

DRAFT SCHEDULE OF SUGGESTED MINOR MODIFICATIONS

(Last Updated: 15/11/2024)

The suggested changes below are expressed by ~~strike through~~ for deletions and **bold underlining** for additions of text.

Each change has its own reference number (e.g. PMM1) and the policy and paragraph numbering refer to the text included in the Reg 19 Local Plan DPD. A reason for each suggested change is also provided.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM1	Leader's foreword Para 0.11	Amend as follows: “This Local Plan shows what Ealing has to offer the world, as part of London and the wider UK. It builds on our status as a gateway to London thanks to Heathrow and the new HS2 terminus <u>HS2 station at Old Oak Common Station</u> and cements our position at the heart of west London’s economy thanks to our industrial centres – Park Royal in the east and Southall to the west.”	Clarity.
SMM2	Chapter 1 – About Ealing’s Local Plan Para 1.19	Amend as follows: “Parts of Ealing fall within the Local Planning authority area of the Old Oak and Park Royal Development Corporation (OPDC), including North Acton and Park Royal. <u>OPDC is the Local Planning Authority and regeneration agency for the area. This means that w</u> Within its boundaries, OPDC is responsible for planning matters, including plan making and determining the majority of planning applications. As set out in the scheme of delegation between the OPDC and Ealing Council, some planning applications OPDC receives are determined by Ealing Council on its behalf. OPDC’s Local Plan was adopted in June 2022. <u>Ealing Council remains responsible for non-planning services (e.g. employment, skills & training, waste collection, education provision, and highway maintenance). Ealing Council will ultimately be responsible for the legacy of the area once OPDC has delivered the regeneration and departed,</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>albeit in the longer-term future many decades from now. This includes providing council services to new residents and businesses. Ealing Council and OPDC are committed to ensuring residents and business both contribute to and benefit from this future growth and development.</u>	
SMM3	Chapter 2 - Setting the scene Figure 2.1	Amend label on key as follows: " Proposed West London Orbital Line". Replace Old Oak Common HS2 Terminus with Old Oak Common Station .	Clarity.
SMM4	Chapter 2 - Setting the scene Para 2.5	Amend as follows: The borough's strategic position near Heathrow Airport, the new High Speed 2 (HS2), Elizabeth line, and national rail station terminus at Old Oak Common after 2028 in 2030 , and the five new Elizabeth Line stations that opened in 2022...."	Clarity.
SMM5	Chapter 2 - Setting the scene Para 2.6	Amend as follows: "As one of the largest concentrations of industrial floorspace in London and with the proximity to Park Royal (in the OPDC area) being which is the UK's largest industrial estate, Ealing is well placed to maximise these infrastructure assets. The combination..."	Clarity.
SMM6	Chapter 2 - Setting the scene Figure 2.2	Amend label on key as follows: " Proposed West London Orbital Line". " Proposed West London Orbital Station". Amend Figure 2.2 to show proposed Lionel Road WLO station and remove proposed Kew Bridge station.	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Amend Figure 2.2 to grey out the OPDC area.	
SMM7	Chapter 2 - Setting the scene Para 2.13	Amend as follows: "One instance is the 'Ealing Productivity Arc' which places Ealing in the centre of west London's economic activity, by linking Heathrow Airport and Hillingdon with the proposed HS2 station terminal at Old Oak Common in the OPDC area ."	Clarity.
SMM8	Chapter 2 - Setting the scene Para 2.20	Amend as follows: "The borough benefits from being one of the best connected in the United Kingdom. Ealing bridges the internationally significant transport hubs of Heathrow (in Hillingdon) and the future High Speed 2, Elizabeth line, and national rail station terminus at Old Oak Common. This is....".	Clarity.
SMM9	Chapter 2 - Setting the scene Figure 2.3	Amend Figure 2.3 to grey out the OPDC area.	Clarity.
SMM10	Chapter 2 - Setting the scene Para 2.33	Amend as follows: ".... as quickly as possible. The Local Plan includes policies that better enable our communities to adapt to the effects of climate change in the borough including heat waves, increased flood risk, and impacts on biodiversity, energy, and food. and Ecological Emergency Strategy was adopted in 2021. This sets out how carbon emissions can be reduced as quickly as possible. The Local Plan includes policies that better enable our communities to adapt to the effects of climate change in the borough including heat waves, increased flood risk, and impacts on biodiversity, energy and food.	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM11	Chapter 2 - Setting the scene Para 2.53	Amend as follows: “Ealing has many attractive and historic and natural environments, including 29 designated conservation areas, numerous listed buildings, green open spaces and a canal network. These all contribute to the attractiveness and unique identity of the borough. Growth and development are necessary to deliver the new homes, new jobs and new amenities Ealing’s residents need. The Local Plan includes robust policies to enshrine the principles of ‘Good Growth’, whereby new development respects the character and heritage of the borough’s valued and special places in each of its distinctive town centres. <u>This will build upon and reinforce Ealing’s strong historic form which has always incorporated mixed uses and walkable centres in the historic parades and shopfronts located across the borough.</u> ”	Clarity.
SMM12	Chapter 3 - Spatial strategy SP2.2 B	See separate schedule of minor modifications (relating to cycling) to ensure the Local Plan is now properly aligned with the Ealing Cycle Network Plan (see Appendix 1).	Correction.
SMM13	Chapter 3 - Spatial strategy SP2.2 B (iii)	Amend as follows: “Improving <u>existing and providing new</u> public realm, which will ensure greener, healthier and safer neighbourhoods.” Add new clause after (iii) as follows: <u>“(iv) Protecting and enhancing existing public transport infrastructure.”</u> Renumber affected clauses.	Clarity.
SMM14	Chapter 3 - Spatial strategy	Amend as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	SP2.2 B (v)	“Reducing the number of motor vehicle trips in and through Ealing <u>in line with targets for sustainable modes, and supporting low-car and car-free development where appropriate.</u> ”	
SMM15	Chapter 3 - Spatial strategy Para 3.20	Amend as follows: “...provide the opportunities to enable and facilitate small-scale play elements fit for our children, caregivers, youth, and adults and older people. <u>Such spatial concepts also support the creation of ‘active environments’ which allow people to lead more physically active lives. Car free development should be the starting point for all development proposals, and this will help contribute towards targets that aim to reduce the number of motor vehicle trips in and through the borough and increasing the mode share for more sustainable forms of transport.</u> ”	Clarity.
SMM16	Chapter 3 - Spatial strategy Para 3.29	Amend first sentence as follows: "Measures to encourage urban greening in new developments (including planting more trees, rewilding, rain gardens, green walls and roofs) and to promote greater biodiversity, <u>including species specific measures (as detailed in the council's Biodiversity Action Plan such as integrated bird and bat boxes, swift bricks, and lighting designed to reduce light pollution)</u> , the creation of new wildlife habitats, together with better access to nature will be strongly encouraged.	Clarity.
SMM17	Chapter 3 - Spatial strategy SP3.3 B	Amend as follows: “Improving air quality and tackling congestion to improve respiratory health <u>by reducing car use and supporting car free development where appropriate.</u> ”	Clarity.
SMM18	Chapter 3 - Spatial strategy SP3.3 D	Amend as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		"Ensuring new development meets the highest design standards, responds positively to the local character, supports health and wellbeing , and recognises the role of heritage in place-making.	
SMM19	Chapter 3 - Spatial strategy SP3.3 H	Amend as follows: "Mitigating the effects of climate change, particularly the urban heat island effect, and improving the existing stock of housing-stock and associated garden space to limit impacts upon general health and particularly more vulnerable parts of the population."	Clarity.
SMM20	Chapter 3 - Spatial strategy SP3.3 I	Amend as follows: "Working closely with National Health Service (NHS) partners to identify need and opportunities for new health infrastructure and health services within and around developments, particularly within Acton, Ealing, Greenford, Northolt , and Southall. Improve key health determinants including accessibility to and provision of healthcare facilities, deficiency in green open space, and improved air quality within town centres. "	Clarity.
SMM21	Chapter 3 - Spatial strategy SP3.3 J	Amend as follows: "Implementing the Health Impact Assessment (HIA) process for major or and strategic Developments."	Clarity.
SMM22	Chapter 3 - Spatial strategy Para 3.38	Amend as follows: "Our greatest strength is our diverse community, with people of different backgrounds living side by side. We want a strong cohesive community, where diversity is celebrated, and everyone has equal opportunity regardless of their background. This means tackling inequality and poverty by creating a more equal and affordable borough. Inclusive design is indivisible from good design and helps ensure the diverse needs of Ealing's local communities are met. For example, by including women and girls in the design process helps ensure	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>they feel safe when moving around at all times of day and night. Design guidance such as GLA's Safety in Public Spaces: women, girls and diverse people should be adhered to."</u>	
SMM23	Chapter 3 - Spatial strategy Para 3.41	<p>Amend para 3.41 as follows:</p> <p>"... The importance of mixed and inclusive public spaces therefore goes far beyond purely architectural value or economic growth, although town centres are vital to both. <u>The council will work with NHS partners to monitor the impact of Local Plan policies on health and wellbeing and refine and adjust as necessary. This could be through a follow up to the Ealing Health Study."</u></p> <p>Add new para afterwards as follows:</p> <p><u>"Poor air quality is a major issue and has direct impacts on health, quality of life and life expectancy. The council is committed to improving air quality and has set out comprehensive requirements in the Ealing Air Quality Strategy 2022-2030 and Ealing Air Quality Action Plan 2022-2027 (or their subsequent update). The council will also adopt the Mayor's Healthy Streets Approach and Vision Zero."</u></p>	Clarity.
