

DRAFT REVISED SCHEDULE OF SUGGESTED MODIFICATIONS

(Last Updated: 30/03/2026)

Explanatory Notes:

- This schedule updates the Schedule of Suggested Modifications published on November 6TH 2025 {S25}. 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 ~~striketrough~~ 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 public 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, further additional text or later amendments are shown in light grey shaded rows, but the reference number is unchanged. For ease of reference this only affects 18 rows at SMM6, SMM9, SMM46, SMM73, SMM75, SMM77, SMM88, SMM102, SMM114, SMM117, SMM118, SMM121, SMM123, SMM124, SMM136, SMM141, SMM144 and SMM147.
- Any proposed new additions to this schedule are shown as follows:
 - in dark grey shaded rows arising from Block 1. For ease of reference this affects 55 rows, and these also have a new numbering system from FSMM1 to FSMM55 inclusive.
 - In yellow shaded rows arising from Block 2 (these are the additional rows included since the schedule was last published). For ease of reference this affects 72 rows, and the numbering system starts from FSMM56 to FSMM127 inclusive.
- Any proposed deletions to this schedule are shown in light blue shaded rows as the suggested change has now been superseded by other amendments. For ease of reference this only affects 14 rows at SMM24, SMM26, SMM36, SMM49, FSMM12, FSMM24, SMM119, SMM121, SMM127, FSMM31, FSMM39, FSMM47, FSMM51 and FSMM52.

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. OPDC is the Local Planning Authority and regeneration agency for the area. This means that w 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 After Para 1.19 and including Para 1.20-1.21	To insert new paragraphs after existing Paragraph 1.19 in Chapter One {S1} and revise existing Paragraphs 1.19 and 1.20 as follows: “Strategic and non-strategic policies 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	Clarity. {Arising from the council’s response to Post Hearing Advice, Issue 5,

Ref. no.	Policy / paragraph	Suggested change	Reason for change															
		<p><u>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></p> <p><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></p> <p><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></p> <p><u>1.23 For the avoidance of doubt, all policies in the Plan have full statutory weight.</u></p> <p><u>1.24 Table 1 sets out the strategic and non-strategic policies in the plan:</u></p> <table border="1" data-bbox="584 839 1749 1315"> <thead> <tr> <th colspan="3" data-bbox="584 839 1749 879">List of strategic and Non-Strategic Policies</th> </tr> <tr> <th data-bbox="584 879 936 916">Chapter</th> <th data-bbox="936 879 1346 916">Strategic Policy</th> <th data-bbox="1346 879 1749 916">Non-Strategic Policy</th> </tr> </thead> <tbody> <tr> <td data-bbox="584 916 936 987">3</td> <td data-bbox="936 916 1346 987">Policies SP1-SP4</td> <td data-bbox="1346 916 1749 987"></td> </tr> <tr> <td data-bbox="584 987 936 1169">4</td> <td data-bbox="936 987 1346 1169">Policies A1, E1, E2, G1, H1, N1, P1, S1 and the Development Sites (or Site Allocations)</td> <td data-bbox="1346 987 1749 1169">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</td> </tr> <tr> <td data-bbox="584 1169 936 1315">5</td> <td data-bbox="936 1169 1346 1315">Policies DAA, D9, HOU, H16, SSC, E3, E4, E6, G4, G5, G6, S5, OEP, ECP, WLC, SI 7 and ENA</td> <td data-bbox="1346 1169 1749 1315">Policy FLP</td> </tr> </tbody> </table> <p>Neighbourhood planning framework</p>	List of strategic and Non-Strategic Policies			Chapter	Strategic Policy	Non-Strategic Policy	3	Policies SP1-SP4		4	Policies A1, E1, E2, G1, H1, N1, P1, S1 and the Development Sites (or Site Allocations)	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	5	Policies DAA, D9, HOU, H16, SSC, E3, E4, E6, G4, G5, G6, S5, OEP, ECP, WLC, SI 7 and ENA	Policy FLP	Strategic Policies}.
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		<p>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.</p> <p>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.”</p>	
FSMM56	<p>Chapter 1 – About Ealing’s Local Plan</p> <p>New Para after 1.37</p>	<p>Add new supporting text in Chapter 1 after existing Para 1.37 as follows:</p> <p>“Early Review of Ealing’s Local Plan</p> <p>1.38 This plan has been prepared at a time of significant changes in the national and regional planning policy framework.</p> <p>1.39 An entirely new version of the National Planning Policy Framework (NPPF) was published for consultation in December 2025 and is expected to be published during the second half of 2026 and will contain a new suite of National Decision-Making Policies (NDMPs).</p> <p>1.40 A new draft London Plan is also expected to be published for consultation in Summer 2026 which will set new targets on LPAs including for housing supply and gypsy and traveller pitches. The London Plan is not expected to complete its examination and thereafter be published until the end of 2027, at the earliest.</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 4.15}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>1.41 Given these important changes the council will undertake a comprehensive review of the whole Ealing Local Plan 2024-2039 by the end of 2027. This will determine whether this plan needs to be updated either in whole or in part.</u></p> <p><u>1.42 All policies will be reviewed but with particular regard paid to the following matters that have been specifically identified during the preparation and examination of this plan:</u></p> <ul style="list-style-type: none"> • <u>The housing requirement for the whole LPA and consideration of proposed housing requirement set out in the new London Plan (if this has been published).</u> • <u>Monitoring housing delivery including the progress and implementation of sites allocated in this plan to inform the Local Plan review.</u> • <u>Gypsy Traveller and Accommodation Assessment, in accordance with the Statement of Common Ground agreed with the Old Oak and Park Royal Development Corporation (OPDC).</u> 	
SMM3	Chapter 2 - Setting the scene Figure 2.1	Amend label on key as follows: " Proposed West London Orbital Line". Replace Old Oak Common HS2 Terminus with Old Oak Common Station .	Clarity.
SMM4	Chapter 2 - Setting the scene Para 2.5	Amend as follows: The borough's strategic position near Heathrow Airport, the new High Speed 2 (HS2), Elizabeth line, and national rail station terminus at Old Oak Common after 2028 in 2030 , and the five new Elizabeth Line stations that opened in 2022...."	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			last two of these suggestions. Arising from SoCG 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.

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FSMM57	Chapter 3 - Spatial strategy Preamble to Policies SP2-SP4	<p>Amend the preambles of Policies SP2-SP4 as follows:</p> <p><u>Policy SP2: Tackling the climate crisis –</u></p> <p>SP2.1 Inclusive economy “Development proposals should Ealing Council will promote an inclusive economy by:”</p> <p>SP2.2 Climate action “Development proposals should promote Ealing Council will take climate action by:”</p> <p>SP2.3 Thriving communities “Development proposals should Ealing Council will support thriving communities by:”</p> <p><u>Policy SP3: Fighting inequality –</u></p> <p>SP3.1 Tackling crime and inequality “Development proposals should Ealing Council will tackle crime and inequality by:”</p> <p>SP3.2 A fairer start “Development proposals should Ealing Council will promote a fairer start by:”</p> <p>SP3.3 Healthy lives “Development proposals should Ealing Council will support healthy lives by:”</p> <p><u>Policy SP4: Creating good jobs and growth –</u></p> <p>SP4.1 Good Growth “Development proposals should Ealing Council will promote Good Growth by:”</p>	Clarity. {Arising from council response to Block 2 Action Log 7.9}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>SP4.2 Decent living incomes “Development proposals should Ealing Council will foster decent living incomes by:”</p> <p>SP4.3 Genuinely affordable homes “Development proposals should Ealing Council will require more genuinely affordable homes are built by:</p> <p style="padding-left: 40px;">A. Contributing towards Meeting the 21,570 unit 10-year housing supply target identified...”</p>	
SMM12	Chapter 3 - Spatial strategy SP2.2 B	See separate schedule of minor modifications (relating to cycling) to ensure the Local Plan is now properly aligned with the Ealing Cycle Network Plan (see Appendix A at S24a).	Correction.
SMM13	Chapter 3 - Spatial strategy SP2.2 B (iii)	<p>Amend as follows: “Improving existing and providing new public realm, which will ensure greener, healthier and safer neighbourhoods.”</p> <p>Add new clause after (iii) as follows: “(iv) Protecting and enhancing existing public transport infrastructure.”</p> <p>Re-number affected clauses.</p>	Clarity.
SMM14	Chapter 3 - Spatial strategy SP2.2 B (v)	<p>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.”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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. 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. ”	Clarity.
SMM16	Chapter 3 - Spatial strategy Para 3.29	Amend first sentence as follows: "Measures to encourage urban greening in new developments (including planting more trees, rewilding, rain gardens, green walls and roofs) and to promote greater biodiversity, 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) , the creation of new wildlife habitats, together with better access to nature will be strongly encouraged.	Clarity.
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 to provide meet an identified future need of six additional pitches and work in collaboration with the Old Oak and Park Royal development Corporation on identifying suitable and deliverable sites to meet identified needs. ” 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 within Ealing LPA whilst retaining the 24 pitches at the existing Bashley Road site in Park Royal. 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	Clarity. {Arising from the council’s response to Post Hearing Advice, Issue 4: Gypsies and Travellers}.

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		<u>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>	
SMM17	Chapter 3 - Spatial strategy SP3.3 B	Amend as follows: "Improving air quality and tackling congestion to improve respiratory health by reducing car use and supporting car free development where appropriate. "	Clarity.
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.

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SMM22	Chapter 3 - Spatial strategy Para 3.38	<p>Amend as follows:</p> <p>“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. <u>Inclusive design is indivisible from good design and helps ensure the diverse needs of Ealing’s local communities are met. For example, by including women and girls in the design process helps ensure 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>”</p>	Clarity.																								
FSMM58	Chapter 3 - Spatial strategy Para 3.39	<p>Add new additional supporting text at the end of Para 3.39 as follows:</p> <p><u>“A Gypsy and Traveller Accommodation Assessment was conducted by the council in November 2025. The assessed needs for the borough from 2025 to 2041, split between Ealing LPA and OPDC LPA, are shown in the table below”</u></p> <p style="text-align: center;"><u>Need for Gypsy and Traveller households by year periods</u></p> <table border="1" data-bbox="600 927 1794 1353"> <thead> <tr> <th data-bbox="600 927 898 1043"><u>Year Period</u></th> <th data-bbox="898 927 1196 1043"><u>Dates</u></th> <th data-bbox="1196 927 1494 1043"><u>PPTS Need Ealing LPA</u></th> <th data-bbox="1494 927 1794 1043"><u>PPTS Need OPDC LPA</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="600 1043 898 1106">0 – 5</td> <td data-bbox="898 1043 1196 1106">2025-29</td> <td data-bbox="1196 1043 1494 1106">2</td> <td data-bbox="1494 1043 1794 1106">24</td> </tr> <tr> <td data-bbox="600 1106 898 1168">6 – 10</td> <td data-bbox="898 1106 1196 1168">2030-34</td> <td data-bbox="1196 1106 1494 1168">1</td> <td data-bbox="1494 1106 1794 1168">6</td> </tr> <tr> <td data-bbox="600 1168 898 1230">11 – 15</td> <td data-bbox="898 1168 1196 1230">2035-39</td> <td data-bbox="1196 1168 1494 1230">1</td> <td data-bbox="1494 1168 1794 1230">5</td> </tr> <tr> <td data-bbox="600 1230 898 1292">16</td> <td data-bbox="898 1230 1196 1292">2040-41</td> <td data-bbox="1196 1230 1494 1292">1</td> <td data-bbox="1494 1230 1794 1292">3</td> </tr> <tr> <td data-bbox="600 1292 898 1353">0 – 16</td> <td data-bbox="898 1292 1196 1353">2025 – 41</td> <td data-bbox="1196 1292 1494 1353">5</td> <td data-bbox="1494 1292 1794 1353">38</td> </tr> </tbody> </table>	<u>Year Period</u>	<u>Dates</u>	<u>PPTS Need Ealing LPA</u>	<u>PPTS Need OPDC LPA</u>	0 – 5	2025-29	2	24	6 – 10	2030-34	1	6	11 – 15	2035-39	1	5	16	2040-41	1	3	0 – 16	2025 – 41	5	38	Clarity. {Arising from council response to Block 2 Action Log 4.16}
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		Source: Opinion Research Services - London Borough of Ealing Gypsy and Traveller Accommodation Assessment, Figure 2, November 2025'	
FSMM59	Chapter 3 - Spatial strategy New Para. After Para 3.39	After Paragraph 3.39 add the following supporting text in a new paragraph as follows: <u>"The council anticipates further work with neighbouring authorities, and at a wider London scale, to assess the need for transit sites and bring forward plans for delivery of a suitable site(s)."</u>	Clarity. {Arising from council response to Block 2 Action Log 4.14}
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. 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. " 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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			previous iteration of this schedule}.
SMM24	Chapter 3 - Spatial strategy Para 3.45	<p>Amend as follows:</p> <p>3.45 Good Growth is about uniting the various elements of development need with what is valuable about the existing built and natural environment, particularly in light of the three core themes of the Local Plan. Land is a scarce and increasingly expensive commodity so making optimal use of land and buildings and ensuring good design in any new development are at the heart of how we enhance our borough. <u>Good growth should begin with a firm understanding of built and natural heritage, that clearly demonstrates how these have led development proposals and how they will be protected or enhanced. In particular, these should build on the published evidence base that supports the local plan and on conservation area character assessments and management plans. Assets need to be understood both in relation to their setting and context, and also in respect of individual characteristics and significance. The benefits of development are particularly encouraged where they can improve and protect assets such as Heritage at Risk, or in reinforcing green links and green chains.</u></p> <p>3.46 Ealing has a wealth of designated heritage assets including over 300 buildings and structures covered by statutory listing. This includes six scheduled monuments and four registered parks and gardens, as well as 29 conservation areas. In addition, there are over 700 non-designated heritage assets identified in Ealing’s local heritage register. Places evolve and change over time. New development has the potential to offer significant opportunities to enhance and better reveal heritage assets to realise the cultural, social and economic benefits of these assets. This will be achieved by placing heritage at the heart of placemaking, Good Growth and good design.</p>	Clarity. {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	<p>Add the following:</p> <p><u>“This plan also seeks to facilitate the creation of active environments, and to this end endorses the principles of ‘Active Design’. This is not just limited to delivering opportunities for sport and formal</u></p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		exercise, but rather seeks to facilitate physical activity through all aspects of place making and design.”	
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. 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.”	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. Ealing also has a rich archaeological heritage, set out in Archaeological Priority Areas. 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	Clarity. {Arising from SoCG between Historic

