

DRAFT REVISED SCHEDULE OF SUGGESTED MODIFICATIONS

(Last Updated: 06/11/2025)

Explanatory Notes:

- This schedule updates the Schedule of Suggested Modifications published in November 2024 {S24}. Please note that no changes have been proposed regarding Appendix A (S24a) and Appendix B {S24b} and both these documents remain valid.
- 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. The suggested modifications are arranged in the sequential order of the Plan.
- This schedule has been updated to take account of any transcription errors in the previously published iteration of this schedule or any new suggested modifications arising from either Statements of Common Ground entered into post submission or arising from council responses to matters discussed in or arising from the Block 1 hearing sessions. A helpful explanatory note is provided under the reason for change to explain its provenance.
- Any corrections arising from transcription errors in a previous iteration of this schedule or further additional text are shown in light grey shaded rows, but the reference number is unchanged. For ease of reference this only affects 12 rows at SMM6, SMM9, SMM73, SMM75, SMM77, SMM117, SMM121, SMM123, SMM124, SMM136, SMM141 and SMM147.
- Any proposed new additions to this schedule are shown in dark grey shaded rows. For ease of reference this affects 55 rows, and these also have a new numbering system from FSMM1 to FSMM55 inclusive.
- Any proposed deletions to this schedule are shown in light blue shaded rows as the suggested change has now been superseded by amendments proposed in an agreed SoCG. For ease of reference this only affects 2 rows at SMM24 and SMM26.

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 HS2 station at Old Oak Common Station 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, 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>	Clarity.
FSMM1	Chapter 1 – About Ealing’s Local Plan	To insert new paragraphs after existing Paragraph 1.19 in Chapter One {S1} and revise existing Paragraphs 1.19 and 1.20 as follows: <u>“Strategic and non-strategic policies</u>	Clarity. {Arising from the council’s response to Post Hearing

Ref. no.	Policy / paragraph	Suggested change	Reason for change												
	After Para 1.19 and including Para 1.20-1.21	<u>1.20 Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004 requires LPAs to identify the strategic priorities for the development and use of land in the authority’s area. The National Planning Policy Framework elaborates on this legislative requirement, making clear that Local Plans should identify strategic policies, clearly distinguishing from other policies which are considered non-strategic.</u> <u>1.21 Strategic policies are those policies which address the strategic priorities of the area and any relevant cross-boundary issues. They include an overall strategy for the pattern, scale and quality of development including housing and employment uses.</u> <u>1.22 Non-strategic policies deal with more localised issues and should be used to set out more detailed policies for specific areas or neighbourhoods or types of development.</u> <u>1.23 For the avoidance of doubt, all policies in the Plan have full statutory weight.</u> <u>1.24 Table 1 sets out the strategic and non-strategic policies in the plan:</u> <table><tr><th colspan="3">List of strategic and Non-Strategic Policies</th></tr><tr><th>Chapter</th><th>Strategic Policy</th><th>Non-Strategic Policy</th></tr><tr><td><u>3</u></td><td><u>Policies SP1-SP4</u></td><td></td></tr><tr><td><u>4</u></td><td><u>Policies A1, E1, E2, G1, H1, N1, P1, S1 and the Development Sites (or Site Allocations)</u></td><td><u>Policies A2, A3, A4, A5, A6, E3, E4, G2, G3, G4, G5, G6, H2, N2, N3, N4, P2, P3, P4, P5, S2, S3, S4 and S5</u></td></tr></table>	List of strategic and Non-Strategic Policies			Chapter	Strategic Policy	Non-Strategic Policy	<u>3</u>	<u>Policies SP1-SP4</u>		<u>4</u>	<u>Policies A1, E1, E2, G1, H1, N1, P1, S1 and the Development Sites (or Site Allocations)</u>	<u>Policies A2, A3, A4, A5, A6, E3, E4, G2, G3, G4, G5, G6, H2, N2, N3, N4, P2, P3, P4, P5, S2, S3, S4 and S5</u>	Advice, Issue 5, Strategic Policies}.
List of strategic and Non-Strategic Policies															
Chapter	Strategic Policy	Non-Strategic Policy													
<u>3</u>	<u>Policies SP1-SP4</u>														
<u>4</u>	<u>Policies A1, E1, E2, G1, H1, N1, P1, S1 and the Development Sites (or Site Allocations)</u>	<u>Policies A2, A3, A4, A5, A6, E3, E4, G2, G3, G4, G5, G6, H2, N2, N3, N4, P2, P3, P4, P5, S2, S3, S4 and S5</u>													

Ref. no.	Policy / paragraph	Suggested change			Reason for change
		5	Policies DAA, D9, HOU, H16, SSC, E3, E4, E6, G4, G5, G6, S5, OEP, ECP, WLC, SI 7 and ENA	Policy FLP	
		Neighbourhood planning framework 1.25 1.20 Neighbourhood plans are community-led and must meet certain basic conditions and be in conformity with the strategic policies in the Local Plan. They are also an integral part of the statutory local development plan. Two neighbourhood plans have been developed within the borough, Central Ealing (adopted 19 December 2017) and West Ealing (adopted 12 June 2018). Two further plans are in the initial stages of production for Central Acton and Acton Hill. 1.26 1.21 For the purposes of neighbourhood planning, only those policies specified in Table 1 in Ealing's Local Plan are considered to be strategic policies. Whilst this list does include the individual Development Sites (or Site Allocations), it should be noted that the design principles under each Development Site set out broad, high-level objectives that seek to avoid prescribing in detail the actual form of development (except where there is an extant planning permission or an agreed masterplan). This leaves appropriate scope for more detailed design and masterplanning work through neighbourhood planning."			
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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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. Amend Figure 2.2 to grey out the OPDC area. Amend the OPDC boundary clearly and differently from other Opportunity Areas as a local planning authority. Label on key. Amend the SIL boundary to align with the boundary in OPDC's Local Plan Policies Map. Depict the emerging Old Oak major town centre. Kensal Canalside Opportunity Area should be labelled in RBKC. Harlesden district town centre should be shown.	Clarity. {NB Regarding the last five suggested changes, an earlier iteration of this schedule included a transcription error that did not include these suggestions. Arising from SoCG between OPDC and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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.
FSMM2	Chapter 2 - Setting the scene Para 2.18	Amend Para 2.18 as follows: "The borough includes large areas of strategic green open space, including sites currently designated as Green Belt and Metropolitan Open Land (MOL). These sites are mostly concentrated in the central and western parts of the borough, with more limited provision in the east of the borough, which has a more urban character and fewer green open spaces. <u>The Grand Union canal and the Paddington Arm also pass through the borough providing multi-functional green space.</u> "	Clarity. {Arising from SoCG between Canal & River Trust and Ealing}.
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, <u>Elizabeth line, and national rail station terminus</u> 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, show the boundary and label on the key. The SIL boundary is incorrect and should align with the boundary in OPDC's Local Plan Policies Map. Depict the proposed Old Oak major town centre.	Clarity. {NB: An earlier iteration of this schedule included a transcription error that did not include the last two of these suggestions. Arising from SoCG