SMM24	Chapter 3 - Spatial strategy Para 3.45	<p>Amend as follows:</p> <p>3.45 Good Growth is about uniting the various elements of development need with what is valuable about the existing built and natural environment, particularly in light of the three core themes of the Local Plan. Land is a scarce and increasingly expensive commodity so making optimal use of land and buildings and ensuring good design in any new development are at the heart of how we enhance our borough. <u>Good growth should begin with a firm understanding of built and natural heritage, that clearly demonstrates how these have led development proposals and how they will be protected or enhanced. In particular, these should build on the published evidence base that supports the local plan and on conservation area character</u></p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>assessments and management plans. Assets need to be understood both in relation to their setting and context, and also in respect of individual characteristics and significance. The benefits of development are particularly encouraged where they can improve and protect assets such as Heritage at Risk, or in reinforcing green links and green chains.</u></p> <p>3.46 Ealing has a wealth of designated heritage assets including over 300 buildings and structures covered by statutory listing. This includes six scheduled monuments and four registered parks and gardens, as well as 29 conservation areas. In addition, there are over 700 non-designated heritage assets identified in Ealing’s local heritage register. Places evolve and change over time. New development has the potential to offer significant opportunities to enhance and better reveal heritage assets to realise the cultural, social and economic benefits of these assets. This will be achieved by placing heritage at the heart of placemaking, Good Growth and good design.</p>	
SMM25	Chapter 3 - Spatial strategy Para 3.44	<p>Add the following:</p> <p><u>“This plan also seeks to facilitate the creation of active environments, and to this end endorses the principles of ‘Active Design’. This is not just limited to delivering opportunities for sport and formal exercise, but rather seeks to facilitate physical activity through all aspects of place making and design.”</u></p>	Clarity.
SMM26	Chapter 3 - Spatial strategy Para 3.45	<p>Amend as follows:</p> <p>"...In addition, there are over 700 non-designated heritage assets identified in Ealing’s local heritage register. <u>Ealing also has a rich archaeological heritage, set out in Archaeological Priority Areas.</u> Places evolve and change over time...".</p>	Clarity.
SMM27	Chapter 3 - Spatial strategy	Amend last sentence as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Para 3.57	“Town centres do not just constitute the retail hierarchy, but also make retail and employment provision alongside the public and social life of the borough, <u>and form the primary focus for office development.</u> ”	
SMM28	Chapter 3 - Spatial strategy Table SS1	<p>Amend as follows:</p> <p>In first instance of ‘Infrastructure Type’ - ‘Public Transport’ - amend the ‘Infrastructure Scheme’ wording as follows:</p> <p>“Supporting and investing in public transport <u>including bus capacity, access and infrastructure</u> across the borough.”</p> <p>In second instance of ‘Infrastructure Type’ - ‘Public Transport’ – amend third column as follows:</p> <p>“TfL/Development contributions <u>will be expected where justified</u> /SFA funding”</p> <p>Add “<u>developer contributions</u>” as an Infrastructure Provider to all ‘Active Travel’ entries.</p> <p>Add “<u>central government</u>” to West London Orbital ‘infrastructure provider’.</p>	Clarity.
SMM29	Chapter 3 - Spatial strategy Figure SS2	Amend Figure SS2 to grey out the OPDC area.	Clarity.
SMM30	Chapter 3 - Spatial strategy	Amend label on key as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Figure SS3	<p>"Proposed West London Orbital Line".</p> <p>"Proposed West London Orbital Station".</p> <p>Amend Figure SS3 to grey out the OPDC area.</p> <p>Amend Figure SS3 to include Brentford- Southall Link.</p>	
SMM31	Chapter 4	<p>Amend the overarching principles that precede each town's development site schedules to include after 'design guidance':</p> <p><u>"Heritage assets: When determining planning applications, "special regard" should be taken of the desirability of preserving Listed Buildings (statutory and local) or their setting or any features of special architectural or historic interest which they possess."</u></p> <p><u>"Conservation areas: "Special attention" should be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas."</u></p>	Clarity.
SMM32	Chapter 4 - Acton Town Plan Para 4.1.7	<p>Amend as follows:</p> <p>"Acton includes a sizeable part of the area covered by the Old Oak and Park Royal Development Corporation (OPDC) which includes North Acton and much of Park Royal. OPDC aims to deliver 13670 19,850 new homes, create 36,350 new jobs and create 250,428 sqm of extra industrial floorspace over the plan period to 2038. North Acton acts a key gateway and strategic transition area from the rest of the Acton into the wider opportunity being delivered as part of OPDC's local plan. This creates an opportunity for all Acton residents and businesses to directly benefit from this and Ealing Council will continue to help shape future plans with the OPDC."</p>	Clarity.
SMM33	Chapter 4 - Acton Town Plan	Amend Figure A1 to grey out the OPDC area.	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Figure A1	Amend Figure A1 by removing London Overground symbol from Old Oak Common Victoria Road Station in the OPDC (greyed out) area.	
SMM34	Chapter 4 - Acton Town Plan Para 4.1.14	Amend as follows: "...to the UK's largest regeneration zone at Old Oak and Park Royal that will include the new Old Oak Common Station due to open after 2028. High Speed 2 terminus by 2030. "	Clarity.
SMM35	Chapter 4 - Acton Town Plan Figure A2	Amend Figure A2 as follows: <ul style="list-style-type: none"> • Grey out the OPDC area. • Add WLO route to map. • Show London Overground as an orange line. • Show correct colour for Elizabeth Line in the Key. 	Correction.
SMM36	Chapter 4 - Acton Town Plan Para 4.1.24	Amend as follows: It also seeks to capitalise on the future delivery of the West London Orbital initiative and improved connections at Acton Central and South Acton overground stations. In line with the Strategic Place interventions of the Local Plan, significant levels of development will take place in Acton due to the presence of the Elizabeth line at Acton Mainline Station and proposed West London Orbital station at Acton Town Acton Central and South Acton. "	Correction.
SMM37	Chapter 4 - Acton Town Plan Page 101, image caption,	Amend caption as follows: "North Acton tall buildings, OPDC ".	Clarity.
SMM38	Chapter 4 - Acton Town Plan	Amend as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Policy A1 G	"The council will work collaboratively with the Old Oak and Park Royal Development Corporation and other key stakeholders to address severance caused by the A40 and railway lines and maximise the potential opportunities that arise from significant development around North Acton station (see Policy A6) <u>and within the Old Oak major centre and North Acton neighbourhood centre.</u> "	
SMM39	Chapter 4 - Acton Town Plan Policy A1 I	Amend clause (iv) as follows: "Making productive use of unused TfL and National Rail land alongside railway routes to support a non-publicly accessible wildlife corridor <u>except when land is required for operational or development purposes.</u> "	Clarity.
SMM40	Chapter 4 - Acton Town Plan Policy A1 L	Amend Policy A1, clause L(iii): "Addressing GP capacity as a result of population growth in Acton (including North Acton). <u>Increasing capacity across different types of health infrastructure (including GP capacity) as a result of population growth in Acton (including North Acton) and achieving a greater integration of health and wellbeing services.</u> "	Clarity.
SMM41	Chapter 4 - Acton Town Plan Table A1	Amend Table A1, North Acton Gyratory, infrastructure provider column as follows: <u>"Ealing Council / TfL / Developers / OPDC".</u> In Infrastructure Scheme "West London Orbital" add: <u>"Maintain active travel connectivity across Bollo Lane."</u>	Clarity.
SMM42	Chapter 4 - Acton Town Plan Policy A4 (iv)	Amend as follows: "Improvements to the green spaces at <u>Designating</u> Friars Place Green, Friars Gardens, and St Dunstons Gardens <u>as Local Green Spaces. Ensuring that any</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		improvements Improvements to the green spaces are mostly horticultural and any other new features consulted upon with residents groups. and designating them as a Local Green Space."	
SMM43	Chapter 4 - Acton Town Plan Policy A6	Amend title of Policy A6 as follows: "North Acton and Park Royal Cross-boundary working with OPDC in North Acton and Park Royal ". Amend the first sentence as follows: "To work collaboratively with the Old Oak and Park Royal Development Corporation (OPDC) and other key stakeholders along the border with North Acton and Park Royal to:"	Clarity.
SMM44	Chapter 4 - Acton Town Plan Policy A6 (iii)	Amend as follows: " Develop Promote a local skills and construction centre to capitalise from the large construction activity coming forwards and ensure that skills opportunities meet the needs of local people in the wider Acton area."	Clarity.
SMM45	Chapter 4 - Acton Town Plan Para 4.1.52	Amend as follows: "...The area's significant supply of Strategic Industrial Locations (SIL) and the services provided by North Acton Centre are accessed by workers and residents across Acton. Key development sites identified in the OPDC Local Plan (2022) include those centred around Park Royal SIL (P4, P4C1, P5), the a new neighbourhood town centre in Park Royal (P6), and new neighbourhood centres at North Acton (P6, P7, P7C1).	Clarity.
SMM46	Chapter 4 - Acton Town Plan	Amend 'tall buildings' text as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Acton - 01AC Acton Gateway (Morrisons)	<p>The site is in principle suitable for a tall building. Detailed design analysis indicates an an appropriate maximum height of up to 15 storeys (52.5 metres).</p> <p>Amend the third ‘design principle’ as follows: “...Heights between 3 and 15 storeys are to range between 3 and a maximum of 15 storeys (52.5m) are appropriate across the site...”</p> <p>Amend the 12th ‘design principle’ as follows: “Incorporate no/low levels of car parking for any residential development given the town centre location. Residential and retail uses should be car free.”</p> <p>Amend the 13th ‘design principle’ as follows: “Provide an appropriate quantum of car parking for other uses in this town centre location and consider utilising underground parking utilised, if viable.” underground parking utilised, if viable. Consideration will be given to the provision of a limited amount of public car parking if it is justified as necessary to serve the wider town centre including disabled persons’ parking and rapid EV charging facilities in line with London Plan parking policies.”</p>	
SMM47	Chapter 4 - Acton Town Plan Development site Acton - 02AC Acton Gardens	<p>Amend the map’s red line boundary to omit phases 9.3, 9.5, and 9.6.</p> <p>Amend site area to 8.47 ha</p> <p>Amend ‘tall buildings’ text as follows: The site is in principle suitable for a tall building. An agreed masterplan indicates an an appropriate maximum height of up to 15 storeys (52.5 metres) 20 storeys (70.35 metres).</p>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM48	Chapter 4 - Acton Town Plan Development site Acton - 02AC Acton Gardens	Amend 11th design principle as follows: "Provide a minimum of 3m well landscaped private amenity space for all dwellings. with windows at the same level as communal courtyards, which acts as defensible space. "	Clarity.