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>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 Heritage at Risk Register.</u> In addition, <u>Ealing also has</u> 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). 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></p> <p>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</u> of 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></p> <p><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 UNESCOs 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></p> <p>3.48 <u>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 Council may require this to be offset via a programme of recording, the results</u></p>	<p>England and Ealing}.</p> <p>{NB This supersedes SMM24 and SMM26 above}.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>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></p> <ul style="list-style-type: none"> - <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> <p><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></p>	
SMM27	Chapter 3 - Spatial strategy Para 3.57	<p>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.”</p>	Clarity.
SMM28	Chapter 3 - Spatial strategy Table SS1	<p>Amend as follows: In first instance of ‘Infrastructure Type’ - ‘Public Transport’ - amend the ‘Infrastructure Scheme’ wording as follows:</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Supporting and investing in public transport including bus capacity, access and infrastructure across the borough.”</p> <p>In second instance of ‘Infrastructure Type’ - ‘Public Transport’ – amend third column as follows: “TfL/Development contributions will be expected where justified /SFA funding”</p> <p>Add “developer contributions” as an Infrastructure Provider to all ‘Active Travel’ entries.</p> <p>Add “central government” to West London Orbital ‘infrastructure provider’.</p>	
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: "Proposed West London Orbital Line". "Proposed West London Orbital Station". Amend Figure SS3 to grey out the OPDC area. Amend Figure SS3 to include Brentford- Southall Link.	Clarity.
FSMM60	Chapter 4 – Town Spatial Strategy Maps	For each of the Town Spatial Strategy maps including Figures A2, E2, G2, H2, N2, P2 and S2 draw a more well-defined boundary around each of the neighbourhood centres and/or improve the colour palette so that they are more prominently highlighted.	Clarity {Arising from council response to Block 2 Action Log 8.2}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM31	Chapter 4 – Development Sites	<p>Amend the overarching principles that precede each town’s development site schedules to include after ‘design guidance’:</p> <p><u>“Heritage assets: When determining planning applications, “special regard” should be taken of the desirability of preserving Listed Buildings (statutory and local) or their setting or any features of special architectural or historic interest which they possess.”</u></p> <p><u>“Conservation areas: “Special attention” should be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.”</u></p>	Clarity.
FSMM61	Chapter 4 – Development Sites	<p>Amend “Flood Risk” in the overarching principles that precede each town’s development site schedules as follows:</p> <p><u>“Flood Risk: Development proposals must comply with the latest technical guidance provided by the council, including the Strategic Flood Risk Assessment (SFRA) Level 1 and 2. The identification or non-identification of flood risk under the site constraints section of each allocation reflects the evidence existing at the time of publication of this Local Plan. The SFRA represents a live document and during the life of this plan the SFRA may be updated from time to time to reflect updated modelling and changes to national policy, which may alter the geographical extent of flood risk. Applicants and decision makers should therefore always check the latest published outputs when establishing risk from flooding.”</u></p>	Clarity {Arising from council response to Block 2 Action Log 9.36}
FSMM62	Chapter 4 – Development Sites	<p>For each of the seven preambles to the Town Plan Development Sites (e.g. Acton development Sites, Ealing Development Sites, etc) add a new paragraph under 4.1.61, 4.2.56, 4.3.77, 4.4.51, 4.5.57, 4.6.44 and 4.7.648 after “Key Infrastructure Requirements” as follows:</p> <p><u>“Indicative Capacities: Development proposals must be brought forward through a design led process in accordance with the London Plan and Ealing LPA’s Local Plan. The indicative gross housing capacities set out here do not seek to prescribe outcomes for any of the sites. Instead,</u></p>	Clarity {Arising from council response to Block 2 Action Log 9.3}

Ref. no.	Policy / paragraph	Suggested change	Reason for change																																							
		<p>they provide a broad estimate of the gross housing capacity of the allocated sites having regard to the policies in the Ealing LPA Local Plan and what could come forward on the site for the purpose of calculating development capacity. Any subsequent planning applications on the sites within this document will be assessed on their individual merits.”</p>																																								
FSMM63	Chapter 4 – Development Sites	<p>For each Development Site in Chapter 4 add a new heading: “Indicative Gross Housing Capacity” after “Key Infrastructure Requirements” and for each individual site insert the relevant indicative capacity from the table below.</p> <p>{NB: Development Site 15SO Monorep Site has not been included as it is proposed that this site allocation will be deleted in accordance with FSMM112}.</p> <p>The gross indicative capacities for each Development Site are as follows:</p> <table border="1" data-bbox="584 767 1883 1374"> <thead> <tr> <th data-bbox="584 767 813 879">Reg 19 Site Reference</th> <th data-bbox="813 767 1659 879">Site Name</th> <th data-bbox="1659 767 1883 879">Gross Indicative Capacity</th> </tr> </thead> <tbody> <tr> <td data-bbox="584 879 813 919">01AC</td> <td data-bbox="813 879 1659 919">Acton Gateway (Morrisons)</td> <td data-bbox="1659 879 1883 919">377</td> </tr> <tr> <td data-bbox="584 919 813 959">02AC</td> <td data-bbox="813 919 1659 959">Acton Gardens</td> <td data-bbox="1659 919 1883 959">2000</td> </tr> <tr> <td data-bbox="584 959 813 999">03AC</td> <td data-bbox="813 959 1659 999">Ealing Common Depot</td> <td data-bbox="1659 959 1883 999">225</td> </tr> <tr> <td data-bbox="584 999 813 1038">04AC</td> <td data-bbox="813 999 1659 1038">Builders Merchants Bollo Bridge Road</td> <td data-bbox="1659 999 1883 1038">40</td> </tr> <tr> <td data-bbox="584 1038 813 1078">05AC</td> <td data-bbox="813 1038 1659 1078">Salisbury Street Car Park & Neville Close</td> <td data-bbox="1659 1038 1883 1078">109</td> </tr> <tr> <td data-bbox="584 1078 813 1118">06AC</td> <td data-bbox="813 1078 1659 1118">Acton Vale Industrial Park & Westgate House</td> <td data-bbox="1659 1078 1883 1118">26</td> </tr> <tr> <td data-bbox="584 1118 813 1158">07AC</td> <td data-bbox="813 1118 1659 1158">Dean Court</td> <td data-bbox="1659 1118 1883 1158">419</td> </tr> <tr> <td data-bbox="584 1158 813 1198">08AC</td> <td data-bbox="813 1158 1659 1198">Oaktree Court</td> <td data-bbox="1659 1158 1883 1198">41</td> </tr> <tr> <td data-bbox="584 1198 813 1238">01EA</td> <td data-bbox="813 1198 1659 1238">Broadway Connection & Arcadia</td> <td data-bbox="1659 1198 1883 1238">84</td> </tr> <tr> <td data-bbox="584 1238 813 1278">02EA</td> <td data-bbox="813 1238 1659 1278">Ealing Broadway Shopping Centre & Crystal House</td> <td data-bbox="1659 1238 1883 1278">443</td> </tr> <tr> <td data-bbox="584 1278 813 1318">03EA</td> <td data-bbox="813 1278 1659 1318">Sandringham Mews</td> <td data-bbox="1659 1278 1883 1318">220</td> </tr> <tr> <td data-bbox="584 1318 813 1358">04EA</td> <td data-bbox="813 1318 1659 1358">Eastern Gateway</td> <td data-bbox="1659 1318 1883 1358">9</td> </tr> </tbody> </table>	Reg 19 Site Reference	Site Name	Gross Indicative Capacity	01AC	Acton Gateway (Morrisons)	377	02AC	Acton Gardens	2000	03AC	Ealing Common Depot	225	04AC	Builders Merchants Bollo Bridge Road	40	05AC	Salisbury Street Car Park & Neville Close	109	06AC	Acton Vale Industrial Park & Westgate House	26	07AC	Dean Court	419	08AC	Oaktree Court	41	01EA	Broadway Connection & Arcadia	84	02EA	Ealing Broadway Shopping Centre & Crystal House	443	03EA	Sandringham Mews	220	04EA	Eastern Gateway	9	Clarity {Arising from council response to Block 2 Action Log 9.3}
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Ref. no.	Policy / paragraph	Suggested change			Reason for change
		05EA	Perceval House	188	
		06EA	49 - 69 Uxbridge Road	129	
		07EA	CP House	0	
		08EA	Craven House	0	
		09EA	66 - 86 Broadway, West Ealing	94	
		10EA	59 - 65 Broadway, West Ealing (Lidl)	25	
		11EA	Sainsbury's & Library, West Ealing	222	
		12EA	Chignell Place, West Ealing	21	
		13EA	99 - 113 Broadway, West Ealing	144	
		14EA	Western Gateway	74	
		15EA	Waitrose, West Ealing	229	
		16EA	West Ealing Station Approach	123	
		17EA	Castle House	172	
		18EA	Access House & T Mohan, West Ealing	79	
		19EA	Gurnell Leisure Centre	295	
		20EA	Downhurst Residential Care Home	15	
		21EA	Former Barclays Sports Ground	97	
		22EA	96 Queens Drive & Telephone Service Centre and 33 Hanger Lane	142	
		23EA	Old Actonians Sports Ground	20	
		24EA	Wickes, South Ealing Road	162	
		25EA	Travis Perkins, Popes Lane	87	
		01GR	Greenford Hall, Methodist Church, Police Station & Clinic	6	
		02GR	Greenford Broadway Car Park, 2 – 4 Oldfield Lane South, 177 & 177A Greenford Road	176	
		03GR	370 - 388 Oldfield Lane North	39	
		04GR	Westway Cross	1728	

Ref. no.	Policy / paragraph	Suggested change			Reason for change
		05GR	Former Greenwich School of Management	272	
		06GR	Smith's Farm	220	
		01HA	Ealing Hospital	383	
		02HA	Gray's Garage	23	
		03HA	George Street Car Park	16	
		04HA	Lidl and discount store	59	
		05HA	Marshall Site, Gold's Gym & Garages on Montague Avenue	100	
		06HA	Tile Depot & Lambourn Close	128	
		07HA	Copley Close Estate	700	
		08HA	High Lane Housing Estate	505	
		01NO	Car Sales Site	190	
		02NO	Mandeville Parkway	106	
		03NO	Northolt Sorting Office	44	
		04NO	Northolt Driving Range	212	
		05NO	Medlar Farm Estate	235	
		06NO	Yeading Lane I	262	
		07NO	Yeading Lane II	204	
		08NO	Grange Court	147	
		09NO	Kingdom Workshop	0	
		10NO	Airways Estate	498	
		01PE	BP Garage	98	
		02PE	Land on the South Side of Western Avenue	48	
		03PE	Alperton Lane North	47	
		04PE	Alperton Lane South and Metroline Depot	190	
		01SO	Southall Crossrail Station and Gurdwara	505	
		02SO	Southall Sidings	460	

Ref. no.	Policy / paragraph	Suggested change			Reason for change
		03SO	Former Sorting Office & Kings Hall Methodist Church	88	
		04SO	Southall West London College	103	
		05SO	31 - 45 South Road & Telephone Exchange, Quality Foods & Iceland	148	
		06SO	Fairlawn Hall & Science of the Soul Centre	186	
		07SO	The Limes, Maypole Court, Banqueting Centre, 13 - 19 The Green	361	
		08SO	Middlesex Business Centre	1274	
		09SO	Havelock Estate	635	
		10SO	The Green	231	
		11SO	The Green Quarter (Southall Gasworks)	3776	
		12SO	Scotts Road Trading Estate	92	
		13SO	Endsleigh Industrial Estate	59	
		14SO	Witley Works	55	
		16SO	Warren Farm & Imperial College Land	0	
		17SO	Great Western Triangle Centre	64	
		18SO	Golf Links Estate	430	
		19SO	Cranleigh Gardens Industrial Estate & Kingsbridge Crescent	216	
		20SO	Hambrough Tavern	116	
		21SO	Toplocks Estate	614	
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 13670 19,850 new homes, create 36,350 new jobs and create 250,428 sqm of extra industrial floorspace over the plan period to 2038 . North Acton acts a key gateway and strategic transition area from the rest of the Acton into the wider opportunity being delivered as part of OPDC's local plan. This creates an			Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		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."	
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 Para 4.1.14	Amend as follows: "...to the UK's largest regeneration zone at Old Oak and Park Royal that will include the new Old Oak Common Station due to open after 2028 . High Speed 2 terminus by 2030.	Clarity.
SMM35	Chapter 4 - Acton Town Plan Figure A2	Amend Figure A2 as follows: <ul style="list-style-type: none"> • Grey out the OPDC area. • Add WLO route to map. • Show London Overground as an orange line. • Show correct colour for Elizabeth Line in the Key. 	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM64	<p>Chapter 4 - Acton Town Plan</p> <p>Preambles to Policies A1 to A6</p> <p>{New Policy numbering reflects SMM147}</p>	<p>Policy ACT1: Acton Spatial Strategy</p> <p>Add a new preamble as follows:</p> <p><u>“This policy sets out a spatial vision for Acton and development proposals should positively plan to contribute towards its delivery, whereas appropriate.”</u></p> <p>Policy ACT2: Acton District Centre</p> <p>Amend the preamble as follows:</p> <p><u>“Development proposals should</u> To enhance Acton’s role as a District Centre by:”</p> <p>Policy ACT3: South Acton</p> <p>Amend the preamble as follows:</p> <p><u>“Development proposals should</u> To actively manage the transformation of South Acton by:”</p> <p>Policy ACT4: Acton Main Line Station and Environs</p> <p>Amend the preamble as follows:</p> <p><u>“Development proposals should help:</u></p> <p>A. To create a new neighbourhood centre at Acton Main Line Station...”</p> <p>Policy ACT5: East Acton Neighbourhood Centre</p> <p>Amend the preamble as follows:</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 8.1}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Development proposals should To enhance the role and function of East Acton Neighbourhood Centre...”</p> <p>Policy ACT6: Cross-boundary working with OPDC in North Acton and Park Royal</p> <p>Amend the preamble as follows:</p> <p>“Ealing Council will To work collaboratively with the Old Oak and Park Royal Development Corporation (OPDC),...”</p> <p>{NB: The title of Policy ACT6 also reflects suggested modification SMM43}</p>	
SMM36	Chapter 4 - Acton Town Plan Para 4.1.24	<p>Amend as follows:</p> <p>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.”</p>	Correction. {NB; This amendment has now been incorporated into FSMM65 below}
FSMM65	Chapter 4 - Acton Town Plan Para 4.1.24	<p>Amend Paragraph 4.1.24 as follows:</p> <p>“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. An analysis of the spatial distribution of housing capacity for Acton indicates a net capacity of 7988 units (as at March 2026). This figure reflects a broad estimate of total net housing capacity for both allocated and unallocated sites in Acton.”</p>	Clarity. {Arising from council response to Block 2 Action Log 8.3} {NB: This amendment now also

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			incorporates SMM36}.
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 A6) and within the Old Oak major centre and North Acton neighbourhood centre. "	Clarity.
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	Amend Table A1, North Acton Gyrotory, infrastructure provider column as follows: " Ealing Council / TfL / Developers / OPDC ".	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Table A1	In Infrastructure Scheme “West London Orbital” add: “Maintain active travel connectivity across Bollo Lane.”	
FSMM66	Chapter 4 - Acton Town Plan Para 4.1.40	Amend Para 4.1.40 (ii) as follows: “The changing character of the South Acton LSIS areas is properly managed and that through good design the boundary relationship between designated LSIS and surrounding residential land is softened and blended and public realm improved. ”	Clarity. {Arising from council response to Block 2 Action Log 8.4}
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 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.
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	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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Policy A6 (iii)		
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: <u>"To deliver the town-level spatial strategies and their associated policies, a number of Development Sites (or site allocations) have been identified."</u>	Clarity. {Arising from Matter 9, Council Response to Q1}.
FSMM9	Preamble to the Acton, Ealing, Greenford, Hanwell, Northolt, Perivale and Southall	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	Clarity. {Arising from Matter 9, Council Response to Q3}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development Sites	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	
SMM46	Chapter 4 - Acton Town Plan Development site Acton - 01AC Acton Gateway (Morrisons)	<p>Amend ‘tall buildings’ text as follows: The site is in principle suitable for a tall building. Detailed design analysis indicates a n appropriate maximum height of up to 15 storeys (52.5 metres).</p> <p>Amend the third ‘design principle’ as follows: “...Heights between 3 and 15 storeys are to range between 3 and a maximum of 15 storeys (52.5m) are appropriate across the site...”.</p> <p>Amend the 12th ‘design principle’ as follows: “Incorporate no/low levels of car parking for any residential development given the town centre location. Residential and retail uses should be car free.”</p> <p>Amend the 13th ‘design principle’ as follows: “Provide an appropriate quantum of car parking for other uses in this town centre location and consider utilising underground parking utilised, if viable.” underground parking utilised, if viable. Consideration will be given to the provision of a limited amount of public car parking if it is justified as necessary to serve the wider town centre including disabled persons’ parking and rapid EV charging facilities in line with London Plan parking policies.”</p>	Clarity. {The change to the third design principle is superseded by FSMM67 below}
FSMM67	Chapter 4 - Acton Town Plan	Amend the 4 th “Contextual Consideration” as follows: “This site is important to the character of Acton Centre. It is Ssurrounded on three sides by Acton Town Centre Conservation Area, which is included on the Heritage at Risk Register. Other heritage	Clarity. {Arising from council