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			between OPDC and Ealing}.
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.
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	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 A at S24a).	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	SP2.2 B		
SMM13	Chapter 3 - Spatial strategy SP2.2 B (iii)	Amend as follows: “Improving existing and providing new public realm, which will ensure greener, healthier and safer neighbourhoods.” Add new clause after (iii) as follows: “(iv) Protecting and enhancing existing public transport infrastructure.” Renumber affected clauses.	Clarity.
SMM14	Chapter 3 - Spatial strategy SP2.2 B (v)	Amend as follows: “Reducing the number of motor vehicle trips in and through Ealing in line with targets for sustainable modes, and supporting low-car and car-free development where appropriate.”	Clarity.
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	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	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Para 3.29	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.	
FSMM3	Chapter 3 - Spatial strategy SP3.1 D and Para 3.39	Amend Policy SP3 D as follows: “Investing in a new purpose built and designed Gypsy, Roma, and Traveller (GRT) site <u>to provide</u> meet an identified future need of six additional pitches <u>and work in collaboration with the Old Oak and Park Royal development Corporation on identifying suitable and deliverable sites to meet identified needs.</u>” Amend the supporting text at Para 3.39 as follows: “The council aims to provide an additional 6 pitches for the Gypsy, Roma and Traveller community <u>within Ealing LPA</u> whilst retaining the 24 pitches at the existing Bashley Road site in Park Royal. <u>Bashley Road is located within the Old Oak and Park Royal Corporation (OPDC) LPA area, but the site is owned by Ealing Council who are also responsible for its management and maintenance. The Ealing GTAA, 2025 has identified a need for 43 pitches up to 2041 across the London Borough of Ealing with the bulk of that need arising from the existing community at Bashley Road. The council will therefore work collaboratively with the OPDC to carry out a further search and assessment for suitable sites, taking into account the review of the London Plan in tandem with further reviews of the local plans by both Ealing and OPDC LPAs. This policy should also be read in conjunction with the criteria-based policy GTW in Chapter 5 which supports proposals for Gypsy and Traveller pitches on windfall sites that contribute to meeting identified need.</u>”	Clarity. {Arising from the council’s response to Post Hearing Advice, Issue 4: Gypsies and Travellers}.
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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM18	Chapter 3 - Spatial strategy SP3.3 D	Amend as follows: "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.	Clarity.
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	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>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 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	Amend para 3.41 as follows: “... 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> Add new para afterwards as follows: <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>	Clarity.
FSMM4	Chapter 3 - Spatial strategy Para 3.41	Add new para after Para 3.44 as follows: <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>	Clarity {Arising from SoCG between Sport England and Ealing inadvertently missed from a previous iteration of this schedule}.
SMM24	Chapter 3 - Spatial strategy	Amend as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Para 3.45	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 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> <u>3.46</u> 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.	{NB: This suggested modification has been superseded by the proposal at FSMM6 below arising from a SoCG between Historic England and Ealing. It should therefore NOT be taken forward}.
SMM25	Chapter 3 - Spatial strategy Para 3.44	Add the following: <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>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM5	Chapter 3 - Spatial strategy Policy SP4.1 E	Amend as follows: "E. Taking a strategic approach to the conservation preservation and enhancement of Ealing's historic environment built heritage, including the capacity for heritage-led regeneration and development where appropriate. <u>Applications will be determined on the basis of national, strategic and local planning policies for heritage, and where heritage assets may be affected, proposals should be supported by a heritage impact assessment.</u> "	Clarity. {Arising from SoCG between Historic England and Ealing}.
SMM26	Chapter 3 - Spatial strategy Para 3.45	Amend as follows: "...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...".	Clarity. {NB: this is now superseded by FSMM6 below arising from a SoCG between Historic England and Ealing. It should therefore NOT be taken forward}.
FSMM6	Chapter 3 - Spatial strategy Para 3.45	Revise and amend Para 3.45 and insert three new paragraphs thereafter as follows: 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. 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. <u>Of these designated assets, nine listed buildings, five conservation areas, and two scheduled monuments are on the</u>	Clarity. {Arising from SoCG between Historic England and Ealing}. {NB This supersedes SMM24 and SMM26 above}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>Heritage at Risk Register.</u> In addition, Ealing also has over 700 non-designated heritage assets identified in Ealing's local heritage register <u>and a rich archaeological heritage indicated via Archaeological Priority Areas (APAs).</u> <u>These APAs will be updated to reflect the new London-wide sensitivity tiering, in which Tier 1 APAs identify non-designated archaeological assets of potential national importance that would be subject to the same policies as designated assets.</u> 3.46 Places evolve and change over time. New development has the potential to offer significant opportunities to enhance and better reveal <u>the significance of</u> heritage assets and, <u>as well as</u> to realise <u>their environmental,</u> cultural, and economic benefits of these assets. This will be achieved by placing <u>an understanding of context, including</u> heritage, at the heart of placemaking, Good Growth and good design <u>in line with the design-led approach.</u> <u>3.47. To ensure that development proposals avoid and minimise harm to the historic environment, they should be informed and shaped by an understanding of the significance of heritage assets, including any contribution made by setting. To demonstrate this, Heritage Impact Assessments will be required for applications with the potential to affect heritage assets. These should be prepared in line with relevant historic environment guidance. If there is the potential to affect the Outstanding Universal Value of the Royal Botanic Gardens at Kew World Heritage Site, assessments should be in accordance with UNESCO's guidance and toolkit for impact assessment. To understand the significance of heritage assets applicants should consult the Greater London Historic Environment Record and draw on conservation area character appraisals and management plans, etc., as appropriate.</u> 3.48 Planning decisions will be in line with statutory duties and policies for heritage contained in the London Plan, national planning policy and the Local Plan. Great weight will be given to conserving the significance of designated heritage assets. Any harm or loss of significance must be justified, and the	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>Council may require this to be offset via a programme of recording, the results of which should be publicly disseminated. The Council will support development that conserves or enhances the significance of designated and non-designated heritage assets, for example by:</u> - <u>Protecting and reinforcing the character and appearance of conservation areas, retaining or reinstating their positive features.</u> - <u>Addressing issues that have led to assets being placed on the Heritage at Risk Register and, where appropriate, providing a sustainable future for them via sensitive repair and reuse.</u> - <u>Securing the optimum viable use of a heritage asset in support of its long-term conservation.</u> - <u>Removing/remodelling fabric or setting features detrimental to an asset's significance, or reinstating lost features that contribute positively; and</u> - <u>Improving public access and interpretation.</u> <u>The Council will also support development that delivers wider heritage benefits, especially those which conserve or enhance the historic environment whilst delivering positive climate and nature action. Where appropriate, the council will secure heritage-related public benefits via planning conditions."</u>	
SMM27	Chapter 3 - Spatial strategy Para 3.57	Amend last sentence as follows: "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, and form the primary focus for office development."	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM28	Chapter 3 - Spatial strategy Table SS1	Amend as follows: In first instance of 'Infrastructure Type' - 'Public Transport' - amend the 'Infrastructure Scheme' wording as follows: "Supporting and investing in public transport <u>including bus capacity, access and infrastructure</u> across the borough." In second instance of 'Infrastructure Type' - 'Public Transport' – amend third column as follows: "TfL/Development contributions <u>will be expected where justified</u> /SFA funding" Add "<u>developer contributions</u>" as an Infrastructure Provider to all 'Active Travel' entries. Add "<u>central government</u>" to West London Orbital 'infrastructure provider'.	Clarity.
SMM29	Chapter 3 - Spatial strategy Figure SS2	Amend Figure SS2 to grey out the OPDC area.	Clarity.
SMM30	Chapter 3 - Spatial strategy Figure SS3	Amend label on key as follows: <u>"Proposed</u> West London Orbital Line". <u>"Proposed</u> West London Orbital Station". Amend Figure SS3 to grey out the OPDC area. Amend Figure SS3 to include Brentford- Southall Link.	Clarity.
SMM31	Chapter 4	Amend the overarching principles that precede each town's development site schedules to include after 'design guidance':	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<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> <u>“Conservation areas: “Special attention” should be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.”</u>	
SMM32	Chapter 4 - Acton Town Plan Para 4.1.7	Amend as follows: "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 13,670 19,850 new homes, create 36,350 new jobs and create 250,428 sqm of extra industrial floorspace over the plan period <u>to 2038</u>. 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."	Clarity.
SMM33	Chapter 4 - Acton Town Plan Figure A1	Amend Figure A1 to grey out the OPDC area. Amend Figure A1 by removing London Overground symbol from Old Oak Common Victoria Road Station in the OPDC (greyed out) area.	Correction.
FSMM7	Chapter 4 - Acton Town Plan Figure A1	Amend Figure A1 by making a separate reference in the key for different opportunity areas (notably the White City Opportunity Area in neighbouring Hammersmith and Fulham) or remove other OAs entirely.	Clarity. {Arising from Matter 8, Council Response to Q10 b)}.
SMM34	Chapter 4 - Acton Town Plan	Amend as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Para 4.1.14	"...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.	
SMM35	Chapter 4 - Acton Town Plan Figure A2	Amend Figure A2 as follows: • 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 Policy A1 G	Amend as follows: "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	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		A6) and within the Old Oak major centre and North Acton neighbourhood centre."	
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 except when land is required for operational or development purposes."	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): 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."	Clarity.
SMM41	Chapter 4 - Acton Town Plan Table A1	Amend Table A1, North Acton Gyratory, infrastructure provider column as follows: "Ealing Council / TfL / Developers / OPDC". In Infrastructure Scheme "West London Orbital" add: "Maintain active travel connectivity across Bollo Lane."	Clarity.
SMM42	Chapter 4 - Acton Town Plan Policy A4 (iv)	Amend as follows: "Improvements to the green spaces at Designating Friars Place Green, Friars Gardens, and St Dunstons Gardens as Local Green Spaces. Ensuring that any 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."	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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.
FSMM8	Preamble to the Acton, Ealing, Greenford, Hanwell, Northolt, Perivale and Southall Development Sites	In the preamble to each of the individual town sections on ‘Development Sites’ either the heading could be amended to say: “(Name of Town) Development Sites (or Site Allocations) and/or an amendment to the second paragraph, second sentence of each section to read: “ To deliver the town-level spatial strategies and their associated policies, a number of Development Sites (or site allocations) have been identified. ”	Clarity. {Arising from Matter 9, Council Response to Q1}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM9	Preamble to the Acton, Ealing, Greenford, Hanwell, Northolt, Perivale and Southall Development Sites	The ‘overarching principles’ apply to all Development Sites and are repeated in each Town Plan’s Development Sites section. In hindsight, as these principles are essential guidance applicable to each site allocation, a modification to make the overarching principles a free-standing sites policy would add clarity. If the Inspectors agree this would become: Policy A7 for the Acton Town Plan Policy E5 for the Ealing Town Plan Policy G7 for the Greenford Town Plan Policy H3 for the Hanwell Town Plan Policy N4 for the Northolt Town Plan Policy P6 for the Perivale Town Plan and Policy S6 for the Southall Town Plan	Clarity. {Arising from Matter 9, Council Response to Q3}.
SMM46	Chapter 4 - Acton Town Plan Development site Acton - 01AC Acton Gateway (Morrisons)	Amend ‘tall buildings’ text as follows: The site is in principle suitable for a tall building. Detailed design analysis indicates an n appropriate maximum height of up to 15 storeys (52.5 metres). 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...”. 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.”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		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." <u>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."</u>	
SMM47	Chapter 4 - Acton Town Plan Development site Acton - 02AC Acton Gardens	Amend the map's red line boundary to omit phases 9.3, 9.5, and 9.6. Amend site area to 8.47 ha Amend 'tall buildings' text as follows: The site is in principle suitable for a tall building. An agreed masterplan indicates an appropriate maximum height of up to 15 storeys (52.5 metres) 20 storeys (70.35 metres).	Correction.
