor public realm with very limited amenity space. <u>Recently completed tall buildings containing residential flats and student accommodation are clustered around North Acton Station.</u>	
DS195	OIS1-Design Principles-2 <sup>nd</sup> paragraph	Proposals will be expected to contribute to an improved sense of place through delivery of a high density, high quality mixed use development that optimises the overall development potential of the site. New development must provide active frontages at ground floor level and contribute to the creation of <del>pleasant</del> <u>lively</u> and functional urban spaces and streets.	Clarification
DS196	OIS1-Notes	<del>Notes: Park Royal Opportunity Area Planning Framework adopted by the Mayor January 2011.</del>	Deletion of consultation content
DS197	OIS2-Site Area	<del>0.90ha</del> <u>0.83ha</u>	Correction
DS198	OIS2-Planning Designations	<u>Acton</u> Green Corridor <u>Policy Area</u>	Correction
DS199	OIS2-Design Principles-1 <sup>st</sup> paragraph	New development must include a significant landscaped zone to Western Avenue that makes a clear contribution to achieving the objectives of the Green Corridor. The scale, massing and height of buildings must respect the amenity of adjoining properties and reflect the suburban character of the surrounding area <del>with its semi-detached</del>	Deletion of repetitive text

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>dwelling and generous rear gardens.</del>	
DS200 (Moved to Main Modifications)			
DS201	OIS2-Notes	<del>Notes:</del>	Deletion of consultation content
DS202	OIS3-Site Area	<del>1.55ha</del> 1.56ha	Correction
DS203	OIS3-Planning Designations	<u>Acton</u> Green Corridor Policy <u>Area</u>	Correction
DS204	OIS3-Notes	<del>Notes:</del>	Deletion of consultation content
DS205	OIS4-Site Area	<del>2.25ha</del> 2.39ha	Correction
DS206	OIS4-Planning Designations	<u>Acton</u> Green Corridor <u>Policy Area</u>	Correction
DS207	OIS4-Design Principles	New development must include a significant landscaped zone to Western Avenue that makes a clear contribution to achieving the objectives of the Green Corridor. The scale, massing and height of buildings must respect the amenity of adjoining properties and reflect the suburban character of the surrounding area <del>with its semi-detached dwellings and generous rear gardens.</del> More substantial flatted development may be acceptable on the two sites closest to the railway, subject to the provision of a satisfactory standard of accommodation having regard to the proximity to the railway line.	Deletion of repetitive text
DS208	OIS4-Notes	<del>Notes:</del>	Deletion of consultation content
DS209	OIS5-Site Area	<u>2.09ha</u>	Correction
DS210	OIS5-PTAL	<u>2</u>	Correction
DS211	OIS5-Proposed	<del>Residential, public open space and Thames</del>	Update to reflect Thames Tideway Tunnel progress

Ref. No.	Policy	Suggested Change	Reason For Change
	Allocation-Text	<del>Tunnel operational requirements</del> <u>Thames Tideway Tunnel, with potential for residential and Public Open Space subject to Thames Tideway Tunnel and Thames Water operational requirements.</u>	
DS212	OIS5-Justification-Text	The delivery of the Thames <u>Tideway</u> Tunnel has been confirmed, <u>significantly upgrading London's sewerage system and addressing the most polluting combined sewer overflows. Acton Storm Tanks has been identified as the preferred site to receive the Tunnel from Carnwath Road Riverside.</u>	To more correctly describe the rationale for inclusion of the site within the DPD
DS213	OIS5-Site Context	The site is located on the borough boundary with Hammersmith and Fulham, surrounded by <u>mainly</u> residential neighbourhoods.	To more accurately describe the site context
DS214	OIS5-Notes	<del>Notes: Site identified through ongoing engagement with Thames Water regarding delivery of the Thames Tunnel and its implications for Ealing.</del>	Deletion of consultation content
DS215	OIS6-Site Location Plan	[as appended to this schedule]	Boundary change to reflect site addresses included within allocation
DS216	OIS6-Site Area	<del>7.57ha</del> <u>8.0ha</u>	Correction to the site area arising from boundary change.
DS217	OIS6-Justification	Identified as a Major Intervention Estate by the Council requiring <del>refurbishment</del> <u>refurbishment/remodelling</u> and selective <del>demolition</del> <u>demolition/redevelopment</u> to address physical design factors including nature and quality of housing stock and the poor relationship to the surrounding area.	Typographical error and clarification
DS218	OIS6-Design Principles-1 <sup>st</sup> paragraph	<del>The existing estate is very isolated and any redevelopment should seek to extend the surrounding streets into the site to integrate the new development within the existing residential areas</del> <u>The existing estate is inward looking and would benefit from enhanced road access and</u>	To more accurately describe the existing site constraints