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development Site Acton - 01AC Acton Gateway (Morrissons)	<p>assets, including the grade II Church of St Mary, are nearby. The significance of these heritage assets should be conserved and, where appropriate, enhanced and any harm justified. The site is and opposite the tower blocks of council owned Steyne Estate, currently undergoing infill development.”</p> <p>Add a new “Design Principle” as follows:</p> <p>“Ensure the site layout reflects the historic fine-grained character of the town centre.”</p> <p>Amend the third “Design Principle” as follows:</p> <p>“Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy and respond to the sensitivities of the site, in particular the significance of Acton Town Centre Conservation Area and the reasons for its at risk status. Heights are to range between 3 and a maximum of 15 storeys (52.5m) across the site, with taller elements situated to the north fronting Steyne Road and lower buildings located along Rectory Road and the Conservation Area boundaries. Tall elements should also be located to avoid and minimise competition with St Mary’s Church, particularly its tower.”</p> <p>Amend the sixth “Design Principle” as follows:</p> <p>“Ensure the site layout reflects the historic fine-grained character of the town centre.”</p> <p>Amend the ninth “Design Principle” as follows:</p> <p>“Deliver improvements to the quality of the public realm along Steyne Road, King Street and the High Street, to create an enhanced and more welcoming public realm that is heritage-led.”</p>	response to Block 2 Action Log 9.2 and any suggested modifications proposed in Part 2 of the SoCG between Historic England and the council that were inadvertently omitted from a previous iteration of this schedule}.
SMM47	Chapter 4 - Acton Town Plan	<p>Amend the map’s red line boundary to omit phases 9.3, 9.5, and 9.6.</p> <p>Amend site area to 8.47 ha</p> <p>Amend ‘tall buildings’ text as follows:</p>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development Site Acton - 02AC Acton Gardens	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).	
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 - Acton Town Plan Development site Acton – 03AC Ealing Common Depot	Amend the third ‘design principle’ as follows: “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.” Add a new ‘design principle’ as follows: “Residential development should be car free.”	Clarity. {This amendment has been superseded by FSMM68 below}
FSMM68	Chapter 4 - Acton Town Plan Development site Acton – 03AC Ealing	Amend “Tall Buildings” as follows: “The site is not in principle suitable for tall buildings. The threshold height for a tall building is 7 storeys (24.5 metres). Exact heights will be subject to a design-led approach and detailed heritage and townscape analysis at the planning application stage, taking into account the particular constraint of impacts upon Kew Gardens. ” Add a new ‘Contextual Consideration’ as a new third bullet point as follows:	Clarity. {Arising from council response to Block 2 Action Logs 9.9 and 9.10}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Common Depot	<p>“Operational transport infrastructure must either be protected on site or appropriately relocated subject to agreement with Transport for London, in line with London Plan Policy T3 and London Plan Guidance. Relocating engineering and maintenance functions would to realise the full potential of the site.”</p> <p>Add a new “Contextual Consideration” after bullet point 6 as follows:</p> <p>“There is potential for this site to affect the broader setting of Kew Gardens and so an assessment will be required at planning application stage in accordance with the UNESCO guidance and toolkit.”</p> <p>Amend the third ‘design principle’ as follows:</p> <p>“Relocate engineering and maintenance functions to realise the full potential of the site.”</p> <p>Amend the 4th “Design Principle” as follows:</p> <p>“Limit b Building height to 6 storeys (21m should reflect the constraint of relocating the existing museum storage depot, it is anticipated that the highest elements are situated to the north and west of the site, alongside the railway line.”</p> <p>Add a new ‘design principle’ as follows:</p> <p>“Residential development should be car free.”</p>	
SMM50	Chapter 4 - Acton Town Plan	<p>Amend the fourth ‘design principle’ as follows:</p> <p>“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.”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Acton – 06AC Acton Vale Industrial Park & Westgate House		
SMM51	Chapter 4 - Acton 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 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 - Acton 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}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM69	Chapter 4 - Acton Town Plan Development site Acton – 07AC Dean Court	Add a new design principle after the 12 th design principle to read: “Ensure that any proposals for redeveloping the site consider all trees that are subject to a Tree Protection Order (TPO) located within the site boundary.”	Clarity. {Arising from council response to Block 2 Action Log 9.13}
SMM52	Chapter 4 - Acton Town Plan Development site Acton – 08AC Oaktree Court	Amend the sixth ‘design principle’ as follows: “Consider the potential for modest increase of overall building heights, with taller elements fronting Pierrepont Road and Hereford Road to avoid overlooking issues with an appropriate height of up to a maximum of 6 storeys (21m). ”	
SMM53	Chapter 4 - Ealing Town Plan Figure E1	Delete London Overground route from the map.	Correction.
FSMM70	Chapter 4 - Ealing Town Plan Preambles to Policies E1 to E6	Policy EAL1: Ealing Spatial Strategy Add a new preamble as follows: “This policy sets out a spatial vision for Ealing and development proposals should positively plan to contribute towards its delivery, whereas appropriate.” Policy EAL2: Ealing Metropolitan Town Centre	Clarity. {Arising from council response to Block 2 Action Log 8.1}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	{New Policy numbering reflects SMM147}	<p>Add a new preamble as follows:</p> <p>“This policy sets out a spatial vision for the Ealing Metropolitan Town Centre and development proposals should positively plan to contribute towards its delivery, whereas appropriate.”</p> <p>Policy EAL3: Northern Ealing</p> <p>Amend the preamble as follows:</p> <p>“Development proposals should Northern Ealing will build upon its strong character and mixed uses of Northern Ealing by:</p> <p>Policy EAL4: Southern Ealing and Ealing Common</p> <p>Amend the preamble as follows:</p> <p>“Development proposals should maintain and strengthen the The strong local character and facilities of Southern Ealing and Ealing Common will be maintained and strengthened by:”</p>	
FSMM71	Chapter 4 - Ealing Town Plan Para 4.2.24	<p>Amend Paragraph 4.2.24 as follows:</p> <p>“An analysis of the spatial distribution of housing capacity for Ealing indicates a net capacity of 6519 units (as at March 2026). This figure reflects a broad estimate of total net housing capacity for both allocated and unallocated sites in Ealing. New development must respond positively to Ealing’s character and seek to enhance its identity. Development will need to respond sensitively having regard to the growth.....”</p>	Clarity. {Arising from council response to Block 2 Action Log 8.3}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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.
FSMM72	Chapter 4 - Ealing Town Plan Policy E4 (i)	Amend Policy E4 (i) relating to Southern Ealing and Ealing Common as follows: ” Reinforcing town centre uses within the neighbourhood centres at Northfields and South Ealing.”	Clarity. {Arising from council response to Block 2 Action Log 8.5}
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}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM55	Chapter 4 - Ealing Town Plan Development site Ealing – 01EA Broadway Connection & Arcadia Shopping Centre	<p>Amend ‘tall buildings’ text as follows:</p> <p>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).</p> <p>Amend second ‘contextual consideration’ second bullet point as follows:</p> <p>“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.”</p> <p>Amend 2nd Design Principle as follows:</p> <p>“Carefully consider the movement hierarchy for the site, integrating servicing internally where possible and avoiding blank frontages. Ensure the pedestrian network is attractive, safe and perceived to be safe at all times...where necessary to address pinch points.”</p>	Correction.
FSMM73	Chapter 4 - Ealing Town Plan Development site Ealing – 01EA Broadway Connection & Arcadia Shopping Centre	<p>Amend the 3rd “Contextual consideration” as follows:</p> <p>“The site is essential to the character of the town centre, It is located within Ealing Town Centre Conservation Area and adjacent to Haven Green Conservation Area, both at risk in part because of the threat of tall development. as well as It is also located within an Archaeological Priority Area and there are other heritage assets in the vicinity, including the GII* Church of Our Savior, potentially falling within the setting of several other Conservation Areas depending on the height of development. Development should conserve or enhance the significance of heritage assets by fully understanding and responding to the built character of the area and its heritage.”</p> <p>Amend the 1st “Design Principle” as follows:</p> <p>“The site may be suitable in principle for a tall building. It has not been subject to detailed analysis in the Tall Buildings Strategy given the extant planning consent on the eastern part of the site, however,</p>	Clarity. {Arising from council response to Block 2 Action Log 9.2}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>development proposals will be subject to a full design, townscape and visual, and heritage analysis. <u>This analysis should recognise that there is an opportunity to address the ‘at risk’ status of both Ealing Town Centre and Haven Green Conservation Areas by delivering proposals of scale and massing more in keeping with conservation area. If tall buildings are proposed, they should be sited to minimise harm to the two conservation areas and avoid visually competing with the Grade II* Christ the Saviour Church.</u></p> <p>Amend the 4th “Design Principle” as follows:</p> <p>“Give particular consideration Proposals should seek to retain and, the retention where necessary, refit of refurbish/retrofit the historic buildings 9/9a, 10, 11, 12, 13, 14, 15–16, 25, 26, 27, 28, 29, and 35 and 36-42 The Broadway, which contribute to the character and context appearance of the town centre and conservation area.’</p> <p>Add a new “Design Principle” afterwards as follows:</p> <p>“Particular consideration should be given to retaining and reinstating the historic grain and pattern within the site, the potential for heritage inspired public realm and the coherent design of shopfronts and signage.”</p>	
SMM56	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 02EA Ealing Broadway Shopping Centre & Crystal House</p>	<p>Amend PTAL rating as follows:</p> <p>“0-6a5 – 6a”</p> <p>Amend ‘tall buildings’ text as follows:</p> <p>The site is in principle suitable for a tall building. Detailed design analysis indicates an appropriate maximum height of up to 12 storeys (42 metres).</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“...Heights <u>between 2 and 12 storeys</u> are to range between 2 and a maximum of 12 storeys (42m) <u>are appropriate</u> across the site...”.</p> <p>Amend second last ‘design principle’ as follows:</p>	<p>Correction.</p> <p>{NB: The amendment to the first design principle has been superseded by FSMM74 below}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Incorporate no/low levels of car parking for any residential and retail uses should be car free development given the town centre location.”</p>	
FSMM74	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 02EA Ealing Broadway Shopping Centre & Crystal House</p>	<p>Amend Planning Designations/Site Constraints as follows:</p> <p>“Flood Zone 3a (surface water), Ealing Town Centre CA, Grade II* Listed Parish Church of Christ the Saviour (nearby), Grade II Listed 22/22a The Green (nearby), Grade II Listed Polish Catholic Church (nearby), locally listed buildings (on site and adjacent), Ealing Metropolitan Town Centre, Archaeological Interest Area, Green Corridor (nearby), SINC (borough) (nearby).”</p> <p>Amend the 2nd “Contextual Consideration” as follows:</p> <p>“Site is essential to the character of the town centre, It is located within Ealing Town Centre Conservation Area, which is at risk in part due to the threat of inappropriate tall development and includes the locally listed post-modern High Street façade of Ealing Broadway Centre. It is also located within an Archaeological Priority Areas and adjacent to Ealing Green Conservation Area with other heritage assets in the vicinity, including the GII* Church of Our Savior. Development should conserve or enhance the significance of these assets by fully understanding and responding to the built character of the area and its heritage.”</p> <p>Amend the 1st “Design Principle” as follows:</p> <p>“Ensure building height, massing and street layout proposals are developed in accordance with the Tall Buildings Strategy and respond to the sensitivities of the site, in particular the Ealing Town Centre Conservation Area and the reasons for its at risk status, and the architectural dominance of the Church of Our Savior. Heights are to range between 2 and a maximum of 12 storeys (42m) across the site. The development.....”</p> <p>Amend the 2nd “Design Principle” as follows:</p> <p>“Proposals should seek to retain and reuse the locally listed façade of the Ealing Broadway Centre, and to respect and respond positively to the built character of the area and its heritage.”</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 9.2}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>It is suggested that the second part of this bullet point becomes a new bullet point as follows:</p> <p>“Maintain and reinforce its town centre offer while improving permeability and reintegrating with the established street network.”</p> <p>Amend the 3rd “Design Principle” as follows:</p> <p>“Ensure the layout is informed by the historic street pattern and reintegrates the site into the existing street network by adopting a more open and permeable approach than the existing introverted character of the shopping centre that incorporates a street-based building typology and improved natural lighting.”</p>	
SMM57	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 03EA Sandringham Mews</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“The site is in principle suitable for a tall maximum building with an appropriate height of up to 12 storeys (42 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights <u>between 4 and 12 storeys</u> are to range between 4 and a maximum 12 storeys (42m) <u>are appropriate</u> across the site.”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	<p>Clarity.</p> <p>{NB: The amendment to the first design principle has been superseded by FSMM75 below}</p>
FSMM75	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 03EA</p>	<p>Amend Planning Designations/Site Constraints as follows:</p> <p>“Flood Zone 3a (surface water), Ealing Town Centre CA, Grade I Listed Pitzhanger Manor (nearby), Grade II Listed Walpole Park (nearby), Grade II* Listed Parish Church of Christ the Saviour (nearby), Ealing Metropolitan Town Centre, Archaeological Interest Area.”</p> <p>Amend the 2nd “Contextual Consideration” as follows:</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 9.2}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Sandringham Mews	<p>“Site essential to the character of the town centre, It is located within an Archaeological Priority Area and Ealing Town Centre Conservation Area, which is at risk in part due to the threat of inappropriate tall buildings. It is adjacent to Ealing Green Conservation Area, which includes the grade I Pitzhanger Manor and its associated buildings and grounds, with other heritage assets in the vicinity. as well as potentially falling within the setting of several other Conservation Areas depending on the height of development. Development should conserve and, where appropriate, enhance the significance of these heritage assets by fully understanding and responding to the built character of the area and its heritage.”</p> <p>Amend the 1st “Design Principle” as follows:</p> <p>“Ensure building height, massing and street layout proposals are developed in accordance with the Tall Buildings Strategy and respond to the sensitivities of the site, in particular the character and appearance of Ealing Town Centre Conservation Area and the reasons for its at risk status, the setting of Church of Our Savior and Pitzhanger Manor. Heights are to range between 4 and a maximum 12 storeys (42m) across the site.”</p> <p>Add a new “Design Principle” afterwards as follows:</p> <p>“Consider retaining and refurbishing the 19th century terrace buildings on the site, which are of some historic significance.”</p>	
SMM58	Chapter 4 - Ealing Town Plan Development site Ealing – 04EA Eastern Gateway	<p>Amend ‘tall buildings’ text as follows:</p> <p>“The site is in principle suitable for a tall building. Design analysis indicates an appropriate maximum height of up to 8 storeys (28 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 1 and a maximum of 8 storeys (28m) across the site. Appropriate heights across the site range between 1 and 8 storeys (28m).”</p>	Clarity.

