

Ref : 183673OUT

Address: Plots A and B, Middlesex Business Centre, Bridge Road, Southall, UB2 4AB

Ward: Norwood Green

Proposal: Application for the Approval of Reserved Matters for the construction of a residential-led mixed use development comprising residential (Class C3), hotel (Class C1) and commercial uses (Classes A1-A5, now Class E(a), (b), (c), sui generis drinking establishment/hot food takeaway), the internal road network including Healum Avenue, and all associated infrastructure, plant, parking, and hard and soft landscaping, for Development Plots A and B of Planning Permission ref. 183673OUT dated 29 November 2019 submitted pursuant to Conditions 1 (Statutory Time Limits) and 2 (Reserved Matters Approvals - Layout, Access, Scale, Appearance and Landscaping); and the partial discharge of Conditions 7 (Reserved Matters Details), 10 (a-c) (Open Spaces Design), 46 (Overheating & Cooling), and 47 (a) (Energy Strategy), in so far as they relate to Development Plots A and B

Drawing numbers: Refer to relevant conditions

Type of Application: Approval of Reserved Matters

Application Received: 03/11/2022 **Revised:** 17/02/2023

Report by: Chris Maltby

1. RECOMMENDATION

Recommendation:

Grant Reserved Matters Approval subject to the conditions set out in Annex 1.

Executive Summary:

This application seeks Reserved Matters Approval (RMA) for the first phase of development of the Middlesex Business Centre site (also referred to as the Margarine Factory site). Outline planning permission was granted under reference number 183673OUT on 29th November 2019 for the comprehensive residential led mixed use redevelopment of this former employment site. The site is designated as development site SOU6 in the adopted local plan and it falls within the Southall Opportunity Area identified in the London Plan (2021).

The outline planning permission establishes the principle of development and was granted with all matters reserved with the exception of access. The outline proposals comprised of the demolition of all existing buildings and structures with the exception of the locally listed Margarine Works Factory façade and the Sunrise Radio building which are proposed to be retained. The outline permission permits the following development:

- Up to 2,083 residential units (use class C3)
- Up to 7,199 sqm of hotel floor space (180-bedrooms) (use class C1)
- Up to 2,688 sqm of flexible retail floor space (use classes A1-A5) (now Classes E(a), (b), (c) and sui generis drinking establishment/hot food takeaway)
- Up to 10,076 sqm of flexible office and community floor space (use classes B1, D1/D2)

The outline permission also includes the proposed Maypole Park, other open space, public realm, play space and a maximum of 330 parking spaces. The proposals also included a new East West link through the site to be known as Healum Avenue.

This RMA concerns the first phase of development and comprises Plots A and B located in the northern part of the wider site. The outline permission was granted subject to a series of parameter plans and a Design Code that provide controls and guidance with regard to the broad locations of land uses within the development as well as the position, height, width and depth of development within the identified development plots. The Design Code provides additional specific guidance in respect of various detailed design matters. This and future RMA applications are required to demonstrate compliance with the parameter plans and the Design Code to ensure all phases of the development come forward in a cohesive manner.

The RMA seeks approval of the reserved matters which include:

- Layout
- Access (within the site)
- Scale
- Appearance
- Landscaping

The proposed development subject of this RMA comprises the following key elements:

- The delivery of 867 dwelling of which 282 dwellings (35% by habitable room) are affordable including 30% provided as London Affordable Rent and 70% provided as Shared Ownership.
- A new internal road network including the east-west connection (Healum Avenue) which incorporates a segregated cycle lane, bus stops and service bays and the Railway Street that provides a service route to the northern perimeter of the site.
- Extensive, high quality public realm incorporating hard and soft landscaping including a tree lined boulevard along Healum Avenue and further landscaping and public realm along the Railway Street to the northern perimeter of the building and within the plaza serving the hotel.
- Extensive shared amenity for residents including outdoor amenity in the form of three podium courtyards and accessible roof terraces and indoor amenity in the form of a gym and leisure suite, residents lounge, co-working spaces, cinema room and games room.
- Dedicated play space for a range of ages within the communal courtyards totalling 480sq.m.
- A 180-bedroom hotel located in the south-west corner of the development closest to Southall train station and other public transport connections.

- 787sq.m of flexible commercial floor space delivered in a range of unit sizes with flexibility to enable a variety of uses to come forward within the defined use classes permitted by the outline permission.
- High quality architecture and detailing designed in accordance with the parameter plans and Design Code.
- A revised and improved energy strategy responding to the latest guidance and available technology focusing on Air Source Heat Pumps (“ASHP”) and Solar PV.
- Significant ecological and biodiversity improvements achieving an Urban Greening Factor of 0.327 and a Biodiversity Net Gain of c.163 per cent; providing sustainable urban development for both flora and fauna.

This RMA brings forward detailed designs for Plots A and B and the scheme has been developed to be fully compliant with the outline application and the Design Code.

The proposed building takes the form of a pair of courtyard buildings linked at ground floor by a single-storey podium, with heights ranging between four and 27 storeys with a single storey podium level. The taller elements of the development are positioned to the north of the plots adjacent to the railway with the heights gradually stepping down towards Healum Avenue.

The ground level of Plots A and B are linked by the shared podium and lined by active uses to Healum Avenue behind which is the parking and back of houses uses such as cycle, refuse storage and plant rooms. The hotel use occupies the south-western corner also presenting an active frontage.

At first floor the two buildings in each plot are separate and surround their own private courtyards with a third central podium space separating the two buildings. The upper floors are formed of residential accommodation including studio, one, two and three bedroom homes all of which comply with minimum space standards and have access to private balconies or roof terraces.

In terms of the appearance, the buildings follow the principles set out in the Design Codes and incorporate a simple and robust palette of materials with different tones identifying different elements of the building. The architecture has considered the existing local vernacular and the heritage assets including the Sunrise Radio building and Maypole Factory façade incorporating key themes from these buildings into the proposed scheme.

The material used is predominantly brick in warm tones of red, brown and lighter buff colours. The lighter coloured bricks are used at the front of the building fronting Healum Avenue with the red and brown bricks used for the different taller elements. The hotel has a different typology incorporating light coloured concrete to differentiate it from the other parts of the building. Overall, the design approach is considered to be of a very high quality and will deliver a well design and characterful building.

The proposed development has demonstrated a strategy to achieve high standards in terms of sustainable design and construction including high levels of energy and water efficiency, low emission levels, with Air Source Heat Pumps and PV’s solution. The proposed development has been demonstrated to achieve a 45.56% improvement on the baseline reduction in carbon emissions beyond Part L of 2013 Building Regulations. Potential impacts with regard to air quality, noise and wind as well as cumulative impacts associated with other developments have all been assessed by the Supplementary Environmental Statement with no significant long-term adverse impacts being identified. Relevant conditions have either been previously secured under the outline permission or

recommended to ensure additional information and details of mitigation measures are submitted for approval by the Council.

Overall, the proposals for the comprehensive redevelopment of this site will provide a significant economic boost for Southall and bring this long term underutilised and neglected site back to a productive use significantly enhancing the area and furthering the regeneration objectives for this important Opportunity Area.

In addition to the delivery of new homes including affordable homes the proposals will also deliver the first tranche of S106 benefits secured under the outline planning permission. These include financial contributions towards key transport infrastructure delivery, bus service improvements, education, healthcare and nearby parks and open spaces. This initial phase triggers funding of £6.13m in addition to Mayoral CIL.

The proposals have developed through a programme of extensive pre-application consultation and have been subject to a review by Ealing's Design and Community Review Panel's as well as further consultation with stakeholders, Council Officers including representatives from Planning, Regeneration, Energy and Sustainability and Regulatory Services. The Applicant has also undertaken its own extensive public consultation prior to the submission of the application.

In light of all of the above considerations, it is considered that the proposed development is consistent with the aims of the relevant policies of the adopted Ealing Core Strategy (2012) and Ealing Development Management DPD (2013), the London Plan (2021), Relevant Supplementary Planning Guidance and the National Planning Policy Framework (2021) as such the proposals are recommended for conditional approval.

Site Description

The wider Middlesex Business Centre (MBC) site is 4.82 ha in size and is located off the north-eastern end of Merrick Road (approximately 300 metres east of Southall Station). Its southern boundary also borders Bridge Road (and the Bridge Road Estate). The northern boundary is shared with the over ground railway line and the eastern boundary is shared with the former Honey Monster Factory development site (subject of a future planning application) and Charles House.

The Site is located within the Southall Opportunity Area ('OAPF') as defined by the London Plan 2021 and forms part of Site Allocation Policy SOU6 of Ealing's Development Sites DPD (2013). The site also lies to the south west of a Locally Significant Industrial Site ('LSIS') and is within approximately 700m of the defined Southall Town Centre which is designated as a 'Major' Centre in the London Plan.

The wider MBC site currently consists of previously developed, brownfield land and comprises various occupied and vacant buildings and industrial units as well as surface storage uses. The existing uses largely fall within Use Classes B2 and B8 and/or sui generis use class of The Town and Country Planning (Use Classes) Order 1987 (as amended). In addition, areas of hardstanding, scrub and car parking form part of the site. Existing vehicular access to the site is provided along the southern boundary via Bridge Road, leading to a network of internal access roads serving the existing uses on site.

To the west of and within the site is the locally listed five storey tall Sunrise Radio building which is currently vacant and the remaining part of the Maypole Margarine Factory which is a Building with Architectural Façade Value.

A number of recently completed residential development are located immediately to the west of the wider MBC site including:

West Works (formerly known as Malgavita) a 5-22 storey residential led (302 residential units) development located immediately to the west of Plot A and sharing a boundary with this plot. (LBE ref: 16401FUL)

Uncle (formerly the ESSO petrol filling station) a 16-19 storey residential (166 residential units) development located to the west of the former Margarine Factory building. (LBE Ref: 177742FUL)

Samuelson House (formerly Honda garage) a 5-12 storey residential (170 residential units) development (LBE ref: 164160FUL)

To the east of the application site the former Honey Monster site has a recent planning permission (LBE ref: 191022FUL) for the comprehensive residential led mixed use redevelopment of the site. This site shares a boundary with Plot B subject of this application.