Ref. No.	Policy	Suggested Change	Reason For Change
		<u>improved integration with the surrounding area.</u> Layout should respond to the site's location adjacent to the railway line and the opportunity afforded to create an area of distinct character, while respecting the suburban and heritage context to the west. The public realm should be upgraded throughout the estate and provide quality, usable amenity space garden space including children's play space.	
DS219	OIS7 Entire allocation	Deletion of site [as appended to this schedule]	The site was granted full planning permission for residential development and reconfiguration of the POS in 2012, and as such no longer merits inclusion in the Development Sites DPD as the principle of the proposed use has been established as set out in the 'Notes' section of the Final Proposals document.
DS220	OIS8-Site Reference	<del>OIS8</del> <u>OIS7</u> Greenford Green	Renumbering as a result site deletion
DS221	OIS8 -Current Use	Offices/ <u>higher education</u> north of the canal and industrial south of the canal	Correction
DS222	OIS8-Development Strategy Policies	<u>1.2(b), 3.2,</u> 3.6, 4.2 and 6.2	Policy 1.2(b) relating to employment land is relevant as is Policy 3.2
DS223 (Moved to Main Modifications))			
DS224 (Moved to Main Modifications)			
DS225	OIS8-Site Context-1 <sup>st</sup> paragraph	Greenford Green is bound by the Central Line to the south, Oldfield Lane North to the west and north, and Greenford Road to the east. The land south of Roackware Avenue is <u>currently largely vacant with some small office buildings.</u> To the south of the canal the site is occupied by two large distribution warehouses and <del>a smaller food</del>	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
		<del>production warehouses</del> an industrial bakery that are functionally related to the Greenford-Northolt Strategic Industrial Location, with a <del>pub/hotel</del> public house on the north south western corner. North of the canal, the site is occupied by several historic buildings and modern office blocks that contain company headquarters and research and development activities.	
DS226 (Moved to Main Modifications)			
DS227 (Moved to Main Modifications)			
DS228 (Moved to Main Modifications)			
NEW	OIS8-Design Principles-(3) North of the Grand Union Canal-3 <sup>rd</sup> paragraph	The role of the canal as a catalyst for development is recognised, and proposals should realise this potential, however the mix of uses along the canal must not compromise the integrity of or effectiveness of the adjoining industrial areas in accommodating industrial type activities. Proposals should improve the towpath link that runs along the Grand Union Canal as a sustainable walking and cycling link.	Correction
DS229	OIS8 -Design Principles-(3) North of the Grand Union Canal-following final paragraph	<u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal garden space. Both balconies and communal garden space will be expected in flatted schemes; communal garden space may be provided above ground level in the form or</u>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.

Ref. No.	Policy	Suggested Change	Reason For Change
		<u>courtyards or roof gardens. If communal garden space is proposed at ground level this must offer an acceptable level of privacy for users of this space and receive adequate sunlight for a reasonable period of the day.</u>	
DS230	OIS9-Site Reference	<del>OIS9</del> - <u>OIS8</u>	Renumbering as a result site deletion
DS231	OIS9-Site Location Plan	[as appended to this schedule]	Boundary change to reflect site addresses included within allocation
DS232	OIS9-Site Area	<del>5ha</del> <u>12.9ha</u>	Correction to the site area arising from boundary change.
DS233	OIS9-Ownership	West London Mental Health <u>NHS</u> Trust	Correction
DS234	OIS9-PTAL	<del>2-3</del> <u>4</u>	Correction
DS235	OIS9-Planning Designations	<u>St Mark's and Canal Conservation Area (part)</u> Grade II Listed Asylum Building <u>Grade II Listed Arched Gateway and Adjacent Lodges</u> <u>Grade II Listed West Lodge</u> <u>Grade II Listed Ealing Hospital Chapel</u> <u>Setting of Grade II Listed Lock Keeper's Cottages at Locks 92, 93, 95</u> <u>Scheduled Ancient Monument Brick Boundary Wall</u>	Correction
NEW	OIS9-Relevant Planning Applications	<del>none</del> P/2012/0727; P/2012/5040; P/2012/4008	Correction
DS236	OIS9-Justification-Text	The West London Mental Health <u>NHS</u> Trust has undertaken a comprehensive review of its estate at St Bernard's Hospital with a view to providing improved and new <del>mental</del> <u>mental</u> health care accommodation, supported by the release of	Correction