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. Relocate Relocating engineering and maintenance functions would to realise the full potential of the site."</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Add a new 'design principle' as follows: "Residential development should be car free."	
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, with an appropriate height of 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 n appropriate maximum height of up to 21 storeys (73.5 metres). Amend the second 'design principle' as follows: "...Heights between 5 and 21 storeys are to range between 3 and a maximum of 15 storeys (73.5m) are appropriate across the site...".	Clarity.
FSMM10	Chapter 4 - Ealing Town Plan Development site Acton – 07AC Dean Court	Add new contextual consideration as follows: "Development proposals should consider nearby features of ecological value (SINC and Green Corridor) and ensure the need for sensitive treatment along the northern edge of the site."	Clarity. {Arising from Matter 9, Council Response to Q10, p) for 07AC}.
SMM52	Chapter 4 - Ealing Town Plan	Amend the sixth 'design principle' as follows:	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Acton – 08AC Oaktree Court	“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.
FSMM11	Chapter 4 - Ealing Town Plan Development site Ealing – 13EA 99–115 Broadway, West Ealing	Amend the address cited at Table 2, page 170 of the Plan as follows: “13EA 99- 113 115 The Broadway.	Correction. {Arising from Matter 9, Qs1 – 9 & 11 – 115: Development Sites at Q.32 and Matter 9, Council Response to Q10, p) for 13EA}.
SMM55	Chapter 4 - Ealing Town Plan Development site Ealing – 01EA Broadway Connection	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).	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	& Arcadia Shopping Centre	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 Road. Development should create permeable and safe pedestrian links and public spaces within the urban block away from surrounding traffic movements." Amend 2nd Design Principle as follows: "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."	
SMM56	Chapter 4 - Ealing Town Plan Development site Ealing – 02EA Ealing Broadway Shopping Centre & Crystal House	Amend PTAL rating as follows: "0-6a5 - 6a" Amend 'tall buildings' text as follows: The site is in principle suitable for a tall building. Detailed design analysis indicates an appropriate maximum height of up to 12 storeys (42 metres). Amend the first 'design principle' as follows: "...Heights between 2 and 12 storeys are to range between 2 and a maximum of 12 storeys (42m) are appropriate across the site..." Amend second last 'design principle' as follows:	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”	
SMM57	Chapter 4 - Ealing Town Plan Development site Ealing – 03EA Sandringham Mews	Amend ‘tall buildings’ text as follows: “The site is in principle suitable for a tall maximum building with an appropriate height of up to 12 storeys (42 metres).” Amend the first ‘design principle’ as follows: “Heights between 4 and 12 storeys are to range between 4 and a maximum 12 storeys (42m) are appropriate across the site.” 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.
SMM58	Chapter 4 - Ealing Town Plan Development site Ealing – 04EA Eastern Gateway	Amend ‘tall buildings’ text as follows: “The site is in principle suitable for a tall building. Design analysis indicates an appropriate maximum height of up to 8 storeys (28 metres).” Amend the first ‘design principle’ as follows: “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).”	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.”	
SMM59	Chapter 4 - Ealing Town Plan Development site Ealing – 05EA Perceval House	Amend ‘tall buildings’ text as follows: “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).” Amend the second ‘design principle’ as follows: “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).” 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.
SMM60	Chapter 4 - Ealing Town Plan Development site Ealing – 06EA 49–69 Uxbridge Road	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 8 storeys (28 metres). Design analysis indicates an appropriate height of up to 8 storeys (28 metres).” Amend the first ‘design principle’ as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“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).” Amend second 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.”	
SMM61	Chapter 4 - Ealing Town Plan Development site Ealing – 07EA CP House	Amend ‘tall buildings’ text as follows: “The site is in principle suitable for a tall building. Design analysis indicates an maximum appropriate height of up to 10 storeys (35 metres).” Amend the first ‘design principle’ as follows: “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).”	Correction.
FSMM12	Chapter 4 - Ealing Town Plan Development site Ealing – 07EA CP House	Amend the Proposed Use as follows: “Office and complementary active frontage uses.”	Clarity. {Arising from Matter 9, Qs1 – 9 & 11 – 115: Development Sites at Q.28 and Matter 9, Council Response to Q10, p) for 07EA}.
SMM62	Chapter 4 - Ealing Town Plan	Amend the ‘proposed use’ text as follows: “Office with supporting uses suitable to the town centre.”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 08EA Craven House	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 10 storeys (35 metres).” Design analysis indicates an appropriate height of up to 10 storeys (35 metres).” Amend the first ‘design principle’ as follows: “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).”	
SMM63	Chapter 4 - Ealing Town Plan Development site Ealing – 09EA 66–86 Broadway, West Ealing	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 10 storeys (35 metres).” Design analysis indicates an appropriate height of up to 10 storeys (35 metres).” Amend the first ‘design principle’ as follows: “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) ...” Amend second 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.
SMM64	Chapter 4 - Ealing Town Plan	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 8 storeys (28 metres).” Design analysis indicates an appropriate height of up to 8 storeys (28 metres).”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 10EA 59–65 Broadway, West Ealing (Lidl)	Amend the fifth ‘design principle’ as follows: “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).” Amend second 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.”	
FSMM13	Chapter 4 - Ealing Town Plan Development site Ealing – 10EA 59–65 Broadway, West Ealing (Lidl)	Amend title of the Development Site as follows: 10EA 59–65 Broadway, West Ealing (Lidl) This also requires changes to the index for Table E2.	Clarity. {NB The Lidl store has relocated to another site in West Ealing}.
SMM65	Chapter 4 - Ealing Town Plan Development site Ealing – 11EA Sainsbury’s & Library, West Ealing	Amend the ‘proposed use’ text as follows: "Residential led mixed use scheme with reprovision of a supermarket, together with any other town centre uses, library, community facilities and sheltered accommodation." Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 16 storeys (56 metres). Design analysis indicates an appropriate height of up to 16 storeys (56 metres).”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Amend ‘indicative timeframe for delivery’ as follows: “Within years 6–15 0-15”. Amend the second ‘design principle’ as follows: 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. Amend the seventh design principle as follows: "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. 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.” Amend second 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.”	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM66	Chapter 4 - Ealing Town Plan Development site Ealing – 12EA Chignell Place, West Ealing	Amend ‘tall buildings’ text as follows: “ Design analysis indicates a maximum height of 4 storeys (14 metres). Design analysis indicates an appropriate height of up to 4 storeys (14 metres). ” 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.
SMM67	Chapter 4 - Ealing Town Plan Development site Ealing – 13EA 99-115 Broadway, West Ealing	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). ” Amend the second ‘design principle’ as follows: “ 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). ” Add a new ‘design principle’: “ Residential and retail uses should be car free given the town centre location. ”	Clarity.
FSMM14	Chapter 4 - Ealing Town Plan	Amend relevant planning applications to also include:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 13EA 99–115 Broadway, West Ealing	240012FUL, 251020PACBSD and 252344FUL	
SMM68	Chapter 4 - Ealing Town Plan Development site Ealing – 14EA Western Gateway, 131–141 Broadway, West Ealing	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 6 storeys (21 metres).” Design analysis indicates an appropriate height of up to 6 storeys (21 metres).” Amend the second ‘design principle’ as follows: “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).” Amend the last ‘design principle’ as follows: “Incorporate no/low levels of car parking for any” Residential and retail uses should be car free development given the town centre location.”	Clarity.
FSMM15	Chapter 4 - Ealing Town Plan Development site Ealing – 14EA Western Gateway, 131–141 Broadway, West Ealing	Add under relevant planning applications the following: 235015FUL	Clarity. {Arising from a written hearing statement submitted Luxgrove Capital Partners to reflect a more recent planning approval in response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			Matter 9. See Para 2.16 on Page 3}.
SMM69	Chapter 4 - Ealing Town Plan Development site Ealing – 15EA Waitrose, West Ealing	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).” 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... 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.” 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.”	Clarity.
SMM70	Chapter 4 - Ealing Town Plan	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).”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 16EA West Ealing Station Approach	Amend the second ‘design principle’ as follows: “ 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... ” Amend fifth ‘design principle’ as follows: “Incorporate satisfactory off-street servicing and delivery arrangements for new or replacement commercial uses. ”	
FSMM16	Chapter 4 - Ealing Town Plan Development site Ealing – 16EA West Ealing Station Approach	Amend final 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 town centre location. ”	Clarity. {This was inadvertently omitted from a previous iteration of this schedule. Arising from a SoCG between TfL and Ealing}.
SMM71	Chapter 4 - Ealing Town Plan Development site Ealing – 17EA Castle House	Amend the “proposed use” text as follows: “ Residential-led with some provision of affordable workspace. ” Amend the third ‘design principle’ as follows: “ 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)... ”	Correction.
SMM72	Chapter 4 - Ealing Town Plan	Amend the second ‘design principle’ as follows:	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing - 18EA Access House & T Mohan, West Ealing	"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>	
SMM73	Chapter 4 - Ealing Town Plan Development site Ealing – 19EA Gurnell Leisure Centre	Insert a new bullet point at the outset of the 'design principles' as follows: <u>"All proposals will need to be assessed and guided by Sport England's playing fields policy."</u> Add the following to the existing first 'design principle': <u>"Secure a replacement leisure centre and associated outdoor leisure facilities informed by the latest evidence of need as detailed in the council's Sports Facilities Strategy and future updates. Some enabling development will be considered if needed to help fund this."</u> Amend the sixth 'design principle' as follows: "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> Add the following at the end of current bullet seven: <u>"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. Proposals should avoid impinging on usable playing fields, through direct encroachment or through prejudicing the ability to access, use and maintain the space."</u> Amend the final 'design principle' as follows: <u>"Provide vehicle access to onsite servicing and a coach drop off facility within the site from Ruislip Road East."</u>	Clarity. {NB Regarding bullet 7, an earlier iteration of this schedule included a transcription error that referred to playing pitches not fields. Arising from SoCG between Sport England and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Add the following new ‘design principle’: <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>	
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 <u>0.24</u>	Correction.
SMM75	Chapter 4 - Ealing Town Plan Development site Ealing – 21EA Former Barclays Sports Ground	Amend ‘site area (hectares)’ as follows: 6.59 <u>6.72</u> Amend the ‘proposed use’ as follows: "Leisure-led scheme with enabling residential use and facilitating access to sports and play pitches." <u>Sport-led scheme with enhanced community access, supported by enabling residential use as needed.</u> Amend ‘planning designation / site constraints’ as follows:	Correction / clarity. {NB Regarding proposed use, an earlier iteration of this schedule included a transcription error that did not include the full amendment. Arising from SoCG between Sport England and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		"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: "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>" Amend the first 'design principle' as follows: "Secure replacement supporting <u>ancillary sports leisure</u> 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." Amend the second 'design principle' as follows: "Ensure any built leisure sports facilities principally serves an identified need for outdoor leisure sports activities that serve the wider area and has due regard to the Sports Facilities Strategy and any future updates." Amend the third 'design principle' as follows: "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</u>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>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> Amend the fourth 'design principle' as follows: "Ensure that an optimised housing mix includes the maximum amount of genuinely affordable housing that is possible within scheme viability. The <u>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.</u>"	
SMM76	Chapter 4 - Ealing Town Plan Development site Ealing -22EA 96 Queens Drive & Telephone Service Centre	Amend 'proposed use' text as follows: "Residential-led mixed use <u>and/or retained/intensified employment use.</u>" Amend 'indicative timetable of delivery' text as follows: "Between years 6-15 years (2028-2037/38 <u>Between years 1-5 years (2023/24 - 2028/29).</u>" Amend 'design principles' text as follows: 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.	Correction.
SMM77	Chapter 4 - Ealing Town Plan Development site Ealing - 23EA Old	Amend 'proposed use' as follows: "Enabling residential development with retention of green space to support improved leisure/sports facilities (primary use)." <u>Enhanced outdoor sport facility; supported by enabling residential use as needed.</u>"	Clarity. {NB Regarding proposed use, an earlier iteration of this schedule included a transcription error that