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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Heights are to range between 3 and a maximum of 8 storeys (28m) across the site. Appropriate heights across the site range between 3 and 8 storeys (28m).”</p> <p>Amend second last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	
SMM61	Chapter 4 - Ealing Town Plan Development site Ealing – 07EA CP House	<p>Amend ‘tall buildings’ text as follows:</p> <p>“The site is in principle suitable for a tall building. Design analysis indicates an maximum appropriate height of up to 10 storeys (35 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 4 and a maximum 10 storeys (35m) across the site. Appropriate heights across the site range between 4 and 10 storeys (35m).”</p>	Correction.
FSMM12	Chapter 4 - Ealing Town Plan Development site Ealing – 07EA CP House	<p>Amend the Proposed Use as follows:</p> <p>“Office and complementary active frontage uses.”</p> <p>{Arising from Matter 9, Qs1 – 9 & 11 – 115: Development Sites at Q.28 and Matter 9, Council Response to Q10, p) for 07EA}.</p>	Clarity. {NB: This amendment has been superseded by FSMM76 below}
FSMM76	Chapter 4 - Ealing Town Plan	<p>Amend the proposed use for 07EA – CP House as follows:</p> <p>“Office-led”</p>	Clarity. {Arising from council

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 07EA CP House		response to Block 2 Action Log 9.5}
SMM62	Chapter 4 - Ealing Town Plan Development site Ealing – 08EA Craven House	<p>Amend the ‘proposed use’ text as follows: “Office with supporting uses suitable to the town centre.”</p> <p>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).”</p> <p>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).”</p>	Clarity. {The amendment to the proposed use has been superseded by FSMM77 below}
FSMM77	Chapter 4 - Ealing Town Plan Development site Ealing – 08EA Craven House	<p>Amend the proposed use for 08EA – Craven House as follows: “Office-led”</p>	Clarity. {Arising from council response to Block 2 Action Log 9.5}
SMM63	Chapter 4 - Ealing Town Plan	<p>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).”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 09EA 66–86 Broadway, West Ealing	<p>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) ...”</p> <p>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.”</p>	
SMM64	Chapter 4 - Ealing Town Plan Development site Ealing – 10EA 59–65 Broadway, West Ealing (Lidl)	<p>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).”</p> <p>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).”</p> <p>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.”</p>	Clarity.
FSMM13	Chapter 4 - Ealing Town Plan	<p>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.</p>	Clarity. {NB The Lidl store has

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 10EA 59–65 Broadway, West Ealing (Lidl)		relocated to another site in West Ealing}.
SMM65	Chapter 4 - Ealing Town Plan Development site Ealing – 11EA Sainsbury’s & Library, West Ealing	<p>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."</p> <p>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)."</p> <p>Amend ‘indicative timeframe for delivery’ as follows: "Within years 6–15 0-15".</p> <p>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 H heights are to range between 3 and a maximum of 16 storeys (56m) across the site. These heights are based upon substantial redesign of layout and massing in this area and proposals should have regard to this design work in the Tall Buildings Strategy and Site Guidance Appendix 2 in justifying proposals for tall buildings on this site.</p> <p>Amend the seventh design principle as follows: "Maximise Provide natural surveillance from active retail frontage incorporating a mix of uses where appropriate, to maximize activity throughout the day and night, creating a reduced risk of crime and a sense of safety at all times.</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>At ground floor provide with access to residential units on upper floors via side streets that are pedestrian focussed and include new landscaping and planting. Residential uses may predominate to the south and away from the Broadway.”</p> <p>Amend second last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	
FSMM78	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 11EA Sainsbury’s & Library, West Ealing</p>	<p>Amend Planning Designations/Site Constraints as follows:</p> <p>“Hanwell Cemeteries Conservation Area (nearby), grade II City of Westminster and Kensington & Chelsea Cemeteries (nearby), Locally listed buildings (nearby),.....”</p> <p>Amend the 3rd “Design Principle” as follows:</p> <p>“Establish a new building height ‘shoulder’ of 4–6 storeys on the Broadway with any taller elements set back behind this and located to avoid and minimise visibility from Hanwell Cemeteries Conservation Area and the two registered parks and gardens within it.“</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 9.2}</p>
SMM66	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 12EA Chignell Place, West Ealing</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 4 storeys (14 metres). Design analysis indicates an appropriate height of up to 4 storeys (14 metres).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any r Residential and retail uses should be car free development given the town centre location.”</p>	<p>Clarity.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM67	Chapter 4 - Ealing Town Plan Development site Ealing – 13EA 99-115 Broadway, West Ealing	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 12 storeys (42 metres). Design analysis indicates an appropriate height of up to 12 storeys (42 metres).”</p> <p>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).”</p> <p>Add a new ‘design principle’: “Residential and retail uses should be car free given the town centre location.”</p>	Clarity.
FSMM14	Chapter 4 - Ealing Town Plan Development site Ealing – 13EA 99-115 Broadway, West Ealing	<p>Amend relevant planning applications to also include: <u>240012FUL, 251020PACBSD and 252344FUL</u></p>	Clarity.
SMM68	Chapter 4 - Ealing Town Plan	<p>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).”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing – 14EA Western Gateway, 131–141 Broadway, West Ealing	<p>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).”</p> <p>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.”</p>	
FSMM15	Chapter 4 - Ealing Town Plan Development site Ealing – 14EA Western Gateway, 131–141 Broadway, West Ealing	Add under relevant planning applications the following: <u>235015FUL</u>	Clarity. {Arising from a written hearing statement submitted Luxgrove Capital Partners to reflect a more recent planning approval in response to Matter 9. See Para 2.16 on Page 3}.

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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Ealing Station Approach	<p>“Potential heights are to range between 4 and a maximum 13 storeys (45.5m) across the site subject to... Appropriate heights across the site range between 4 and 13 storeys (45.5m) subject to...”</p> <p>Amend fifth ‘design principle’ as follows:</p> <p>“Incorporate satisfactory off-street servicing and delivery arrangements for new or replacement commercial uses.”</p>	
FSMM16	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 16EA West Ealing Station Approach</p>	<p>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.”</p>	<p>Clarity.</p> <p>{This was inadvertently omitted from a previous iteration of this schedule. Arising from a SoCG between TfL and Ealing}.</p>
SMM71	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 17EA Castle House</p>	<p>Amend the “proposed use” text as follows:</p> <p>“Residential-led with some provision of affordable workspace.”</p> <p>Amend the third ‘design principle’ as follows:</p> <p>“Building heights are to extend to a maximum height of 6 storeys (21 metres)... Appropriate building heights for the site are up to 6 storeys (21 metres)...”</p>	<p>Correction.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the final ‘design principle’ as follows:</p> <p>“Provide vehicle access to onsite servicing and a coach drop off facility within the site from Ruislip Road East.”</p> <p>Add the following new ‘design principle’:</p> <p>“Minimise car parking and promote sustainable travel for the leisure centre and proposed residential development and provide public realm improvements on Ruislip Road.”</p>	<p>included a transcription error that referred to playing pitches not fields. Arising from SoCG between Sport England and Ealing}.</p>
SMM74	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 20EA</p> <p>Downhurst Residential Care Home</p>	<p>Amend red line boundary to take into account the consented scheme that has been implemented (permission reference 2370FUL).</p> <p>Amend ‘site area (hectares)’ as follows:</p> <p>0.35 0.24</p>	Correction.
FSMM79	<p>Chapter 4 - Ealing Town Plan</p> <p>Development site Ealing – 20EA</p> <p>Downhurst</p>	<p>“Amend ‘Relevant Planning Applications’ to include: “23270FUL””</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 9.7}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Residential Care Home		
SMM75	Chapter 4 - Ealing Town Plan Development site Ealing – 21EA Former Barclays Sports Ground	<p>Amend ‘site area (hectares)’ as follows: 6.59 6.72</p> <p>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></p> <p>Amend ‘planning designation / site constraints’ as follows: "Flood Zone 3a (surface water), Metropolitan Open Land (adjacent), Community Open Space..."</p> <p>Amend ‘key infrastructure requirements’ as follows: "Sports, leisure and recreational facilities."</p> <p>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). To the south of this green space is Ada Lovelace School."</p>	<p>Correction / clarity.</p> <p>{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}.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the first ‘design principle’ as follows:</p> <p>“Secure replacement supporting ancillary sports leisure facilities and enable enhancements to the wider sports ground, including securing community access, informed by the latest evidence of need as detailed in the council’s Sports Facilities Strategy and future updates. Some enabling residential development is foreseen as necessary.”</p> <p>Amend the second ‘design principle’ as follows:</p> <p>"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."</p> <p>Amend the third ‘design principle’ as follows:</p> <p>“Limit the quantum of residential development to the amount absolutely necessary to financially secure the delivery of the replacement leisure centre and limit the amount of development on open space. The quantum of facilitating residential development should be no more than is necessary to financially secure the delivery of sports facilities within the allocation site and across the wider sports ground and to optimise the quantum of genuinely affordable housing secured through the development.”</p> <p>Amend the fourth ‘design principle’ as follows:</p> <p>“Ensure that an optimised housing mix includes the maximum amount of genuinely affordable housing that is possible within scheme viability. The proposed housing mix should represent the optimum one from the perspective of limiting the quantum of development on open space, whilst maximising the genuinely affordable offer.”</p>	
SMM76	Chapter 4 - Ealing Town Plan	Amend ‘proposed use’ text as follows:	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Ealing - 22EA 96 Queens Drive & Telephone Service Centre	<p>“Residential-led mixed use and/or retained/intensified employment use.”</p> <p>Amend ‘indicative timetable of delivery’ text as follows: “Between years 6-15 years (2028-2037/38) Between years 1-5 years (2023/24 - 2028/29).”</p> <p>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.</p>	
SMM77	Chapter 4 - Ealing Town Plan Development site Ealing - 23EA Old Actonians Sports Ground	<p>Amend ‘proposed use’ as follows: "Enabling residential development with retention of green space to support improved leisure/sports facilities (primary use)." Enhanced outdoor sport facility; supported by enabling residential use as needed."</p> <p>Amend ‘key infrastructure requirements’ as follows: "Sport, leisure and recreational facilities. Greening and biodiversity measures."</p> <p>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."</p> <p>Amend second design principle as follows:</p>	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
		<p>"It is anticipated that some enabling residential development alongside any built leisure sports facilities will be necessary to cross-subsidise the enhancements to the leisure sports offer."</p> <p>Amend third design principle as follows:</p> <p>"Ensure any built leisure sports 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 leisure sport offer. <u>Proposals should be informed by the latest evidence of need as detailed in the council's Sports Facilities Strategy and future updates.</u>"</p> <p>Amend the fourth design principle as follows:</p> <p>"Limit the quantum of residential development to the amount absolutely necessary to financially secure the delivery of the replacement leisure centre outdoor sports facilities and limit the amount of development on open space."</p> <p>Amend the seventh design principle as follows:</p> <p>"Locate replacement leisure sports buildings and associated enabling residential development along the southern edge of the site, effectively extending the building line from 162–198 Popes Lane <u>but without reducing the sport facilities needed on the site.</u>"</p>	<p>{NB Regarding the 7th design principle, an</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM80	<p>Chapter 4 - Greenford Town Plan</p> <p>Preambles to Policies G1 to G6</p> <p>{New Policy numbering reflects SMM147}</p>	<p>Policy GRE1: Greenford Spatial Strategy</p> <p>Add a new preamble as follows:</p> <p><u>“This policy sets out a spatial vision for Greenford and development proposals should positively plan to contribute towards its delivery, whereas appropriate.”</u></p> <p>Policy GRE2: Greenford District Centre</p> <p>Amend the preamble as follows:</p> <p><u>“Development proposals should seek to</u> To improve and enhance Greenford District Centre with a diversified retail offer and a wide range of community, cultural and civic assets by:”</p> <p>Policy GRE3: Westway Cross Neighbourhood Centre</p> <p>Add a new preamble as follows:</p> <p><u>“Development proposals should seek:”</u></p> <p>Policy GRE4: Sudbury Hill Neighbourhood Centre</p> <p>Amend the preamble as follows:</p> <p><u>“Development proposals should</u> To enhance Sudbury Hill Neighbourhood Centre by:”</p> <p>Policy GRE5: Greenford Station Local Centre</p> <p>Amend the preamble as follows:</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 8.1}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Development proposals should To improve and enhance this ‘gateway’ location by:”</p> <p>Policy GRE6: Greenford Industrial Estate</p> <p>Amend the preamble as follows:</p> <p>“Development proposals should To protect and grow the important industrial cluster at Greenford, which is focused on the designated Strategic Industrial Location, reflecting its important role in the A40 and West London logistics cluster..”</p> <p>{NB: The policy wording for GRE6 also reflects suggested modification SMM82}.</p>	
SMM80	Chapter 4 - Greenford Town Plan Spatial vision for Greenford	<p>Amend second sentence of Policy G1 as follows:</p> <p>“Significant Moderate levels of mixed-use development will be directed to the areas of best connectivity, while...”.</p>	Correction.
SMM81	Chapter 4 - Greenford Town Plan Policy G1 I (ii) and (iii)	<p>Amend Policy G1 I (ii) as follows:</p> <p>"Exploring opportunities to provide additional employment land, particularly adjacent to well established industrial clusters or which are easily accessible and benefit from local transport links."</p> <p>Amend Policy G1 I (iii) as follows:</p> <p>"Ensuring the supply of employment land and premises meets the needs of a wide range of businesses and unit sizes, from small start-ups looking for affordable premises, to large, well-established businesses."</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM81	Chapter 4 - Greenford Town Plan Para 4.3.33	Amend Paragraph 4.3.33 as follows: “An analysis of the spatial distribution of housing capacity for Greenford indicates a net capacity of 4130 units (as at March 2026). This figure reflects a broad estimate of total net housing capacity for both allocated and unallocated sites in Greenford. New development must respond positively to Greenford’s character and seek to enhance its identity. Greenford is characterised by distinct typologies that reflect periods of its development and growth including inter-war suburban and industrial expansion. The residential parts....”	Clarity. {Arising from council response to Block 2 Action Log 8.3}
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, which is focused on the designated Strategic Industrial Location , reflecting its important role in the A40 and West London logistics cluster..”	Clarity.
FSMM82	Chapter 4 - Greenford Town Plan Policy G6: Greenford Industrial Estate	Amend Policy G6 (iv) and (v) relating to the Greenford Industrial Estate as follows: (iv) Exploring opportunities for Providing active frontage to industrial units, particularly where these can showcase existing industrial uses and contribute to facilities for local people and workers. (v) Exploring opportunities to Diverting goods movement from residential roads.	Clarity. {Arising from council response to Block 2 Action Log 8.7}
SMM83	Chapter 4 - Greenford Town Plan	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). ”	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Greenford – 01GR Greenford Hall, Methodist Church former Police Station, former Clinic & Greenford Library	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: “ Incorporate no/low levels of car parking for any r Residential uses should be car free development given the town centre location.”	
FSMM83	Chapter 4 - Greenford Town Plan Development site Greenford – 01GR Greenford Hall, Methodist Church former Police Station, former Clinic & Greenford Library	Amend the 1st “Design Principle” as follows: “Establish a heritage led masterplan approach to ensure uses, buildings and spaces are repurposed or redeveloped and integrated into the town centre in a cohesive and sensitive manner and to retain the Grade II war memorial. ” Amend the 6 th design principle of site allocation 01GR as follows: “Ensure that any mixed-use development proposals for Greenford Hall maximise the building’s use and its public offering by providing better quality, flexible spaces for a wide range of public users and community groups alongside some enabling ancillary residential accommodation.”	Clarity. {Arising from council response to Block 2 Action Logs 9.2, 9.33 and 9.34}
SMM84	Chapter 4 - Greenford Town Plan	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:	Correction / clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Greenford – 02GR Greenford Broadway Car Park	<p>“Design analysis indicates a maximum height of 6 storeys (21 metres): <u>Design analysis indicates an appropriate height of up to 6 storeys (21 metres).</u>”</p> <p>Amend the second ‘design principle’ as follows: “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></p> <p>Amend the fourth ‘design principle’ as follows: “Incorporate no/low levels of car parking for any residential development given the town centre location.” <u>Residential and retail uses should be car free given the site PTAL of 5.</u>”</p> <p>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>”</p>	
FSMM17	Chapter 4 - Greenford Town Plan Development site Greenford – 02GR Greenford Broadway Car Park	<p>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}</p> <p>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></p> <p>And:</p>	Clarity. {Arising from a SoCG between Tesco and Ealing Council}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><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></p> <p>Add a new design principle as follows:</p> <p><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></p>	
FSMM84	Chapter 4 - Greenford Town Plan Development site Greenford – 03GR 370-388 Oldfield lane North	<p>Amend ‘Key Infrastructure Requirements’ as follows:</p> <p>“Lighting and public realm improvements to the bridge underpass to improve the safety of passage to/from the site; i Improvements to the Oldfield Lane North crossing and public realm including Greenford Station.”</p> <p>Delete the following ‘Design Principle’ as follows:</p> <p>“Upgrade the bridge underpass particularly with better lighting and pavements to improve the safety for pedestrians.”</p>	Clarity. {Arising from council response to Block 2 Action Log 9.37}
SMM85	Chapter 4 - Greenford Town Plan Development site Greenford – 04GR Westway Cross	<p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 18 storeys (63 metres): <u>Design analysis indicates an appropriate height of up to 18 storeys (63 metres).</u></p> <p>Amend the second ‘design principle’ as follows:</p> <p>“Heights are to range between 6 and a maximum of 18 storeys (63m) across the site. <u>Appropriate heights across the site range between 6 and 18 storeys (63m).</u></p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM18	Chapter 4 - Greenford Town Plan Development site Greenford – 04GR Westway Cross	Add a new contextual consideration as follows: “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.”	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}.
FSMM85	Chapter 4 - Greenford Town Plan Development site Greenford – 04GR Westway Cross	Amend the first ‘Contextual Consideration’ as follows: “Proximity to Horsenden Hill and Paradise Fields (including Horsenden Hill SINC), with important role in accessing the public space, but also within A40 Corridor of industrial uses.” Amend the third ‘Design Principle’ by adding the following sentence and then dividing it into two separate Design Principles as follows: “Ensure any taller elements are situated to the north of the site with mid-rise shoulder blocks and lower rise blocks to the south to allow for daylight into the inner courtyards whilst maximising views of Paradise Fields & Horsenden Hill. Taller elements along the northern edge of the site should be carefully designed to manage any potential impacts on Horsenden Hill SINC to the north of the site. There is potential for standalone tower to the north-west of the site, situated on Greenford Road.	Clarity. {Arising from council response to Block 2 Action Log 9.38}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Establish perimeter blocks with commercial/retail and office uses to the ground and upper floors and residential accommodation above. Potential for podium/under-croft parking and private courtyard gardens at first floor levels to improve quality of new streets and public realm.”	
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). 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 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.
FSMM86	Chapter 4 - Greenford Town Plan Development site Greenford – 05GR Former Greenwich	Add a new bullet point after the existing 6 th bullet point under ‘Design Principles’ as follows: <u>“Development should result in an increase in green cover through the inclusion of urban greening measures and the retention of existing features of significance, noting the extensive tree cover present on part of the site currently.”</u>	Clarity. {Arising from council response to Block 2 Action Log 9.39}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	School of Management		
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.
FSMM87	Chapter 4 - Hanwell Town Plan Preambles to Policies H1 to H2 {New Policy numbering reflects SMM147}	Policy HAN1: Hanwell Spatial Strategy Add a new preamble as follows: “ This policy sets out a spatial vision for Hanwell and development proposals should positively plan to contribute towards its delivery, whereas appropriate. ” Policy HAN2: Hanwell District Centre Amend the preamble as follows: “ Development proposals should Hanwell District Centre will maintain and enhance the its role of Hanwell District Centre as the local service and employment hub by:”	Clarity. {Arising from council response to Block 2 Action Log 8.1}
FSMM88	Chapter 4 - Hanwell Town Plan	Amend Paragraph 4.4.27 as follows: “Growth in Hanwell will be led by its context and will occur mainly in and around Hanwell District Centre to capitalise on public transport accessibility levels delivered by proximity to Hanwell Station. An analysis of the spatial distribution of housing capacity for Hanwell indicates a net capacity of 2258 ”	Clarity. {Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		“Provide new podium car parking for both hospital and limited residential parking.”	
FSMM89	Chapter 4 - Hanwell Town Plan Development site Hanwell – 01HA Land to the front of Ealing Hospital	Amend the wording of part of suggested modification SMM88 as follows: “Any development, including throughout its build out process would need to ensure that it does not adversely impact or compromise the operation of the hospital, by providing continued accessibility of to the site for emergency and other hospital related vehicles and patients, given the existing already heavily trafficked adjacent roads.”	Clarity. {Arising from council response to Block 2 Action Logs 9.41}
FSMM90	Chapter 4 - Hanwell Town Plan Development site Hanwell – 01HA Land to the front of Ealing Hospital	After the 7 th Design Principle add a new principle as follows: “ Ensure development does not encroach onto the Fitzherbert Walk and East of River Brent Metropolitan Open Land to the east of the site, including the small area of the site located within Metropolitan Open Land. ” Amend the 8 th Design Principle as follows: “ Development should include enhancements to the Metropolitan Open Land and improve access to the Capital Ring route that runs along the eastern edge by opening up spaces along the interface between the site and Fitzherbert Walk. Public realm improvements should include upgrading the access points from Hanwell Bridge.”	Clarity. {Arising from council response to Block 2 Action Logs 9.40}
SMM89	Chapter 4 - Hanwell Town Plan Development site Hanwell - 04HA Site of	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 first ‘design principle’ as follows:	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Lidl and discount store	<p>“Heights are to range between 3 and a maximum of 6 storeys (21m) across the site... Appropriate heights across the site range between 3 and 6 storeys (21m)...”</p> <p>Amend seventh ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any residential and retail development given the town centre location.”</p>	
SMM90	<p>Chapter 4 - Hanwell Town Plan</p> <p>Development site Hanwell - 05HA Marshall Site, Gold’s Gym & Garages on Montague Avenue</p>	<p>Amend ‘proposed use’ text as follows:</p> <p>“Residential-led, mixed use scheme including leisure/sport and community uses”.</p> <p>Amend ‘tall buildings’ text as follows:</p> <p>“Design analysis indicates a maximum height of 8 storeys (28 metres): Design analysis indicates an appropriate height of up to 8 storeys (28 metres).”</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 3 and a maximum of 8 storeys (28m) across the site... Appropriate heights across the site range between 3 and 8 storeys (28m)...”</p>	Clarity.
SMM91	<p>Chapter 4 - Hanwell Town Plan</p> <p>Development site Hanwell -</p>	<p>Amend ‘tall buildings’ text as follows:</p> <p>“An agreed masterplan indicates a maximum height of 7 storeys (24.5 metres): An agreed masterplan indicates an appropriate height of up to 7 storeys (24.5 metres).”</p> <p>Amend the fifth ‘design principle’ as follows:</p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	07HA Copley Close Estate	“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... ”	
FSMM91	Chapter 4 - Northolt Town Plan Preambles to Policies N1 to N4 {New Policy numbering reflects SMM147}	Policy NOR1: Northolt Spatial Strategy Add a new preamble as follows: “ This policy sets out a spatial vision for Northolt and development proposals should positively plan to contribute towards its delivery, whereas appropriate. ” Policy NOR2: Northolt Neighbourhood Town Centre Amend the preamble as follows: “ Development proposals should To diversify and enhance Northolt Neighbourhood Centre to create an enhanced gateway to the area by:” Policy NOR3: White Hart Neighbourhood Centre Amend the preamble as follows:	Clarity. {Arising from council response to Block 2 Action Log 8.1}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>“Development proposals should To create a diverse and attractive new White Hart Neighbourhood Centre bringing together existing small shopping parades that will complement Northolt Town Centre and contribute to the regeneration of the wider area by:”</p> <p>Policy NOR4: Northolt Industrial Estate</p> <p>Amend the preamble as follows:</p> <p>“Development proposals should To improve and enhance the existing industrial cluster at Northolt Industrial Estate by harnessing projected growth in the industrial sector and building on existing industrial specialisms to boost wages and economic output by:”</p>	
FSMM92	Chapter 4 - Northolt Town Plan Paragraph 4.5.28	<p>Amend Paragraph 4.5.28 as follows:</p> <p>“An analysis of the spatial distribution of housing capacity for Northolt indicates a net capacity of 2138 units (as at March 2026). This figure reflects a broad estimate of total net housing capacity for both allocated and unallocated sites in Northolt. New development must respond positively to Northolt’s character and identity and seek to enhance it. Northolt has a varied character that reflect periods of development and growth, from its historic village through to twentieth century suburban and industrial expansion.”</p>	Clarity. {Arising from council response to Block 2 Action Logs 8.3}
SMM93	Chapter 4 - Northolt Town Plan Table N1	<p>Amend ‘Highways’ row as follows:</p> <p>Second column (infrastructure scheme): “Investigate White Hart roundabout reconfiguration”</p> <p>Third column (infrastructure provider): “The Ealing Council”</p> <p>Fourth column (delivery phasing): “TBC 10 – 15 years”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Amend Table N1 to reflect Ealing Council and not FL as the 'infrastructure provider' for the White Hart roundabout reconfiguration infrastructure scheme.	
FSMM93	Chapter 4 - Northolt Town Plan Policy N3	<p>Amend Policy N3 relating to the White Hart Neighbourhood Centre as follows:</p> <p>"To create a diverse and attractive new White Hart Neighbourhood Centre by means of a masterplan-led approach that brings together existing small shopping parades that will complements Northolt Town Centre and will contribute to the regeneration of the wider area by:</p> <p>(i) Reconfiguring the existing roundabout to deliver improved connectivity, new homes and create a more vibrant local town centre that meets the everyday needs of local residents</p> <p>(ii) Using a masterplan-led approach and, where necessary, land assembly to Optimise opportunities for development, through land assembly where necessary, with improved public space, and better links the areas on different sides of the roundabout and create a better sense of place and community.</p> <p>(iii) Providing an enhanced bus and mobility hub that improves local accessibility, promotes..."</p> <p>{NB: (iv) to (ix) are unchanged}.</p>	Clarity. {Arising from council response to Block 2 Action Logs 8.9}
SMM94	Chapter 4 - Northolt Town Plan Development site Northolt – 01NO Car Sales Site and	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 10 storeys (35 metres): Design analysis indicates an appropriate height of up to 10 storeys (35 metres)."</p> <p>Amend the first 'design principle' as follows:</p>	Clarity. {NB: The highlighted text has been superseded by