(Fig 1. Site Location)

The Application Site

The Application Site subject of this application comprises Plots A and B as approved by the outline planning application (for further details of the outline planning application see the following section ‘Background’).

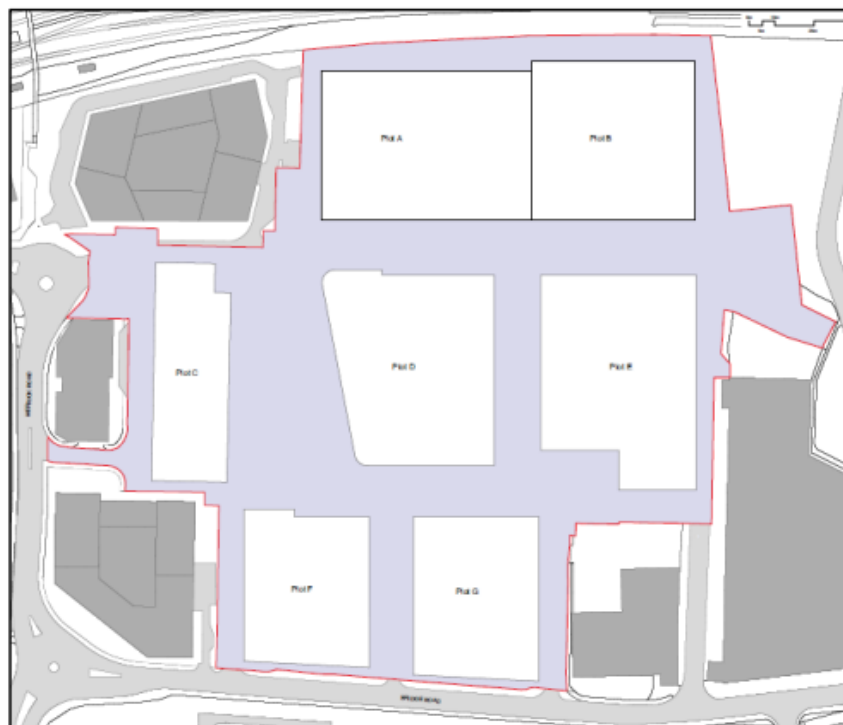
Plots A and B cover an area of 1.76ha and are located in the northern part of the wider MBC site and share the northern boundary with Network Rail land. As detailed above the eastern boundary is shared

with the former Honey Monster site and the western boundary is shared with the West Works development.

Also located within the application site is the proposed Healum Avenue that will run from east to west linking Merrick Road with land to the west and will facilitate future plans to provide a more direct route through to the Havelock Estate.

Land to the south outside of the application site forms Plots C, D and E as well as the proposed Maypole Park of the outline planning permission.

The application site contains few existing buildings or structures with the only building of note being a commercial unit located on the eastern boundary and currently occupied by builders merchants. The remainder of the site is scrub area and hard standing with some external storage areas.



(Fig 2. Overview of the Development Plots subject of the outline permission)

The Wider Area

In the wider area there is a wide variety of uses including residential, commercial/light industrial and office land uses. Situated immediately south of the site are the Hortus Cemetery with the Dairy Meadow Primary School and Nursery beyond. In addition to the sites noted above there are a number of other development sites in the wider Southall Area that are subject of proposals for redevelopment with several schemes either in pre-application stages, consented or currently under construction.

Southall railway station is located approximately 300m walking distance to the west which connects Southall with Paddington, Heathrow and Reading and is served by the newly opened Elizabeth Line. Southall station has also recently been upgraded and facilities for bus users and pedestrian have been improved. Bus services are also being improved in response to the significant regeneration occurring in Southall and further funding is secured by this application. A new pedestrian and cycle bridge between Merrick Road and Park Avenue has also recently opened providing an alternative and shorter route to Southall station. The new Elizabeth Line and associated improvements in addition to improved bus

connections and the delivery of the pedestrian/cycle bridge are all expected to significantly improve the application sites PTAL rating which is currently part 3 and part 4.

The site is located within Flood Zone 1, it is not within or adjacent to a conservation area, does not contain any statutory listed buildings and does not contain any trees with preservation orders. The site is in proximity to both Heathrow Airport and Northolt Aerodrome and as a result the site sits within an area subject to 'Aerodrome Safety' in which specific height limits are applied to new developments according to international standards and recommended practices to ensure safe take-off and landing of planes at the adjacent airports.

Background

Planning permission was granted for the comprehensive redevelopment of the MBC site under reference no. 183673OUT in November 2019. The application was submitted in outline with all matters reserved with the exception of access. The planning permission was granted subject to planning conditions and a Section 106 Agreement.

Although submitted in outline the application was submitted on the basis of a series of parameter plans that set out the maximum limits of development as well as defining the location of development plots and routes for pedestrian, cycle and vehicular movements throughout the site. The Parameters Plans as secured by condition 4 of the outline planning permission set out the following limits:

- Building Plots – defining each of the plots and the boundaries for subsequent RMA applications
- Demolition Plan – defining all building on the site that are proposed to be demolished
- Access and Circulation – defining access points into and out of the site as well as circulation routes within the site for pedestrians, cyclist and vehicles
- Building Lines – defining the maximum extent of buildings within each of the building plots
- Uses – defining the land uses within the ground, first and upper floors within each of the building plots
- Building Heights – defining the maximum building heights of buildings across individual building plots

The planning permission was also granted on the basis of a Design Code document that provides a detailed set of design objectives and principles that must be taken into forward in any subsequent reserved matters applications. The Design Codes provide additional guidance to ensure that the character and quality of the buildings, public realm and public spaces come forward in an acceptable manner that respects the existing and emerging context of development in this part of Southall.

Each Reserved Matters Application is required to demonstrate how the proposed development complies with both the Parameter Plans and Design Codes.

The description of development as detailed in the outline planning permission is as follows:

“Outline Planning Application (with all matters reserved except access) for the demolition of existing buildings and structures; the retention, refurbishment and alteration of the Sunrise Radio Building and Maypole Margarine Factory façade; and the redevelopment of the site to include up to 2,083 residential units (use class C3), up to 7,199 sqm hotel floorspace (use class C1) (Gross Internal Area (GIA)), up to 2,688 sqm of flexible retail floorspace (use classes A1-A5) (GIA), and up to 10,076 sqm of flexible office and community floorspace (use classes B1, D1/D2) (GIA); any ancillary parking, amenity, plant, and services floorspace (including a new energy centre) and all other associated public, semi public and private realm, soft/hard landscaping, infrastructure and highway works, access and a new internal road network connecting with the existing road network.”

The upper limits of development were also confirmed in condition 5 of the outline planning permission and are summarised below:

- Demolition of Existing Buildings and Structures;
- Retention, Alteration and Modification of the Sunrise Radio Building and Maypole Margarine Works Façade;
- Up to 2,083 residential units (192,362sq.m) (Use Class C3) comprising the following target mix:
 - Studios: 8 per cent (162)
 - 1-bed units: 40 per cent (825)
 - 2-bed units: 44 per cent (926)
 - 3-bed units: 8 per cent (170)
- Up to 7,199 sqm of hotel floorspace (180 bedrooms) (Use Class C1);
- Up to 2,688 sqm of flexible retail floorspace (Use Classes A1-A5);
- Up to 10,076 sqm of flexible office and community floorspace (Use Classes B1, D1/D2);
- Vehicular access (including a new east-west road (Healum Avenue) running through the site);
- Car and Cycle parking – up to 330 car parking spaces and cycle spaces
- Public, Semi-Private and Private Spaces
- All ancillary infrastructure (including an energy centre) and hard/soft landscaping

Outline planning permission was approved for the phased delivery of the application site over a ten year period with timescales defined within the conditions for the submission of the reserved matters for different development plots on a phased basis.

This application is the first reserved matters submission to be made and is therefore is anticipated to be the first phase of development that will come forward.

Approved Quantum and Land Uses

With specific reference to this application i.e Plots A and B the outline planning permission approved the following maximum parameters:

- Building Heights: A maximum building height of 120.000 metres A.O.D. in Plot A, and 124.125 metres A.O.D. in Plot B;
- Building Lines: Maximum extent of building footprint including easement and balcony zones;
- Land Uses:
 - Permitted ground floor frontage uses include flexible retail (A1-A5), hotel (C1), and ancillary residential uses/lobbies (C3).
 - Permitted first floor land uses include hotel and residential uses;
 - Permitted upper floor land uses include hotel and residential uses;
- Access & Circulation: Detailed design of Healum Avenue and a wider internal road and cycle network (including a loop road around the two plots);

Reserved Matters

As detailed above the outline application reserved all matters with the exception of 'Access' therefore as set out in Condition 2 of the outline planning permission each subsequent reserved matters application is required to seek approval of all others matters which include:

- Layout – detailed layout of the buildings (including access into the building for pedestrians/vehicles) and landscape/public realm including the location of different land uses
- Appearance – to include the architecture, use of materials, colour and texture (all aspects guided by the Design Code)
- Scale – height, width and length of each building and parts of building (in accordance with the upper limits set by the relevant parameter plans)

- Landscaping (hard and soft) – the treatment of all land not occupied by buildings to include planting, fences and walls, roads and paths

The Application

As detailed above the application seeks to bring forward the first phase of development comprising of Plots A and B and Healum Avenue. The description of the development as proposed by this application is as follows:

‘Application for the Approval of Reserved Matters for the construction of a residential-led mixed use development comprising residential (Class C3), hotel (Class C1) and commercial uses (Classes A1-A5, now Class E(a), (b), (c), sui generis drinking establishment/hot food takeaway), the internal road network including Healum Avenue, and all associated infrastructure, plant, parking, and hard and soft landscaping, for Development Plots A and B of Planning Permission ref. 183673OUT dated 29 November 2019 submitted pursuant to Conditions 1 (Statutory Time Limits) and 2 (Reserved Matters Approvals - Layout, Access, Scale, Appearance and Landscaping); and the partial discharge of Conditions 7 (Reserved Matters Details), 10 (a-c) (Open Spaces Design), 46 (Overheating & Cooling), and 47 (a) (Energy Strategy)’

As detailed in the description of development this Reserved Matter Application includes details to discharge the requirements of the following conditions of the outline planning permission in so far as they relate to Plots A and B:

- Condition 1 (Statutory Time Limits) – which confirms the RMA for Plots A and B (this application) should be submitted within 3 years of the granting of the outline planning permission and also confirms that the detailed design for Healum Avenue should be included within the first RMA submitted.
- Condition 2 (Reserved Matters Approval) – which confirms the reserved matters that are required to be submitted for each plot.
- Condition 7 (Reserved Matters Details) - which sets out specific details and requirements that the reserved matters submissions are to include such as detailed plans, details of space standards, daylight sunlight report, affordable housing statement, fire strategy, public art statement etc
- Condition 10 (parts A-C) (Open Spaces Design) – which requires the submission of a statement of conformity with relevant parts of the Design Codes and Parameter Plans, details of the layout design and purpose of the space and details of pedestrian and cycle routes.
- Condition 46 (Overheating and Cooling) – to demonstrate how the proposed development performs against the relevant guidance
- Condition 47 (part A) (Energy Strategy) – requiring the submission of details of the proposed PV and Air Source Heat Pumps

The Proposed Development

The proposed development comprises a single building made up of various elements extending across Plots A and B. The building elements vary in height between 4 and 27 storeys. The proposed development comprises the following:

- 867 residential units

- 180 room hotel
- Ancillary amenity spaces serving both the hotel and residential uses
- Podium gardens and roof terraces for the residential uses
- Approximately 787 sq.m of flexible commercial floorspace falling within Use Classes E(a), (b), (c) and sui generis drinking establishment/hot food takeaway
- Cycle parking (total 1539 long stay and 44 short stay) serving all land uses
- Vehicle parking (total of 116 parking spaces including 28 blue badge spaces)
- Internal route network to include Healum Avenue (new east west road) and service and access route around the northern perimeter of the proposed building
- Associated plant, infrastructure, refuse storage and back of house
- Associated landscaping and public realm

The Proposed Building

The proposed building takes the form of a pair of courtyard or perimeter buildings connected at ground floor by a single storey podium. The southern edge of the podium fronting Healum Avenue includes active uses including commercial/retail units as well as the main entrances to the residential uses above. The northern part of the podium accommodates the car and cycle parking, bin storage and holding area, energy centre and other infrastructure requirements. Residential lobbies accessed from the north elevation are also included.

At the western end of the building wrapping around the southern and western elevation a hotel use is proposed. This element of the building is 15 storeys with reception, restaurant and bar located at ground and the hotel rooms located on the upper floors.

The remainder of both courtyard buildings are dedicated to residential development. Each courtyard building includes a 10 storey and a 15-storey element connected by four storeys where they front the proposed Healum Avenue. To the north the courtyard building in Plot A include 26 storey and 21 storey towers connected by 8 storeys. In Plot B the courtyard building comprises a 27 storey and a 21-storey tower also connected by an 8 storey element.

Each of the residential buildings benefit from access to courtyard gardens and a podium garden. Residents will also have access to shared residential amenities including gym/fitness suite, games room, cinema room, co-working space, events space/private dining and residents' lounge.

External Spaces and Landscaping

The building fronts the proposed Healum Avenue which is an important element of the proposed and future development. Healum Avenue is designed to an adoptable standard and will provide a segregated cycle lane and along its full length. Healum Avenue is designed to be a low traffic environment and in the short term will accommodate servicing and emergency access but in time will also be served by buses. Healum Avenue will have pockets of landscaping including specimen tree planting, swales and seating areas.

At the eastern end, Healum Avenue will terminate at a roundabout with woodland planting to its perimeter. This will be a temporary scenario and in the future when the former Honey Monster site comes forward it is hoped Healum Avenue will be extended to ultimately connect with the Havelock Estate.

To the western end of Healum Avenue the proposed road through the application site continues from where it has already been part implemented in front of the West Works development. On entering the application site a plaza serving the hotel is located to the north that will be opposite Maypole Park when it is delivered in future phases. The plaza provides a drop off point for the hotel and in turn provide

access to the perimeter access/service road that extends along the northern boundary of the site connecting back with Healum Avenue at the eastern end of the site.

The service route provides access to the podium parking and also to the refuse collection points located on the northern elevation of the building. The northern service route (Railway Street) also provides landscaped areas and provide a pedestrian connection to the north of the neighbouring building providing a more convenient route to the foot/cycle bridge to Southall Station.

A landscape strategy is proposed that covering the application site that includes hard and soft landscaping to provide high quality and durable public areas as well as high quality semi private residential areas including play areas.

Residential Accommodation

The proposed development includes a total of 867 residential units made up of the following mix:

- 38 x Studio Apartments (4.3%);
- 340 x 1-Bedroom Apartments (39.2%);
- 433 x 2-Bedroom Apartments (50.0%); and
- 56 x 3-Bedroom Apartments (6.5%)

In accordance with the outline planning permission and associated S106 agreement this first phase of the proposed development provides 32.5% affordable housing by units and 35% by habitable rooms. 30% of the affordable housing is provided as London Affordable Rent with 70% provided as shared ownership.

A total of 86 units (10%) are 'wheelchair user dwellings' as defined by Building Regulations Part M4(3) and all remaining flats are 'accessible and adaptable dwellings' as defined by Building Regulations Part M4(2).

All units meet or exceed the minimum space standards as set out in the London Plan (2021) and also benefit from policy compliant external private amenity spaces in the form of terraces and balconies. 46% of units are dual aspect and no single aspect north facing units are proposed.

Commercial Uses

Three commercial units are proposed fronting Healum Avenue. The units are designed flexibly and can accommodate a range of different uses falling within use classes E(a), (b) and (c) or sui generis drinking establishments or hot food takeaway uses.

Hotel Use

A 180 key hotel is proposed on the south-western corner of Plot A. The hotel includes ancillary, active ground floor uses in the form of a bar, restaurant and reception/lobby activating this prominent corner of the site, and provides a range of rooms at upper floors.

Relevant Planning History

In addition to the outline planning permission, there are a number of other recently submitted applications concerning the application site that are under consideration by the Council that are relevant to these proposals. The details of these applications are set out in the table below:

LPA Ref	Application	Description	Date
183673OUT	Outline	Outline Planning Application (with all matters reserved except access) for the demolition of existing buildings and structures; the retention, refurbishment and alteration of the Sunrise Radio Building and Maypole Margarine Factory façade; and the redevelopment of the site to include up to 2,083 residential units (use class C3), up to 7,199 sqm hotel floorspace (use class C1) (Gross Internal Area (GIA)), up to 2,688 sqm of flexible retail floorspace (use classes A1-A5) (GIA), and up to 10,076 sqm of flexible office and community floorspace (use classes B1, D1/D2) (GIA); any ancillary parking, amenity, plant, and services floorspace (including a new energy centre) and all other associated public, semi public and private realm, soft/hard landscaping, infrastructure and highway works, access and a new internal road network connecting with the existing road network	Approved 29/11/2019
224177NMA	Non material amendment	Application for a Non-Material Amendment in (S96a) seeking to allow amendments to conditions in relation to planning permission reference 183673OUT dated 29/11/2019 for 'The demolition of existing buildings and structures; the retention, refurbishment and alteration of the Sunrise Radio Building and Maypole Margarine Factory façade; and the redevelopment of the site to include up to 2,083 residential units (use class C3), up to 7,199 sqm hotel floorspace (use class C1) (Gross Internal Area (GIA)), up to 2,688 sqm of flexible retail floorspace (use classes A1-A5) (GIA), and up to 10,076 sqm of flexible office and community floorspace (use classes B1, D1/D2) (GIA); any ancillary parking, amenity, plant, and services floorspace (including a new energy centre) and all other associated public, semi-public and private realm, soft/hard landscaping, infrastructure and highway works, access and a new internal road network connecting with the existing road network	Under consideration
The above application has been submitted to make a number of amendments to the wording of various conditions subject of the outline planning permission. The amendments are required to enable the plots to be delivered by separate developers.			
224975CND	Condition Submission	Details of phasing in pursuant to condition 3 of planning application Ref: 183673OUT dated 29/11/2019	Under consideration
A scheme of phasing for the whole development is required to be submitted prior to the commencement of development			
225273CND	Condition	Details of Roads, Cycle and Pedestrian Routes (Plots A	Under

	Submission	& B) part pursuant to condition 12 part discharge of planning permission ref: 183673OUT 29/11/2019	consideration
Full details of the roads, cycle routes and pedestrian routes the submitted details accord with and provide additional detail of the proposals subject of this application			
225226CND	Condition Submission	Details of Public Realm Landscaping Works (Plots A & B) part pursuant to condition 11 part discharge of planning permission ref: 183673OUT 29/11/2019	Under consideration
Details of public realm and landscaping to include levels, gradients hard/soft landscaping, boundary statements and items of street furniture the submitted details accord with and provide additional detail of the proposals subject of this application			
225374FUL	Full application	Relocation and construction of a new electrical substation (and demolition/removal of an existing electrical substation).	Under consideration
A new sub station is proposed to facilitate the delivery of Plots A and B it is also required to be relocated from its current location to enable the new Healum Avenue to be constructed.			

CONSULTATION:

Public Consultation – Summary

Neighbour Notification	<p>Consultation exercise: 43 site notices were displayed on roads in the surrounding area including all roads between the A4020 to the north, the Grand Union Canal to the south and Windmill Lane to the east and Balfour Road and Queens Road in the west. Site.</p> <p>Consultation period 22/11/2022 – 13/12/2022</p> <p>Press notice advertised. 07/12/2022 – 28/12/2022</p> <p><u>Objections</u> 29 objections were made to the application all submitted online to the Council’s web page. The vast majority of the objections come from residents of Doniford House (part of the West Works development) located to the west of Plot A and Samuelson House located to the south west of the application site. Both are new developments completed in the last 2 years.</p> <p>The concerns raised are similar from many of the objections received and are summarised below:</p> <ul style="list-style-type: none"> • The buildings will obstruct the view for adjacent buildings and are too big • Lack of infrastructure to support new developments including public transport, health care, schools • Loss of privacy and sunlight due to proposed proximity of new building • Increased congestion on local roads preventing emergency access, access for refuse collections and deliveries • Lack of parking for both existing and future residents • Lack of parks and open spaces for children • Proposed new homes are unaffordable for the existing residents of Southall • Development is too high • Construction noise and traffic will seriously impact on quality of life
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Planning Officer's response: Most of the matters raised are dealt with in detail in the main body of this report with a summary response to the main areas of concern given here.