Ref. No.	Policy	Suggested Change	Reason For Change
		redundant land and buildings for development and disposal.	
NEW	OIS9-Design Principles-1 <sup>st</sup> paragraph	Whilst a number of the listed buildings may be unsuitable to continue to provide health/medical services to current standards, it is important that they should be retained, <del>with minimal alteration</del> , to ensure their <del>original</del> character and appearance is preserved. Any proposals for the significant alteration to these listed buildings or other historic assets would need to be justified.	Clarification to ensure consistency with regulations relating to Listed Buildings.
DS237	OIS9 Design-Principles-2 <sup>nd</sup> paragraph	The revised layout of the site and any new buildings will be expected to be high quality. The layout and scale of development should retain views <u>to</u> , and respect the setting and character of, the retained listed buildings. New residential development should respect the suburban location of the site.	Clarification as requested by DS35
DS238	OIS9-Design Principles-3 <sup>rd</sup> paragraph	Affordable housing in addition to key worker housing should be provided in both the new and converted buildings. <u>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal garden space. Both balconies and communal garden space will be expected in flatted schemes; communal garden space may be provided above ground level in the form of courtyards or roof gardens.</u>	To ensure that the design principles regarding residential development are consistent throughout the document in promoting dual aspect units, in line with the London Housing SPG.
DS239	OIS9 -Notes	<del>Notes: This site has been included based on confirmation from the WLMA that facilities will become redundant over the plan period.</del>	Deletion of consultation content
DS240	Appendix A	Delete [as appended to this schedule]	Deletion of consultation content
DS241	Appendix B	Delete [as appended to this schedule]	Deletion of consultation content
DS242	Appendix C	Delete [as appended to this schedule]	Deletion of consultation content



Ref. No.	Policy	Suggested Change	Reason For Change
DS243	Appendix D Heading	APPENDIX D A Evidence	Renumbering due to deletion of Appendices A to C inclusive
DS244	Appendix D Text	<p>Key evidence base documents that have informed preparation of the Development Sites DPD include:</p> <p>Acton Town Centre Development Framework, 2008</p> <p>Atlas of Changes to the Adopted Proposals Map, 2012</p> <p>Consultation Statement: Development Sites DPD, 2013 <del>Initial Proposals, 2012</del></p> <p>Development Management DPD Initial Proposals DPD, 2010</p> <p>Ealing Broadway Interchange Study, 2010</p> <p>Ealing Development Strategy DPD, 2012</p> <p>Ealing Employment Land Review, September 2010</p> <p>Ealing Green Space Strategy, 2012</p> <p>Ealing Heat Mapping Study, 2010</p> <p>Ealing Infrastructure Delivery Plan (Version 2), 2011</p> <p>Ealing Local Implementation Plan (Version 2), 2011</p> <p>Ealing Metropolitan Town Centre Development Framework (2008) and Review, 2010</p> <p>Ealing Preliminary Surface Water Flood Risk Assessment, 2011</p> <p>Ealing Property Strategy, 2010</p> <p>Ealing Strategic Flood Risk Assessment, 2008</p>	

Ref. No.	Policy	Suggested Change	Reason For Change
		<p>Ealing Urban Realm Strategy, 2011</p> <p>Good for Greenford, 2008</p> <p><u>Housing SPG, GLA 2012</u></p> <p>Industrial Land Demand and Release Benchmarks in London, GLA 2011</p> <p>Joint West London Retail Needs Study Update, 2010</p> <p><u>Land for Industry and Transport SPG, GLA 2012</u></p> <p>London Housing Capacity Study/London Strategic Housing Land Availability Assessment, GLA 2009</p> <p>London Industrial Land Baseline, 2010</p> <p>London Town Centre Health Checks, 2009</p> <p>Park Royal Opportunity Area Planning Framework, 2011</p> <p>Plan for the Environment – Ealing Council Unitary Development Plan Volume 2: Sites and Areas, 2007</p> <p><u>Shaping Neighbourhoods: Play and Informal recreation SPG, GLA 2012</u></p> <p><u>A Framework for Southall, 2008</u></p> <p>Southall Development Study, 2010</p> <p>Sustainability Appraisal <u>Interim</u> Final Report for Development Sites DPD, 2012 <del>Initial Proposals</del>, 2014</p>	
DS245 (Moved to Main Modifications)			
DS246 (Moved to			

Ref. No.	Policy	Suggested Change	Reason For Change
Main Modifications)			
DS247 (Moved to Main Modifications)			
DS248 (Moved to Main Modifications)			

# The Development Sites/The Site Allocations/Table 1 Index of Development Sites

Reference	Name
<b>ACTON</b>	
ACT1	Acton Town Station Approach W3
ACT2	Acton Gateway, High Street/Steane Road W3
ACT3	Oaks Shopping Centre and Churchfield Road Car Park W3
ACT4	Beechworth House W3
ACT5	Acton Central Station Yard W3
ACT6	<del>Colonial Drive W4</del>
ACT7ACT6	Acton Crossrail Station W3
<b>EALING</b>	
EAL1	Eastern Gateway W5
EAL2	Ealing Broadway Crossrail Station W5
EAL3	Arcadia W5
EAL4	Ealing Broadway Shopping Centre W5
EAL5	Sandringham Mews W5
EAL6	Cinema W5
EAL7	Longfield Avenue Car Park W5
EAL8	49-69 Uxbridge Road W5
EAL9	Craven House, Bilton House, and land to rear of Cavalier House W5
EAL10	93-113 Uxbridge Road W5
EAL11	West Ealing Station Approach W13
EAL12	West Ealing Crossrail Station W13
EAL13	Former BT Telephone Exchange W13
EAL14	Maitland Yard W13
EAL15	66-88 Broadway, W13
EAL16	59-119 New Broadway and <del>West</del> New Ealing House W13
EAL17	Chignell Place W13
EAL18	130-140 New Broadway W13
EAL19	Western Gateway W13