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Actonians Sports Ground	Amend 'key infrastructure requirements' as follows: "Sport, leisure and recreational facilities. Greening and biodiversity measures." Amend first design principle as follows: "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." Amend second design principle as follows: "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." Amend third design principle as follows: "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>" Amend the fourth design principle as follows: "Limit the quantum of residential development to the amount absolutely necessary to financially secure the delivery of the replacement leisure centre	did not include the full amendment. Arising from SoCG between Sport England and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		outdoor sports facilities and limit the amount of development on open space." Amend the seventh design principle as follows: "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 but without reducing the sport facilities needed on the site."	{NB Regarding the 7 th design principle, an earlier iteration of this schedule included a transcription error that did not include the full amendment. Arising from SoCG between Sport England and Ealing}.
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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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 Policy G6: Greenford Industrial Estate	Amend the first sentence as follows: "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..."	Clarity.
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). Design analysis indicates an appropriate height of up to 6 storeys (21 metres)." Amend the second 'design principle' as follows: "Heights are to range between 6 and a maximum of 6 storeys (21m) across the site... The appropriate height across the site is up to 6 storeys (21m) ..." Amend the last 'design principle' as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		"Incorporate no/low levels of car parking for any residential development given the town centre location." Residential uses should be car free	
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: "Heights are to range up to a maximum of 6 storeys (21m) across the site..." <u>Appropriate heights range up to 6 storeys (21m) across the site..."</u> Amend the fourth 'design principle' as follows: "Incorporate no/low levels of car parking for any residential development given the town centre location." <u>Residential and retail uses should be car free given the site PTAL of 5."</u> Amend the eighth 'design principle' as follows: "Consider retention of short stay public parking." <u>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."</u>	Correction / clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM17	Chapter 4 - Greenford Town Plan Development site Greenford – 02GR Greenford Broadway Car Park	Amend the red line boundary for 02GR to include Tesco as agreed in a SoCG between Tesco and Ealing Council {Examination Hearing Document – 4.5.1} Add two new contextual considerations as follows: A new contextual consideration to be added as follows: <u>“The building currently housing Tesco is a former cinema that is locally listed and forms an important part of the townscape. The building should be subject to a full heritage assessment in developing proposals for this site.”</u> And: <u>“The building currently housing Tesco is a former cinema that is locally listed and forms an important part of the townscape. The building should be subject to a full heritage assessment in developing proposals for this site.”</u> Add a new design principle as follows: <u>“Create a masterplan to support the redevelopment of the site to ensure a comprehensive vision for this significant and strategic town centre location. Any standalone full planning application coming forward for a part of the allocation will need to demonstrate that it meets the requirements of the masterplan and wider aspirations for the site and will not compromise delivery of the remainder of the site.”</u>	Clarity. {Arising from a SoCG between Tesco and Ealing Council}.
SMM85	Chapter 4 - Greenford Town Plan Development site Greenford – 04GR Westway Cross	Amend ‘tall buildings’ text as follows: “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> Amend the second ‘design principle’ as follows:	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“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).”	
FSMM18	Chapter 4 - Greenford Town Plan Development site Greenford – 04GR Westway Cross	Add a new contextual consideration as follows: <u>“Development proposals should consider nearby features of ecological value (MOL, SINC and Green Corridor) and ensure the need for sensitive treatment along the northern edge of the site.”</u>	Clarity. {Arising from Matter 9, Qs1 – 9 & 11 – 115: Development Sites at Q.51, Matter 9, Council Response to Q10, p) for 04GR and SoCG between Canal & River Trust and Ealing}.
SMM86	Chapter 4 - Greenford Town Plan Development site Greenford – 05GR Former Greenwich School of Management	Amend ‘tall buildings’ text as follows: “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>” Amend the second ‘design principle’ as follows: “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).” Add a new ‘design principle’ as follows: <u>“The existing multi storey car park should be removed as part of any redevelopment of the site.”</u>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM87	Chapter 4 - Greenford Town Plan Development site Greenford – 06GR Smiths Farm	Remove north-west area and include north-east area. Amend site area to 1.43 ha	Correction.
SMM88	Chapter 4 - Hanwell Town Plan Development site Hanwell – 01HA Land to the front of Ealing Hospital	Amend ‘tall buildings’ text as follows: “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> Amend the second ‘design principle’ as follows: “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> Amend “contextual considerations” as follows: • 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>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		• <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> Amend the second last 'design principle' as follows: "Provide new podium car parking for both hospital and limited residential parking."	
SMM89	Chapter 4 - Hanwell Town Plan Development site Hanwell - 04HA Site of Lidl and discount store	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 first 'design principle' as follows: "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> Amend seventh 'design principle' as follows: "Incorporate no/low levels of car parking for any residential <u>and retail</u> development given the town centre location."	Clarity.
SMM90	Chapter 4 - Hanwell Town Plan Development site Hanwell - 05HA Marshall Site, Gold's	Amend 'proposed use' text as follows: "Residential-led, mixed use scheme including <u>leisure/sport and</u> community uses".	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Gym & Garages on Montague Avenue	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 8 storeys (28 metres). Design analysis indicates an appropriate height of up to 8 storeys (28 metres).” Amend the first ‘design principle’ as follows: “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)...	
SMM91	Chapter 4 - Hanwell Town Plan Development site Hanwell - 07HA Copley Close Estate	Amend ‘tall buildings’ text as follows: “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).” Amend the fifth ‘design principle’ as follows: “Heights are to range up to a maximum of 7 storeys (24.5m) across the site.” Appropriate heights across the site range up to 7 storeys (24.5m).”	
SMM92	Chapter 4 - Hanwell Town Plan Development site Hanwell - 08HA High Lane Housing Estate	Amend the fifth ‘design principle’ as follows: “Ensure building heights are a maximum of 6 storeys across the site...” Appropriate building heights across the site are up to 6 storeys...	
SMM93	Chapter 4 - Northolt Town Plan	Amend ‘Highways’ row as follows: Second column (infrastructure scheme): “Investigate White Hart roundabout	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Table N1	reconfiguration” Third column (infrastructure provider): “TfL Ealing Council” Fourth column (delivery phasing): “TBC 10 – 15 years” Amend Table N1 to reflect Ealing Council and not TfL as the ‘infrastructure provider’ for the White Hart roundabout reconfiguration infrastructure scheme.	
SMM94	Chapter 4 - Northolt Town Plan Development site Northolt – 01NO Car Sales Site and Northolt Leisure Centre	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 10 storeys (35 metres).” Design analysis indicates an appropriate height of up to 10 storeys (35 metres).” Amend the first ‘design principle’ as follows: “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)... Amend 12th ‘design principle’ as follows: “Retain some disabled persons’ car parking and a small number of EV charging spaces on site to service the leisure centre.” Add a new ‘design principle’ as follows: “Promote active travel to the site including through developer contributions.”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM19	Chapter 4 - Northolt Town Plan Development site Northolt – 01NO Car Sales Site and Northolt Leisure Centre	Delete the 11 th design principle as follows: “ Incorporate no/low levels of car parking for any residential development given the town centre location. ”	Clarity. {Arising from Matter 9, Qs1 – 9 & 11 – 115: Development Sites at Q.68 and Matter 9, Council Response to Q10, p) for 01NO}.
SMM95	Chapter 4 - Northolt Town Plan Development site Northolt – 03NO Northolt Sorting Office	Delete the first and second bullet points of the ‘design principles’: 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. 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.	Correction.
SMM96	Chapter 4 - Northolt Town Plan Development site Northolt – 04NO Northolt Driving Range	Amend boundary to exclude land within the ownership of the Canal & River Trust and adjust site area to 4.51 ha. Amend ‘proposed use’ text as follows: “Employment-led, mixed-use scheme including leisure/sport use ”. Add " <u>Canalside, northwest part Conservation Area (adjacent)</u> " and " <u>Blue Ribbon Network (adjacent)</u> " to ‘Planning Designations / Site Constraints’. Add a new 'contextual consideration': <u>"Any development proposals should consider impacts on the existing canal moorings for residential amenity and protect operations of the boat yard business."</u>	Clarity. {Arising from SoCG between Canal & River Trust and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Amend the 4th 'design principle' as follows: "Improve connections to the active travel network including pedestrian routes to and through the site and connections to green space and explore improved access to the canal including an accessible ramp from Rowdell Road link/Bridport Road. "	
SMM97	Chapter 4 – Northolt Town Plan Development site Northolt – 07NO Yeading Lane II	Amend site boundary to exclude Green Belt land and amend site area to 4.78 ha	Correction
FSMM20	Chapter 4 – Northolt Town Plan Development site Northolt – 07NO Yeading Lane II	Add a new contextual consideration as follows: <u>“The site is at risk of surface water flooding, particularly along Aspen Lane in the southern and eastern sections and along Hazeltree Lane. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment.”</u>	Clarity. {Arising from Matter 9, Council Response to Q10, l) and p) for 07NO}.
SMM98	Chapter 4 - Northolt Town Plan Development site Northolt – 09NO Kingdom Workshop, Sharvel Road	Amend ‘planning designations / site constraints’ as follows: “Moated Site at Down Barns Farm Ancient Monument (nearby), Green Belt (adjacent), Green Corridor (nearby), SINC (borough) (nearby), Archaeological Interest Priority Area.” Add Archaeological Priority Areas as a constraint layer on the revised Interactive Policies Map.	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
FSMM21	Chapter 4 - Northolt Town Plan Development site Northolt – 10NO Airways Estate	Add new bullet point at the end of 'Contextual Considerations' as follows: <u>“The site is bounded to the south by the Grand Union Canal. The canal is within a cutting at this point and below the level of the site. Any development should not adversely affect the stability of the cutting slope, as this could increase the risk of damage to the adjacent canal.”</u>	Clarity. {Arising from Matter 9, Council Response to Q85 in response to representations made by the Canal and River Trust which was inadvertently omitted from the original Schedule of Suggested Modifications}.
FSMM22	Chapter 4 - Perivale Town Plan Policy P1: Perivale Spatial Strategy	Amend Policy P1 D (vi) as follows: vi) Investigate the potential for Providing an enhanced canal crossing that will connect into the eastern edge of Horsenden Hill, with an active travel route through Horsenden Hill to provide a connection to Sudbury Hill.	Clarity. {Arising from Matter 8, Council Response to Q29 b) and a SoCG between Canal & River Trust and Ealing}.
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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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.
SMM103	Chapter 4 - Perivale Town Plan Development site Perivale – 04PE Alpertown Lane South and Metrolink 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):	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“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>”	
FSMM23	Chapter 4 – Southall Town Plan Policy S3: King Steet Neighbourhood Centre	Amend Policy S3 (ii) as follows: “(ii) Expanding the King Street Neighbourhood Centre, west of The Green, to encompass new <u>Growing and improving the</u> retail, food and beverage, and employment uses offer (at The Green), alongside public realm improvements and a high-quality pedestrian environment linking to public and green spaces.”	Clarity. {Arising from Matter 8, Council Response to Q36 a)}.
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. <u>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.</u> Active travel connections are relatively poor but...”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM106	Chapter 4 – Southall Town Plan Policy S4: West Southall	Amend clause (i) as follows: “Extending and cComplementing 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. <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>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<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>	
SMM108	Chapter 4 – Southall Town Plan Development site Southall – 01SO Southall Crossrail Station & Gurdwara	Amend ‘tall buildings’ text as follows: “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>” Amend the fourth ‘design principle’ as follows: “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>” Amend the last ‘design principle’ as follows: “Incorporate no/low levels of car parking for any r <u>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,</u> may be appropriate to serve the new Gurdwara.”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM109	Chapter 4 – Southall Town Plan Development site Southall – 02SO Southall Sidings	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 6 storeys (21 metres).” Design analysis indicates an appropriate height of up to 6 storeys (21 metres).” Amend the third ‘design principle’ as follows: “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).” 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.
SMM110	Chapter 4 – Southall Town Plan Development site Southall – 03SO Former Sorting Office & Kings Hall Methodist Church	Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 6 storeys (21 metres).” Design analysis indicates an appropriate height of up to 6 storeys (21 metres).” Amend the fourth ‘design principle’ as follows: “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).” Amend the last ‘design principle’ as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”	
SMM111	Chapter 4 – Southall Town Plan Development site Southall – 04SO Southall West London College	Amend ‘proposed use’ text as follows: “Residential, education, and community, and leisure/sport use ”. 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.
SMM112	Chapter 4 – Southall Town Plan Development site Southall – 05SO 31– 45 South Road & Telephone Exchange Quality Foods & Iceland	Amend ‘tall buildings’ text as follows: “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).” Amend the second ‘design principle’ as follows: “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).” 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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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.
SMM115	Chapter 4 - Southall Town Plan Development site Southall – 08SO	Amend ‘tall buildings’ text as follows: “ Design analysis indicates a maximum height of 16 storeys (56 metres). Design analysis indicates an appropriate height of up to 16 storeys (56 metres). ”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Middlesex Business Centre	Amend the first ‘design principle’ as follows: "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 being maximised along all street edges." Amend the fifth ‘design principle’ as follows: "Heights are to range between 1 and a maximum of 16 storeys (56m) across the site..." Appropriate heights across the site range between 1 and 16 storeys (56m)..." Add the following new ‘design principle’: <u>"A new road through the site, including supporting bus infrastructure, should be designed to provide access for buses, cycling and walking."</u>	
SMM116	Chapter 4 - Southall Town Plan Development site Southall – 09SO Havelock Estate	Amend ‘tall buildings’ text as follows: "An agreed masterplan indicates a maximum height of 8 storeys (28 metres)." An agreed masterplan indicates an appropriate height of up to 8 storeys (28 metres)." Amend ‘key infrastructure requirements’ as follows: "Measures to include highway improvements and supporting infrastructure to improve permeability by bus, active travel and green links." Add a new ‘design principle’ as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>“New and existing roads should provide access for buses and supporting bus infrastructure.”</u>	
FSMM24	Chapter 4 - Southall Town Plan Development site Southall – 09SO Havelock Estate	Add new contextual consideration as follows: <u>“The canal is a designated conservation area and retains a landscaped character. Developments should therefore also be required to consider the impacts on users of the waterway and any key views along the canal corridor or from nearby assets, such as locks and bridges.”</u> Amend the 6th Design principle as follows: “Design should concentrate building height in prominent location such as the canal side, opposite Bixley fields, along primary streets and opposite public open spaces to improve wayfinding and to maximise scenic views.”	Clarity. {Arising from SoCG between Canal & River Trust and Ealing}.
SMM117	Chapter 4 - Southall Town Plan Development site Southall – 10SO The Green	Amend the first ‘design principle’ as follows: “Heights are to range between 3 and a maximum of 18 storeys (63m) across the site.” <u>Appropriate heights across the site range between 3 and 18 storeys (63m).”</u> Amend the last ‘design principle’ as follows: “Incorporate no/low levels of car parking for any residential development given the town centre location but some <u>with appropriate disabled persons’ and operational</u> parking provision may be appropriate to improve the accessibility of any to social infrastructure provision on site <u>and general parking to be minimised in line with the London Plan.</u>”	Clarity. {NB the following has been deleted: “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).” as this was inadvertently repeated in SMM117 below in an earlier iteration of this schedule}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM118	Chapter 4 - Southall Town Plan Development site Southall – 11SO The Green Quarter (Southall Gasworks)	Amend ‘proposed use’ text as follows: "A new neighbourhood comprising residential, employment, and commercial uses, school, and health centre." Amend 'relevant planning applications' as follows: "PP/2015/4682, 171562VAR, 178801FUL, 234110OUT." 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 ‘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)." 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." Amend the fifth ‘contextual consideration’ as follows:	Correction / clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Southall Crossrail Station The Elizabeth Line Station and buses are within a 20 minutes' walk from the furthest part of the site. Amend the second 'design principle' as follows: "Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. <u>Appropriate H</u> heights are to range between 2 and a maximum of 18 storeys (63m). <u>The upper building height shall not exceed the maximum Heathrow CAA Limitation.</u>" Amend the fifth 'design principle' as follows: "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." Add three new 'design principles' as follows: <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> <u>"Include the two proposed canal crossings and improvements to pedestrian underpasses as part of any new development proposals."</u> <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>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM25	Chapter 4 - Southall Town Plan Development site Southall – 13SO Endsleigh Industrial Estate	Amend the proposed use to say: “Residential led, mixed use scheme (including some Industrial) <u>with the retention of the Adelaide Dock.</u> ”	Clarity. {Arising from Matter 9, Council Response to Q106 and SoCG between Canal & River Trust and Ealing}.
SMM119	Chapter 4 - Southall Town Plan Development site Southall – 13SO Endsleigh Industrial Estate	In 'contextual considerations' addition of the following text after the first bullet point: <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 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> In 'design principles' addition of the following after the 5th bullet point: <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>	Clarity. {Arising also from SoCG between Canal & River Trust and Ealing}.
FSMM26	Chapter 4 - Southall Town Plan Development site Southall – 13SO Endsleigh Industrial Estate	Delete the second and third design principles of 13SO and replace it, as follows: <u>"Development should establish an open and legible street network as far as possible. Given constraints on access to the canal, and to the south of the site in general, routes and industrial access will generally exit to the north of the site. Parallel links will therefore be at a premium where they can be achieved. Development should avoid a piecemeal and fragmented approach, and further consolidation of individual sites and landholdings may be necessary in order to deliver an appropriate scheme."</u>	Clarity. {Arising from Matter 9, Council Response to Q106, Matter 9, Council Response to Q10, p) for 13SO and SoCG between Canal & River Trust and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM120	Chapter 4 - Southall Town Plan Development site Southall – 14SO Witley Works	Add the following as a 2nd bullet point to 'contextual considerations': <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> Add the following after the 4th bullet point: <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> <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>	Clarity. {Arising also from a SoCG between Canal & River Trust and Ealing}.
FSMM27	Chapter 4 - Southall Town Plan Development site Southall – 14SO Witley Works	Delete the second design principle of 14SO and replace it as follows: <u>"Development should establish an open and legible street network as far as possible. Development should avoid a piecemeal and fragmented approach, and further consolidation of individual sites and landholdings may be necessary in order to deliver an appropriate scheme."</u>	Clarity. {Arising from Matter 9, Council Response to Q106 and a SoCG between Canal & River Trust and Ealing}.
SMM121	Chapter 4 - Southall Town Plan Development site Southall 15SO- Monorep site	Amend 'key infrastructure requirements' as follows: <u>"Community centre, public realm, landscaping and greening improvements, pedestrian link and accessible route from Glade Lane to towpath."</u> Amend 'contextual considerations' 2nd bullet point as follows:	Clarity. {Arising also from a SoCG between Canal & River Trust and Ealing}. {NB an earlier iteration of this schedule referred to Lock 90, Glade Lane and