SMM49	Chapter 4 - Ealing Town Plan Development site Acton – 03AC Ealing Common Depot	Amend the third ‘design principle’ as follows: “ <u>Operational transport infrastructure must either be protected on site or appropriately relocated subject to agreement with Transport for London.</u> Relocate Relocating engineering and maintenance functions would to realise the full potential of the site.” Add a new ‘design principle’ as follows: “ <u>Residential development should be car free.</u> ”	Clarity.
SMM50	Chapter 4 - Ealing Town Plan Development site Acton – 06AC Acton Vale Industrial Park & Westgate House	Amend the fourth ‘design principle’ as follows: “Enable increased height of redevelopment, <u>with an appropriate height of</u> up to a maximum of 6 storeys (21m) whilst avoiding a canyon effect on Cowley Road.”	Clarity.
SMM51	Chapter 4 - Ealing Town Plan Development site Acton – 07AC Dean Court	Amend ‘tall buildings’ text as follows: The site is in principle suitable for a tall building. Detailed design analysis indicates an <u>appropriate maximum</u> height of <u>up to</u> 21 storeys (73.5 metres). Amend the second ‘design principle’ as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“...Heights between 5 and 21 storeys are to range between 3 and a maximum of 15 storeys (73.5m) are appropriate across the site...”.	
SMM52	Chapter 4 - Ealing Town Plan Development site Acton – 08AC Oaktree Court	Amend the sixth ‘design principle’ as follows: “Consider the potential for modest increase of overall building heights, with taller elements fronting Pierrepont Road and Hereford Road to avoid overlooking issues with an appropriate height of up to a maximum of 6 storeys (21m). ”	
SMM53	Chapter 4 - Ealing Town Plan Figure E1	Delete London Overground route from the map.	Correction.
SMM54	Chapter 4 - Ealing Town Plan Table E1	Amend second column, eighth row as follows: “ Improvement Rationalisation of bus stopping and standing arrangements in Ealing town centre, Broadway and Haven Green area.” Amend third column, eighth row as follows: “TfL / Ealing Council ”	Clarity.
SMM55	Chapter 4 - Ealing Town Plan Development site Ealing – 01EA Broadway Connection & Arcadia Shopping Centre	Amend ‘tall buildings’ text as follows: The site is in principle suitable for a tall building with an appropriate height up to 21 storeys (73.5 metres). The threshold height for a tall building is 21 storeys (73.5 metres) 9 storeys (31.5 metres). Amend second ‘contextual consideration’ second bullet point as follows: “Movement around and through the site is a key consideration as well as managing complex servicing requirements on and adjacent to the busy Uxbridge	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Road. Development should create permeable and safe pedestrian links and public spaces within the urban block away from surrounding traffic movements.”</p> <p>Amend 2nd Design Principle as follows:</p> <p>“Carefully consider the movement hierarchy for the site, integrating servicing internally where possible and avoiding blank frontages. Ensure the pedestrian network is attractive, safe and perceived to be safe at all times...where necessary to address pinch points.”</p>	
SMM56	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 02EA Ealing Broadway Shopping Centre & Crystal House</p>	<p>Amend PTAL rating as follows:</p> <p>“0-6a5 – 6a”</p> <p>Amend ‘tall buildings’ text as follows:</p> <p>The site is in principle suitable for a tall building. Detailed design analysis indicates an n appropriate maximum height of up to 12 storeys (42 metres).</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“...Heights between 2 and 12 storeys are to range between 2 and a maximum of 12 storeys (42m) are appropriate across the site...”.</p> <p>Amend second last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM57	Chapter 4 - Ealing Town Plan Development site Ealing – 03EA Sandringham Mews	<p>Amend ‘tall buildings’ text as follows:</p> <p>“The site is in principle suitable for a tall maximum building with an appropriate height of up to 12 storeys (42 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights between 4 and 12 storeys are to range between 4 and a maximum 12 storeys (42m) are appropriate across the site.”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	Clarity.
SMM58	Chapter 4 - Ealing Town Plan Development site Ealing – 04EA Eastern Gateway	<p>Amend ‘tall buildings’ text as follows:</p> <p>“The site is in principle suitable for a tall building. Design analysis indicates an appropriate maximum height of up to 8 storeys (28 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 1 and a maximum of 8 storeys (28m) across the site. Appropriate heights across the site range between 1 and 8 storeys (28m).”</p> <p>Amend the last ‘design principle’ as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	
SMM59	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 05EA Perceval House</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 21 storeys (73.5 metres). Design analysis indicates an appropriate height of up to 21 storeys (73.5 metres).”</p> <p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range between 3 and a maximum 21 storeys (73.5m) across the site. Appropriate heights across the site range between 3 and 21 storeys (73.5m).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	Clarity.
SMM60	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 06EA 49–69 Uxbridge Road</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 8 storeys (28 metres). Design analysis indicates an appropriate height of up to 8 storeys (28 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Heights are to range between 3 and a maximum of 8 storeys (28m) across the site. Appropriate heights across the site range between 3 and 8 storeys (28m).”</p> <p>Amend second last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	
SMM61	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 07EA CP House</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“The site is in principle suitable for a tall building. Design analysis indicates an maximum appropriate height of up to 10 storeys (35 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 4 and a maximum 10 storeys (35m) across the site. Appropriate heights across the site range between 4 and 10 storeys (35m).”</p>	Correction.
SMM62	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 08EA Craven House</p>	<p>Amend the ‘proposed use’ text as follows:</p> <p>“Office with supporting uses suitable to the town centre.”</p> <p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 10 storeys (35 metres). Design analysis indicates an appropriate height of up to 10 storeys (35 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Heights are to range between 3 and a maximum 10 storeys (35m) across the site. Appropriate heights across the site range between 3 and 10 storeys (35m)."</p>	
SMM63	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 09EA 66–86 Broadway, West Ealing</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 10 storeys (35 metres). Design analysis indicates an appropriate height of up to 10 storeys (35 metres)."</p> <p>Amend the first 'design principle' as follows:</p> <p>"Heights are to range between 4 and a maximum of 10 storeys (35m) across the site... Appropriate heights across the site range between 4 and 10 storeys (35m) ..."</p> <p>Amend second last 'design principle' as follows:</p> <p>"Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location."</p>	Clarity.
SMM64	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 10EA 59–65 Broadway, West Ealing (Lidl)</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 8 storeys (28 metres). Design analysis indicates an appropriate height of up to 8 storeys (28 metres)."</p> <p>Amend the fifth 'design principle' as follows:</p> <p>"Heights are to range between 6 and a maximum 8 storeys (28m) across the site. Appropriate heights across the site range between 6 and 8 storeys (28m)."</p> <p>Amend second last 'design principle' as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Incorporate no/low levels of car parking for any residential and retail uses should be car free development given the town centre location."</p>	
SMM65	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 11EA Sainsbury's & Library, West Ealing</p>	<p>Amend the 'proposed use' text as follows:</p> <p>"Residential led mixed use scheme with reprovision of a supermarket, <u>together with any other town centre uses, library,</u> community facilities and sheltered accommodation."</p> <p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 16 storeys (56 metres). Design analysis indicates an appropriate height of up to 16 storeys (56 metres)."</p> <p>Amend 'indicative timeframe for delivery' as follows:</p> <p>"Within years 6-15" 0-15.</p> <p>Amend the second 'design principle' as follows:</p> <p>Ensure building height, massing and street layout proposals are developed in accordance with the Tall Buildings Strategy. Appropriate heights are to range between 3 and a maximum of 16 storeys (56m) across the site. These heights are based upon substantial redesign of layout and massing in this area and proposals should have regard to this design work in the Tall Buildings Strategy and Site Guidance Appendix 2 in justifying proposals for tall buildings on this site.</p> <p>Amend the seventh design principle as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Maximise Provide natural surveillance from active retail frontage incorporating a mix of uses where appropriate, to maximize activity throughout the day and night, creating a reduced risk of crime and a sense of safety at all times.</p> <p>At ground floor provide with access to residential units on upper floors via side streets that are pedestrian focussed and include new landscaping and planting. Residential uses may predominate to the south and away from the Broadway."</p> <p>Amend second last 'design principle' as follows:</p> <p>"Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location."</p>	
SMM66	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 12EA Chignell Place, West Ealing</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 4 storeys (14 metres). Design analysis indicates an appropriate height of up to 4 storeys (14 metres)."</p> <p>Amend the last 'design principle' as follows:</p> <p>"Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location."</p>	Clarity.
SMM67	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 13EA 99–115 Broadway, West Ealing</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 12 storeys (42 metres). Design analysis indicates an appropriate height of up to 12 storeys (42 metres)."</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range between 4 and a maximum of 12 storeys (42m) across the site. Appropriate heights across the site range between 4 and 12 storeys (42m).”</p> <p>Add a new ‘design principle’:</p> <p><u>“Residential and retail uses should be car free given the town centre location.”</u></p>	
SMM68	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 14EA Western Gateway, 131–141 Broadway, West Ealing</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 6 storeys (21 metres). <u>Design analysis indicates an appropriate height of up to 6 storeys (21 metres).</u>”</p> <p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range between 4 and a maximum of 6 storeys (21m) across the site. Appropriate heights across the site range between 4 and 6 storeys (21m).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r <u>Residential and retail uses should be car free</u> development given the town centre location.”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM69	Chapter 4 - Ealing Town Plan Development site Ealing – 15EA Waitrose, West Ealing	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 13 storeys (45.5 metres). Design analysis indicates an appropriate height of up to 13 storeys (45.5 metres).”</p> <p>Amend the first ‘design principle’ as follows: “Heights are to range between 6 and a maximum 13 storeys (45.5m) across the site subject to...” Appropriate heights across the site range between 6 and 13 storeys (45.5m) subject to...”</p> <p>Amend 12th ‘design principle’ as follows: “Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p> <p>Amend 13th ‘design principle’ as follows: “Incorporate car free shopper parking for replacement food store/supermarket. Retail uses, including any re-provided supermarket/food store should be car-free.”</p>	Clarity.