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Northolt Leisure Centre	<p>“Heights are to range between 4 and a maximum of 10 storeys (35m) across the site... <u>Appropriate heights across the site range between 4 and 10 storeys (35m)...</u>”</p> <p>Amend 12th ‘design principle’ as follows:</p> <p>"Retain some disabled persons’ car parking and a small number of EV charging spaces on site to service the leisure centre."</p> <p>Add a new ‘design principle’ as follows:</p> <p>“Promote active travel to the site including through developer contributions.”</p>	FSMM94 below}.
FSMM19	Chapter 4 - Northolt Town Plan Development site Northolt – 01NO Car Sales Site and Northolt Leisure Centre	<p>Delete the 11th design principle as follows:</p> <p>“Incorporate no/low levels of car parking for any residential development given the town centre location.”</p>	Clarity. {Arising from Matter 9, Qs1 – 9 & 11 – 115: Development Sites at Q.68 and Matter 9, Council Response to Q10, p) for 01NO}.
FSMM94	Chapter 4 - Northolt Town Plan Development site Northolt – 01NO Car	<p>Amend Planning Designations/Site Constraints as follows:</p> <p>“Northolt Village CA (nearby), Grade I Church of St Mary (nearby), locally listed buildings (nearby), SINC (borough) (nearby), Northolt Neighbourhood Centre.”</p>	Clarity. {Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Sales Site and Northolt Leisure Centre	<p>Amend 4th “Contextual Consideration” as follows:</p> <p>“New development should respond to the site’s proximity to Northolt Village Green Conservation Area, views towards St Mary’s Church, a Grade I listed building and neighbouring Mandeville Parkway Open Space.”</p> <p>And add a new bullet thereafter as follows:</p> <p>“New development should conserve or enhance the significance of nearby heritage assets, including any contribution made by setting, especially Northolt Village Conservation Area and the grade I Church of St Mary.”</p> <p>Amend the 1st “Design Principle” as follows:</p> <p>“Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy and an understanding of the sensitivities of the site, particularly the significance of Northolt Village Conservation Area and the Church of St Mary. Heights are to range between 4 and a maximum of 10 storeys (35m) across the site, with the tallest elements situated towards the station and the middle of the site.”</p> <p>Amend the 2nd “Design Principle” as follows:</p> <p>“Ensure building heights respond to both existing properties on Eastcote Road and to emerging town centre development whilst considering the visual impact on and that development is not visible in combination with or from St Mary’s Church and the Northolt Village Green Conservation Area.”</p>	Block 2 Action Log 9.2}
FSMM95	Chapter 4 - Northolt Town Plan Development site Northolt – 01NO Car Sales Site and	<p>Revise the wording of the 14th Design Principle as follows:</p> <p>“Provide aActive frontages should be incorporated into development overlooking on Mandeville Road and Eastcote Lane South with the possible introduction of non-residential uses, such as office or community uses at lower floors.”</p>	Clarity. {Arising from council response to Block 2 Action Log 9.29}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Northolt Leisure Centre		
FSMM96	Chapter 4 - Northolt Town Plan Development site Northolt – 02NO Mandeville Parkway	Amend the third ‘contextual consideration’ as follows: “Any proposed development should not result in the loss of public open space and should provide opportunities for protecting and enhancing the existing public open space, making it more accessible for local residents, and secure a net gain for biodiversity. ”	Clarity. {Arising from council response to Block 2 Action Log 9.31}
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 " Canalside, northwest part Conservation Area (adjacent) " and " Blue Ribbon Network (adjacent) " to ‘Planning Designations / Site Constraints’. Add a new 'contextual consideration':	Clarity. {Arising from SoCG between Canal & River Trust and Ealing}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>"Any development proposals should consider impacts on the existing canal moorings for residential amenity and protect operations of the boat yard business."</p> <p>Amend the 4th 'design principle' as follows:</p> <p>"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."</p>	
FSMM97	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 04NO Northolt Driving Range</p>	<p>Amend 'Planning designations/site constraints' as follows:</p> <p style="padding-left: 40px;">"Site Constraints: Flood Zone 3a (surface water), Northolt Village Green CA (adjacent), Grade I St Mary's Church (nearby), Northolt Manor Scheduled Monument (nearby), SINC (metropolitan), Green Corridor, SINC (borough) (nearby), LSIS."</p> <p>Amend the first 'Contextual Consideration' as follows:</p> <p style="padding-left: 40px;">"Site is adjacent to Belvue Park and within the setting of St Mary's Church (Grade I), Northolt Village Green Conservation Area and Northolt Manor Scheduled Monument, and visual impact will need to be carefully considered, both on the historic interest of the asset Development should conserve, and where appropriate, enhance the significance of these heritage assets and the visual openness of the greenspace Belvue Park."</p> <p>Amend the fifth 'Design Principle' as follows:</p> <p style="padding-left: 40px;">"Ensure that h Heights, scale, layout and massing is considered in relation to should respond to the sensitivities of the site and not detract from the significance of nearby heritage assets and any contribution made by their settings, including key views to and from the St Mary's Church and Northolt Manor Scheduled Monument. Development should also protect the visual openness of Belvue Park."</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 9.30}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM98	Chapter 4 – Northolt Town Plan Development site Northolt – 05NO Medlar farm Estate	Amend the “Proposed Use” as follows: “Residential-led, mixed-use scheme including reprovision of the children’s centre. ”	Clarity. {Arising from council response to Block 2 Action Log 9.32}
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	Amend ‘planning designations / site constraints’ as follows:	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Northolt – 09NO Kingdom Workshop, Sharvel Road	<p>“Moated Site at Down Barns Farm Ancient Monument (nearby), Green Belt (adjacent), Green Corridor (nearby), SINC (borough) (nearby), Archaeological Interest Priority Area.”</p> <p>Add Archaeological Priority Areas as a constraint layer on the revised Interactive Policies Map.</p>	
SMM99	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 10NO Airways Estate</p>	<p>Amend site boundary to exclude land within the Green Belt and amend site area to 2.46 ha</p> <p>Amend the first ‘design principle’ as follows:</p> <p>“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...”</p>	Correction
FSMM21	<p>Chapter 4 - Northolt Town Plan</p> <p>Development site Northolt – 10NO Airways Estate</p>	<p>Add new bullet point at the end of 'Contextual Considerations' as follows:</p> <p><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></p>	<p>Clarity.</p> <p>{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</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			Schedule of Suggested Modifications}.
FSMM99	<p>Chapter 4 - Perivale Town Plan</p> <p>Preambles to Policies P1 to P5</p> <p>{New Policy numbering reflects SMM147}</p>	<p>Policy PER1: Perivale Spatial Strategy</p> <p>Add a new preamble as follows:</p> <p><u>“This policy sets out a spatial vision for Perivale and development proposals should positively plan to contribute towards its delivery, whereas appropriate.”</u></p> <p>Policy PER2: Perivale Neighbourhood Centre</p> <p>Add a new preamble as follows:</p> <p><u>“Development proposals should seek:”</u></p> <p>Policy PER3: Medway Parade Local Centre</p> <p>Add a new preamble as follows:</p> <p><u>“Development proposals should seek:”</u></p> <p>Policy PER4: Perivale Station and Environs</p> <p>Amend the preamble as follows:</p> <p><u>“Development proposals should</u> To explore the potential for a new neighbourhood centre on Horsenden Lane South and improve the active travel connectivity to and...”</p> <p>Policy PER5: Perivale Industrial Estate</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 8.1}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		Add a new preamble as follows: “Development proposals should seek:”	
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}.
FSMM100	Chapter 4 - Perivale Town Plan Paragraph 4.6.23	Amend Paragraph 4.6.23 as follows: “An analysis of the spatial distribution of housing capacity for Perivale indicates a net capacity of 2138 units (as at March 2026). This figure reflects a broad estimate of total net housing capacity for both allocated and unallocated sites in Perivale. New development must respond positively to Perivale’s character and identity and seek to enhance it. Perivale has a well-defined urban structure with several typologies present that reflect periods of its development and growth, including.....”	Clarity. {Arising from council response to Block 2 Action Log 8.1}
SMM100	Chapter 4 - Perivale Town Plan Policy P5: Perivale	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
	Industrial Estate		
SMM101	Chapter 4 - Perivale Town Plan Development site Perivale – 01PE BP Garage	Add new 'design principle' as follows: “Incorporate no/low levels of car parking for any residential development, with rapid EV charging provision.” Add new 'design principle' as follows: “Any changes to access should be discussed with TfL and designed to minimise impacts on the A40.”	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: “Incorporate no/low levels of car parking for any residential development, with rapid EV charging provision.” Add new 'design principle' as follows: “Any changes to access should be discussed with TfL and designed to minimise impacts on the A40.”	Clarity. {The amendment to the design principle has been superseded by FSMM101 below}
FSMM101	Chapter 4 - Perivale Town Plan Development site Perivale –	Amend suggested modification SMM102 as follows: “Any changes to access should be discussed with TfL and designed to minimise impacts on the A40. No road access will be permitted directly from the A40 to any new development of the site.”	Clarity. {Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	02PE Land on the South Side of Western Avenue		Block 2 Action Log 9.42}
SMM103	Chapter 4 - Perivale Town Plan Development site Perivale – 04PE Alperton Lane South and Metroline Depot	Amend the fourth ‘contextual consideration’ as follows: “ 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. ”	Clarity.
FSMM102	Chapter 4 - Southall Town Plan Preambles to Policies S1 to S5 {New Policy numbering reflects SMM147}	Policy SOU1: Southall Spatial Strategy Add a new preamble as follows: “ This policy sets out a spatial vision for Southall and development proposals should positively plan to contribute towards its delivery, whereas appropriate. ” Policy SOU2: Southall Major Centre Amend the preamble as follows: “ Development proposals should To reinforce Southall’s role as a Major Centre by:” Policy SOU3: King Street Neighbourhood Centre	Clarity. {Arising from council response to Block 2 Action Log 8.1}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the preamble as follows:</p> <p>“Development proposals should To enhance the vitality and viability of the King Street Neighbourhood Centre by:”</p> <p>Policy SOU4: West Southall</p> <p>Amend the preamble as follows:</p> <p>“Development proposals should To ensure effective delivery of a new neighbourhood on the Southall Green Quarter site over the plan period, ensuring that any future development includes:”</p> <p>Policy SOU5: East Southall</p> <p>Amend the preamble as follows:</p> <p>“Development proposals should To ensure effective delivery of development of a new neighbourhood ensuring that any future development includes:”</p>	
FSMM103	Chapter 4 – Southall Town Plan Paragraph 4.7.23	<p>Amend Paragraph 4.7.23 as follows:</p> <p>“Southall is experiencing the highest population growth in the borough and will require additional housing provision to meet its future needs. An analysis of the spatial distribution of housing capacity for Southall indicates a net capacity of 12455 units (as at March 2026). This figure reflects a broad estimate of total net housing capacity for both allocated and unallocated sites in Southall. Southall It also suffers from high levels of deprivation and poverty. Access to genuinely affordable housing will be critical to addressing local needs.”</p>	Clarity. {Arising from council response to Block 2 Action Log 8.3}
SMM104	Chapter 4 – Southall Town Plan Table S1	<p>Amend ‘highways’ row as follows:</p> <p>Second column (infrastructure scheme):</p> <p>“A312 Bulls Bridge roundabout and M4 Junction 3 mitigation scheme; new road, Healum Avenue connecting Merrick Road and Havelock Road, running through the Middlesex Business Centre and</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><u>the Former Honey Monster site.</u></p> <p>Third column (infrastructure provider): “Developer / National Highways / <u>Developer contributions / TfL</u>”</p> <p>Amend ‘bus’ row as follows:</p> <p>Second column (infrastructure scheme): “Aspiration to improve bus connectivity <u>including provision of bus infrastructure</u> in Southall”</p> <p>Third column (infrastructure provider): “TfL / <u>Developer contributions</u>”</p>	
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	<p>Amend clause (i) as follows:</p> <p>“Extending and Complementing Southall Major Centre through a range of commercial, retail, community, leisure and cultural uses to strengthen its role as a Major Centre.”</p> <p>Amend clause (ii) as follows:</p> <p>“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.”</p>	Clarity.
SMM107	Chapter 4 – Southall Town Plan Para 4.7.53	<p>Amend Para 4.7.53 as follows:</p> <p>"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.</p> <p><u>Outline planning permission for the comprehensive redevelopment of the Green Quarter Site was considered on 29/09/2010 to deliver a large residential led mixed use development (which has been subsequently amended by S73 applications, a non-material amendment application, and reserved matters). Phase 1 is now complete and in occupation, Phase 3 is due to be completed in 2024, and Phase 2 thereafter.</u></p> <p><u>A new planning application was considered by Ealing Council's Planning Committee on 06/11/2024 for a revised masterplan within Phases 4-9 which connects to the wider Green Quarter site and will optimise development. The revised scheme includes a significant uplift in the number of housing units (circa 5,566 indicative homes in total) with an increase in the proportion of affordable</u></p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>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.”</p>	
FSMM104	<p>Chapter 4 – Southall Town Plan</p> <p>Table S2: Southall development Sites</p>	<p>Amend Table S2 Southall Development Sites to delete reference to 15SO (Monorep Site) and renumber allocations 16SO to 21SO accordingly.</p>	<p>Clarity. {Arising from council response to Block 2 Action Log 9.1}</p>
SMM108	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 01SO Southall Crossrail Station & Gurdwara</p>	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 18 storeys (63 metres). Design analysis indicates an appropriate height of up to 18 storeys (63 metres).”</p> <p>Amend the fourth ‘design principle’ as follows: “Heights are to range between 1 and a maximum of 18 storeys (63m) across the site...” Appropriate heights across the site range between 1 and 18 storeys (63m)...</p> <p>Amend the last ‘design principle’ as follows: “Incorporate no/low levels of car parking for any r Residential development should be car free given the town centre location but some with disabled persons’ parking provision. A minimal amount of non-</p>	<p>Clarity.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		residential parking, including disabled persons' parking, may be appropriate to serve the new Gurdwara.”	
SMM109	Chapter 4 – Southall Town Plan Development site Southall – 02SO Southall Sidings	<p>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).”</p> <p>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).”</p> <p>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.”</p>	Clarity.
SMM110	Chapter 4 – Southall Town Plan Development site Southall – 03SO Former Sorting Office & Kings Hall Methodist Church	<p>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).”</p> <p>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).”</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Amend the last 'design principle' as follows:</p> <p>"Incorporate no/low levels of car parking for any residential development given the town centre location." Residential and retail uses should be car free</p>	
FSMM105	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 03SO Former Sorting Office & Kings Hall Methodist Church</p>	<p>Move the second Contextual Consideration to become the first Design Principle retaining the existing text as follows:</p> <p>"King's Hall Methodist Church is a locally listed building and should be retained and refurbished."</p>	<p>Clarity. {Arising from council response to Block 2 Action Log 9.15}</p>
SMM111	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 04SO Southall West London College</p>	<p>Amend 'proposed use' text as follows:</p> <p>"Residential, education, and community" and leisure/sport use".</p> <p>Amend the last 'design principle' as follows:</p> <p>"Incorporate no/low levels of car parking for any residential development given the town centre location." Residential and retail uses should be car free</p>	<p>Clarity.</p>
SMM112	<p>Chapter 4 – Southall Town Plan</p>	<p>Amend 'tall buildings' text as follows:</p> <p>"Design analysis indicates a maximum height of 5.5 storeys (19.25 metres)." Design analysis indicates an appropriate height of up to 5.5 storeys (19.25 metres).</p>	<p>Clarity.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 05SO 31–45 South Road & Telephone Exchange Quality Foods & Iceland</p>	<p>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).”</p> <p>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.”</p>	
FSMM106	<p>Development site Southall – 05SO 31–45 South Road & Telephone Exchange Quality Foods & Iceland</p>	<p>Add the following as a new third ‘Contextual Consideration’: “A phased approach to developing the site may be appropriate, depending on the extent of existing leases and any emerging considerations around site assembly and delivery.”</p>	<p>Clarity. {Arising from council response to Block 2 Action Log 9.16}</p>
SMM113	<p>Chapter 4 – Southall Town Plan</p> <p>Development site Southall – 06SO Fairlawn Hall and</p>	<p>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.”</p>	<p>Clarity.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM115	Chapter 4 - Southall Town Plan Development site Southall – 08SO Middlesex Business Centre	<p>Amend ‘tall buildings’ text as follows: “Design analysis indicates a maximum height of 16 storeys (56 metres): Design analysis indicates an appropriate height of up to 16 storeys (56 metres).”</p> <p>Amend 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."</p> <p>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)...”</p> <p>Add the following new ‘design principle’: “A new road through the site, including supporting bus infrastructure, should be designed to provide access for buses, cycling and walking.”</p>	Clarity.
FSMM108	Chapter 4 - Southall Town Plan Development site Southall – 08SO Middlesex	<p>Amend the ‘Proposed Use’ as follows: “Mixed-use scheme with residential, health facility, community use and a portion of office/commercial/retail.”</p>	Clarity. {Arising from council response to Block 2 Action Log 9.19}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Business Centre		
SMM116	Chapter 4 - Southall Town Plan Development site Southall – 09SO Havelock Estate	Amend ‘tall buildings’ text as follows: <p>“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).”</p> Amend ‘key infrastructure requirements’ as follows: <p>“Measures to include highway improvements and supporting infrastructure to improve permeability by bus, active travel and green links.”</p> Add a new ‘design principle’ as follows: <p>“New and existing roads should provide access for buses and supporting bus infrastructure.”</p>	Clarity.
FSMM24	Chapter 4 - Southall Town Plan Development site Southall – 09SO Havelock Estate	Add new contextual consideration as follows: <p>“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.”</p> Amend the 6 th 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. {These amendments are superseded by FSMM109 below}.
FSMM109	Chapter 4 - Southall Town Plan	Amend suggested modification FSMM24 as follows: <p>“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.”</p>	Clarity. {Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Southall – 09SO Havelock Estate	<p>Amend the 6th Design principle as follows:</p> <p>“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.”</p>	<p>Block 2 Action Log 9.21}</p> <p>{NB: This now supersedes FSMM24}.</p>
SMM117	<p>Chapter 4 - Southall Town Plan</p> <p>Development site Southall – 10SO The Green</p>	<p>Amend the first ‘design principle’ as follows:</p> <p>“Heights are to range between 3 and a maximum of 18 storeys (63m) across the site. Appropriate heights across the site range between 3 and 18 storeys (63m).”</p> <p>Amend the last ‘design principle’ as follows:</p> <p>“Incorporate no/low levels of car parking for any residential development given the town centre location but some with appropriate disabled persons’ and operational parking provision may be appropriate to improve the accessibility of any to social infrastructure provision on site and general parking to be minimised in line with the London Plan.”</p>	<p>Clarity.</p> <p>{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</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			SMM117 below in an earlier iteration of this schedule}.
SMM118	Chapter 4 - Southall Town Plan Development site Southall – 11SO The Green Quarter (Southall Gasworks)	<p>Amend ‘proposed use’ text as follows: "A new neighbourhood comprising residential, employment, and commercial uses, school, and health centre."</p> <p>Amend 'relevant planning applications' as follows: "PP/2015/4682, 171562VAR, 178801FUL, 234110OUT."</p> <p>Amend ‘tall buildings’ text as follows: "Design analysis indicates a maximum height of 18 storeys (63 metres). Design analysis indicates an appropriate height of up to 18 storeys (63 metres)."</p> <p>Amend ‘key infrastructure requirements’ as follows: "Community facilities, school, health centre, sports hall, public open space, energy centre, canal crossing, green links, highway improvements, active travel, bus infrastructure. Flood risk mitigation (surface water)."</p> <p>Amend the third ‘contextual consideration’ as follows: "The original outline planning permission approved in 2010 has established general principles regarding layout and built form, however a revised masterplan for phases 4–9 was considered submitted in November 2024 October 2023 for residential, flexible commercial uses, a drinking establishment, education uses, a new sports hall, energy centre, and canal crossing."</p> <p>Amend the fifth ‘contextual consideration’ as follows:</p>	Correction / clarity. {NB: the amendments to planning applications and tall buildings have been superseded by FSMM110 below}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Southall Crossrail Station The Elizabeth Line Station and buses are within a 20 minutes' walk from the furthest part of the site.</p> <p>Amend the second 'design principle' as follows:</p> <p>"Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Appropriate Hheights are to range between 2 and a maximum of 18 storeys (63m). The upper building height shall not exceed the maximum Heathrow CAA Limitation."</p> <p>Amend the fifth 'design principle' as follows:</p> <p>"Ensure that the site layout prioritises pedestrians and cyclists, creating a grid of streets and pathways that are pleasant to use, safe, and perceived to be safe at all times of the day and night, and legible."</p> <p>Add three new 'design principles' as follows:</p> <p><u>"Promote active travel and Healthy Streets improvements within and beyond the site including appropriate bus infrastructure to allow extension of bus services into the site."</u></p> <p><u>"Include the two proposed canal crossings and improvements to pedestrian underpasses as part of any new development proposals."</u></p> <p><u>"The quantum of car parking for all uses should reflect future year PTAL ratings and any location that is within Southall Major Town Centre, in line with London Plan parking standards."</u></p>	
FSMM110	Chapter 4 - Southall Town Plan	<p>Amend suggested modification SMM118 as follows:</p> <p>Amend 'Relevant Planning Applications' as follows: "PP/2015/4682, 171562VAR, 178801FUL, 234110OUT."</p>	Clarity. {Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Development site Southall – 11SO The Green Quarter (Southall Gasworks)	<p>{NB: It was previously suggested that this reference be deleted and it should now be reinstated}.</p> <p>Amend ‘Tall Buildings’ text as follows: “Design analysis indicates a maximum height of 18 storeys (63 metres): Design analysis indicates an appropriate height of up to 16 storeys (56 metres).”</p> <p>Amend the third ‘Contextual Consideration’ as follows:</p> <p>"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 consented submitted in November 2024 2025 for residential, flexible commercial uses, a drinking establishment, education uses, a new sports hall, energy centre, and canal crossing."</p>	Block 2 Action Logs 9.23 and 9.24}
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) with the retention of the Adelaide Dock. ”	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	In 'contextual considerations' addition of the following text after the first bullet point: "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."	Clarity. {These amendments have been superseded by