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		"... is situated next to the statutory Grade II listed walls, gates, sluices & bridge at Norwood Top Lock, Harwell Flight Glade Lane. Amend the 2nd 'design principle' as follows: "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." Amend the 8th 'design principle' as follows: "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."	this has now been corrected as being Norwood Top Lock.}
SMM122	Chapter 4 - Southall Town Plan Development site Southall – 18SO Golf Links Estate	Amend 'current use' text as follows: "Golf Links housing estate, as well as Birkdate Court Outdoor Sports facility and open space."	Correction.
SMM123	Chapter 4 - Southall Town Plan Development site Southall - 19SO Cranleigh Gardens Industrial Estate & Kingsbridge Crescent	Add a second 'contextual consideration' as follows: "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.	Clarity. {Arising also from a SoCG between Canal & River Trust and Ealing}. {Regarding the addition of a second contextual consideration a previous

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		After the second 'design principle', add a new design principle as follows: <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>	iteration of this schedule included: "to secure separate commercial agreements for access to the canal from the site" and this has now been deleted}. {Arising also from a SoCG between Canal & River Trust and Ealing}.
SMM124	Chapter 4 - Southall Town Plan Development site Southall 20SO Hambrough Tavern	Amend the last 'design principle' as follows: "Incorporate no/low levels of car parking for any residential development given the town centre location." <u>Provide separate vehicle access for servicing retail/commercial and residential uses from Bankside."</u>	Clarity. {NB There was a transcription error in a previous iteration of this schedule}.
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 Galde <u>Glade</u> Lane Bridge (adjacent), SINC (local)..."	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM28	Chapter 4 - Southall Town Plan Development site Southall - 21SO Toplocks Estate	Add a new contextual considerations as follows: <u>“Development proposals should consider nearby features of ecological value (SINC) and ensure the need for sensitive treatment along the edge of the site.”</u>	Clarity. {Arising from Matter 9, Council Response to Q115 and Matter 9, Council Response to Q10, p) for 21SO}.
FSMM29	Chapter 4 - Southall Town Plan Development site Southall - 21SO Toplocks Estate	Amend key infrastructure requirements as follows: “Reprovide health and children’s facilities, the community centre and the substation. Measures to improve active travel, and green links <u>and an accessible route to the Grand Union Canal mainline via Baxter Close.</u> Under contextual considerations add a new bullet point after the third bullet point as follows: <u>“The site closely adjoins Maypole Dock which is linked to the Grand Union Canal mainline and any development proposals will need to consider these existing moorings.”</u>	Clarity. {Arising also from a SoCG between Canal & River Trust and Ealing}.
SMM126	Chapter 4 Development sites: • 01SO Southall Crossrail Station • 18SO Golf Links Estate • 10SO The Green • 01HA Ealing Hospital • 09SO Havelock Estate	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>	Clarity regarding the proximity of these development sites to significant mains water apparatus and infrastructure.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	• 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		
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:	Clarity. Arising from SoCG between Historic England and Ealing.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<u>vi) a positive contribution to health and wellbeing</u>	
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.
FSMM30	Chapter 5 - Development Management Policies Para 5.11	Add new paragraph after 5.11 as follows: <u>"Useful guidance on design is constantly being prepared and updated by the Council and by other expert bodies. References to best practice guidance will be included in the web-based LPPG to ensure that it remains up to date over the lifetime of the plan."</u>	Clarity. {Arising from SoCG between Ealing and Sport England inadvertently