SMM70	Chapter 4 - Ealing Town Plan Development site Ealing – 16EA West	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 13 storeys (45.5 metres). Design analysis indicates an appropriate height of up to 13 storeys (45.5 metres).”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Ealing Station Approach	<p>Amend the second ‘design principle’ as follows:</p> <p>“Potential heights are to range between 4 and a maximum 13 storeys (45.5m) across the site subject to...” Appropriate heights across the site range between 4 and 13 storeys (45.5m) subject to...</p> <p>Amend fifth ‘design principle’ as follows:</p> <p>“Incorporate satisfactory off-street servicing and delivery arrangements for new or replacement commercial uses.”</p>	
SMM71	Chapter 4 - Ealing Town Plan Development site Ealing – 17EA Castle House	<p>Amend the “proposed use” text as follows:</p> <p>“Residential-led with some provision of affordable workspace.”</p> <p>Amend the third ‘design principle’ as follows:</p> <p>“Building heights are to extend to a maximum height of 6 storeys (21 metres)...” Appropriate building heights for the site are up to 6 storeys (21 metres)...”</p>	Correction.
SMM72	Chapter 4 - Ealing Town Plan Development site Ealing - 18EA Access House & T Mohan, West Ealing	<p>Amend the second ‘design principle’ as follows:</p> <p>“Building heights are to extend to a maximum of 6 storeys (21 metres).” Appropriate building heights for the site are up to 6 storeys (21 metres).”</p>	
SMM73	Chapter 4 - Ealing Town Plan	<p>Insert a new bullet point at the outset of the ‘design principles’ as follows:</p> <p>“All proposals will need to be assessed and guided by Sport England’s playing fields policy.”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 19EA Gurnell Leisure Centre	<p>Add the following to the existing first ‘design principle’:</p> <p>“Secure a replacement leisure centre and associated outdoor leisure facilities <u>informed by the latest evidence of need as detailed in the council’s Sports Facilities Strategy and future updates.</u> Some enabling development will be considered if needed to help fund this.”</p> <p>Amend the sixth ‘design principle’ as follows:</p> <p>“Building heights are to extend to a maximum of 6 storeys (21 metres). <u>Appropriate building heights for the site are up to 6 storeys (21 metres).</u>”</p> <p>Add the following at the end of current bullet seven:</p> <p>"Built footprint is to principally focus on the existing previously developed land, whilst ensuring the arrangement and form of blocks avoids introducing a hard edge/barrier between Ruislip Road East and the parkland to the north. <u>Proposals should avoid impinging on usable playing pitch areas, through direct encroachment or through prejudicing the ability to access, use and maintain the space.</u>"</p> <p>Amend the final ‘design principle’ as follows:</p> <p>“Provide <u>vehicle access to onsite</u> servicing <u>and a coach drop off facility within the site</u> from Ruislip Road East.”</p> <p>Add the following new ‘design principle’:</p> <p><u>“Minimise car parking and promote sustainable travel for the leisure centre and proposed residential development and provide public realm improvements on Ruislip Road.”</u></p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM74	Chapter 4 - Ealing Town Plan Development site Ealing – 20EA Downhurst Residential Care Home	Amend red line boundary to take into account the consented scheme that has been implemented (permission reference 232370FUL). Amend ‘site area (hectares)’ as follows: 0.35 0.24	Correction.
SMM75	Chapter 4 - Ealing Town Plan Development site Ealing – 21EA Former Barclays Sports Ground	Amend ‘site area (hectares)’ as follows: 6.59 6.72 Amend the ‘proposed use’ as follows: "Leisure Sports -led scheme with enabling residential use and facilitating access to sports and play pitches." Amend ‘planning designation / site constraints’ as follows: "Flood Zone 3a (surface water), Metropolitan Open Land (adjacent), Community Open Space..." Amend ‘key infrastructure requirements’ as follows: "Sports, leisure and recreational facilities." Amend the second ‘contextual consideration’ as follows:	Correction / clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Adjacent to the club house building are sports grounds which are designated as Community Open Space and Metropolitan Open Land (MOL). <u>To the south of this green space is Ada Lovelace School.</u>"</p> <p>Amend the first 'design principle' as follows:</p> <p>"Secure replacement supporting <u>ancillary sports</u> leisure facilities and enable enhancements to the wider sports ground, including securing community access, <u>informed by the latest evidence of need as detailed in the council's Sports Facilities Strategy and future updates.</u> Some enabling residential development is foreseen as necessary."</p> <p>Amend the second 'design principle' as follows:</p> <p>"Ensure any built leisure <u>sports</u> facilities principally serves an identified need for outdoor leisure <u>sports</u> activities that serve the wider area and has due regard to the Sports Facilities Strategy and any future updates."</p> <p>Amend the third 'design principle' as follows:</p> <p>"Limit the quantum of residential development to the amount absolutely necessary to financially secure the delivery of the replacement leisure centre and limit the amount of development on open space. <u>The quantum of facilitating residential development should be no more than is necessary to financially secure the delivery of sports facilities within the allocation site and across the wider sports ground and to optimise the quantum of genuinely affordable housing secured through the development.</u>"</p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the fourth ‘design principle’ as follows:</p> <p>“Ensure that an optimised housing mix includes the maximum amount of genuinely affordable housing that is possible within scheme viability. The proposed housing mix should represent the optimum one from the perspective of limiting the quantum of development on open space, whilst maximising the genuinely affordable offer.”</p>	
SMM76	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing -22EA 96 Queens Drive & Telephone Service Centre</p>	<p>Amend ‘proposed use’ text as follows:</p> <p>“Residential-led mixed use <u>and/or retained/intensified employment use.</u>”</p> <p>Amend ‘indicative timetable of delivery’ text as follows:</p> <p>“Between years 6-15 years (2028-2037/38) <u>Between years 1-5 years (2023/24 - 2028/29).</u>”</p> <p>Amend ‘design principles’ text as follows:</p> <p>Satisfy the requirements of London Plan Policy E4 and Ealing Local Variation Policy E4 H-I for industrial retention and any co-location of residential uses should achieve industrial uplift.</p>	Correction.
SMM77	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing - 23EA Old Actonians Sports Ground</p>	<p>Amend ‘proposed use’ as follows:</p> <p>"Enabling residential development with retention of green space to support improved leisure/sports facilities (primary use)."</p> <p>Amend ‘key infrastructure requirements’ as follows:</p> <p>"Sports, leisure and recreational facilities. Greening and biodiversity measures.”</p> <p>Amend first design principle as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Ensure that development proposals support the overriding objective to enhance the outdoor leisure sports offer, minimise the reduction of any usable recreation space and secure the long-term future of these activities."</p> <p>Amend second design principle as follows:</p> <p>"It is anticipated that some enabling residential development alongside any built leisure sports facilities will be necessary to cross-subsidise the enhancements to the leisure sports offer."</p> <p>Amend third design principle as follows:</p> <p>"Ensure any built sports leisure facilities are is principally geared to serving the need for outdoor sport leisure activities and appropriately sized relative to this need, with some indoor facilities supported where these are shown to be meet a need, are modestly sized, and complement rather than compromise the outdoor sport leisure offer. <u>Proposals should be informed by the latest evidence of need as detailed in the council's Sports Facilities Strategy and future updates.</u>"</p> <p>Amend the fourth design principle as follows:</p> <p>"Limit the quantum of residential development to the amount absolutely necessary to financially secure the delivery of the replacement leisure centre outdoor sports facilities and limit the amount of development on open space."</p> <p>Amend the seventh design principle as follows:</p> <p>"Locate replacement leisure sports buildings and associated enabling residential development along the southern edge of the site, effectively extending the building line from 162–198 Popes Lane."</p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM78	Chapter 4 - Ealing Town Plan Development site Ealing - 24EA Wickes, South Ealing Road	Amend the first 'design principle' as follows: "A residential-led mixed use development is preferred, with an approach that responds to the varying residential/retail frontages along South Ealing Road, which may benefit from the inclusion of some small commercial units provision at ground level.	Clarity.
SMM79	Chapter 4 - Greenford Town Plan Figure G1	Map correction: Change Sudbury and Harrow Road to Sudbury Town Station.	Correction.
SMM80	Chapter 4 - Greenford Town Plan Spatial vision for Greenford	Amend second sentence of Policy G1 as follows: " Significant Moderate levels of mixed-use development will be directed to the areas of best connectivity, while...".	Correction.
SMM81	Chapter 4 - Greenford Town Plan Policy G1 I (ii) and (iii)	Amend Policy G1 I (ii) as follows: "Exploring opportunities to provide additional employment land, particularly adjacent to well established industrial clusters <u>or which are easily accessible and benefit from local transport links.</u> " Amend Policy G1 I (iii) as follows: "Ensuring the supply of employment land and premises meets the needs of a wide range of businesses <u>and unit sizes</u> , from small start-ups looking for affordable premises, to large, well-established businesses."	Clarity.
SMM82	Chapter 4 - Greenford Town Plan	Amend the first sentence as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Policy G6: Greenford Industrial Estate	“To protect and grow the important industrial cluster at Greenford, <u>which is focused on the designated Strategic Industrial Location</u> , reflecting its important role in the A40 and West London logistics cluster...”	
SMM83	Chapter 4 - Greenford Town Plan Development site Greenford – 01GR Greenford Hall, Methodist Church former Police Station, former Clinic & Greenford Library	Amend ‘tall buildings’ text as follows: “ Design analysis indicates a maximum height of 6 storeys (21 metres). <u>Design analysis indicates an appropriate height of up to 6 storeys (21 metres).</u> ” Amend the second ‘design principle’ as follows: “ Heights are to range between 6 and a maximum of 6 storeys (21m) across the site... <u>The appropriate height across the site is up to 6 storeys (21m) ...</u> ” Amend the last ‘design principle’ as follows: “ Incorporate no/low levels of car parking for any r <u>Residential uses should be car free development</u> given the town centre location.”	Clarity.