Reference	Name
<b>GREENFORD</b>	
GRE1	Ravenor Park Farm UB6
GRE2	Greenford Crossroads UB6
<b>HANWELL</b>	
HAN1	64-88 Uxbridge Road W7
HAN2	144-164 Uxbridge Road and 1-3 Westminster Terrace W7
HAN3	Wickes W7
<b>SOUTHALL</b>	
SOU1	Southall Market UB1
SOU2	Iceland, Quality Foods and 63-95 South Road UB1
SOU3	Beaconsfield Road/South Road UB1
SOU4	Southall Crossrail Station <u>UB1</u>
SOU5	Southall West <u>UB1</u>
SOU6	Southall East <u>UB2</u>
SOU7	Havelock Estate UB2
SOU8	The Green <u>UB2</u>
SOU9	St John's Church Hall and Bus Depot <u>UB2</u>
SOU10	Johnson Street <u>UB2</u>
<b>OTHER IMPORTANT SITES</b>	
OIS1	Park Royal Southern Gateway <u>W3</u>
OIS2	Western Avenue <u>Sites</u> North of Park View
OIS3	Western Avenue <u>Sites</u> South of Park View to <u>North of</u> Railway
OIS4	Western Avenue <u>Sites</u> South of Railway
OIS5	Acton Storm Tanks
OIS6	Copley Close Estate <del>W7</del> W5
<del>OIS7</del>	<del>Allen Court Estate UB6</del>
<del>OIS8</del> OIS7	Greenford Green UB6
<del>OIS9</del> OIS8	St Bernard's Hospital <u>UB1</u>

## ACT3 Oaks Shopping Centre and Churchfield Road Car Park/Location Plan:

### Proposed



### Current



**Proposed deletion:**  
**ACTT6 Colonial Drive**  
**Chiswick W4**



**Site Area:** 0.70ha

**Ownership:** Private

**Current Use:** Five small, two storey industrial sheds and associated hardstanding

**Development Strategy Policies:** 1.2(b), 5.3

**Setting:** Urban

**PTAL:** 4-5

**Planning Designations:**

Adjacent to Gunnersbury Triangle Nature Reserve SINC Green Corridor

**Relevant Planning Applications:** P/2012/0145 and P/2012/0338 (permission granted subject to legal agreement)

**Proposed Allocation:** Residential, with potential for B1(a)/D1 use at ground floor

**Justification:** Small industrial site with high vacancy rates and poor access. The southern portion of the site (2 Bollo Lane) has been developed for residential use. The Employment Land Review (2010)

recommends release of this site from industrial designation based on these factors.

**Indicative Delivery Timetable:** 2011-2016

**Site Context:** The site is bounded to the north by an elevated railway embankment with a low rise terraced residential area beyond, to the south by the Gunnersbury Triangle Nature Reserve, to the east by Colonial Drive, and to the west by a further railway line with the purpose built Chiswick Park office complex beyond. The site is largely screened from the surrounding area, with the sole access point at the eastern end of the site and the immediate context provided by the residential development at 2 Bollo Lane. Chiswick Park underground station is within close walking distance.

**Design Principles:** The relative physical separation of the site from the surrounding suburban context, in combination with the improved link to Chiswick Park to be provided via a new pedestrian footbridge, enables a more flexible approach to be taken in the scale, massing and built form of new development. Proposals should therefore reflect and sit comfortably within the immediate context provided by 2 Bollo Lane and Chiswick Park.

There may be scope to capitalise on the proximity to Chiswick Park and the underground station with provision of offices as part of a mixed use scheme, subject to evidence of demand. The development must provide for a crèche and pedestrian footbridge between the site and Chiswick Park, as detailed in the Section 106 agreement relating to the planning permission for buildings six and seven within Chiswick Park.

Designs will need to consider the relationship with the pedestrian footbridge, providing active frontages to the ground floor with frequent entrance doors and windows to ensure passive surveillance. The public realm treatment must delineate the public nature of the new pedestrian route/footbridge clearly from the more

~~private spaces of the new development. If communal amenity space for residential dwellings is proposed at ground level this must offer an acceptable level of privacy for users of this space and receive adequate sunlight for a reasonable period of the day.~~