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			missed from a previous iteration of this schedule}.
FSMM31	Chapter 5 - Development Management Policies Policy D9 F	Amend as follows: “F. Tall buildings are those above defined thresholds heights and are exceptional. Tall buildings should only be located upon specified Development Sites defined in the Development Plan.”	Clarity. {Arising from SoCG between Historic England and Ealing}.
FSMM32	Chapter 5 - Development Management Policies Policy D9 H	Amend as follows: “H – Tall buildings may be appropriate on designated industrial sites will be subject to agreed masterplans, and based upon informed by the Ealing Tall Building Strategy and robust assessment of local impacts and sensitivity that seeks to avoid or minimise harm. ’	Clarity. {Arising from SoCG between Historic England and Ealing}.
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.
FSMM33	Chapter 5 - Development Management Policies Para 5.13	Delete existing Para.5.13 and replace with: “ <u>Tall buildings thresholds and the heights recommended in site allocations are not a presumption as to the suitability of these heights. Development proposals need to be assessed on their merit and site-specific impacts. Development proposals that have the potential to impact upon the setting of Kew World Heritage site should be supported by a relevant Heritage Impact Assessment.</u> ”	Clarity. {NB: This was inadvertently omitted from a previous iteration of this schedule and arises from the SoCG between the GLA and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM34	Chapter 5 - Development Management Policies Para 5.15	Add at the end of Para 5.15 the following: “...London Plan Policy D9 C. Applications should therefore include Landscape/Townscape Visual Impact Assessment and Heritage Impact Assessment following appropriate guidance. ”	Clarity. {Arising from SoCG between Historic England and Ealing}.
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.
FSMM35	Chapter 5 - Development Management Policies Policy D9 / Table DMP1	Amend Table DMP1/SMM131 to correct transcription errors as follows: Town: Ealing / Area: E14 / Tall Building(m): 73.5 45.5 31.5 / Storeys: 21 13 9	Correction. {Arising from Matter 6, Council Response to Q2 e)}.
SMM132	Chapter 5 - Development Management Policies Figure DMP1	Amend figure as follows: - Show OPDC boundary - Remove any infill from OPDC area	Clarity.
FSMM36	Chapter 5 - Development Management Policies Policy HOU	Delete Policy HOU A (iii)	Correction. {Arising from Matter 4, Council Response to Q5 e)}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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.
FSMM37	Chapter 5 - Development Management Policies Para 5.16	Like most London boroughs, Ealing faces an acute affordable housing need, particularly for social rent homes. Part A sets out a strategic target of achieving 50%, consistent with the London Plan. A higher threshold to that in Policy H5 B 1) in the London Plan is set out in Part C to better address the borough's identified need. The threshold for H5 B 2 & 3 is unaltered from that set out in the London Plan. The tenure split of 70% social rent and 30% intermediate accommodation is consistent with the requirements of the London Plan and applies to the relevant thresholds for each site (either 40% or 50%). Given the identified need for social rent accommodation this tenure split also applies to Build to Rent schemes."	Clarity. {Arising from Matter 4, Council Response to Q5 c)}.
SMM134	Chapter 5 - Development Management Policies Para 5.17	Amend as follows: "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). "	Clarity.
FSMM38	Chapter 5 - Development Management Policies Policy SSC	Rename the policy as follows: "Policy SSC CMD: Small Sites Contribution Contribution from Minor Developments – Ealing LPA – local policy"	Clarity. {Arising from Matter 4, Council Response to Q10 d)}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM39	Chapter 5 - Development Management Policies Policy GTW	Add new policy as follows: <u>“Policy GTW: Gypsy and Traveller Windfall Sites – Ealing LPA – local policy</u> <u>Proposals for Gypsy and Traveller sites will be supported where:</u> <u>A. They contribute to meeting identified needs for Gypsy and Traveller pitches.</u> <u>B. The site provides a suitable living environment for residents, access to necessary services and is compliant with relevant design guidance.</u> <u>C. Flooding measures are incorporated according to identified flood risk.”</u> Add new supporting text as follows: <u>“Ealing’s identified needs for Gypsy and Traveller accommodation are set out in the relevant Gypsy and Traveller Accommodation Needs Assessment whether at borough or London Plan level. A portion of this need is met by sites allocated within the plan and other provision is expected to come forward as windfall sites.</u> <u>This policy should be read in conjunction with the rest of the local plan, and the approach to Green Belt, grey belt and MOL sites is set out in the NPPF and London Plan respectively. Relevant design guidance has been set out by central government and may be updated or revised for use specifically in Ealing.”</u>	Clarity. {Arising from the council’s response to Post Hearing Advice, Issue 4: Gypsies and Travellers}.
FSMM40	Chapter 5 - Development Management Policies Policy E3 F	Delete wording as follows: F. Affordable workspace in Ealing will be provided on the basis of a levy on development of 10% of gross floor area in mixed use schemes, and 5% of net floorspace in office and industrial schemes. Where that levy would result in affordable provision of at least 1000sqm of mixed-use space, 2000sqm of office space, or 3000sqm of industrial space, then provision should be onsite. Where	Clarity. {Arising from Matter 5, Council Response to Q6 i) and k)}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		the total space provided by development is less than these thresholds then provision should be by means of offsite contributions. and replace with: “F. Affordable workspace in Ealing will be provided on the basis of: • 10% of all gross commercial floorspace in mixed use schemes, which should be delivered onsite where this would result in the delivery of at least 1000 sqm of affordable workspace. • 5% of all net office space, which should be delivered onsite where this would result in the delivery of at least 2000 sqm of affordable workspace. • 5% of all net industrial space, which should be delivered onsite where this would result in the delivery of at least 3000 sqm of affordable workspace.”	
SMM135	Chapter 5 - Development Management Policies Policy E3 G	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 identified need for industrial uplift, particularly the B Classes and no capacity for release of industrial space in Ealing over the plan period.	Clarity. {NB: An earlier iteration of this schedule included a typographical error which has now been amended. The second sentence had previously read: “There is no identified need for

