

BRIEFING NOTES
Planning Committee – 19 October 2023

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Briefing Note

ITEM 01- 232010FUL Former H M Foods Bridge Road Southall UB2 4AB

Clarifications

As detailed in the Committee Report the application was subject of a re-consultation due to the receipt of additional information and amended plans. The consultation was undertaken for an extended period of 4 weeks starting on 29th September 2023 and ends on 27th October 2023. Any additional consultation responses received following the committee meeting will be reported to the Chair prior to the determination of the application and authority sought to progress with the determination.

Further consultation responses received to date as a result of this re-consultation are detailed below:

Additional Consultation Responses

The application was subject to a re-consultation following the submission of revised plans and additional information, the following consultation responses have been received and are in addition to those summarised in the committee report.

External Consultation Responses

Environment Agency – confirmed the development raises no environmental concerns and the EA have no objections subject to advice to the applicant in respect of the control of emissions from Non-Road Going Mobile Machinery and in respect of increased water efficiency measures to be adopted in new development.

Officer Response: This advice is picked up in planning conditions detailed both in the report and below.

Natural England – Confirmed no objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

National Highways – stated in their response that they were still not able to access the information to enable them to review. The information was however submitted via e-mail direct to National Highways on 22nd June 2023.

Officer Response: LBE Officers followed this up and no further response has been received.

National Rail – requested confirmation that there are no Soakaways / attenuation ponds / septic tanks within 5m of Network Rail Land and that Cherry Tree Overbridge (footbridge over the railway line accessed from Glade Lane) would not be subject to any additional loadings:

Officer Response: confirmation received from the applicant that there are no soakaway or swales along the Network Rail asset. They also confirmed there are no loadings on the Cherry Tree Overbridge from this development and there are none envisaged as part of the works. It is also confirmed there will be no parking on this part of the site or on this part of Glade Lane which is restricted to motor vehicles.

Historic England – confirmed they do not wish to provide advice on this application.

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The Greater London Archaeological Advisory Service (GLAAS) – confirmed that the planning application is not in an Archaeological Priority Area and is unlikely to cause harm to archaeological interests in this location. No further assessment or conditions are therefore necessary.

Designing Out Crime Office – confirmed comments as per the original consultation.

Heathrow Airport – objection unless conditions required Bird Hazard Management Plan is secured by condition.

Officer Response: Conditions included in recommendation.

Internal Consultation Responses

Schools Property/Programme Manager - Noting that there is no residential content, there is no child yield projected, and no Education contribution sought.

Regulatory Services – Contaminated Land – Confirmed the site has been remediated for residential use but the verification report submitted was only interim. A revised remedial strategy is now required due to the change in the end use. Appropriate conditions should secure this additional information.

Officer Response: Conditions included in the recommendation.

Regulatory Services – Air Quality – additional clarification sought from the applicant and conditions and a financial contribution have been requested.

Officer Response: Conditions included in the recommendation and the applicant has agreed to an addition financial contribution of £396,280 which replaces the £15,000 noted in the committee report.

APPENDIX 1

Amended conditions recommended:

Condition 32 amended to read:

32. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, policies 1.1(j) of the Ealing Development (Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing's Development Management DPD (2013) and policy S11 of the London Plan(2021); and National Planning Policy Framework (2021).

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Additional conditions recommended:

53. Air Quality and Dust Management Plan

Prior to commencement of any works onsite, an Air Quality and Dust Management Plan (AQDMP) shall be submitted for the approval of the Local Planning Authority. The AQDMP will be based on the findings of Air Quality (Dust) Risk Assessment provided in the report titled "ES Volume 1: Main Text Chapter 8: Air Quality". The AQDMP will provide a scheme for air pollution mitigation measures based on the findings of the Air quality report.

The plan shall include:

- a) Dust Management Plan for Demolition Phase
- b) Dust Management Plan for Construction Phase

The applicant shall contact the council's pollution technical team about the installation of air quality monitors on site and always provide direct access to monitoring data for the duration of the project. The monitors shall be installed on site at least 4 weeks prior to any site clearance and demolition to provide baseline data and shall be maintained on site until first occupation of the development hereby approved. Direct access to monitoring data will be always provided. The Air Quality Dust Management Plan shall be implemented on commencement of any works on site and the site shall be managed in accordance with the approved plan for the duration of the construction.

Reason: In the interests of the amenity of adjoining occupiers and to minimise particulate matter associated with construction works in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy SI1 of the London Plan(2021); and National Planning Policy Framework (2021).

54. Details of the Substations

Prior to the commencement of the construction of the substations on the development hereby approved full details of the siting, design and external appearance including the submission of detailed plans, elevations and details of the proposed materials shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the siting, design and appearance are of high quality and contribute positively to the visual amenity of the locality in accordance with policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies D4 and D5 of the London Plan (2021) Section 12 of the National Planning Policy framework (2021).

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ITEM 02- 232800FUL 1 Stirling Road/1-9 Colville Road And, 67-81 Stirling Road , Acton, W3 8DJ

Amended Recommendation:

Addition to the Heads of Terms

- In the event the Carbon Dioxide Emissions Target has not been met within 3 years from the date of last occupation, the Developer shall pay additional carbon offsetting contribution at £90 per ton for the difference. In the event that monitoring shows an improved position, the developer may be due a partial refund also based at £90 per ton, within a reasonable margin of error.

Additional Responses:

N/A

Clarifications:

N/A

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