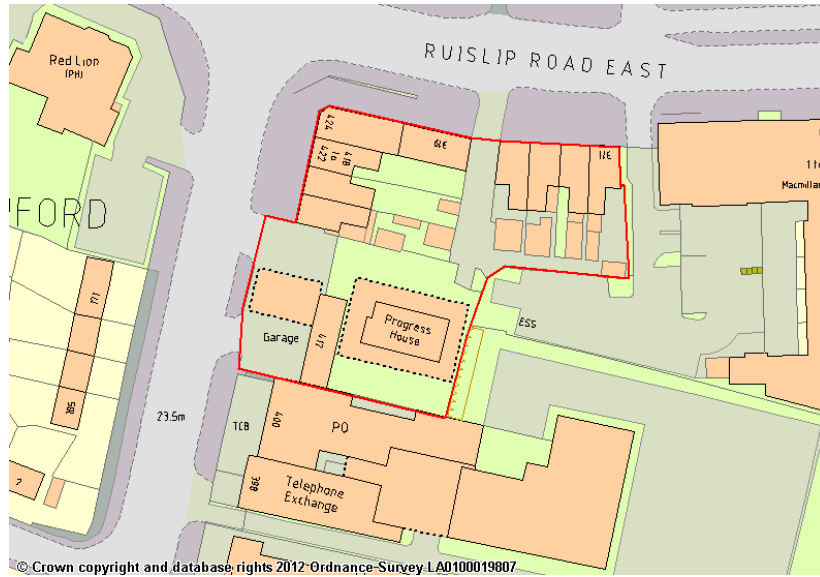
~~All residential dwellings should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal amenity space. Both balconies and communal amenity space will be expected in flatted schemes; communal amenity space may be provided above ground level in the form of courtyards or roof gardens. The proximity of Gunnersbury Nature Reserve is not considered to reduce the requirement for the provision of on-site communal amenity space or children's play space as its primary function is as a reserve rather than a multifunctional open space.~~

**Notes:** ~~Site boundary has been altered from Initial Proposals to exclude residential development at 2 Bollo Lane currently under construction. The site will be removed from the next iteration of the DPD should the legal agreement be signed prior to submission to the Secretary of State.~~



## GRE2 Greenford Crossroads/Site Location Plan:

### Proposed

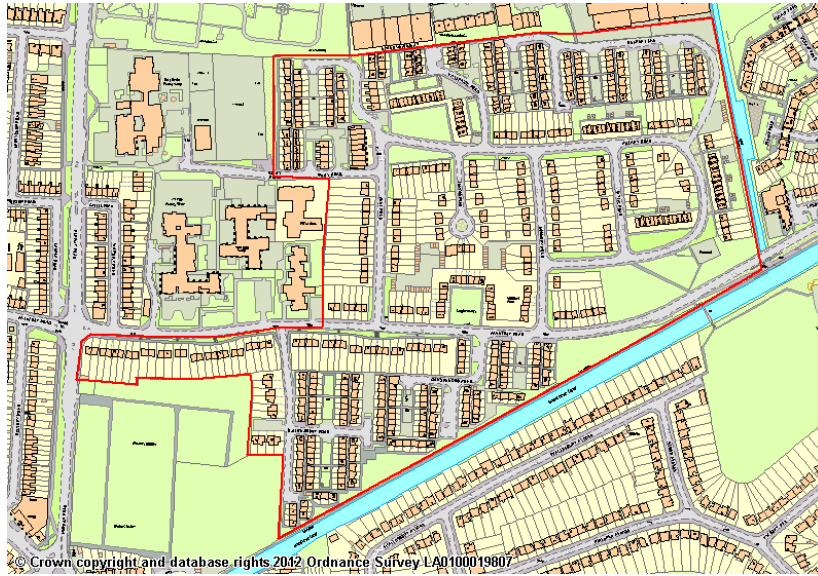


### Current



## SOU7 Havelock Estate/Site Location Plan:

### Proposed



### Current





## OIS6 Copley Close Estate/Site Location Plan:

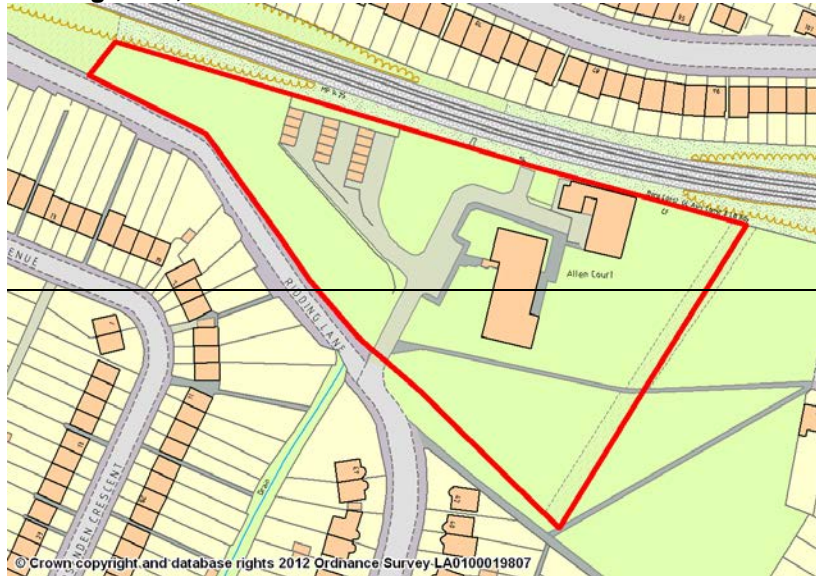
**Proposed**



**Current**



**Proposed deletion:**  
**OIS7 Allen Court Estate**  
**Ridding Lane, Greenford UB6**



**Site Area:** 1.1ha  
**Ownership:** Council with some private  
**Current Use:** Residential  
**Development Strategy Policies:** 3.8, 6.3  
**Setting:** Suburban  
**PTAL:** 3  
**Planning Designations:**  
 Ridding Lane Public Open Space  
**Relevant Planning Applications:** Development partners Notting Hill Trust and Galliford Try Plc selected in July 2011, and planning application expected summer 2012.  
**Proposed Allocation:** Residential

**Justification:** Identified as a Major Intervention Estate by the Council requiring redevelopment to address physical design factors including nature and quality of housing stock and the poor relationship to the surrounding area.