SMM84	Chapter 4 - Greenford Town Plan Development site Greenford – 02GR Greenford Broadway Car Park	Amend the site boundary to include Tesco's land holding subject to confirmation of an agreed statement of common ground between the parties. Amend ‘tall buildings’ text as follows: “ Design analysis indicates a maximum height of 6 storeys (21 metres). <u>Design analysis indicates an appropriate height of up to 6 storeys (21 metres).</u> ” Amend the second ‘design principle’ as follows:	Correction / clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Heights are to range up to a maximum of 6 storeys (21m) across the site...” Appropriate heights range up to 6 storeys (21m) across the site...”</p> <p>Amend the fourth ‘design principle’ as follows: “Incorporate no/low levels of car parking for any residential development given the town centre location. Residential and retail uses should be car free given the site PTAL of 5.”</p> <p>Amend the eighth ‘design principle’ as follows: “Consider retention of short stay public parking. Consideration will be given to the provision of a limited amount of public car parking if it is justified as necessary to serve the wider town centre including, disabled persons’ parking and rapid EV charging facilities in line with London Plan parking policies.”</p>	
SMM85	Chapter 4 - Greenford Town Plan Development site Greenford – 04GR Westway Cross	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 18 storeys (63 metres). Design analysis indicates an appropriate height of up to 18 storeys (63 metres).”</p> <p>Amend the second ‘design principle’ as follows: “Heights are to range between 6 and a maximum of 18 storeys (63m) across the site. Appropriate heights across the site range between 6 and 18 storeys (63m).”</p>	
SMM86	Chapter 4 - Greenford Town Plan	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 12 storeys (42 metres). Design analysis indicates an appropriate height of up to 12 storeys (42 metres).”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Greenford – 05GR Former Greenwich School of Management	<p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range between 6 and a maximum of 12 storeys (42m) across the site. Appropriate heights across the site range between 6 and 12 storeys (42m).”</p> <p>Add a new ‘design principle’ as follows:</p> <p><u>“The existing multi storey car park should be removed as part of any redevelopment of the site.”</u></p>	
SMM87	Chapter 4 - Greenford Town Plan Development site Greenford – 06GR Smiths Farm	<p>Remove north-west area and include north-east area.</p> <p>Amend site area to 1.43 ha</p>	Correction.
SMM88	Chapter 4 - Hanwell Town Plan Development site Hanwell – 01HA Land to the front of Ealing Hospital	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 12 storeys (42 metres).” <u>Design analysis indicates an appropriate height of up to 12 storeys (42 metres).”</u></p> <p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range up to a maximum of 12 storeys (42m) across the site...” <u>Appropriate heights across the site range up to 12 storeys (42m)...</u></p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend “contextual considerations” as follows:</p> <ul style="list-style-type: none"> • The site forms part of the wider Ealing Hospital, which includes an accident and emergency department, the Three Bridges medium secure unit, Meadow House hospice, and other departments and facilities. • <u>West London NHS Trust and NWL share an entrance to the St Bernard’s and Ealing Hospital site and any development would need to ensure adequate access to both sites with this shared access maintained.</u> • <u>Any development would need to ensure that it does not adversely impact the accessibility of the site for emergency and other hospital related vehicles and patients, given the existing already heavily trafficked adjacent roads.</u> • <u>Any development will need to respect the setting of, and any future use of the listed buildings on the adjoining St Bernard’s site.</u> <p>Amend the second last ‘design principle’ as follows:</p> <p>“Provide new podium car parking for both hospital and limited residential parking.”</p>	
SMM89	<p>Chapter 4 - Hanwell Town Plan</p> <p>Development site Hanwell - 04HA Site of Lidl and discount store</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 6 storeys (21 metres). Design <u>analysis indicates an appropriate height of up to 6 storeys (21 metres).”</u></p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 3 and a maximum of 6 storeys (21m) across the site...” <u>Appropriate heights across the site range between 3 and 6 storeys (21m)...</u></p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend seventh 'design principle' as follows:</p> <p>"Incorporate no/low levels of car parking for any residential and retail development given the town centre location."</p>	
SMM90	<p>Chapter 4 - Hanwell Town Plan</p> <p>Development site Hanwell - 05HA Marshall Site, Gold's Gym & Garages on Montague Avenue</p>	<p>Amend 'proposed use' text as follows:</p> <p>"Residential-led, mixed use scheme including leisure/sport and community uses".</p> <p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 8 storeys (28 metres): Design analysis indicates an appropriate height of up to 8 storeys (28 metres)."</p> <p>Amend the first 'design principle' as follows:</p> <p>"Heights are to range between 3 and a maximum of 8 storeys (28m) across the site..." Appropriate heights across the site range between 3 and 8 storeys (28m)..."</p>	Clarity.
SMM91	<p>Chapter 4 - Hanwell Town Plan</p> <p>Development site Hanwell - 07HA Copley Close Estate</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"An agreed masterplan indicates a maximum height of 7 storeys (24.5 metres): An agreed masterplan indicates an appropriate height of up to 7 storeys (24.5 metres)."</p> <p>Amend the fifth 'design principle' as follows:</p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Heights are to range up to a maximum of 7 storeys (24.5m) across the site.</p> <p>Appropriate heights across the site range up to 7 storeys (24.5m).”</p>	
SMM92	<p>Chapter 4 - Hanwell Town Plan</p> <p>Development site Hanwell - 08HA High Lane Housing Estate</p>	<p>Amend the fifth ‘design principle’ as follows:</p> <p>“Ensure building heights are a maximum of 6 storeys across the site...”</p> <p>Appropriate building heights across the site are up to 6 storeys...”</p>	
SMM93	<p>Chapter 4 - Northolt Town Plan</p> <p>Table N1</p>	<p>Amend ‘Highways’ row as follows:</p> <p>Second column (infrastructure scheme): “Investigate White Hart roundabout reconfiguration”</p> <p>Third column (infrastructure provider): “TfL Ealing Council”</p> <p>Fourth column (delivery phasing): “TBC 10 – 15 years”</p> <p>Amend Table N1 to reflect Ealing Council and not TfL as the ‘infrastructure provider’ for the White Hart roundabout reconfiguration infrastructure scheme.</p>	Clarity.
SMM94	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 01NO Car Sales Site and Northolt Leisure Centre</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 10 storeys (35 metres). Design analysis indicates an appropriate height of up to 10 storeys (35 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Heights are to range between 4 and a maximum of 10 storeys (35m) across the site... Appropriate heights across the site range between 4 and 10 storeys (35m)..."</p> <p>Amend 12th 'design principle' as follows:</p> <p>"Retain some disabled persons' car parking and a small number of EV charging spaces on site to service the leisure centre."</p> <p>Add a new 'design principle' as follows:</p> <p>"Promote active travel to the site including through developer contributions."</p>	
SMM95	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 03NO Northolt Sorting Office</p>	<p>Delete the first and second bullet points of the 'design principles':</p> <p>Ensure new development satisfies the requirements of London Plan Policy E4 and Ealing Local Variation Policy E4 H-I for industrial retention and any co-location of residential uses should achieve industrial uplift.</p> <p>Create a masterplan for a mixed-use scheme comprising of new residential and industrial (B1c and B8) uses, with commercial and retail uses that contribute to an active frontage and natural surveillance along Mandeville Road.</p>	Correction.
SMM96	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 04NO Northolt Driving Range</p>	<p>Amend boundary to exclude land within the ownership of the Canal & River Trust and adjust site area to 4.51 ha.</p> <p>Amend 'proposed use' text as follows:</p> <p>"Employment-led, mixed-use scheme including leisure/sport use".</p> <p>Add "Canalside, northwest part Conservation Area (adjacent)" and "Blue Ribbon Network (adjacent)" to 'Planning Designations / Site Constraints'.</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Add a new 'contextual consideration':</p> <p><u>"Any development proposals should consider impacts on the existing canal moorings for residential amenity and protect operations of the boat yard business."</u></p> <p>Amend the 4th 'design principle' as follows:</p> <p>"Improve <u>connections to the active travel network including</u> pedestrian routes to and through the site and connections to green space <u>and explore improved access to the canal including an accessible ramp from Rowdell Road link/Bridport Road.</u>"</p>	
SMM97	<p>Chapter 4 – Northolt Town Plan</p> <p>Development site Northolt – 07NO</p> <p>Yeading Lane II</p>	Amend site boundary to exclude Green Belt land and amend site area to 4.78 ha	Correction
SMM98	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 09NO</p> <p>Kingdom Workshop, Sharvel Road</p>	<p>Amend 'planning designations / site constraints' as follows:</p> <p>“Moated Site at Down Barns Farm Ancient Monument (nearby), Green Belt (adjacent), Green Corridor (nearby), SINC (borough) (nearby), Archaeological Interest Priority Area.”</p> <p>Add Archaeological Priority Areas as a constraint layer on the revised Interactive Policies Map.</p>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM99	Chapter 4 - Northolt Town Plan Development site Northolt – 10NO Airways Estate	Amend site boundary to exclude land within the Green Belt and amend site area to 2.46 ha Amend the first ‘design principle’ as follows: “Building heights should range from 3 to a maximum of 5 storeys across the site...” Appropriate building heights across the site range from 3 to 5 storeys...”	Correction
SMM100	Chapter 4 - Perivale Town Plan Policy P5: Perivale Industrial Estate	Amend clause A (i) as follows: “Embrace Support and enhance the existing clusters of employment and deliver opportunities for growth and intensification.	Clarity.
SMM101	Chapter 4 - Perivale Town Plan Development site Perivale – 01PE BP Garage	Add new ‘design principle’ as follows: <u>“Incorporate no/low levels of car parking for any residential development, with rapid EV charging provision.”</u> Add new ‘design principle’ as follows: <u>“Any changes to access should be discussed with TfL and designed to minimise impacts on the A40.”</u>	Clarity.
SMM102	Chapter 4 - Perivale Town Plan Development site Perivale – 02PE Land on the South Side of Western Avenue	Add new ‘design principle’ as follows: <u>“Incorporate no/low levels of car parking for any residential development, with rapid EV charging provision.”</u> Add new ‘design principle’ as follows: <u>“Any changes to access should be discussed with TfL and designed to minimise impacts on the A40.”</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM103	Chapter 4 - Perivale Town Plan Development site Perivale – 04PE Alperton Lane South and Metrolane Depot	Amend the fourth ‘contextual consideration’ as follows: “ <u>The existing TFL bus depot capacity and access should be retained and improved in line with London Plan Policy and London Plan Guidance unless or a suitable alternative location found for the bus garage is agreed with TfL/the operator and is operational before any redevelopment of the site.</u> ”	Clarity.