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Endsleigh Industrial Estate	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>	FSMM111 below}.
FSMM111	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>"Co-location of new residential 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 in line with Agent of Change principles."</u>	Clarity. {Arising from SoCG between CRT and the council and the council response to Block 2 Action Log 9.25}
FSMM26	Chapter 4 - Southall Town Plan Development site Southall – 13SO Endsleigh	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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Industrial Estate		Response to Q10, p) for 13SO and SoCG between Canal & River Trust and Ealing}.
SMM120	Chapter 4 - Southall Town Plan Development site Southall – 14SO Witley Works	<p>Add the following as a 2nd bullet point to 'contextual considerations':</p> <p><u>"Development proposals will need to consider the continued operations of the adjacent Adelaide Dock Yard and ensure they are not adversely affected by engaging with the Canal and River Trust at the earliest possible stage."</u></p> <p>Add the following after the 4th bullet point:</p> <p><u>"Development proposals should consider the potential for incorporating mooring and boating facilities and should achieve a more engaged and active frontage to the canal corridor."</u></p> <p><u>"Development will need to take into account the 24 hour/7 days a week operation of the adjacent Adelaide Dock and address potential issues such as noise, access and odour resulting from the dock's operational requirements."</u></p>	Clarity. {Arising also from a SoCG between Canal & River Trust and Ealing}.
FSMM27	Chapter 4 - Southall Town Plan Development site Southall – 14SO Witley Works	<p>Delete the second design principle of 14SO and replace it as follows:</p> <p><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></p>	Clarity. {Arising from Matter 9, Council Response to Q106 and a SoCG between Canal & River