**Indicative Delivery Timetable:** 2011-2016

**Site Context:** Allen Court is a single ten-storey block with 65 homes, set within the parkland of Ridding Lane Public Open Space. Its location above Horsendon Hill gives views in four directions across West London. The scale of the block is in contrast to the suburban residential neighbourhoods, and although it is located close to several bus routes and Sudbury Hill underground station, the estate is isolated from the surrounding area due to its physical form, and residents have particular concerns around safety and access to local amenities.

**Design Principles:** The existing estate is very isolated and any redevelopment should seek to extend the surrounding streets into the site to integrate new development within the existing residential areas. Layout should capitalise on the site's location and views, while respecting the suburban context. Redevelopment should provide a mix of dwelling types and sizes to widen the choice for current and future residents.

**Notes:** Should the planning application be approved prior to submission to the Secretary of State, Allen Court Estate will be removed from the Development Sites DPD.



# OIS9 St Bernard's Hospital/Site Location Plan:

## Proposed



## Current



# APPENDIX A Sites Not Carried Forward from Initial Proposals (September 2010)

Reference	Name	Justification
ACT01	South Acton Estate	All required approvals/agreements achieved; under construction.
ACT04	Acton Town Hall Complex	Phase I underway; principle for Phase II conversion of Town Hall to residential established. Priors Community Centre identified as location for primary school.
ACT05	Acton Bus/Tram Depot	Under construction.
ACT11	West Acton Community Centre	The Development Sites DPD will not identify sites for new schools.
ACTX02	Redback Public House, 264-278 High Street	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
ACTX03	Crown Street/Mill Hill Terrace	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
ACTX04	Horn Lane/Steane Road	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
ACTX05	High Street Buildings	Incremental improvements to individual buildings most appropriately brought forward through the planning application process.
ACTX06	St Aidan's Church, Old Oak Common Lane	Currently in active use as a church.
ACTX07	Acton Vale Industrial Park	Employment Land Review (September 2010) recommends retention of employment status (Locally Significant Industrial Site) of the site due to high level of demand, particularly from local businesses.
EAL01	Green Man Lane Estate	All required approvals/agreements achieved; currently onsite.
EAL04	Dickens Yard	Under construction.
EAL12	Former St Helena's Home	Planning permission P/2011/4513 granted April 2012. No clear link to delivery of Development Strategy objectives.
EAL13	Abacus House	Employment Land Review (September 2010) recommends retention of employment status of the site due to active existing uses and unsuitability for residential uses.
EAL15	45a St Mary's Road/Warwick Place	Majority of site redeveloped for residential by P/2009/3436. Remainder has no clear link to delivery of Development Strategy objectives.

Reference	Name	Justification
EAL16	Boundary House	No clear link to delivery of Development Strategy. Most appropriately brought forward through the planning application process.
EAL18	48 The Mall	Planning permission P/2009/0938 granted August 2010 for residential fronting Northcote Avenue. Remaining land to read at 45a The Mall small site with no clear link to delivery of Development Strategy objectives.
EAL21	22-24 Uxbridge Road	Under construction.
EAL24	171-175 Uxbridge Road	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
EAL25	64 Broadway	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
EAL33	King Farhad Academy	The Development Sites DPD will not identify sites for new schools.
EALX01	Land Adjoining Daniels	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
EALX03	Wickes/Co-op	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
EALX04	Queens Drive	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
EALX05	Former Hanger Lane Nurseries	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
EALX06	Impact Car Care Centre	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
GRE05	Greenford Depot	Development Strategy Policy 4.3 safeguards the future use of the site for waste, environmental and transport services and seeks to optimise the potential of the site for these uses.
GRE06	Cardinal Wiseman School	The Development Sites DPD will not identify sites for new schools.
GRE07	Former GSK Sports Ground	The Development Sites DPD will not identify sites for new schools.
GRE08	Greenford High School	The Development Sites DPD will not identify sites for new schools.
GREX01	Telephone Exchange and Post Office	Telephone exchange is currently operational with no plans to decommission.