It is important to note as already detailed that this application is a reserved matters submission pursuant to the approval of Outline Planning Permission ref: 183673OUT. This outline permission has already approved the principle of development on this site and as already set out has approved the parameters of development including the plots, building positions, width, depths and height as well as movement routes through the site. The outline planning permission has also already considered and approved the maximum quantum of development. This outline planning permission was approved in November 2019 prior to the completion of the new residential blocks to the west of the application site.

The concerns summarised above are grouped together in the Officer's response below:

Height, Bulk and Massing – The proposed building positions, width, depth and height do not exceed the maximum parameters approved and considered in detail in the determination of the outline planning application.

Privacy/Overlooking – The development plots and the siting of buildings within those plots was considered carefully at the outline stage to ensure appropriate levels of separation were secured between the proposed buildings and existing and consented schemes. The detailed design put forward by this application has considered the location of windows and balconies to ensure high privacy levels are secured for all future and existing residents.

The nearest property to the west elevation of the building located in Plot A is Doniford House and a minimum separation distance to this property of 20.70m is proposed. The separation to the next nearest building is in excess of 90m. These distances comply with the outline planning permission and are considered to be acceptable and typical of other new development in the Southall Opportunity Area.

Traffic Issues – traffic issues in the local area are acknowledged and all development coming forward in the Southall Opportunity Area is being designed to minimise additional traffic impact and to make the best use of the areas public transport connections as well as improving facilities for pedestrians and cyclists.

The proposed development includes limited on-site parking provision and new residents will not be permitted to apply for parking permits in the local area to minimise vehicle borne trips to and from the development and to promote the use of public transport. The parking that is proposed is in accordance with the maximum parking levels approved under the outline permission.

Lack of parking/lack of temporary and visitor parking – As detailed above it is a requirement of all new development in the Southall Opportunity Area to minimise vehicles and vehicle based trips in the local area. The application site is well positioned to take advantage of a number of public transport options providing excellent links to Central London and Heathrow airport and other destinations to the west.

Parking within the site will be tightly controlled to prevent illegal parking and loading and servicing will only be permitted in dedicated service bays or from the service route to the northern perimeter of the building. The hotel will provide some limited parking for guests.

Daylight/Sunlight – The applicant has submitted with the reserved matters application a Sunlight and Daylight assessment that has considered the impacts on neighbouring developments. This assessment has been independently reviewed on behalf of the Council and no additional impacts have been identified from the scheme considered acceptable and approved under the outline planning permission.

Open space/landscaping – The approved outline scheme provides a wide range of open spaces both private and public throughout the development. A new park (Maypole Park) is also proposed that will provide a large public open space. A financial contribution was also secured as part of the outline scheme of £1,176,933 to go towards the improvement of existing local open spaces. This initial phase of the development will contribute £392,311 of the overall contribution.

In terms of this application the proposed development brings forward Healum Avenue a tree lined avenue with hard and soft landscaping. It also includes landscaped areas to the perimeter of the building and including the plaza in front of the proposed hotel. The residential parts of the proposed development include podium and courtyard gardens which also incorporate plays areas. Apartments also have their own private balconies and terraces.

Public lighting – The proposed development will be supported by a scheme for external lighting the detail of which will be submitted at a later stage to discharge a relevant condition. As a minimum it will include appropriate street lighting along Healum Avenue as well as perimeter lighting to ensure safe environments to all edges of the building. Outside of the site lighting is a matter for the relevant landowners or where it relates to streetlights will be a matter for the Council, specific concerns raised as part of this consultation process have been passed to the relevant neighbourhood team to investigate further.

Commercial uses to be of public benefit – the proposed development includes commercial uses at ground floor fronting Healum Avenue. These commercial units could come forward for a variety of uses and have been designed to be flexible. Later phases will also bring forward further opportunities for commercial, office/community uses that will bring forward a vibrant new community for this part of Southall.

Impact on local services – The proposed development has a secured significant funding to be put towards the improvement and delivery of local infrastructure and facilities including healthcare c.£3.6m, employment and training c.£750k, education c.£3.9m and bus service improvement c.£1.3m. The proposals subject of this initial phase will bring forward a total of c.£6.1m of S106 funding.

Construction Activities – A Construction Management Plan will be submitted prior to the commencement of work on site that will set out how the development will be delivered and what measure will be taken to ensure the amenity of the local residents is protected. This will include air quality monitoring which is funded by the developer and undertaken by the Council.

	<p><u>Support</u> 1 support response was received which noted that the proposed development would deliver much needed amenity and hospitality services.</p> <p><u>Neutral</u> 3 neutral responses were received making the following points</p> <ul style="list-style-type: none"> • Please ensure the development does affect the light/sun or disturb privacy • Please provide extra parking spaces for neighbours and allocate parking permits to neighbouring buildings • Open up new job opportunities • Inadequacies of the existing road infrastructure and lack of parking for residents and particularly visitors. • Development should ensure public lighting • Development should ensure provision of commercial space to benefit community <p>The majority of the neutral responses have been responded to in the Officers response above. In addition, it can be confirmed that the proposed development will generate approximately 140 jobs post constructions with a number of jobs including apprenticeships during the construction phase.</p>
<p>External Consultation</p>	
<p>Secure by Design Officer</p>	<p>The Secure by Design Officer has met with the applicant team and given them specific advice with regard to the security requirements for various parts of the proposed building and surrounding spaces including building access strategies and strategies for external lighting. Further consultation with the SbD Officer will required during the detailed design phases of the proposed development.</p> <p><i>Planning Officer's response:</i> <i>It is noted that the applicant has continued to consult with the SbD Officer and demonstrated an intention to fully comply with SbD guidance. As noted by the SbD Officer the proposed development is required to achieve SbD accreditation and this requirement is secure by condition 35 of the outline planning permission.</i></p>
<p>Heathrow Airport</p>	<p>Heathrow Airport confirmed that the proposed development could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions securing Bird Hazard Management Plan</p> <p><i>Planning Officer's response:</i> <i>An additional condition is recommended in accordance with Heathrow Airport's advice to be added to this reserved matters application.</i></p>
<p>Historic England (archaeology)</p>	<p>Historic England (archaeology) have advised that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. Although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that it is recommended that a two-stage archaeological condition would provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature</p>

	<p>and extent of surviving remains, followed, if necessary, by a full investigation.</p> <p>Planning Officer's response: <i>An additional condition is recommended in accordance with Historic England's advice to be added to this reserved matters application</i></p>
Historic England	<p>Historic England confirmed that they did not consider it necessary for this application to be notified to Historic England under the relevant statutory provisions and therefore provided confirmation that they would not be provided comments.</p>
Health Safety Executive (HSE)	<p>The HSE have undertaken a review of the proposals on two occasions. They note support for the overall Fire Strategy which comprise of two stair cores to each of the towers above 30m in height in accordance with latest guidance. Notwithstanding they raise a specific concern relating to Blocks A3 and B5, Both blocks are under 30m and are served by a single stair core the concern raised is that the single stair connects with ancillary accommodation and particularly places of special fire hazard such as a covered car park. The Fire Standard states that where a common stair forms part of the only escape route from a flat, unless it is designated as a small single stair building, it should not also serve any covered car park, boiler room, fuel storage space or other ancillary accommodation of similar fire risk.</p> <p>Planning Officers response: <i>Following receipt of the HSE's concerns the Applicant has provided amended plans to address the concerns set out. A revised layout allows for the stair core serving Blocks A3 and A5 not to share the exit with the car park and instead the car park will have its own separate contained exit to the street. This fully addresses the HSE's concern but to offer further protection for future residents a fire curtain is proposed between the lobby areas for Block A3 and Block B5 and the respective escape routes to further enhance the protection of the escape routes.</i></p>
London Wildlife Trust	<p>LWT confirmed that they do not currently have the capacity to respond to the majority of planning applications. As a priority they necessarily try and influence national, regional and local plan policies to ensure the best possible protection and enhancement of wildlife and natural habitats.</p>
Natural England	<p>Natural England provided written confirmation that they have no comments to make on this reserved matters application and confirm that the proposed development is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.</p>
NATS	<p>Provided written confirmation that the proposed development has been examined from a technical safeguarding aspect and does not conflict with safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") raised no safeguarding objection to the proposal.</p>
Network Rail	<p>Network Rail confirmed they have no objection in principle to the proposal but due to the proposal being next to Network Rail land and associated infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The detail of which should be secured by a planning</p>

	<p>condition.</p> <p>Planning Officer's response: Following receipt of the Network Rail response the Applicant has provided revised landscaping plans to address the specific concerns raised. The revised plans are considered acceptable and overcome the minor points raised. The Applicant has been requested to make further contact with Network Rail prior to the commencement of works on site to ensure all works on site do not conflict with the adjacent railway land.</p>
<p>Transport for London</p>	<p>Summary of response from TfL:</p> <p>TfL have provided a number of detailed technical comments and queries in relation to the provision of the bus route along Healum Avenue including the details of the bus stops themselves and the access within proposed block B of access to welfare facilities for bus operators.</p> <p>Comments were also received in relation to details of the cycle parking provision and design, detailed highway design matters and cycle infrastructure provision and design.</p> <p>Further comments were received with regard to the bus driver welfare facilities, the location of a bus stand, width of Healum Avenue, swept path analysis road marks and road design.</p> <p>Planning Officer's response: The applicant has provided detailed responses to demonstrate compliance with the various detailed design requirements set out by TfL. Further discussion of these matters are on going and a planning condition may be required to secure the submission of the final detailed design of Healum Road in consultation with TfL. Should an additional condition be necessary this will be report to Member in an addendum to this report.</p>
<p>Wild London</p>	<p>Response received confirming that limited resources prevented them from providing detailed comments on the application at the current time.</p>
<p><u>The following organisations were consulted but no responses received:</u> Thames Water Utilities Ltd, Affinity Water, Viola Water Company, National Grid Plant Protection, Civil Aviation Authority, Friends of The Earth, Highways England, NHS Property Services, Ministry of Defence – Safeguarding, Southall Chamber of Commerce</p> <p><u>The following community groups and other local organisations were consulted but no responses received:</u> Our Southall, Dairy Meadow Primary and Nursery School, Havelock Primary School and Nursery, SSPC Southall, Havelock Community Centre, Rina Bimbh, Havelock Regeneration/Catalyst: Dalia Fanus, Community Liaison Officer for The Green Quarter, Southall Community Alliance, Ealing Community and Voluntary Service, Southall Black Sisters, Ealing Civic Society, Ealing Community Network, West London Business, Make It Ealing, Ealing Friends of the Earth, Norwood Green Residents Association, Gurdwara Sri Guru Singh Sabha, Vishwa Hindu Temple, Shree Ram Mandir, Shri Guru Ravidass Sabha Southall, Ramgarhia Sabha Southall, Gurdwara Guru Nanak Darbar, (Charity Trust Name: Afghan Ekta Cultural / Religious Community Centre), Bethany Church, Imambargah Al-Hasan, Southall Christian Fellowship, Grace Church Southall, St Anselm's Catholic Church, The Victoria Climbié Foundation, Sikh Missionary Society, St John's Southall Green, Kings Centre Southall, Christian International Community Southall Baptist Church, Freedom Worship</p>	