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			Trust and Ealing}.
SMM121	Chapter 4 - Southall Town Plan Development site Southall 15SO - Monorep site	<p>Amend 'key infrastructure requirements' as follows:</p> <p>" Community centre, public realm, landscaping and greening improvements, pedestrian link and accessible route from Glade Lane to towpath via bridge" . "</p> <p>Amend 'contextual considerations' 2nd bullet point as follows:</p> <p>"... is situated next to the statutory Grade II listed walls, gates, sluices & bridge at Norwood Top Lock, Hanwell Flight Glade Lane.</p> <p>Amend the 2nd 'design principle' as follows:</p> <p>"Development proposals for this site should capitalise on the site's location next to the Grand Union Canal and situation within the St Mark's Church and Canal Conservation Area, whilst considering the potential impacts of development on the canal's infrastructure and heritage."</p> <p>Amend the 8th 'design principle' as follows:</p> <p>Amend the suggested modification SMM121 relating to the 8th 'Design Principle' as follows:</p> <p>"Improve the pedestrian/cycle link from Glade Lane to the canal, including an accessible route to the towpath on the northern side of the canal via the bridge, enhancing to enhance connectivity to the site."</p>	Clarity. {NB: These amendments have all been superseded by FSMM112 below}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM112	Chapter 4 - Southall Town Plan Development site Southall 15SO - Monorep site	Delete site allocation 15SO (Monorep Site) on existing pages 438-439 in its entirety and renumber site allocations 16SO to 21SO accordingly. (This now effectively supersedes SMM121).	Clarity. {Arising from council response to Block 2 Action Log 9.1}
FSMM113	Chapter 4 - Southall Town Plan Development site Southall – 16SO Warren farm and Imperial College Land	At the end of the second bullet point under ‘Contextual Considerations’ as follows: “... species are present. Given this status the council are currently pursuing a Local Nature Reserve status for an extensive part of the site, which will complement the existing SINC designation. Reflecting this value an extensive part of the allocation to the south and east is now designated as a Local Nature Reserve, which compliments the SINC designation. ” Amend the fifth bullet point under ‘Contextual Considerations’ as follows: “Future provision of outdoor facilities will need to take into consideration the current site sensitivities as well as the need to protect green space. The council are seeking to refocus the outdoor sports offer around the north and west of the site on land currently owned by Imperial College and freeing up the remaining site to the south and east to be managed for nature. ”	Clarity. {Arising from council response to Block 2 Action Log 9.27}
SMM122	Chapter 4 - Southall Town Plan Development site Southall –	Amend ‘current use’ text as follows: “Golf Links housing estate, as well as Birkdale Court Outdoor Sports facility and open space. ”	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	18SO Golf Links Estate		
SMM123	Chapter 4 - Southall Town Plan Development site Southall - 19SO Cranleigh Gardens Industrial Estate & Kingsbridge Crescent	<p>Add a second 'contextual consideration' as follows:</p> <p><u>"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.</u></p> <p>After the second 'design principle', add a new design principle as follows:</p> <p><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></p>	<p>Clarity.</p> <p>{Arising also from a SoCG between Canal & River Trust and Ealing}.</p> <p>{Regarding the addition of a second contextual consideration a previous iteration of this schedule included: "to secure separate commercial agreements for access to the canal from the site" and this has now been deleted}.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
			{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 Glade Gate Lane Bridge (adjacent), SINC (local)...".	Correction.
FSMM28	Chapter 4 - Southall Town Plan Development site Southall -	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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	21SO Toplocks Estate		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 and an accessible route to the Grand Union Canal mainline via Baxter Close. Under contextual considerations add a new bullet point after the third bullet point as follows: “ 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. ”	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	Add the following additional text to each of these 16 sites under the 'contextual considerations' section: “ 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. ”	Clarity regarding the proximity of these development sites to significant mains water apparatus and infrastructure.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	<ul style="list-style-type: none"> • 01HA Ealing Hospital • 09SO Havelock Estate • 11SO The Green Quarter • 07NO Yeading Lane • 08SO Middlesex BC • 19SO Cranleigh Gardens • 14SO Witley Works • 02NO Mandeville Parkway • 08NO Grange Court • 10NO Airways Estate 		

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	<ul style="list-style-type: none"> • 17SO Great Western Triangle Centre • 01NO Car Sales & Northolt Leisure Centre • 21SO Toplocks Estate 		
SMM127	Chapter 5 - Development Management Policies Policy DAA	<p>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."</p> <p>Add the following clause: <u>vi) a positive contribution to health and wellbeing</u></p>	Clarity. {NB: These amendments are superseded by FSMM114 below}
FSMM114	Chapter 5 - Development Management Policies Policy DAA	<p>"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. This should take a sequential approach of first achieving a high level of amenity through design, and then mitigating any adverse impacts. In particular, d</p> <p><u>Development should ensure:</u></p> <p>(i) protection of sensitive uses within or outside the <u>development site</u>;</p> <p>(ii) high quality design;</p> <p>(iii) good levels of daylight and sunlight;</p>	Clarity. {Arising from council response to Block 2 Action Log 6.5} {NB: Clause (vi) arises from the second part of

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		(iv) good levels of privacy; (v) positive visual impact; and, (vi) a positive contribution to health and wellbeing.”	the original suggested modification proposed at SM127 that arose from a SoCG between Historic England and the council}
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. Development should not activate or spread existing contamination." 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. "	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. Development proposals should also reflect the strategic design principles of 20-minute neighbourhoods and active environments in planning for active design. Good design also means the use of high-quality materials and	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		components, and that extensions to existing buildings ensure that the new development as a whole meets current design standards.’	
FSMM30	Chapter 5 - Development Management Policies Para 5.11	Add new paragraph after 5.11 as follows: “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.”	Clarity. {Arising from SoCG between Ealing and Sport England inadvertently 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. {NB: this amendment is superseded by FSMM115 below}.
FSMM115	Chapter 5 - Development Management Policies Policy D9 F	Amend Policy D9 F as follows: “Tall buildings above defined thresholds heights are exceptional and should only be located upon specified Development Sites defined in the Development Plan.” Delete Policy D9 G as follows: “The tall buildings threshold height is simply that and not a presumption that any height up to this is automatically acceptable.”	Clarity. {Arising from council response to Block 2 Action Logs 6.1, 6.3 and 6.4}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Add a new supporting text before Paragraph 5.12 as follows:</p> <p><u>“For the purposes of this policy, Ealing defines a storey as 3.5 m, measured to the top of the building excluding plant. Plant will be subject to design and massing assessment under separate policies. This is different from the London Plan, which measures height to the finished floor level of the uppermost storey. A building of 6 storeys in Ealing (up to 21 m in height) exceeds the London Plan’s minimum threshold of 18 m and is therefore in conformity with that plan. A building does not have to reach 7 storeys in order to qualify as tall.”</u></p> <p>Amend supporting text Para. 5.15 as follows:</p> <p><u>“All sites that may be appropriate for tall buildings are identified in Development Sites appended to each of the Town Plans in Chapter 4. Heights listed in site allocations are the product of detailed design assessment, nevertheless they remain subject to a full design assessment at the point of application against the impact policies set out in London Plan Policy D9 C. The tall buildings threshold height is simply that and not a presumption that any height up to this is automatically acceptable.”</u></p>	
FSMM32	Chapter 5 - Development Management Policies Policy D9 H	<p>Amend as follows:</p> <p><u>“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.”</u></p>	Clarity. {Arising from SoCG between Historic England and Ealing}.
SMM130	Chapter 5 - Development Management Policies	<p>Amend as follows:</p> <p><u>“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</u></p>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Para 5.13	the London Plan which sets the clear presumption that tall buildings should be confined to specified locations sites and appropriate maximum heights."	
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}.
FSMM34	Chapter 5 - Development Management Policies Para 5.15	Add at the end of Para 5.15 the following: “...London Plan Policy D9 C. <u>Applications should therefore include Landscape/Townscape Visual Impact Assessment and Heritage Impact Assessment following appropriate guidance.</u> ”	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 <u>21</u> / Storeys: 14 <u>6</u> Town: Acton / Area: A4 / Tall Building(m): 49 <u>21</u> / Storeys: 14 <u>6</u> Town: Ealing / Area: E14 / Tall Building(m): 73.5 <u>45.5</u> / Storeys: 21 <u>13</u> Town: Southall / Area: S6 / Tall Building(m): 24.5 <u>21</u> / Storeys: 7 <u>6</u>	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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 <u>31.5</u> / Storeys: 21 13 <u>9</u>	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)}.
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	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	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Management Policies Para 5.16	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.”	{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.
FSMM116	Chapter 5 - Development Management Policies Para 5.25	Add a new sentence at the end of Para 5.25 as follows: “Over concentration of these uses will be considered on a case-by-case basis given the need for each scheme to justify its own demand.”	{Arising from council response to Block 2 Action Log 4.21}
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
FSMM117	Chapter 5 - Development Management Policies Policy SSC New Para after 5.26	<p>Add a new paragraph in supporting text after existing Para 5.26 as follows:</p> <p><u>“The council considers that setting reduced targets of 10% and 20% affordable housing equivalent for smaller schemes should significantly reduce the need for viability testing small sites contributions at the DM stage. However, if applicants consider that the financial contribution would render the scheme unviable, the council will apply a flexible approach to calculation of the contribution. If it is established to the council’s satisfaction that a development proposal could not viably provide 10% or 20% of units on site as affordable, the (lower) agreed affordable housing percentage would be used when calculating the formula above. For example, the payment in lieu for a 5-unit development would require 0.5 units (10%) to be provided as affordable housing to meet the policy target. If it is agreed that a scheme can only viably provide 5% affordable housing, then the financial equivalent would be based instead on 0.25 units.”</u></p>	{Arising from council response to Block 2 Action Log 4.25}
FSMM39	Chapter 5 - Development Management Policies Policy GTW	<p>Add new policy as follows:</p> <p><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></p> <p><u>A. They contribute to meeting identified needs for Gypsy and Traveller pitches.</u></p> <p><u>B. The site provides a suitable living environment for residents, access to necessary services and is compliant with relevant design guidance.</u></p> <p><u>C. Flooding measures are incorporated according to identified flood risk.”</u></p> <p>Add new supporting text as follows:</p> <p><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></p>	Clarity. {These amendments have been superseded by FSMM118 below}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p><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></p>	
FSMM118	Chapter 5 - Development Management Policies Policy GTW	<p>Add new policy as follows:</p> <p>“Policy GTW: Gypsy and Traveller Windfall Sites – Ealing LPA – local policy</p> <p>Proposals for Gypsy and Traveller sites will be supported where:</p> <p>A. They contribute to meeting identified needs for Gypsy and Traveller pitches.</p> <p>A B. The site provides a suitable living environment for residents, access to necessary services and is compliant with relevant design guidance.</p> <p>B C. Flooding measures are incorporated according to identified flood risk.”</p> <p>Add new supporting text as follows:</p> <p>“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 in the form of windfall sites. Occupancy will be restricted to gypsies and travellers by means of planning condition.</p> <p>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.”</p>	<p>{Arising from council response to Block 2 Action Log 4.17}</p> <p>{This now supersedes FSMM39 above}.</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM40	Chapter 5 - Development Management Policies Policy E3 F	<p>Delete wording as follows:</p> <p>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 the total space provided by development is less than these thresholds then provision should be by means of offsite contributions:</p> <p>and replace with:</p> <p><u>“F. Affordable workspace in Ealing will be provided on the basis of:</u></p> <ul style="list-style-type: none"> • <u>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.</u> • <u>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.</u> • <u>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.”</u> 	Clarity. {Arising from Matter 5, Council Response to Q6 i) and k)}.
SMM135	Chapter 5 - Development Management Policies Policy E3 G	<p>Amend as follows:</p> <p>“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 <u>this type of occupant</u>, the optimisation of the site for this use...”.</p>	Clarity.
SMM136	Chapter 5 - Development Management Policies	<p>Amend Policy E4 H i) as follows:</p> <p>“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.</p>	Clarity. {NB: An earlier iteration of this schedule

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Policy E4		included a typographical error which has now been amended. The second sentence had previously read: "There is no identified need for 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.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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)}.
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)}.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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. 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. " Add new paragraphs thereafter and renumber accordingly: 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. 5.34 Stage Two of the masterplan process sets out the detailed proposals for the area in the form of: <ul style="list-style-type: none"> - Delivery of the needs identified in Stage One will be met. - 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. - Areas for industrial intensification, colocation and residential - Capacity of these areas - Design of industrial areas and buildings 	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
		<p>- Analysis of access and servicing, Agent of Change, place making, public transport and local services, decant and phasing, infrastructure requirements, viability etc</p> <p>- Environmental improvements necessary for industrial uplift/co-location</p> <p>5.33 5.35 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 uses spaces. However, there is no presumption in favour of mixed intensification on LSIS and not all industrial uses will be able to be accommodated as part of mixed development.</p> <p>5.34 5.36 In line with the requirements of the London Plan, any proposals for mixed intensification must be brought forward through a masterplan process that is led by the industrial needs of the area, and which fully addresses the placemaking and infrastructure needs of the new development.</p>	
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	Add new paragraph in supporting text in after Para 5.35 as follows:	Clarity. {Arising from SoCG between