Reference	Name	Justification
GREX02	19-25 Oldfield Lane South/Greenford Hall/Methodist Church/2-12 Ruislip Road	Currently in active use; Greenford Hall recently refurbished.
GREX03	458-462 Greenford Road	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
GREX04	19-31 The Broadway	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
HAN01	Cambridge Yard	Under construction.
HAN02	Hanwell Locks	Planning permission P/2010/2539 granted October 2010 for residential and office/light industrial use.
HAN03	79-101 Uxbridge Road	Planning permission P/2011/3777 (pending legal agreement) for residential to rear of site. Remaining land fronting Uxbridge Road small site most appropriately brought forward through the planning application process.
HANX02	Access Storage	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
HANX03	Tennyson Road	Designated as Community Open Space and Green Corridor.
HANX04	11 and 11a-c Boston Road	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
NOR01	Rectory Park Estate	All required approvals/agreements achieved.
NOR02	Former Mandeville School	The Development Sites DPD will not identify sites for new schools.
NOR03	West London Academy	The Development Sites DPD will not identify sites for new schools.
NORX01	Telephone Exchange	Telephone exchange is currently operational with no plans to decommission.
NORX02	Rear of Tangmere Gardens, Ruislip Road	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
NORX03	Car Lot, Mandeville Road/Eastcote Lane North	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
PER001	Perivale Park Sports Village	The Development Sites DPD will not identify sites for new leisure facilities.



Reference	Name	Justification
SOU02	Golf Links Housing Estate	Preferred development partner expected and full planning application to be submitted Summer 2012
SOU08	Former Featherstone Road Primary School	Under construction
SOU09	Salisbury Depot	Planning permission P/2011/0811 granted April 2012 for residential
SOU10	Adelaide Depot	Employment Land Review (September 2010) recommends retention of employment status of the site due to active existing uses.
SOU14	Carroll's Yard	No clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
SOU16	57B Beresford Road	No clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
SOU17	Glade Lane and Maypole Dock	Designated as Metropolitan Open Land; proposals for canal spur extension to Maypole Dock to be considered in Southall Opportunity Area Planning Framework
SOU18	Former Boatyard, Tentelow Lane	Planning permission P/2010/1894 granted on appeal establishing principal of residential use
SOU19	Dormers Wells High School	The Development Sites DPD will not identify sites for new schools.
SOUX01	TA Centre	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
SOUX02	Cranleigh Gardens Industrial Estate	Employment Land Review (September 2010) recommends removal of employment status of the site due to existing mix of uses on the site. Change of use of existing employment use most appropriately brought forward through the planning application process.
SOUX03	Heller House	Indicative delivery timetable beyond the plan period (as determined by the London Strategic Housing Land Availability Assessment)
SOUX04	AXA House	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
SOUX05	The Fairground	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
SOUX06	Albert Dane Centre	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.

Reference	Name	Justification
SOUX07	Manor Court Nursing House	No clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.

#### APPENDIX B New Sites Put Forward During Consultation Not Carried Forward

Name/Location	Justification
Twyford Abbey	The Green Space Strategy does not recommend the removal of the existing MOL and SINC designations, and these designations preclude the possibility of enabling development. Conversion of the Abbey to residential use is most appropriately dealt with through the planning application process.
Police Station, 190 Norwood Road UB2 4JT	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
Motor Repair Depot, Rodwell Road UB5 5QP	The principle of the proposed use is already established on the site
81,83,85 Madeley Road & 58,60,62 Hanger Lane W5 4LP	The principle of the proposed use is already established on the site
1-10 (inclusive) Green Man Gardens and 30-32 Green Man Lane	The principle of the proposed use is already established on the site
Aladdin Business Centre, 426 Long Drive	The land is designated as Strategic Industrial Land by the London Plan 2011, and the Park Royal OAPF (January 2011) does not identify this site as being acceptable for mixed-use development incorporating residential uses.
Europa Studios, Victoria Road; Acton Business Centre; Park Royal Business Centre, Park Royal Road; Westwood Business Centre, 98 Victoria Road; 28-30 Park Royal Road; 2 and 10 Cullen Way	The principle of the proposed use is already established on the site
Royal Mail's Ealing DO (Ealing Green, W5 5EH)	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
Royal Mail's West Ealing DO	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought

<b>Name/Location</b>	<b>Justification</b>
(Manor Road, W13 0HY)	forward through the planning application process.
Royal Mail's Hanwall DO (21A Edinburgh Road, W7 3JZ)	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
Land between 38-40 Uxbridge Road, Hanwell	Designated as Metropolitan Open Land and the Green Space Strategy does not recommend removal of this designation.
2 Creswick Road, Acton, W3 9HD	The principle of the proposed use is already established on the site
Land at Twyford Sports Ground, Twyford Ave, Acton W3 9QA	Designated as Community Open Space and the Development Strategy retains this designation.
Tesco Store and town centre car park, Greenford UB6 8QY	Acceptability of the proposed allocation has been established through the planning application process
Claypends Village, Sterling Place, Ealing, London W5 4RA	The principle of the proposed use is already established on the site
Norwood Yard	Acceptability of the proposed allocation has been established through the planning application process
Norwood Vauxhall Garage, Poplar Avenue	Small site with no clear link to delivery of Development Strategy objectives. Most appropriately brought forward through the planning application process.
Daniels Department Store	The principle of the proposed use is already established on the site
South East corner of junction of Mattock Lane with Culmington Road	The Development Sites DPD will not identify sites for new schools.
West World, Westgate, Hanger Lane, W5 1DT	Designated as Strategic Industrial Land