Centre, Southall Church of God, Central Jamia Masjid, Havelock Family Centre Our Southall, Southall Day Centre, Indian Workers Association, SSPC Southall, Golden Opportunity Skills and Development (GOSAD), Somali Family Learning & Regeneration Projects (Sofale), Ambedkar Centre, Buddha Vihara, Education and Skills Development Group, Somali Youth Helpline, Southall Inter Faiths Forum

Internal Consultation:

Regulatory Services (air pollution)	<p>No comment. Scheme must comply with conditions subject of the outline planning permission.</p> <p>Planning officer's response: Noted.</p>
Regulatory Services (contamination)	<p>No objection subject to further investigation and the preparation and submission for approval of a remediation strategy as secured in conditions subject of the outline planning permission</p> <p>Planning Officer's response: Noted.</p>
Regulatory Services (noise)	<p>Conditions secured at outline stage are still relevant and must be discharged at the relevant time.</p> <p>Planning Officer's response: Noted.</p>
Transport Services	<p>Confirmation that the following conditions have been secured by the outline planning permission and should be discharge in respect of this preliminary phase at the appropriate time</p> <p>Conditions:</p> <ul style="list-style-type: none"> • Delivery and servicing management plan • Parking management plan • Construction management plan • Revised travel plan • Cycle parking design and details • Details of roads and pedestrian and cycle routes • Electric charging points <p>Proposed Healum Avenue should be designed and built to adoptable standards it should also be fully compliant with the requirements of the bus operators/TfL. All landscaping should be subject of an appropriate management plan to ensure it does not affect the adopted highway.</p> <p>It is important that land is safe guarded to ensure the potential for future connection of Healum Avenue through to the adjacent site (Former Honey Monster factory site) as well as safeguarding land to enable a future bridge across the railway.</p> <p>Provision of dedicated space for car club vehicles noted and supported.</p> <p>Parking including blue badge parking in accordance with the outline permission noted and supported.</p>

	<p>Planning Officer’s response: <i>Noted. Appropriate conditions have been secured by the outline planning permission. In addition the outline planning permission secures c.£2.5m (in Phase 1) for improvement to pedestrian and cycle infrastructure as well as bus service improvements.</i></p>
<p>Planning Policy – Sustainability</p>	<p>The Council is very supportive of the (very well written and informative) Energy/Sustainability strategy produced by Hoare Lea in October 2022 (v2).</p> <p>The all electric strategy proposes a sitewide (LTHW) distribution loop (approx 50°/40° flow/return) with ASHPs on the roof of each block feeding into three energy centres (Block A1 (x4 ASHP), B1 (x4 ASHP), B2 (x1 ASHP) that have secondary heat pumps and electric top-up/peak load thermal store. Heat is delivered via dwelling HIUs for underfloor and/or panel radiators space heating, with immersion tanks to boost water up to DHW temperature. The anticipated efficiency (SCOP) of the site ASHP network is 3.26.</p> <p>Space heating and cooling for the hotel and commercial element will come from a VRF heat pump system via AHUs. Hotel DHW will come from the communal LTHW network.</p> <p>The Council confirms that there is no available “Clean” district heat network (DHN), however, the energy plant room will be futureproofed for connection to any future DHN. No further investigations are required on this issue.</p> <p>Also proposed are three PV arrays with a combined capacity of approx 67 kWp.</p> <p>Planning Officer’s response: <i>Further consideration of the energy strategy is set out in the main body of the report</i></p>

Design Review Panel

The scheme subject of this Reserved Matters Application was presented to Ealing’s Design Review Panel on the 13th September 2022.

The DRP’s Summary:

The panel feels that the site presents a great opportunity and could make a significant contribution to the area. It appreciates the level of development and positive changes made from the original outline application, specifically the relocation of the hotel and activation of the ground and first floor along the railway street. However, the panel suggests that the environmental design ambitions should be pushed further, to reduce carbon emissions through a holistic approach to embodied, operational and renewable energy.

The panel also has concerns about the quality of the courtyard spaces at the podium level. It notes that the amount of sunlight hours that these spaces receive is currently not compliant with BRE guidance. This should be addressed to ensure that these areas are comfortable and usable all year round, since the development relies upon the courtyards to deliver play space and communal amenity for this phase of the masterplan.

The panel is also disappointed with the low percentage of dual-aspect units and the low level of daylight within the new homes. Given the status and scale of this project, the panel feels that the design should be more ambitious and exceed minimum standards. The panel also suggests that the access strategy needs to be developed further. The current arrangement feels overly car dominated, and the panel would like to see how the public realm could be developed to be more legible and to avoid conflicts between cyclists, pedestrians and vehicles. The gyratory service road also feels very

vehicle led, particularly given the low level of traffic described. Opportunities for greening and creating areas to dwell along the northern edge of the site should be maximised.

Applicants Response:

During the design development a number of amendments have been made to the scheme to address comments from the DRP as well as comments arising from ongoing consultations with LBE Officers these include:

- Further activation of the Railway Street through enlarged lobbies, small pockets of co-working spaces
- Enhanced landscaping to the Railway Street and the creation of a more pedestrian/cyclist friendly shared space rather than being a dedicated service route
- Number of studios has been reduced and the number of apartments with 2 or more bedrooms increased
- The amount and location of internal shared amenity spaces has been improved to offer a variety of spaces at both ground and first floor. An amenity hub is located at ground level between Buildings A and B, which provides a principal access point and management hub, as well as residents' facilities
- A variety of shared external communal spaces have been provided at both podium and roof level to ensure that all residents have access to an adequately lit space
- Internal sunlight and daylight testing has formed an integral part of the design evolution and several moves have been made to improve internal light levels. Windows have been sized to maximise light ingress whilst minimising the potential for overheating, and balconies have been positioned to avoid undue shading of internal spaces
- The number of dual-aspect homes has been maximised within the permitted envelope
- A densely planted landscape buffer is proposed to provide separation between the hotel and residents' shared spaces. This will provide privacy to both uses.
- Commercial spaces have been designed to be as flexible as possible to allow for a variety of uses
- The architectural language has been developed through analysis of the immediate context. The residential architecture takes references from the adjacent Sunrise House, with strong vertical piers and a clear hierarchy and the hotel takes reference from the arches and bands found in the retained Maypole factory façade.
- The width of carriageways has been reduced as much as possible and additional areas of planting introduced to soften the site.
- Dedicated cycle lobbies provide safe entry points to the first-floor cycle storage and demarcated routes are provided to the stores within the car park
- External parking has been repositioned to move it away from the Honey Monster boundary, with spaces redistributed across plot A and B

Officers Response: The Applicant has positively responded to the comments made by the DRP within the limitation of the parameter plans approved under the outline scheme. The response made by the applicant through the detailed design have made some significant improvements to the overall quality of the development.

Community Review Panel

The scheme was presented to the Community Review Panel (CRP) on the 4th October 2022.

The CRP's Summary

The panel welcomes the opportunity to review the scheme, however it notes that it would have liked to see the scheme earlier in order to comment on the proposed height and massing. The panel would like to see further development of the visual impact, materiality and appearance, taking into account the scale of development coming forward in the area and the combined townscape impact.

As this site is the first phase of the wider masterplan for the area, the panel feels that it could feel quite secluded, particularly as connections to the wider area and facilities are lacking. However, the approach to cycling is welcome and the panel notes that wider improvements to cycling infrastructure, beyond Merrick Road, would help to encourage cycle use and active travel.

The panel feels that the commercial uses could be successful, particularly given the hotel use on the site and lack of other facilities in the immediate area. The panel suggests that the development could present a unique opportunity to develop a new offer for Southall, creating a destination with a clear character for local people as well as others. It feels that the design of the public realm should be developed to create a distinct place that provides spaces to dwell and socialise.

The panel feels that the mix of unit sizes and tenures is likely to be more appealing to young professionals than families, noting the low proportion of family-sized homes proposed. The panel would like to understand how these new homes will be accessible to existing residents in the area, in terms of mix and affordability.

Applicants Response:

- The housing mix is diverse to appeal to a wide demographic of potential residents, this includes a wide variety of apartment sizes and a mix of internal configurations to provide both open plan and lobbied apartments
- The proposed development also incorporates 35% affordable housing comprising a variety of tenures that will contribute positively to mixed and balanced communities
- The proposed commercial uses have been designed to be flexible and appeal to numerous potential occupiers these uses will be further complemented by other commercial uses coming forward in later phases and will create a new vibrant quarter for this part of Southall
- The development will have good connections to the rest of Southall and complements further the regeneration of this part of Southall that has already commenced to the west of the site.

Officer's Response: unlike other schemes that have been presented to the CRP this is a reserved matters application and therefore a number of key elements such as the broad location of development, bulk, massing and height of the building had already been determined at outline stage. The comments received were nevertheless useful and have positively influenced the design in the later stages of the scheme's development.

Public Consultation by the Applicant

The applicant submitted a Statement of Community Involvement (SCI) detailing the consultation carried out with local residents, businesses and other community stakeholders prior to the submission of the current reserved matters application.