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			industrial uplift... ” and the “no” has now been deleted}.
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.
FSMM41	Chapter 5 - Development Management Policies Policy E4	Amend as follows: “To deliver and maintain a sufficient supply of land and premises for industry, logistics and economic services over the plan period...”	Clarity. {Arising from Matter 5, Council Response to Q7 b)}.
FSMM42	Chapter 5 - Development Management Policies Policy E4	Amend as follows: “(i) Industrial intensification and reuse for conforming uses will be the primary consideration on industrial land...”	Clarity. {Arising from Matter 5, Council Response to Q7 d)}.

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.
FSMM43	Chapter 5 - Development Management Policies Policy E6	Amend Policy E6 D as follows: “D. Mixed intensification may be suitable on LSIS in cases where a masterplan is agreed with Ealing according to the following principles requirements: ”	Clarity. {Arising from Matter 5, Council Response to Q8 f)}.
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:	Clarity. {NB: Regarding Paras 5.35-36, a previous iteration of this schedule contained a transcription error which has now been corrected. For ease of reference these amendments arose from a SoCG between the GLA and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<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> <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> <u>- Areas for industrial intensification, colocation and residential</u> <u>- Capacity of these areas</u> <u>- Design of industrial areas and buildings</u> <u>- Analysis of access and servicing, Agent of Change, place making, public transport and local services, decant and phasing, infrastructure requirements, viability etc</u> <u>- Environmental improvements necessary for industrial uplift/co-location</u> 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 <u>spaces</u>. 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. 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.	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM44	Chapter 5 - Development Management Policies Policy G4	Amend Policy G4 C as follows: “Development proposals on green and open space should: (i) Be led by the purposes of nature conservation, recreation, outdoor leisure and sports facilities and climate change mitigation. The size of development within green and open spaces and its impact upon visual openness must be kept to a minimum.”	Clarity {Arising from SoCG between Ealing and Sport England inadvertently missed from a previous iteration of this schedule}.
FSMM45	Chapter 5 - Development Management Policies Policy G4 Supporting Text	Add new paragraph in supporting text in after Para 5.35 as follows: “ <u>Proposals on waterways, such as the Grand Union canal, should reflect and optimise the multi-functional nature of these spaces which can be significantly different to other forms of green infrastructure.</u> ”	Clarity. {Arising from SoCG between Canal & River Trust and Ealing}.
SMM142	Chapter 5 - Development Management Policies Policy G5	Amend as follows: "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). "	Clarity.
SMM143	Chapter 5 - Development Management Policies Policy G6 F	Amend as follows: 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. <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>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		(i) Biodiversity net gain will be calculated using up-to-date national calculation methodology and should normally be provided on-site. (ii) Biodiversity net gain above the minimum standard will be strongly encouraged and supported. (iii) Offsite provision may be considered where this can provide greater gains and impact. (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. (v) Provision must be consistent with the Local Nature Recovery Strategy.	
FSMM46	Paragraph 5.42	Amend as follows: “The biodiversity net gain approach embeds a spatial hierarchy into habitat delivery, where there is a preference for onsite or local enhancements. Exceptions to this hierarchy will only be considered where it can be shown that offsite provision can secure Offsite provision should only be considered where sufficient provision or enhancement cannot be secured onsite, or where offsite provision secures substantially greater gains over the available on-site enhancement opportunities.”	Clarity. {Arising from Matter 7, Council Response to Q9 d)}.
SMM144	Chapter 5 - Development Management Policies Policy S5 supporting text (paras 5.44-5.46)	Amend para 5.44 as follows: "Sports facilities include all indoor or built provision, and also any existing fields or external spaces, which are (or were) in active use or identified as being in use for sporting activities." Amend para 5.45 as follows: "Ealing's Sports Facilities Strategy and current Sport England guidance emphasise that provision of sports facilities is primarily a consideration of the	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		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 an understanding of current and future needs and provision at the time of application." Amend para 5.46 as follows: "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 an understanding of need (existing and future) as established within the Sports Facilities Strategy and any future updates."	
FSMM47	Paragraph 5.47	Amend Para 5.47 as follows: 5.47 Quality should be assessed by reference to Ealing's Sports Facility Strategy and associated updates, Sport England guidance, or local Ealing guidance where that is available. Add new paragraph after 5.47: <u>5.48 This policy also supports the wider objective of creating active environments, and proposals should therefore be assessed against Active Design principles."</u>	Clarity. {Arising from Matter 7, Council Response to Q10 e)}.
SMM145	Chapter 5 - Development Management Policies Policy ECP Table DMP4	The heading in the second part of table DMP4 (in green colour) should be "<u>From</u> Until 2030".	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change				
FSMM48	Chapter 5 - Development Management Policies Policy ECP Table DMP4	The heading in the second part of table DMP4 (in green colour) should be “ <u>From</u> Until <u>1st January</u> 2030”.	Clarity. {Arising from Matter 7, Council Response to Q4 d)}.				
FSMM49	Chapter 5 - Development Management Policies Policy ECP Supporting Text	Add new supporting text after Para 5.58 as follows: <u>“Compliance with the targets set out in Table DMP4 will be considered as part of the Whole Life Carbon assessment process. The embodied carbon limits are to be taken from the results of the building life cycle stages A1-A5 of a whole life carbon assessment.”</u>	Clarity. {Arising from Matter 7, Council Response to Q4 e)}.				
FSMM50	Chapter 5 - Development Management Policies Policy ENA Supporting Text	Insert new paragraph before Para 5.65 as follows: <u>“This policy applies wherever national guidance on enabling development is lacking. Enabling development for heritage assets will continue to be assessed according to Historic England guidance.”</u>	Clarity. {Arising from SoCG between Historic England and Ealing}.				
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 as follows: <table><tr><th>Current</th><th>Proposed</th></tr><tr><td>Policy A1: Acton Spatial Strategy</td><td>Policy ACT1: Acton Spatial Strategy</td></tr></table>	Current	Proposed	Policy A1: Acton Spatial Strategy	Policy ACT1: Acton Spatial Strategy	Clarity. {NB: An earlier iteration of this schedule set out the principle to be applied but not a detailed amendment
Current	Proposed						
Policy A1: Acton Spatial Strategy	Policy ACT1: Acton Spatial Strategy						