#### **APPENDIX C 3 UDP Sites Not Carried Forward**

<b>Reference</b>	<b>Name</b>	<b>Justification</b>
<b>Acton</b>		
1	Government Buildings, Bromyard Avenue	Developed
2	62 Horn Lane	Small site

Reference	Name	Justification
3	75-77 Berrymead Gardens	Small site
4	St Aidans Church & Buildings, Old Oak Common Lane	Currently in active use as a church.
5	Chiswick Park	The Development Sites DPD will not identify standalone sites for transport improvements
6	South Acton Housing Estate	All required approvals/agreements achieved; under construction.
7	Churchfield Road/Hoopers Mews	Part developed, Car Park carried forward into Final Proposals
8	Crown Street/Mill Hill Terrace	Existing active uses and recent refurbishment
9	10-20 Horn Lane	Small site
10	264-278 High Street	Recent refurbishment
12	Acton Town Hall and Baths	Phase I underway; principle for Phase II conversion of Town Hall to residential established.
15	Crown Street and King Street	Market Square developed
<b>Southall</b>		
23	Adelaide Depot	Employment Land Review (September 2010) recommends retention of employment status of the site due to active existing uses. Development Management DPD provides criteria based policies for the release of employment land.
24	Former AEC Site, Windmill	Part of the Great Western Industrial Estate Strategic Industrial Location (SIL). Acceptable uses established through London Plan Policy 2.17
25	Glade Lane	The designation of Special Opportunity Site was not carried forward in the Development Strategy
30	220 Uxbridge Road	Small site
31	1-63 (odd) High Street	Part developed
32	75 High Street, 4-8 North Road	Small site
37	35-43 (odd) The Green	Small site
39	1-5 King Street	Small site
40	Havelock Road (rear of St	Developed

Reference	Name	Justification
	John's Church)	
41	26 Regina Road	Small site
45	Norwood Road	Small site
46	Garage, Southall Broadway	Small site
96	Tentelow Lane	Developed
<b>Ealing</b>		
47	Land at Westgate, Hanger Lane	Part of the Park Royal Strategic Industrial Location (SIL). Acceptable uses established through London Plan Policy 2.17
19	Twyford Abbey	No clear link to delivery of Development Strategy objectives
48	Redwood Grove, off Northfields Avenue W5	Small site
50	Singapore Road Car Park	Park of Green Man Lane estate redevelopment under construction
52	Waitrose, Drayton Green Road	Developed
53	Gosai cinema, Northfields Avenue	Developed
55	Ealing Green Site	
56	Former Marks and Spencer, The Broadway	Developed
58	Town Hall Annex and Car Parks	Developed
65/93	26-30 Uxbridge Road	Developer
94	Liverpool Victoria Sports Ground	The Development Sites DPD will not identify sites for open space/leisure
<b>Hanwell</b>		
67	Windmill Park Phase 2B	Developed
68	Cambridge Yard	Developed

Reference	Name	Justification
69	Hanwell Community Centre	Small site
70	Waterside Trading Estate	Employment Land Review (September 2010) recommends retention of employment status of the site due to active existing uses; the Development Management DPD provides criteria based policies for the release of employment land.
72	11a-11c Boston Road	Small site
73	1-5 Seasons Close	Small site
74	16 Boston Road	Small site
75	7a-11 Cherington Road, 33-35 York Avenue	Small site
77	3-21 Broadway Building, Boston Road	Existing active town centre uses
78	79-101 Uxbridge Road and land to rear	Active planning permission granted for land to rear, remainder of land small site
95	St Margaret's Road, Hanwell	Designated as Community Open Space
<b>Greenford/Northolt Perivale</b>		
79	Lyons Totley Site, Oldfield Lane North	Part of the Northolt-Greenford Strategic Industrial Location (SIL). Acceptable uses established through London Plan Policy 2.17
81	Ruislip Road Special Opportunity Site	Developed
82	CPC Site, Horsenden Lane South	Developed
83	Smiths Farm and Allendale, Kensington Road	The Development Sites DPD will not identify sites for open space/leisure
84	Viking Community Centre	The Development Sites DPD will not identify sites for open space/leisure
85	Town Centre Car Park	Active planning permission
87	19-25 Oldfield Lane South, Greenford Hall, Methodist Church, 2-12 Ruislip Road	Recent refurbishment

<b>Reference</b>	<b>Name</b>	<b>Justification</b>
88	<del>19-31 The Broadway</del>	Small site
89	<del>309 Ruislip Road</del>	Developed
90	<del>320 Ruislip Road East</del>	Developed
91	<del>458-462 Greenford Road</del>	Small site