The consultation took the form of targeted e-mails and phone calls, a dedicated project website, newsletter distributed to 2,500 addresses, public consultation event held over 2 days at the Southall Christian Fellowship.

The public consultation event has attended by 21 people and 3 questionnaires were completed. The Applicant have detailed in the submitted SCI some of the common themes of queries and comments that they received during the public consultation. These are similar to those matters raised in response to the Council's statutory consultation and include:

- Commercial uses welcomed with resident noting a need for more shops/cafes in this area
- Some residents raised concerns with regard to possible reduction of daylight into their apartments
- The greenery and landscaping were welcomed by residents and neighbours

- Queries raised regarding the timescales for the construction and how long it would take
- An increase in rubbish around the area was raised by residents and they queried whether bins would be provided
- Residents raised queries about parking provision for disabled people, visitors and deliveries as well as concerns about the lack of parking in the area.
- Transport and traffic in the local area was highlighted as a concern
- Anti-social behaviour was highlighted as a concern

Responses to all these matters have been set out in the public consultation part of this report and will be further expanded upon in the main body of the report.

The Applicant's have confirmed in the SCI that they will continue to engage with the local community and update the project website throughout the planning process.

The details within the SCI adequately conveys the concerted effort the Applicant has made to extensively consult with the local community, existing residents and stakeholders, at regular intervals throughout the design development process, using a range of mediums to ensure that as many people are reached as possible. The limited take up from the local community is disappointing but is likely to reflect the fact that this is a reserved matters submission where a number of matters have already been considered and agreed at the outline stage.

The Applicant's consultation is considered to comply with the range and scope criteria on large-scale applications set out under Appendix 3 of Ealing's Statement of Community Involvement (February 2013).

Relevant Planning Policies:

The policies relevant to this application are listed in the informative section of the recommendation above.

APPRAISAL

This RMA has been submitted pursuant to the outline permission that approved the overall masterplan for the Middlesex Business Centre site. Specifically, the RMA has been submitted pursuant to the following conditions of the outline permission ref: 18367OUT dated 29/11/2019:

Condition 2 relating to the relevant material consideration for each plot including:

- a) Layout
- b) Vehicular and pedestrian access
- c) Appearance
- d) Scale
- e) Hard and Soft Landscaping

Condition 7 (Reserved Matters Details) relating to the relevant documents and details all REM's must be accompanied by including:

- a) Design Statement
- b) Floor, elevation and section plans
- c) Details of ground floor level shopfronts
- d) Details of internal space standards
- e) BREEAM pre-assessment for non-residential elements
- f) Daylight and Sunlight Report including shadow plot diagrams
- g) Details of play space, amenity space and landscaping strategy
- h) Details of works to the public realm and highways including traffic calming measures

- i) Planning statement
- j) Statement of community Involvement
- k) Affordable Housing Statement
- l) Updated Phasing Strategy
- m) Fire strategy
- n) A public art statement

The RMA has also been submitted pursuant to the following additional conditions in so far as they relate to Plots A and B.

Condition 10 (a-c) (Open Space Design) relating to the detailed construction of open spaces including:

- a) A statement confirming conformity with the relevant parameters and Design Codes
- b) The layout, design and purpose of the space
- c) The location of internal pedestrian and/or cycle routes

Condition 46 (Overheating and Cooling) relating to the submission of thermal modelling and cooling hierarchy

Condition 47 (a) (Energy Strategy) relating to the investigation of incorporating PV and details of the savings associated with Air Source Heat Pumps.

Parameters subject of the Outline Planning Permission

As detailed earlier in this Report the original outline planning permission was approved subject to a series of parameter plans. The Parameter Plans set out the maximum building lines/footprints & heights, land uses at ground, first and upper floors, plot boundaries, and circulation and access routes across and within individual plots. The reserved matters applications are required to strictly comply with these parameter plans.

Design Code subject of the Outline Planning Permission

The Parameter Plans are complemented by the approved Design Code which guides the physical design and appearance of the buildings and hard and soft landscaping and provides guidance/rules for detailed design matters including layout arrangements, materiality, composition, detailing and other design features and considerations. The reserved matters applications are also required to adhere to the approved Design Codes.

MAIN ISSUES

The main issues for the consideration of this application are as set out in the requirement of conditions 2 and 7 of the outline planning permission. The principle of the comprehensive residential led mixed use development of the site has already been approved by the outline planning permission and is therefore not a relevant consideration for this application. The quantum, height, massing and broad location of development (within defined development plots) has also already been approved as part of the outline scheme as have the types and quantum's of different land uses.

Environmental Statement

The outline planning application was accompanied by an Environmental Statement (ES) that assessed the Environmental Impacts that may be caused by the proposed redevelopment of the site. The submitted Environmental Statement dealt with the following issues: air quality, archaeology, climate change, daylight, sunlight and overshadowing, ecology, ground conditions, noise and vibration, socio-economics and health, traffic and transportation, wind and microclimate. The ES assessed any potential significant effects of the development that may arise cumulatively, when combined with, other major developments with planning permission or under construction in the local area. Following

independent review, the conclusions of the previously submitted ES were accepted and a number of conditions recommended to mitigate adverse impact to ensure full compliance.

With this RMA the applicant has submitted a ‘Supplementary Environmental Information Report (“SEIR”). The SEIR reviews the conclusions of the ES that accompanied the Outline Permission and checks their validity in light of the detailed design sought by the RMA.

As with the original ES the SEIR has been independently reviewed by Temple Group who have interrogated the various technical reports to ensure the detailed proposals remain compliant. A series of clarifications have been sought by the Temple Group to provide additional information or clarification and following receipt of acceptable response from the Applicant Team, Temple Group were able to confirm that all issues were satisfactorily addressed and subject to including an additional condition in respect of measures to mitigate wind effects full compliance is achieved.

Compliance with Planning Control Document subject of the Outline Planning Permission

As set out at the beginning of this section of the report a key consideration for this RMA is confirmation that the detailed proposals for Plots A and B are in full accordance with the Planning Control Documents including the Parameter Plans, Design Code and relevant planning conditions.

Parameter Plan compliance – the table below demonstrates how the proposals subject of this application comply with the relevant parameter plans in so far as they relate to Plots A and B:

Parameter Plan	Purpose	Compliance
PP001	Setting out plot and RMA boundaries	Plots A and B subject of this application fully comply with the plots and associated boundaries of PP001
PP002	Showing buildings approved for demolition	An existing building located to the east of the RMA application site is proposed to be demolished and will be required to be demolished to allow the scheme to be implemented
PP003	Access and circulation routes including vehicle, cycles and service routes	The detailed design for Plots A and B complies with PP003 principally this includes the delivery of Healum Avenue which includes a segregated cycle route. The road is to be delivered to a standard that will enable its adoption. An interim turning head is proposed at the eastern end but will connect through to the adjacent site and onto Havelock Estate in the future. Vehicles entrance to the podium parking is from the west as per the parameter plans with an exit proposed and agreed as part of this RMA proposed on the eastern side of the building. A service route is proposed to the perimeter of Plots A and B which complies with the service route shown in PP003. Pavements and pedestrian routes also fully comply with PP003
PP004	Shows the maximum building lines for the	The outer walls of the buildings proposed within this RMA do not exceed the maximum building

	building in each plot with specific zones for balconies, awnings etc	lines defined by plan PP004.
PP005	Shows the broad location of ground floor land uses within individual plots	PP005 allowed for commercial/retail uses to front Healum Avenue on the southern elevation, a hotel use anywhere within Plots A and B and ancillary residential spaces and entrance lobbies both on the northern and southern elevation. The proposed development fully complies with these requirements. The hotel use has moved to the western end of the building whereas it was shown at the eastern end at outline stage. The location of the hotel within the plots was not however fixed to allow for flexibility and its location at the western end is supported due to its proximity to public transport and the entrance to the wider site.
PP006	Shows the broad location of first floor land uses within individual plots	PP006 approved residential uses (C3) and hotel uses (C1) anywhere on first floor within Plots A and B, the proposed scheme full complies with this.
PP007	Shows the broad location of upper floor land uses within individual plots	PP007 approved residential uses (C3) and hotel uses (C1) anywhere on the upper floors within Plots A and B, the proposed scheme full complies with this.
PP008	Sets out the maximum building heights for buildings within each development plots	PP008 confirms building heights between 42.00m A.O.D and 124.125m A.O.D in Plots A and B. PP008 defines specific heights for various parts of building within the plots therefore defining the overall massing. The proposed development fully complies and does not exceed the maximum building heights defined for any part of the development within Plots A and B

It is therefore confirmed that the RMA scheme subject of this application fully complies with each of the Parameter Plans.

Design Code Compliance – the design and appearance of the proposed development is guided by the approved Design Code as it is applicable to buildings within Plots A and B as well the associated public realm. Condition 6 (Design Code) requires all submissions seeking approval of Reserved Matters to demonstrate compliance with the principles set out in the Design Code (A2993-2-10 R3, August 2019). These include site-wide, plot-specific and landscaping codes.

The Applicant has provided a detailed analysis of the proposed development in relation to the extensive requirements set out in the Development Code document. Each of the specific Design Codes has been reviewed in the context of the development proposed. A high level of compliance is secured with regard to all aspects of the approved Design Code. Where compliance has not been achieved this is generally because the scheme has been improved and the code was no longer strictly applicable. The proposed development is considered a very high level of compliance with the Design Code and therefore the requirements of condition 6 of the outline planning permission are satisfied.

Planning Condition Compliance – the proposed development is required to comply with the 51 conditions attached to the outline planning permission. Further conditions are also recommended in respect of this RMA (see Annex 1). These conditions have various trigger points and will need to be discharged at various stages as the development progresses on site. The Applicant has submitted separate applications to discharge condition 11 (public realm and landscaping), condition 12 (roads, cycle and pedestrian routes) and 3 (phasing). These applications are currently under consideration by the Council and will be determined pending the outcome of this application.