Ref. no.	Policy / paragraph	Suggested change		Reason for change
		Policy E1: Ealing Spatial Strategy	Policy EAL1: Ealing Spatial Strategy	showing how this would be achieved in practice}. {Arising from Matter 1, Council Response to Q5}.
		Policy G1: Greenford Spatial Strategy	Policy GRE1: Greenford Spatial Strategy	
		Policy H1: Hanwell Spatial Strategy	Policy HAN1: Hanwell Spatial Strategy	
		Policy N1: Northolt Spatial Strategy	Policy NOR1: Northolt Spatial Strategy	
		Policy P1: Perivale Spatial Strategy	Policy PER1: Perivale Spatial Strategy	
		Policy S1: Southall Spatial Strategy	Policy SOU1: Southall Spatial Strategy	
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.
FSMM51	Monitoring Framework	Amend paragraph A1.4 as follows: “The framework identifies which policies the indicators are intended to measure, and where appropriate targets have also been specified for select indicators. It is not possible to identify meaningful indicators for all policies in the plan, but the performance indicators identified here are considered to represent the core measures. <u>In most cases the targets expressed here relate to the full LPA geography. Where meaningful and feasible, these indicators will also be reported at a town-based level.</u> ”		Clarity. {Arising from Matter 10, Council Response to Q6 d) and LPA Response to Action Log 4.2 in CR/22}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM52	Monitoring Framework Table 1	To revise Table 1 to include additional references to which plan objectives are being measured in addition to which policy or policies are being monitored. See Appendix 1 at the end of this document.	Clarity. {Arising from Matter 10, Council Response to Q6 d)}.
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 connects 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	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		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 includes designated heritage assets and assets identified by the local planning authority (including local listing).</u> Heritage at Risk Register 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.	
SMM152	Glossary of terms Town centre uses	Add "town centre uses" definition to the Glossary as follows: <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>	Clarity.
SMM153	Glossary of terms Urban greening	Add "urban greening" definition to the Glossary as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<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>	
SMM154	Interactive Policies Map	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. Remove the SIL designation from part of the existing Greenford Quay development that extends south of the Grand Union Canal (see Appendix B at S24b). Update red line boundaries for the following development sites (see Appendix B at S24b): 02AC Acton Gardens 20EA Downhurst Residential Care Home 06GR Smiths Farm 04NO Northolt Driving Range 07NO Yeading Lane II 10NO Airways Estate	Clarity.
FSMM53	Interactive Policies Map	Archaeological Priority Areas will be noted as a constraint layer on the interactive Policies Map and added to Sites where relevant. Move the APAs to the 'Conservation' sub-section and rename the 'Heritage Land' layer 'Registered Parks and Gardens'.	Clarity. {Arising from SoCG between Historic England and Ealing}.
FSMM54	Interactive Policies Map	The MOL boundary changes insofar as they affect the mainline Grand Union Canal and the Paddington Arm will be deleted as follows:	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		• Atlas ref: 10 - addition – Grand Union Canal (MOL7) • Atlas ref 15 - addition – River Brent (MOL9) • Atlas ref 28 - addition – River Brent (MOL15)	{Arising from SoCG between Canal & River Trust and Ealing}.
FSMM55	Interactive Policies Map	To ensure the Adopted Policies Map seeks to ensure that canals and related infrastructure are shown clearly particularly where there are overlapping designations.	Clarity. {Arising from SoCG between Canal & River Trust and Ealing}.
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	Make the following amendments at the next update of the Infrastructure Delivery Plan: Add ‘Northolt station step free access’ to the Infrastructure Delivery Schedule as a fully funded and committed project. Change ‘bus fleet modernisation’ completion date and cost estimates to “TBC”. Amend ‘bus improvements – Ealing’ as follows: • “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 Centre, Broadway, and Haven Green area. where bus stops have recently been lost due to the public realm project outside the station.” • Add “Ealing Council” to ‘infrastructure provider’. Change ‘bus improvements – Greenford’ cost estimate to “TBC”. Change ‘bus improvements – Southall’ cost estimate to “TBC”.	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Add “central government” as an ‘infrastructure provider’ for the West London Orbital. 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>” Amend White Hart roundabout reconfiguration ‘infrastructure provider’ as follows: “TfL Ealing Council”	

Appendix 1:

Ealing Local Plan 2024 – Table 1: Monitoring Framework

This relates to FSMM52 above and is arising from Matter 10, Council Response to Q6 d and Ealing LPA's Response to Post Hearing Action Logs, Part 4

{See: Exam Library 5.1 Part 4, here: [Council Response to Action Logs Part 4 | Ealing Council](#)}

Indicator / Performance Measure	Target(s) (if applicable)	Key Policies Monitored	Notes
Housing delivery – number of net additional homes completed.	- Deliver 21,570 net additional homes between 1st April 2019 and 31st March 2029. - Deliver 40,983 net additional homes between 1st April 2019 and 31st March 2038. - Meeting the annual Housing Delivery Test.	Policy SP.4 Policy SSC Policy HOU	<u>Policy SP4.3 A</u>
Housing supply – confirmation of Ealing’s Five-Year Housing Land Supply position.	Maintain a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing.	Policy SP.4	<u>Policy SP4.1 C</u>
Housing delivery – specialist older person housing.	Number of units granted and completed against London Plan benchmark.	Policy HOU Policy SP.4	<u>Policy SP3.3 K</u>
Housing delivery – purpose-built student accommodation.	Number of units granted and completed against London Plan benchmark.	Policy HOU Policy SP.4	
Housing delivery – net number of additional Gypsy and Traveller Pitches provided.	Number of units granted and completed against delivery plan.	Policy SP.3	<u>Policy SP3.1 D</u>
Housing supply – number of serviced plots for self-build and custom housebuilding securing suitable permission.	Sufficient permissions secured to meet demand on the self and custom build register.	Policy H16 Policy SP.4	
Completion of units against identified affordable need.	Measure against three year rolling average.	Policy HOU Policy SP.4	<u>Policy SP4.3 C, D</u>
Affordable housing contributions/provision secured through minor developments.	Proportion of sites with 1–4 units achieving contributions equivalent to 10% of site yield, and sites with 5–9 units equivalent to 20%.	Policy SSC Policy SP.4	<u>Policy SP4.3 C, D</u>
Proportion of new build homes meeting accessible housing standards.	90% of new build dwellings meeting M4(2) 10% of new build dwellings meeting M4(3)	Policy DAA Policy SP.4	<u>Policy SP4.3</u>
Net additional industrial floorspace provided in Strategic Industrial Land (SIL) and Locally Significant Industrial Site (LSIS).	Track change per site and overall across the LPA.	Policy E4 Policy E6 Policy SP.4	<u>Policy SP4.2</u>
Provision of affordable workspace.	Measure as a proportion of all new workspaces provided.	Policy E3 Policy SP.4	<u>Policy SP4.2 G</u>
Change in employment floorspace completed.	Change in employment space on non-designated sites.	Policy E3 Policy SP.4	<u>Policy SP4.2 E</u>
Tall buildings allowed inconsistent with policy.	Number of speculative applications approved on unidentified sites.	Policy D9 Policy SP.4	<u>Policy SP4.1 B, D, E, F</u>
Infrastructure Delivery Schedule.	An evidence-based schedule summarising planned infrastructure, phasing, delivery mechanisms, costs and priority.	Policy SP.4 Policy FLP	<u>Policy SP4.1</u>
Operational energy – average aggregated performance (space heating demand & energy use intensity).	As per minimum targets specified in Policy OEP by building type.	Policy OEP Policy SP.2	<u>Policy SP2.2 A, D</u>

Indicator / Performance Measure	Target(s) (if applicable)	Key Policies Monitored	Notes
Embodied carbon – average aggregated performance of major developments (KgCO2/m2).	As per minimum targets specified in Policy ECP by building type.	Policy ECP Policy SP.2	<u>Policy SP2.2 C, D</u>
Air quality – proportion of schemes which are Air Quality Neutral or Positive.	All developments to be Air Quality Neutral measured against benchmarks.	Policy SP.2 Policy SP.3	<u>Policy SP2.3 H</u> <u>Policy SP3.3 B</u>
Urban greening – average/aggregated Urban Greening Factor score.	Major developments: 0.4 (residential), 0.3 (commercial).	Policy G5 Policy SP.3	<u>Policy SP3.3 C, E, F, H</u>
Access to green space – extent of park deficiency by severity.	Number of additional hectares of green space delivered or enhanced.	Policy G4 Policy SP.3	<u>Policy SP3.3 C, E, F, H</u>
Biodiversity – average/aggregated level of biodiversity net gain achieved.	Minimum 20% gain calculated using the Biodiversity Metric.	Policy G6 Policy SP.2	<u>Policy SP2.2</u>