SMM104	Chapter 4 – Southall Town Plan Table S1	Amend ‘highways’ row as follows: Second column (infrastructure scheme): “A312 Bulls Bridge roundabout and M4 Junction 3 mitigation scheme; <u>new road, Healum Avenue connecting Merrick Road and Havelock Road, running through the Middlesex Business Centre and the Former Honey Monster site.</u> ” Third column (infrastructure provider): “Developer / National Highways / <u>Developer contributions / TfL</u> ” Amend ‘bus’ row as follows: Second column (infrastructure scheme): “Aspiration to improve bus connectivity <u>including provision of bus infrastructure</u> in Southall” Third column (infrastructure provider): “TfL / <u>Developer contributions</u> ”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM105	Chapter 4 – Southall Town Plan Para 4.7.46	Amend Para 4.7.46 as follows: “...shopping parades are well connected to one another. The town centre will be extended into the eastern part of the Green Quarter development which will provide a high-quality retail offer that will complement the existing centre. Active travel connections are relatively poor but...”	Clarity.
SMM106	Chapter 4 – Southall Town Plan Policy S4: West Southall	Amend clause (i) as follows: “ Extending and e Complementing Southall Major Centre through a range of commercial, retail, community, leisure and cultural uses to strengthen its role as a Major Centre.” Amend clause (ii) as follows: “Improving bus and active travel measures to increase permeability and enhancing the public realm between the site, the town centre, Southall Station, and the Grand Union Canal including upgraded canal towpaths and improving connectivity to destinations in Hillingdon. ”	Clarity.
SMM107	Chapter 4 – Southall Town Plan Para 4.7.53	Amend Para 4.7.53 as follows: "The Southall Green Quarter development (on the former Southall Gas works site) currently includes the provision of 20 ha of public realm and parkland, 3,750 new homes (30% affordable) in a range of different sizes and tenures, 25,300 sq. m of flexible commercial space, 20,050 sq. m of retail space, 14,090 sq. m of community uses and 9,650 sq. m. of hotel space. A cinema, health centre, primary school, and public parkland are also included in the scheme. It represents one of the largest regeneration schemes in London. The site is strategically placed directly west of Southall Major Centre and Southall Station is opposite the eastern site entrance. Work has started on earlier phases and the rest of the development will be built out over the plan period.	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>Outline planning permission for the comprehensive redevelopment of the Green Quarter Site was considered on 29/09/2010 to deliver a large residential led mixed use development (which has been subsequently amended by S73 applications, a non-material amendment application, and reserved matters). Phase 1 is now complete and in occupation, Phase 3 is due to be completed in 2024, and Phase 2 thereafter.</u></p> <p><u>A new planning application was considered by Ealing Council's Planning Committee on 06/11/2024 for a revised masterplan within Phases 4-9 which connects to the wider Green Quarter site and will optimise development. The revised scheme includes a significant uplift in the number of housing units (circa 5,566 indicative homes in total) with an increase in the proportion of affordable housing. It also includes flexible non-residential commercial uses that will support a range of uses including makers spaces, affordable workspace, co-working and incubator hubs alongside more traditional retail and leisure uses including a new indoor sports hall. Other key features include a new primary school, a health centre, an energy centre, a park and wetlands, and measures to improve connectivity and active travel."</u></p>	
SMM108	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 01SO</p> <p>Southall Crossrail Station & Gurdwara</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 18 storeys (63 metres): <u>Design analysis indicates an appropriate height of up to 18 storeys (63 metres).</u>"</p> <p>Amend the fourth 'design principle' as follows:</p> <p>"Heights are to range between 1 and a maximum of 18 storeys (63m) across the site..." <u>Appropriate heights across the site range between 1 and 18 storeys (63m)..."</u></p> <p>Amend the last 'design principle' as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Incorporate no/low levels of car parking for any residential development should be car free given the town centre location but some with disabled persons’ parking provision. A minimal amount of non-residential parking, including disabled persons’ parking, may be appropriate to serve the new Gurdwara.”</p>	
SMM109	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 02SO Southall Sidings</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 6 storeys (21 metres). Design analysis indicates an appropriate height of up to 6 storeys (21 metres).”</p> <p>Amend the third ‘design principle’ as follows:</p> <p>“Heights are to range up to a maximum of 6 storeys (21m) across the site. Appropriate heights across the site range up to 6 storeys (21m).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any residential and retail uses should be car free development given the town centre location.”</p>	Clarity.
SMM110	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 03SO Former Sorting Office & Kings Hall Methodist Church</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 6 storeys (21 metres). Design analysis indicates an appropriate height of up to 6 storeys (21 metres).”</p> <p>Amend the fourth ‘design principle’ as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Heights are to range between 2 and a maximum of 6 storeys (21m) across the site. Appropriate heights across the site range between 2 and 6 storeys (21m).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	
SMM111	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 04SO Southall West London College</p>	<p>Amend ‘proposed use’ text as follows:</p> <p>“Residential, education, and community, and leisure/sport use”.</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	Clarity.
SMM112	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 05SO 31–45 South Road & Telephone Exchange Quality Foods & Iceland</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 5.5 storeys (19.25 metres).” Design analysis indicates an appropriate height of up to 5.5 storeys (19.25 metres).</p> <p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range between 2 and a maximum of 5.5 storeys (19.25m) across the site. Appropriate heights across the site range between 2 and 5.5 storeys (19.25m).”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Amend the last 'design principle' as follows: "Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location."	
SMM113	Chapter 4 – Southall Town Plan Development site Southall – 06SO Fairlawn Hall and Science of the Soul	Amend the last 'design principle' as follows: "Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location."	Clarity.
SMM114	Chapter 4 - Southall Town Plan Development site Southall – 07SO The Limes, Maypole Court, Banqueting Centre	Amend 'tall buildings' text as follows: "Design analysis indicates a maximum height of 18 storeys (63 metres). Design analysis indicates an appropriate height of up to 18 storeys (63 metres)." Amend the sixth 'design principle' as follows: "Heights are to range between 2.5 and a maximum of 18 storeys (63m) across the site... Appropriate heights across the site range between 2.5 and 18 storeys (63m)..." Add the following 'design principle': <u>Provide adequate parking for emergency vehicles and for the effective operation of the health centre and associated infrastructure to include parking for community-based teams, other staff and patients.</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM115	Chapter 4 - Southall Town Plan Development site Southall – 08SO Middlesex Business Centre	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 16 storeys (56 metres). <u>Design analysis indicates an appropriate height of up to 16 storeys (56 metres).</u>”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>"New commercial, retail and community uses on the ground floor should be considered in the form of mixed-use development, with a focus on active frontages <u>being maximised</u> along all street edges."</p> <p>Amend the fifth ‘design principle’ as follows:</p> <p>“Heights are to range between 1 and a maximum of 16 storeys (56m) across the site... ” <u>Appropriate heights across the site range between 1 and 16 storeys (56m)...</u>”</p> <p>Add the following new ‘design principle’:</p> <p><u>“A new road through the site, including supporting bus infrastructure, should be designed to provide access for buses, cycling and walking.”</u></p>	Clarity.
SMM116	Chapter 4 - Southall Town Plan Development site Southall – 09SO Havelock Estate	<p>Amend ‘tall buildings’ text as follows:</p> <p>“An agreed masterplan indicates a maximum height of 8 storeys (28 metres). ” <u>An agreed masterplan indicates an appropriate height of up to 8 storeys (28 metres).</u>”</p> <p>Amend ‘key infrastructure requirements’ as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Measures to include highway improvements and supporting infrastructure to improve permeability by bus, active travel and green links.”</p> <p>Add a new ‘design principle’ as follows:</p> <p>“New and existing roads should provide access for buses and supporting bus infrastructure.”</p>	
SMM117	<p>Chapter 4 - Southall Town Plan</p> <p>Development site Southall – 10SO The Green</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 18 storeys (63 metres). Design analysis indicates an appropriate height of up to 18 storeys (63 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 3 and a maximum of 18 storeys (63m) across the site. Appropriate heights across the site range between 3 and 18 storeys (63m).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any residential development given the town centre location but some may be appropriate to improve the accessibility of any to social infrastructure provision on site and general parking to be minimised in line with the London Plan.”</p>	Clarity.