In addition, this RMA also seeks to comply with and discharge the following conditions that are also subject of the outline planning permission

Condition no.	Condition Requirement	Compliance	
1	Submission of RMA for Plots A & B for approval before the expiration of 3 years from the date of the Decision Notice (29/11/2019); and the first RMA to include the detailed design of Healum Avenue	Yes	The RMA submission fully complies with Condition 1 as the application was submitted prior to the 29th November 2022. It also includes the detailed design of Healum Avenue.
2	The reserved matters to include: <ul style="list-style-type: none"> - Layout - Access - Appearance - Scale - Landscaping 	Yes	This submission includes the full details of the reserved matters in relation to Plots A and B
4	Development to be carried out in accordance with the following drawings and documents: <ul style="list-style-type: none"> - Parameter Plans - Other Plans - Access details set out in the Transport Statement dated 8/12/2018 (and associated amendments) - Design Code (Ref: A2993 2-10 R3) dated 12 August 2019 	Yes	This submission has demonstrated full compliance with the listed documents
5	The maximum permitted floorspace for each use granted by the Outline Permission shall be: <ul style="list-style-type: none"> - Residential: 192,362sqm - Hotel: 7,199sqm - Flexible Retail Floorspace: 2,688sqm - Office and Community Floorspace: - 10,076sqm 	Yes	The proposed quantum of development promoted by this application falls within the maximum permitted floorspace allowance
6	All RMAs are to be submitted with a Design Statement which shows how	Yes	Assael have prepared a comprehensive and detailed Design

	the proposal conforms with the Design Code Document (A2993-2-10 R3)		and Access Statement in support of the RMA that complies with this requirement
7	Each RMA shall include details regarding the following: a) Design Statement b) Floor, elevation and section plans c) Details of ground floor level shopfronts d) Details of internal space standards e) BREEAM pre-assessment for non-residential elements f) Daylight and Sunlight Report including shadow plot diagrams g) Details of play space, amenity space and landscaping strategy h) Details of works to the public realm and highways including traffic calming measures i) Planning statement j) Statement of community Involvement k) Affordable Housing Statement l) Updated Phasing Strategy m) Fire strategy n) A public art statement	Yes	All details have been submitted with the RMA and considered in further detail below
8	Each RMA Application shall include details of the following in respect of the Masterplan: <ul style="list-style-type: none"> • Land Uses • Site Layout • Car Parking • Affordable Housing • Illustrative Reconciliation Masterplan 	Yes	Assael have prepared a Design and Access Statement in support of the RMA that complies with this requirement providing full details An Affordable Housing Statement is also submitted in support of the application
22	Maximum car parking provision across the development	Yes	The car parking provision within Plots A & B is within the total allowance site-wide and follows the principles established in the Illustrative Scheme at outline application stage
46	Details of the dynamic thermal modelling in using the guidance from CIBSE TM59 and TM49 (DSY1, 2, 3) show how the development performs against the overheating criteria, and details of any additional measures taken to reduce the risk of overheating	Yes	An Overheating Report has been submitted in support of this RMA and has been reviewed by the Council's Sustainability advisor who has confirmed the details are acceptable and condition 46 can be discharge in so far as it relates to Plots A and B.

	(without active cooling) should overheating be present as per the relevant report.		
47 (a)	Energy Strategy relating to the investigation of incorporating PV and details of the savings associated with Air Source Heat Pumps.	Yes	An updated Energy Strategy has been submitted in support of the RMA it provides details to enable the discharge of condition 47(a) and has been reviewed by the Council's Sustainability Adviser who has confirmed the details are acceptable and can be discharged in so far as they relate to Plots A and B

The above table confirms that the RMA has provided sufficient details to comply with and/or discharge the requirements of the relevant conditions as set out in so far as they relate to Plots A and B.

Principle of Development

The principle of the proposed residential led mixed use development of the Middlesex Business Centre is established by the outline planning permission reference 183673OUT with the approved parameter plans assigning the land uses within the development site.

Affordable Housing

The outline planning permission secured the delivery of 671 affordable housing units (or 35% by habitable room) across all development plots/phases of the development. The following tenure split was secured:

Affordable Rent (30% of total affordable housing quantum)

- London Affordable Rent: 201 dwellings

Intermediate Housing (70% of total affordable housing quantum)

- London Shared Ownership: 370 dwellings
- Discount Market Rent: 100 dwellings

Affordable Housing Provision in Plots A and B

The outline planning permission did not specify the unit or tenure mix or the exact number of affordable units to be delivered in each phase. The proposals subject of this RMA adheres to the principals established by the outline permission and 35% of the total number of habitable rooms within Plots A and B are to be affordable housing. This equates to 282 residential units.

The table below set out how these affordable units will be distributed in terms of tenure and unit mix

Tenure	Studio	1 bed	2 bed	3 bed	Total units	Total hab. Rooms	Remaining to be delivered in later phases
London affordable rent (LAR)	0	20 (24%)	44 (52%)	20 (24%)	84	252	117

Discount Market Rent (DMR)	0	0	0	0	0	0	100
Shared Ownership	2	64 (32%)	123 (62%)	9 (5%)	198	535	172
Total Affordable	2 (1%)	84 (30%)	167 (59%)	29 (10%)	282	787	389
Private	36	256 (44%)	266 (45%)	27 (5%)	585	1,454	827
Total Residential	38 (4%)	340 (39%)	433 (50%)	56 (7%)	867	2241	1216

The proposed unit mix and tenure mix is supported and provides a good mix of affordable and private tenure dwellings to ensure the development will deliver a fully mixed and balanced community. The proposed quantum and mix of affordable housing complies with the overall quantum secured by the outline planning permission and therefore subject to later phases adopting a similar approach will ensure the equal distribution of affordable housing across all phases of the proposed development.

In terms of the unit mix the applicant has improved the offer as a result of consultation with Officers and the number of studios and 1 bed dwellings has been reduced in favour of larger 2 bed units. It is positive to note that 69% of the affordable dwellings in this phase comprise 2 bedrooms or more.

The quantum, tenure and mix of dwellings including a high proportion of affordable housing is supported and complies with the principle established by the outline planning permission. The affordable housing has been designed to be tenure blind with the design of the proposed buildings, entrances, lobbies not differentiating between tenures. The LAR accommodation is located in Blocks B3 and B4 in the south-western corner with the shared ownership located in Blocks B1, B2 and B5. It is anticipated that Block B will be commenced and finished first ensuring the early occupation of affordable housing which meets with the requirements of the agreed S106.

The delivery of affordable housing is a key strategic objective for the London Borough of Ealing and the quantum, tenure and mix is supported and in general accordance with policy 1.2 of the Core strategy and policy 3A of the Development Management DPD and policies H4, H5 and H6 of the London Plan 2021.

Quantum of Development/Density

Policy GG2 (Making the Best Use of Land) is relevant when considering the density of the proposed scheme. Policy GG2 promotes higher density development in locations that are well connected in respect of access to jobs, services, infrastructure and amenities by public transport, walking and cycling. London Plan policy D2 supports policy GG2 confirming that the density of development should be linked to the future provision of infrastructure and be proportionate to the sites connectivity and accessibility. Policy D3 confirms that development proposals should make the best use of land and follow a design led approach that maximises the capacity of sites. Policy 1.2(h) of the Council's Core Strategy confirms that higher densities will be supported in areas of good public transport accessibility.

The quantum of development is largely dictated by the outline planning permission and associated parameter plans and Design Code. The site is located in the Southall Opportunity Area which is subject to a strategic aim to intensify residential density given the areas public transport accessibility.

The number of new homes being brought forward by this RMA includes 867 homes which is as per the indicative scheme submitted with the outline application. Plots A and B are acknowledged within the outline permission as being the densest part of the development with the tallest buildings. The density

proposed for this initial phase based on the RMA site area of 1.76ha is 493 units or 1,273 habitable rooms per hectare.

The level of density is considered to be appropriate given the access to good levels of public transport and the sites location within an Opportunity Area. The scheme is of a very high-quality design and provides for high standards of residential accommodation and a significantly improved public realm. The proposed scheme demonstrates no signs of overdevelopment as demonstrated throughout this report. The proposed density is in accordance with the parameter plans, Design Code and the intention of policy and is supported.

Design and Appearance

The Applicant has undertaken comprehensive and detailed design development in consultation with Officers and the scheme has been further scrutinized by the Design and Community Review Panels. The scheme has also been designed to be fully compliant with both the approved parameter plans and most importantly the Design Code.



(View of proposed hotel along Healum Avenue)

Plots A and B are located in the Urban Character Zone and the parameter plans dictate this this part of the development includes the highest densities and tallest buildings. The form of development also controlled by the parameter plans indicates that the tallest elements are closest to the rail line with the heights gradually stepping down towards the proposed Healum Avenue.

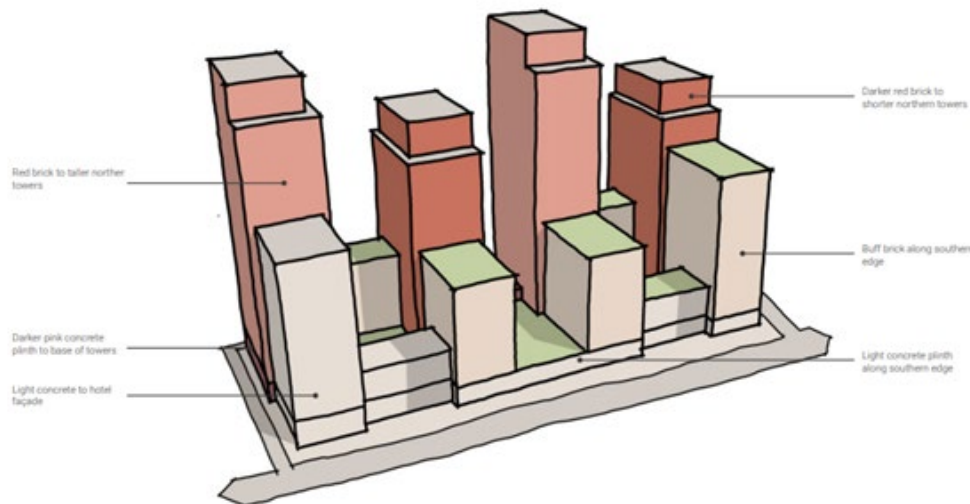
The approved Design Code sets out the basic principles for the composition of the facades which includes; a paired back palette of materials, a clear hierarchy with distinct base, middle and top to the taller buildings and slender forms with vertical emphasis.