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Management Policies Policy G4 Supporting Text	<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>	Canal & River Trust and Ealing}.
FSMM119	Chapter 5 - Development Management Policies Policy G4 Supporting Text	<p>Add new supporting text after existing Paragraph 5.36 as follows:</p> <p><u>“The loss of protected open space is resisted as per the parent policy in the London Plan. Where development proposals are advanced on open space it is essential that these are tied to specific open space purposes and the function of a given site, and that the scale and siting of that development is managed to minimise the impact on visual openness and thus avoiding any conflict with the purposes.</u></p> <p><u>The siting, positioning and scale of any built development on open space can change the sense of openness, including the impression of how expansive the open space is, its relationship with the wider open space network and the relationship with neighbouring built development. The introduction of buildings and engineering works may disrupt views looking into, out of and across a site, and this should be managed. Considering visual impact in respect of views from various positions and perspectives is important when judging the impact of any built development on openness, and this clause seeks to bring this consideration to the attention of the applicant and decision maker.</u></p> <p><u>Assessing visual impact does not preclude consideration of other factors which are relevant when judging impact on openness, i.e. functional potential / use, auditory experience and definitional harm. Such matters are addressed through other regional and national policy including London Plan Policies G2 (Green Belt), G3 (Metropolitan Open Land), G6 (Sites of Importance for Nature Conservation), SI 14 & SI 16 (Blue Ribbon Network), and the implementation of these policies continue to operate alongside local variation Policy G4.”</u></p>	{Arising from council response to Block 2 Action Log 7.1}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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> (i) Biodiversity net gain will be calculated using up-to-date national calculation methodology and should normally be provided on-site. (ii) <u>Biodiversity net gain above the minimum standard will be strongly encouraged and supported.</u> (iii iii) Offsite provision may be considered where this can provide greater gains and impact. (iv 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 v) Provision must be consistent with the Local Nature Recovery Strategy.	Correction.
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	Clarity. {Arising from Matter 7, Council

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		sufficient provision or enhancement cannot be secured onsite, or where offsite provision secures substantially greater gains over the available on-site enhancement opportunities.”	Response to Q9 d)).
SMM144	Chapter 5 - Development Management Policies Policy S5 supporting text (paras 5.44-5.46)	<p>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."</p> <p>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 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 understanding of current and future needs and provision at the time of application."</p> <p>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."</p>	Clarity. {NB: The amendment to Para 5.46 has been superseded by FSMM120 below}
FSMM47	Paragraph 5.47	<p>Amend Para 5.47 as follows:</p> <p>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.</p> <p>Add new paragraph after 5.47: “This policy also supports the wider objective of creating active environments, and proposals should therefore be assessed against Active Design principles.”</p>	Clarity. {NB: The se amendments have been superseded by FSMM120 below}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM120	Chapter 5 - Development Management Policies Policy S5 Supporting Text	<p>Add a new paragraph in supporting text after Para 5.45 as follows:</p> <p><u>“Maintaining sufficient quality of provision is contingent on managing the loss of existing facilities and provision. This loss may be direct through the introduction of alternative uses or buildings on a site. Loss may also occur indirectly where the operation of the sporting provision is compromised through the introduction of neighbouring activities.”</u></p> <p>Revise supporting text at Paragraphs 5.46 and 5.47 which are expanded, renumbered and incorporate parts of the modifications originally proposed at FSMM47 and FSMM46 as follows:</p> <p><u>“New development comprising the creation of one or more residential units should satisfy its needs and contribute towards achieving the quality of provision as envisaged through Ealing’s Sports Facility Strategy. It should be noted that pitch carrying capacity has a direct relationship with pitch quality. 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. The latest version of the Sport England’s Playing Pitch Calculator tool should be used to scope the appropriate scale and approximate costs of new on-site playing pitch provision and to provide the starting point for project specific negotiations of S106 contributions, where on-site provision is not sought.”</u></p> <p>Add after existing Paragraph 5.47 as follows:</p> <p><u>“This policy also supports the wider objectives of creating active environments, and proposals should therefore be assessed against the Active Design principles detailed in the Sport England Active Design Guidance (May 2023) and supporting material, and any subsequent updates.”</u></p> <p>{NB: This supersedes the original suggested modification proposed at FSMM47}.</p>	<p>Clarity.</p> <p>{Arising from council response to Block 2 Action Log 7.3 and 7.4}</p>

Ref. no.	Policy / paragraph	Suggested change	Reason for change
FSMM121	Chapter 5 - Development Management Policies Policy OEP Para 5.55	Add additional text at the end of Paragraph 5.55 as follows. “Where an Energy Balance is not achieved, applicants should establish the shortfall in renewable energy generation to enable the annual renewable energy generation to match the Energy Use Intensity in kWh. The applicant should pay into the council’s offset fund a sum of money equivalent to this shortfall. The energy offset price will be set at a level which enables Ealing to save energy on a 1:1 basis and to administer the offset fund. This will be expressed as a £ per kWh/yr. The council will publish this price within its Authority Monitoring Reports. ”	Clarity. {Arising from council response to Block 2 Action Log 7.6}
SMM145	Chapter 5 - Development Management Policies Policy ECP Table DMP4	The heading in the second part of table DMP4 (in green colour) should be “ From Until 2030”.	Correction.
FSMM48	Chapter 5 - Development Management Policies Policy ECP Table DMP4	The heading in the second part of table DMP4 (in green colour) should be “ From Until 1st January 2030”.	Clarity. {Arising from Matter 7, Council Response to Q4 d)}.
FSMM122	Chapter 5 - Development Management Policies	Add new paragraph in supporting text after Paragraph 5.58 as follows: “ Table DMP4 sets embodied carbon limits for common development uses / types, reflecting the archetypes tested as part of the evidence base. Where proposals do not fit within the defined target group, applicants should use the nearest equivalent use(s) to their proposal use(s) when determining which carbon limit to apply. The residential targets are intended to apply to ”	Clarity. {Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Policy ECP Supporting Text	conventional and non-conventional forms of residential accommodation proposed as part of major development schemes.”	Block 2 Action Log 7.7}
FSMM49	Chapter 5 - Development Management Policies Policy ECP Supporting Text	Add new supporting text after Para 5.58 as follows: “ 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. ”	Clarity. {Arising from Matter 7, Council Response to Q4 e)}.
FSMM123	Chapter 5 - Development Management Policies Policy SI 7 D	Amend Policy SI 7 D as follows: “Major development proposals should must be supported by a circular economy statement, which demonstrates how the proposal achieves circular economy outcomes in accordance with Part C of London Plan (2021) Policy SI 7.”	Clarity. {Arising from council response to Block 2 Action Log 7.8}
FSMM50	Chapter 5 - Development Management Policies Policy ENA Supporting Text	Insert new paragraph before Para 5.65 as follows: “ 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. ”	Clarity. {Arising from SoCG between Historic England and Ealing}.
FSMM124	Chapter 5 - Development	Amend existing Para 5.65 as follows: “Enabling development is any development that would otherwise conflict with important a plan policy objectives such as the designation of a given site, but which is permitted where it is necessary in order	{Arising from council response to

Ref. no.	Policy / paragraph	Suggested change	Reason for change																
	Management Policies Policy ENA Supporting Text	to enable benefits to secure that the long-term delivery of that objective or designation what and where the benefits to the objective outweigh the material planning harm arising from that departure.”	Block 2 Action Log 10.1}																
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 border="1" data-bbox="584 703 1883 1273"> <thead> <tr> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Policy A1: Acton Spatial Strategy</td> <td>Policy ACT1: Acton Spatial Strategy</td> </tr> <tr> <td>Policy E1: Ealing Spatial Strategy</td> <td>Policy EAL1: Ealing Spatial Strategy</td> </tr> <tr> <td>Policy G1: Greenford Spatial Strategy</td> <td>Policy GRE1: Greenford Spatial Strategy</td> </tr> <tr> <td>Policy H1: Hanwell Spatial Strategy</td> <td>Policy HAN1: Hanwell Spatial Strategy</td> </tr> <tr> <td>Policy N1: Northolt Spatial Strategy</td> <td>Policy NOR1: Northolt Spatial Strategy</td> </tr> <tr> <td>Policy P1: Perivale Spatial Strategy</td> <td>Policy PER1: Perivale Spatial Strategy</td> </tr> <tr> <td>Policy S1: Southall Spatial Strategy</td> <td>Policy SOU1: Southall Spatial Strategy</td> </tr> </tbody> </table>	Current	Proposed	Policy A1: Acton Spatial Strategy	Policy ACT1: Acton Spatial Strategy	Policy E1: Ealing Spatial Strategy	Policy EAL1: Ealing Spatial Strategy	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	Clarity. {NB: An earlier iteration of this schedule set out the principle to be applied but not a detailed amendment showing how this would be achieved in practice}. {Arising from Matter 1, Council Response to Q5}.
Current	Proposed																		
Policy A1: Acton Spatial Strategy	Policy ACT1: Acton Spatial Strategy																		
Policy E1: Ealing Spatial Strategy	Policy EAL1: Ealing Spatial Strategy																		
Policy G1: Greenford Spatial Strategy	Policy GRE1: Greenford Spatial Strategy																		
Policy H1: Hanwell Spatial Strategy	Policy HAN1: Hanwell Spatial Strategy																		
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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.																

Ref. no.	Policy / paragraph	Suggested change	Reason for change
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. {This amendment has been superseded by FSMM125 below}.
FSMM125	Monitoring Framework	Amend Paragraph A1.3 and A1.4 as follows: “A1.3 - To support this process a Monitoring Framework has been developed. This Monitoring Framework comprises key local performance indicators, which have been carefully selected and developed to support our understanding of the effectiveness of policies in delivering the plan’s vision and spatial strategy. <u>Measures are defined for each indicator describing specifically the scope of what is to be monitored.</u> A1.4 - The framework identifies which policies <u>and their component parts</u> the indicators are intended to measure, and where appropriate targets have also been specified for select indicators. <u>Targets are defined against the majority of measures.</u> 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	Clarity. {Arising from council response to Block 2 Action Logs 10.7 and 10.9}

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>measures. 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.</p> <p>{NB: The amendment to A1.4 incorporates FSMM51 above}.</p> <p>Amend Paragraph A1.6 as follows:</p> <p>“New and additional indicators and/or measures may be identified over-time, and these will be reported through the Authorities Monitoring Framework.”</p> <p>Amend Paragraph A1.8 as follows:</p> <p>“Performance against these indicatorss, measures and their associated targets will be reported in Ealing’s Authority Monitoring Framework (AMR). The AMR will also monitor a range of other data that is relevant to understanding the implementation of the plan in the wider context. A number of these indicators also inform national and regional reporting, including notably the Housing Delivery Test and the Infrastructure Funding Statement.”</p> <p>Amend Paragraph A1.9 as follows:</p> <p>“Where monitoring indicates that the vision, spatial strategy or policy targets are not being achieved, we will assess the reasons for this, and consider appropriate measures or actions to remedy underperformance, including adjusting the application of policies, and where necessary through a partial or full review of the Local Plan. The monitoring framework incorporates trigger points defining when intervention may be appropriate and identifies possible ‘contingencies’ to assist with</p>	

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		remedying underperformance. External factors such as changes in national policy, a London Plan review or changes in local evidence may also trigger a review of this Local Plan.”	
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. {NB; This is now superseded by FSMM126 below and new Appendix C}.
FSMM126	Monitoring Framework Table 1	Delete existing Table 1: Monitoring Framework (on Pages 484-486 in Appendix 1) and replace with a revised table (attached at Appendix C).	{Arising from council response to Block 2 Action Log 10.7}
SMM150	Glossary of terms Ealing Productivity Arc	Amend the “Ealing Productivity Arc” definition in the Glossary as follows: "The Productivity Arc is a broadly defined area that connecteds the planned HS2 station terminus at Old Oak Common, in the OPDC area , with Heathrow Airport in Hillingdon...”.	Clarity.
SMM151	Glossary of terms Heritage	Amend entries in the glossary as follows: Archaeological Interest Area	Correction.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		<p>Those areas of historic importance to the borough, which contain archaeological remains which the Council wishes to protect.</p> <p>Area of Archaeological Priority Areas</p> <p>Areas where there is significant known archaeological interest or potential for new discoveries. They are used to highlight where development might affect archaeological remains.</p> <p>Grade I / Grade II* / Grade II Listed Building</p> <p>Heritage Asset:</p> <p>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. 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).</p> <p>Heritage at Risk Register:</p> <p>The Heritage at Risk Register is published by Historic England annually covering designated listed buildings any type of heritage asset across England that have been assessed and found to be at risk.</p>	
SMM152	Glossary of terms	<p>Add "Town Centre Uses" definition to the Glossary as follows:</p> <p>“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</p>	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
	Town centre uses	<u>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>	
SMM153	Glossary of terms Urban greening	Add "Urban Greening" definition to the Glossary as follows: <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>	Clarity.
FSMM127	Glossary of terms Major Development	Add "Major Development" to the Glossary as follows: <u>"Major development - For a full definition, see Part 1 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. Generally, major developments are:</u> <ul style="list-style-type: none"> • <u>Development of dwellings where 10 or more dwellings are to be provided, or the site area is 0.5 hectares or more;</u> • <u>Development of other uses, where the floor space is 1,000 square metres or more, or the site area is 1 hectare or more."</u> 	Clarity. {Arising from council response to Block 2 Action Log 7.7}
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	Clarity.

Ref. no.	Policy / paragraph	Suggested change	Reason for change
		04NO Northolt Driving Range 07NO Yeading Lane II 10NO Airways Estate	
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: <ul style="list-style-type: none"> • Atlas ref: 10 - addition – Grand Union Canal (MOL7) • Atlas ref 15 - addition – River Brent (MOL9) • Atlas ref 28 - addition – River Brent (MOL15) 	Correction. {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

Ref. no.	Policy / paragraph	Suggested change	Reason for change
SMM156	Infrastructure Delivery Plan	<p>Make the following amendments at the next update of the Infrastructure Delivery Plan:</p> <p>Add 'Northolt station step free access' to the Infrastructure Delivery Schedule as a fully funded and committed project.</p> <p>Change 'bus fleet modernisation' completion date and cost estimates to "TBC".</p> <p>Amend 'bus improvements – Ealing' as follows:</p> <ul style="list-style-type: none"> • “Rationalisation of bus stopping arrangements in Ealing Town centre, Broadway Haven, Green Area. Improvements to bus stopping and standing facilities are particularly needed around the station and in Ealing Town 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'. <p>Change 'bus improvements – Greenford' cost estimate to "TBC".</p> <p>Change 'bus improvements – Southall' cost estimate to "TBC".</p> <p>Add “central government” as an 'infrastructure provider' for the West London Orbital.</p> <p>Amend White Hart roundabout reconfiguration 'project description' as follows:</p> <p>“TfL submitted White Hart Roundabout to the Ealing Local Plan Call for Sites. TfL roundabout might be reconfigured to facilitate development at this site. Investigate White Hart Roundabout reconfiguration.”</p> <p>Amend White Hart roundabout reconfiguration 'infrastructure provider' as follows: “TfL Ealing Council”</p>	Correction.