SMM118	<p>Chapter 4 - Southall Town Plan</p> <p>Development site Southall – 11SO The</p>	<p>Amend ‘proposed use’ text as follows:</p> <p>"A new neighbourhood comprising residential, employment, and commercial uses, school, and health centre."</p>	Correction / clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Green Quarter (Southall Gasworks)	<p>Amend 'relevant planning applications' as follows: “PP/2015/4682, 171562VAR, 178801FUL, 234110OUT.”</p> <p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 18 storeys (63 metres). Design analysis indicates an appropriate height of up to 18 storeys (63 metres).”</p> <p>Amend ‘key infrastructure requirements’ as follows: “Community facilities, school, health centre, sports hall, public open space, energy centre, canal crossing, green links, highway improvements, active travel, bus infrastructure. Flood risk mitigation (surface water).”</p> <p>Amend the third ‘contextual consideration’ as follows: "The original outline planning permission approved in 2010 has established general principles regarding layout and built form, however a revised masterplan for phases 4–9 was considered submitted in November 2024 October 2023 for residential, flexible commercial uses, a drinking establishment, education uses, a new sports hall, energy centre, and canal crossing.”</p> <p>Amend the fifth ‘contextual consideration’ as follows: Southall Crossrail Station The Elizabeth Line Station and buses are within a 20 minutes’ walk from the furthest part of the site.</p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the second 'design principle' as follows:</p> <p>"Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. <u>Appropriate heights are to range between 2 and a maximum of 18 storeys (63m). The upper building height shall not exceed the maximum Heathrow CAA Limitation.</u>"</p> <p>Amend the fifth 'design principle' as follows:</p> <p>"Ensure that the site layout prioritises pedestrians and cyclists, creating a grid of streets and pathways that are pleasant to use, <u>safe, and perceived to be safe at all times of the day and night</u>, and legible."</p> <p>Add three new 'design principles' as follows:</p> <p><u>"Promote active travel and Healthy Streets improvements within and beyond the site including appropriate bus infrastructure to allow extension of bus services into the site."</u></p> <p><u>"Include the two proposed canal crossings and improvements to pedestrian underpasses as part of any new development proposals."</u></p> <p><u>"The quantum of car parking for all uses should reflect future year PTAL ratings and any location that is within Southall Major Town Centre, in line with London Plan parking standards."</u></p>	
SMM119	<p>Chapter 4 - Southall Town Plan</p> <p>Development site Southall – 13SO</p>	<p>In 'contextual considerations' addition of the following text after the first bullet point:</p> <p><u>"Adelaide Dock Yard is owned and managed by the Canal & River Trust who must be consulted on any development proposals. It provides essential operational services for the maintenance of the Canal including deliveries</u></p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Endsleigh Industrial Estate	<p><u>and boat removals and is a key disposal site for London weed removed annually. Any development proposals must ensure the continued operation of the dock and its many functions.</u></p> <p>In 'design principles' addition of the following after the 5th bullet point:</p> <p><u>"Development will need to take into account the 24 hour/7 days a week operation of Adelaide Dock and address potential issues such as noise, access and odour resulting from the dock's operational requirements."</u></p>	
SMM120	Chapter 4 - Southall Town Plan Development site Southall – 14SO Witley Works	<p>Add the following as a 2nd bullet point to 'contextual considerations':</p> <p><u>"Development proposals will need to consider the continued operations of the adjacent Adelaide Dock Yard and ensure they are not adversely affected by engaging with the Canal and River Trust at the earliest possible stage."</u></p> <p>Add the following after the 4th bullet point:</p> <p><u>"Development proposals should consider the potential for incorporating mooring and boating facilities and should achieve a more engaged and active frontage to the canal corridor."</u></p> <p><u>"Development will need to take into account the 24 hour/7 days a week operation of the adjacent Adelaide Dock and address potential issues such as noise, access and odour resulting from the dock's operational requirements."</u></p>	Clarity.
SMM121	Chapter 4 - Southall Town Plan Development site Southall 15SO-Monorep site	<p>Amend 'key infrastructure requirements' as follows:</p> <p>" Community centre, public realm, landscaping and greening improvements, <u>pedestrian link and accessible route from Glade Lane to towpath.</u>"</p> <p>Amend 'contextual considerations' 2nd bullet point as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"... is situated next to the statutory Grade II listed walls, gates, sluices & bridge at Lock 90, Hanwell Flight Glade Lane.</p> <p>Amend the 2nd 'design principle' as follows:</p> <p>"Development proposals for this site should capitalise on the site's location next to the Grand Union Canal and situation within the St Mark's Church and Canal Conservation Area, whilst considering the potential impacts of development on the canal's infrastructure and heritage."</p> <p>Amend the 8th 'design principle' as follows:</p> <p>"Improve the pedestrian/cycle link from Glade Lane to the canal, including an accessible route to the towpath, enhancing to enhance connectivity to the site."</p>	
SMM122	Chapter 4 - Southall Town Plan Development site Southall – 18SO Golf Links Estate	<p>Amend 'current use' text as follows:</p> <p>"Golf Links housing estate, as well as Birkdate Court Outdoor Sports facility and open space."</p>	Correction.
SMM123	Chapter 4 - Southall Town Plan Development site Southall - 19SO Cranleigh Gardens Industrial Estate & Kingsbridge Crescent	<p>Add a second 'contextual consideration' as follows:</p> <p>"Development proposals should include early engagement with the Canal and River Trust to secure separate commercial agreements for access to the canal from the site."</p> <p>After the second 'design principle', add a new design principle as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>“Development adjacent to the canal should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront. The development should make a significant contribution to the improvement of the canal.”</u>	
SMM124	Chapter 4 - Southall Town Plan Development site Southall 20SO Hambrough Tavern	Amend the last ‘design principle’ as follows: “Provide separate service access with retail/commercial and residential spaces concentrated to Uxbridge Road and Bankside and ancillary spaces located to the rear of the site or via Bankside. <u>Provide separate vehicle access for servicing retail/commercial and residential uses from Bankside.</u> Add a new ‘design principle’ as follows: <u>“Incorporate no/low levels of car parking for any residential development given the town centre location.”</u>	Clarity.
SMM125	Chapter 4 - Southall Town Plan Development site Southall - 21SO Toplocks Estate	Amend ‘planning designations/site constraints’ as follows: "Flood Zone 3a (surface water), Canalside CA (adjacent), Grade II Listed Gate <u>Glade</u> Gate Lane Bridge (adjacent), SINC (local)...".	Correction.
SMM126	Chapter 4 Development sites: • 01SO Southall Crossrail Station	Add the following additional text to each of these 16 sites under the 'contextual considerations' section: <u>“Significant water mains apparatus and infrastructure have been identified within the vicinity of this site, and applicants are advised to engage with the relevant water supplier at the earliest opportunity.”</u>	Proximity of these development sites to significant mains water apparatus and infrastructure.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	<ul style="list-style-type: none"> • 18SO Golf Links Estate • 10SO The Green • 01HA Ealing Hospital • 09SO Havelock Estate • 11SO The Green Quarter • 07NO Yeading Lane • 08SO Middlesex BC • 19SO Cranleigh Gardens • 14SO Witley Works • 02NO Mandeville Parkway • 08NO Grange Court • 10NO Airways Estate • 17SO Great Western Triangle Centre • 01NO Car Sales & Northolt Leisure Centre • 21SO Toplocks Estate 		

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM127	Chapter 5 - Development Management Policies Policy DAA	Amend the first sentence of Policy DAA as follows: "New development must achieve a high quality of environment in itself and also in its effect upon its neighbours and surroundings and important local features. " Add the following clause: <u>vi) a positive contribution to health and wellbeing</u>	Clarity.
SMM128	Chapter 5 - Development Management Policies Para 5.5	Amend as follows: " Adverse impacts will typically include, but are not limited to; noise, vibration, particulate matter, odour, traffic generation, overheating, artificial light and reflected light. <u>Development should not activate or spread existing contamination.</u> " <u>Particular constraints arise for development adjacent to railways and highways, and development should account for the most up to date standards on residential amenity and transport operational requirements.</u> "	Clarity.
SMM129	Chapter 5 - Development Management Policies Para 5.7	Amend as follows: "High quality design is that which successfully resolves otherwise competing needs of the scheme and its surroundings. This includes coherent development of the site so that the scheme as a whole is physically accessible and visually legible regardless of whether development has occurred at different times, and an appropriate level of development that complements the local context, including relevant policy designations, in massing and the extent of site coverage. <u>Development proposals should also reflect the strategic design principles of 20-minute neighbourhoods and active environments in planning for active design.</u> Good design also means the use of high-quality materials and components, and that extensions to existing buildings ensure that the new development as a whole meets current design standards.'	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM130	Chapter 5 - Development Management Policies Para 5.13	Amend as follows: "The primary purpose of strategic growth policies and development management policy is to deliver character-led and contextual growth across the Borough. This strongly accords with the strategic lead of the London Plan which sets the clear presumption that tall buildings should be confined to specified locations sites and appropriate maximum heights."	Correction.
SMM131	Chapter 5 - Development Management Policies Policy D9 / Table DMP1	Amend Table DMP1 to correct transcription errors as follows: Town: Acton / Area: A2 / Tall Building(m): 49 21 / Storeys: 14 6 Town: Acton / Area: A4 / Tall Building(m): 49 21 / Storeys: 14 6 Town: Ealing / Area: E14 / Tall Building(m): 73.5 45.5 / Storeys: 21 13 Town: Southall / Area: S6 / Tall Building(m): 24.5 21 / Storeys: 7 6	Correction.
SMM132	Chapter 5 - Development Management Policies Figure DMP1	Amend figure as follows: - Show OPDC boundary - Remove any infill from OPDC area	Clarity.
SMM133	Chapter 5 - Development Management Policies Policy HOU	Amend Policy HOU C. as follows: "The Fast Track route for development other than on public or designated industrial land , set out in Policy H5 B 1) of the London Plan, in Ealing will only apply to schemes providing at least 40% affordable..."	Clarity.
SMM134	Chapter 5 - Development Management Policies	Amend as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Para 5.17	"Identified needs are those set out by the local planning authority in its housing evidence, particularly in the Local Housing Needs Assessment (LHNA) and the most recent Strategic Housing Market Assessment (SHMA). "	
SMM135	Chapter 5 - Development Management Policies Policy E3	Amend as follows: "G. Where affordable workspace is to be provided onsite then development should be supported by a business plan that demonstrates the viability and suitability of the space for its intended occupants this type of occupant , the optimisation of the site for this use..."	Clarity.
SMM136	Chapter 5 - Development Management Policies Policy E4	Amend Policy E4 H i) as follows: "Industrial intensification and reuse will be the primary consideration on industrial land and on the site of any existing employment use in Ealing. There is no identified need for industrial uplift, particularly the B Classes and no capacity for release of industrial space in Ealing over the plan period.	Clarity.
SMM137	Chapter 5 - Development Management Policies Para 5.27	Add a new para before para 5.27 as follows: <u>"Contributions will be based upon gross uplift for mixed use properties and net uplift for office and industrial."</u>	Clarity.
SMM138	Chapter 5 - Development Management Policies Para 5.28	Replace para 5.28 with the following text: <u>"Based upon Ealing's development profile most contributions to affordable workspace will be offsite. Where onsite provision is planned this should be supported by a business plan that sets out the type of provision that is proposed, how this meets identified affordable workspace needs, and relevant management arrangements including if this is to be managed by third party affordable workspace provider."</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM139	Chapter 5 - Development Management Policies Para 5.29	Amend as follows: “Ealing has a finite supply of industrial land with which to meet increasing industrial need...”.	Clarity.
SMM140	Chapter 5 - Development Management Policies Policy E6	Amend Policy E6 D ii) as follows: "It meets objectively assessed industrial needs and delivers uplift as appropriate. "	Clarity.
SMM141	Chapter 5 - Development Management Policies Paras 5.32 – 5.34	Amend Para 5.32 as follows: "LSIS has been identified along with town centres as being essential to improving job quality and earnings in Ealing and applications on LSIS should therefore be supported by a comprehensive economic strategy demonstrating how they will help to deliver the council's economic growth strategy. High employment density and economic value uses are those conforming uses that also make a substantial contribution to the borough's employment and economic objectives. <u>Masterplanning on LSIS will be based upon a two-stage masterplanning process that is proportionate to the size of the area and the nature of its industrial uses.</u> " Add new paragraphs thereafter and renumber accordingly: <u>5.33 Stage One will determine objectively assessed industrial needs within the LSIS, which are those that are demonstrated by 1) evidence of industrial supply and demand and 2) wider spatial context and non-conforming uses.</u> <u>5.34 Stage Two of the masterplan process sets out the detailed proposals for the area in the form of:</u> <u>- Delivery of the needs identified in Stage One will be met.</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>- The proposed areas for intensification, co-location and/or release for housing/other uses, and the broad quantum of industrial capacity that would be delivered.</u></p> <p><u>- Areas for industrial intensification, colocation and residential</u></p> <p><u>- Capacity of these areas</u></p> <p><u>- Design of industrial areas and buildings</u></p> <p><u>- Analysis of access and servicing, Agent of Change, place making, public transport and local services, decant and phasing, infrastructure requirements, viability etc</u></p> <p><u>- Environmental improvements necessary for industrial uplift/co-location</u></p> <p>5.33 <u>5.35</u> Mixed intensification offers the opportunity for significant industrial and housing uplift as well as improvements to quality of place, and economic and employment benefits for Ealing. Mixed intensification also has important potential to diversify and modernise Ealing's industrial provision particularly for smaller industrial uses spaces. However, there is no presumption in favour of mixed intensification <u>on LSIS</u> and not all industrial uses will be able to be accommodated as part of mixed development.</p> <p>5.34 <u>5.36</u> In line with the requirements of the London Plan, any proposals for mixed intensification must be brought forward through a masterplan process that is led by the industrial needs of the area, and which fully addresses the placemaking and infrastructure needs of the new development.</p>	
SMM142	Chapter 5 - Development Management Policies Policy G5	<p>Amend as follows:</p> <p>"Ealing will apply the Urban Greening Factor as set out in the London Plan (2021) with a target of 0.4 for residential development and 0.3 for commercial development (excluding Class B2 and B8 uses)."</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM143	Chapter 5 - Development Management Policies Policy G6 F	<p>Amend as follows:</p> <p>Development proposals should achieve a biodiversity net gain of at least 20% or the advised national minimum amount, whichever is greater, as follows: (i) Biodiversity net gain will be calculated using up-to-date national calculation methodology and should normally be provided on-site.</p> <p><u>Qualifying development proposals are required to be consistent with the biodiversity net gain standard consistent with that prescribed through National Planning Practice Guidance as follows:</u></p> <p>(i) Biodiversity net gain will be calculated using up-to-date national calculation methodology and should normally be provided on-site.</p> <p><u>(ii) Biodiversity net gain above the minimum standard will be strongly encouraged and supported.</u></p> <p>(ii iii) Offsite provision may be considered where this can provide greater gains and impact.</p> <p>(iii iv) Any offsite provision should fall within the London Borough of Ealing boundary, and as close to the site as possible, and be guided by any potential improvement opportunities which have been identified in individual Town Plans.</p> <p>(iv v) Provision must be consistent with the Local Nature Recovery Strategy.</p>	Correction.
SMM144	Chapter 5 - Development Management Policies Policy S5 supporting text (paras 5.44-5.46)	<p>Amend para 5.44 as follows:</p> <p>"Sports facilities include all indoor or built provision, and also any existing fields or external spaces, which are <u>(or were)</u> in active use or identified as being in use for sporting activities."</p> <p>Amend para 5.45 as follows:</p> <p>"Ealing's Sports Facilities Strategy and current Sport England guidance emphasise that provision of sports facilities is primarily a</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>consideration of the quality of provision relative to its usage, rather than capitated provision targets. As a result, sufficient provision of sports facilities must be evaluated against a the current context <u>understanding of current and future</u> needs and provision at the time of application."</p> <p>Amend para 5.46 as follows:</p> <p>"On-site provision will not normally be sought in developments of less than 300 residential units, but must in all cases form the best type of provision based upon current needs <u>an understanding of need (existing and future) as established within the Sports Facilities Strategy and any future updates.</u>"</p>	
SMM145	Chapter 5 - Development Management Policies Table DMP4	The heading in the second part of table DMP4 (in green colour) should be " Until <u>From</u> 2030".	Correction.
SMM146	General	Consider removing grey dots which appear as a base layer to maps throughout the Local Plan to improve legibility.	Correction.
SMM147	General	To amend the system of policy numbering to ensure policies in Chapters 4 and 5 can be clearly differentiated.	Clarity.
SMM148	General	To correct any typographical errors.	Correction.
SMM149	General	Update Development Sites in the Town Plans to reflect "appropriate" rather than "recommended" or "maximum" heights including: 01AC, 02AC, 07AC, 08AC, 01EA, 02EA, 03EA, 04EA, 05EA, 06EA, 07EA, 08EA, 09EA, 10EA, 11EA, 12EA, 13EA, 14EA, 15EA, 16EA, 17EA, 18EA, 19EA, 01GR, 02GR, 04GR, 05GR, 01HA, 04HA, 05HA, 07HA, 08HA, 01NO, 10NO, 01SO, 02SO, 03SO, 05SO, 07SO, 08SO, 09SO, 10SO, and 11SO.	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM150	Glossary of terms Ealing Productivity Arc	Amend the “Ealing Productivity Arc” definition in the Glossary as follows: "The Productivity Arc is a broadly defined area that connecteds the planned HS2 station terminus at Old Oak Common, in the OPDC area , with Heathrow Airport in Hillingdon...".	Clarity.
SMM151	Glossary of terms Heritage	Amend entries in the glossary as follows: Archaeological Interest Area Those areas of historic importance to the borough, which contain archaeological remains which the Council wishes to protect. Area of Archaeological Priority Areas <u>Areas where there is significant known archaeological interest or potential for new discoveries. They are used to highlight where development might affect archaeological remains.</u> Grade I / Grade II* / Grade II Listed Building Heritage Asset Valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by the local authority (including local listing) during the process of decision-making or plan making. <u>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It</u>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>includes designated heritage assets and assets identified by the local planning authority (including local listing).</u></p> <p>Heritage at Risk Register</p> <p>The Heritage at Risk Register is published by Historic England annually covering designated listed buildings <u>any type of heritage asset across England</u> that have been assessed and found to be at risk.</p>	
SMM152	<p>Glossary of terms</p> <p>Town centre uses</p>	<p>Add "town centre uses" definition to the Glossary as follows:</p> <p><u>“Main town centre uses include all forms of retail, office, recreation, and arts and culture uses. Whether located in designated town centres or not these uses are particularly important to the public realm as they present a highly visible public face and have a prominent role in urban character. In addition to standard design considerations, it is particularly important that new façades sustain or improve the quality and character of town centres. A good understanding of the built form of Ealing’s town centres and their heritage assets can help to inform positive future change without poor quality imitation.”</u></p>	Clarity.
SMM153	<p>Glossary of terms</p> <p>Urban greening</p>	<p>Add "urban greening" definition to the Glossary as follows:</p> <p><u>"Urban greening describes the act of adding green infrastructure elements. Due to the morphology and density of the built environment in London, green roofs, street trees, and additional vegetation are the most appropriate elements of green infrastructure in the city."</u></p>	Clarity.
SMM154	<p>Interactive Policies Map</p>	<p>Add tall building area boundaries and thresholds into the revised Interactive Policies Map for ease of use. It also suggested that that LSIS sites are identified as locations potentially suitable for tall buildings.</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Remove the SIL designation from part of the existing Greenford Quay development that extends south of the Grand Union Canal (see Appendix 2).</p> <p>Update red line boundaries for the following development sites (see Appendix 2):</p> <p>02AC Acton Gardens</p> <p>20EA Downhurst Residential Care Home</p> <p>06GR Smiths Farm</p> <p>04NO Northolt Driving Range</p> <p>07NO Yeading Lane II</p> <p>10NO Airways Estate</p>	
SMM155	Atlas of change Map 37	Provide a zoomed in map of Atlas of Change Map 37 that shows that the boundary change at MOL23 results in the whole land to the rear of the London Network Church site having its MOL designation removed.	Clarity
SMM156	Infrastructure Delivery Plan	<p>Make the following amendments at the next update of the Infrastructure Delivery Plan:</p> <p>Add ‘Northolt station step free access’ to the Infrastructure Delivery Schedule as a fully funded and committed project.</p> <p>Change ‘bus fleet modernisation’ completion date and cost estimates to “TBC”.</p> <p>Amend ‘bus improvements – Ealing’ as follows:</p> <ul style="list-style-type: none"> • “Rationalisation of bus stopping arrangements in Ealing Town centre, Broadway Haven, Green Area. Improvements to bus stopping and standing facilities are particularly needed around the station and in Ealing Town 	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>Centre, Broadway, and Haven</u> Green area. where bus stops have recently been lost due to the public realm project outside the station.</p> <ul style="list-style-type: none"> • Add “<u>Ealing Council</u>” to ‘infrastructure provider’. <p>Change ‘bus improvements – Greenford’ cost estimate to “TBC”.</p> <p>Change ‘bus improvements – Southall’ cost estimate to “TBC”.</p> <p>Add “<u>central government</u>” as an ‘infrastructure provider’ for the West London Orbital.</p> <p>Amend White Hart roundabout reconfiguration ‘project description’ as follows: “TfL submitted White Hart Roundabout to the Ealing Local Plan Call for Sites. TfL roundabout might be reconfigured to facilitate development at this site. <u>Investigate White Hart Roundabout reconfiguration.</u>”</p> <p>Amend White Hart roundabout reconfiguration ‘infrastructure provider’ as follows: “TfL <u>Ealing Council</u>”</p>	