(Proposed view of north facing elevation with West Works development in foreground)

The applicant has developed these key principles and developed an architectural language that responds positively to the local context and particularly to the heritage assets (Sunrise Building and Maypole Factory façade) located in the eastern part of the site. In this regard the facades of the proposed building predominantly comprise brick in warm red, brown and buff tones with elements of feature materials providing variation.

To add further variation the different parts of the building are treated with different brick tones, edge buildings fronting Healum Avenue are finished primarily in lighter buff brick with strong concrete banding and complimentary profiled metalwork below windows. The tall buildings are finished in two complimentary tones of red/brown brickwork defining the different building forms and helping break up the massing.



(Indicative use of material tones)

The hotel uses a different typology and uses a cream coloured concrete to differentiate it from the residential parts and create a visual break at the entrance to the site. A light coloured plinth to the south of the building ties the residential, hotel and retail uses together and gives the building a human scale.

The design approach taken by the Applicant has developed the approved Design Codes in a positive way. The use of robust natural materials taking inspiration from the history of the site is considered to be a positive approach that will complement the regeneration of this part of Southall. The proposals have given consideration to and comply with the intention of the approved Design Code and London Plan policies D4 (delivering good design), D5 (inclusive design) and D9 (tall buildings).

Residential Quality

Policy D6 of the London Plan and supporting Table 3.1 'Minimum internal space standards for new dwellings' seek to ensure that new development is of the highest quality internally with appropriately sized rooms. Policy 3.5 of Ealing's Development Management DPD confirms these requirements.

The Design and Access Statement submitted by the applicant confirms that all of the proposed residential units will meet or exceed the minimum space standards for the habitable spaces in each of the proposed dwellings. Minimum space standards in terms of bedroom sizes, storage and minimum floor to ceiling heights in excess of 2.5m as stipulated by the Nationally Described Space Standards are also proposed to be met.

All dwelling will also have access to appropriately sized private outdoor amenity spaces in the form of balconies or terraces which is in addition to the larger indoor and outdoor shared/communal amenity spaces within the courtyards and roof terraces.

Accessible Accommodation

All units will be expected to be designed to meet relevant inclusivity and accessibility standards in accordance with the relevant Building Regulations and London Plan Policy D7 including a minimum of 10% of the units being fully wheelchair accessible and 90% of units being accessible and adaptable.

In accordance with these requirements, 10% of homes (86) have been designed to be accessible or easily adaptable in accordance with Part M4(3) requirements. All the remaining homes will be served by lifts and will comply with Building Regulations Part M4(2). Therefore 100% of homes will be fully accessible or easily adaptable and are deemed to be accessible and inclusive housing.

Aspect

The approved Design Code seeks to avoid single aspect units and particularly single aspect north facing units and encourage dual aspect dwellings. The proposed development working within the constraints of the development has maximised dual aspect dwelling achieving 46 percent (399) dwellings. In accordance with the Design Code there are no single aspect north facing units.

Given the urban nature of the site and the associated constraints it is considered that a high level of compliance is achieved and includes an improvement in the number of dual aspect units over the consented outline scheme. The units all remain of a very high standard with large window openings, generous rooms sizes and all with access to private amenity spaces.

Privacy and Outlook

LB Ealing's Development Management DPD contains policies that seek to safeguard the amenity of adjoining residential properties. In this instance consideration has been given to the potential effects of development on visual amenity, privacy and safeguarding the outlook from habitable room windows. It requires that new residential development not only provides good living conditions for the future occupiers, but expects that new development provides an attractive outlook and sense of privacy for those existing residents neighbouring the development. The impacts associated with this RMA essentially remain the same as set out in the outline scheme previously consented. Separation distances comply with those set out in the Design Code maintaining a minimum separation distance to the nearest residential property (West Works) of 20m extending to 25m and 29m due to the irregular

shaped elevation. The distance to the next nearest residential buildings are well in excess of this distance.

Within the development itself the layout has sought to minimise directly overlooking windows and balconies, separation distances are generally of 21m or more with one instance of an 18m separation distance being achieved.

The proposals have been carefully considered and designed in accordance with the Design Code to ensure the privacy and outlook of both existing and future residents is of the highest standard. These detailed proposals have been carefully designed to ensure that they result in no additional harm to the levels of amenity previously consented and given the urban nature of the site and its associated constraints is considered to be acceptable and will secure a high level of compliance with the London Plan and Ealing's Development Management policies in this regard.

Daylight, Sunlight and Overshadowing

In accordance with condition 7 of the outline planning permission the applicant has prepared a detailed daylight/sunlight and overshadowing assessment of the internal accommodation being proposed. The assessment notes that sunlight and daylight has been a key consideration in the development of the scheme and a number of amendments have been made to the layouts of flats to ensure that key habitable spaces such as living areas are located in well lit areas and other uses less reliant on natural light are located deeper into the plan.

Since the outline permission was granted the BRE guidance and associated British Standards against which sunlight and daylight matters are considered has been updated. The new guidance has made it generally harder to achieve compliance when compared to the previous guidance and therefore a lower compliance rate doesn't necessarily indicate a less acceptable scheme. This is particularly relevant to high density urban development such as that proposed by this application where a number of competing design factors need to be taken into consideration when developing high density schemes.

London Plan policy D6 acknowledges these difficulties and states *"[t]he design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space"*

It is also important to note that BRE guidance recommends that it be interpreted sensibly and flexibly, with careful consideration of the specific site context. Its numerical targets theoretically apply to any built environment, from city centres to rural villages. However, in more constrained or dense environments, such as Opportunity Areas, achieving the default BRE targets can be very challenging and conflict with other beneficial factors of site layout design.

Furthermore, both the NPPF and the London Plan further indicate that daylight levels within developments should be in line with broadly comparable typologies and appropriate for the context.

Internal Daylight/Sunlight Performance – on the basis of the new BRE guidance the results show that 893 out of 2241 habitable rooms will achieve a median Lux value in line with the daylight illuminance target. Of the 1348 deviations, 204 rooms would achieve a median Lux value within 30 per cent of the respective room target and therefore considered to be a relatively minor transgression.

Of the 1144 rooms that present median Lux levels beyond 50 per cent 489 relate to units with deep plan spaces and so whilst parts of the room have reduced light the main living spaces are located closest to windows and are therefore adequately lit.

The use of balconies also has a significant impact on levels of light reaching properties below and the property itself but the balcony offers additional amenity which needs to be balanced against the lower level of light within the unit.

Whilst lower levels of compliance are achieved when assessing the proposals against the new guidance the general daylight performance is in line with the levels recorded at outline stage given that the proposed scheme sits fully within the maximum parameters permitted. It should also be noted that when comparing the proposals against the old guidance 1886 out of 2241 (84%) rooms assessed demonstrated full compliance with the BRE Guidance.

In respect of sunlight exposure 475 (56%) of units achieve the BRE Guidance for sunlight which assess whether a room achieves at least 1.5 hours of direct sunlight on March 21st regardless of orientation.

Overshadowing and Sunlight Provision in Amenity Areas – the Applicant’s assessment has also considered the provision of sunlight within the proposed courtyard gardens and amenity areas using the two-hour sun on ground (sunlight amenity) assessment. This has considered three central podium courtyard spaces, five rooftop spaces and a ground floor amenity area to the south-east of Plot B. With regard to sunlight in the proposed amenity areas, the assessment shows that five out of the nine spaces will receive at least two hours of sunlight to more than 50 per cent of their area and are therefore compliant with the BRE guidance.

The four remaining spaces include the three podium courtyards as well as an eighth floor roof terrace, these spaces will not achieve the recommended two hours of sunlight on the 21st March but will achieve at least 1 hour of sunlight on 21st March. This shortfall was considered at the outline stage and confirmed to be acceptable given it occurs in the winter months when the outdoor spaces are likely to be less frequently used.

Overall the daylight/sunlight levels achieved by this reserved matters application are considered to be acceptable particularly given the high density of the development. The results achieved are in line with the objectives of London Plan policy D6 and are in accordance with the approved parameter plans and Design Code.

Overheating

Condition 46 of the permission requires the submission of a dynamic thermal modelling, taking into account the Cooling Hierarchy (as updated following the grant of the Permission as part of Policy S14 of the London Plan), provided in the form of an Overheating Report contained in the Energy Strategy (Appendix D) prepared by Hoare Lea.

Overheating needs to be considered in the context of securing appropriate levels of daylight and sunlight as a suitable balance needs to be achieved between these competing objectives. The applicant has modelled the proposed development based on a MVHR systems due to the limitations of natural ventilation due to acoustic constraints. The overheating calculations submitted demonstrate that:

- 100% of assessed bedrooms are meeting the TM59 requirements when fitted with an MVHR with tempered air and closed windows.
- 100% of assessed living areas are meeting the TM59 requirements when fitted with an MVHR with tempered air, and closed windows.

The submitted information has been reviewed by the Council's Sustainability advisor who has confirmed that all rooms comply with the mandatory TM59 guidance and therefore Condition 46 can be discharged in so far as it relates to Plots A and B.

Landscape and Public Realm

The landscape principles secured in the Design Code create a permeable and fully accessible public realm responding to the conditions within the existing site and creating opportunities for connections with neighboring sites. The Design Code principles develop a series of new landscape spaces, whilst ensuring a hierarchy of routes and spaces is created through the Site, primarily from east to west with secondary routes in a north south direction.

The proposals subject of this RMA include a variety of different spaces including public, semi public and communal spaces. Each of the key areas are described below:

Healum Avenue – is a key piece of new infrastructure that will improve east west connectivity through the site and will eventually connect with the adjacent site and improve access to the Havelock Estate. The route provides a segregated cycle path as well as generous pavements and includes pockets of landscaping and tree planting. The new road will have limited traffic and is designed to facilitate pedestrian, cycle and bus connections. The road is designed to be adopted. Fronted by retail uses and with seating areas incorporated into the landscape the road will provide an attractive, sociable space.

At the western end, Healum Avenue will connect with the start of Healum Avenue that has already been delivered by the neighbouring West Works development. Shortly after this connection the public realm opens up in front of the proposed hotel use to create a formal plaza area where guests can be dropped off but also provides seating areas and formal landscaping.

At the eastern end a temporary landscaping solution surrounding a roundabout will provide an interim solution until Healum Avenue is able to connect to the neighbouring site when this comes forward for development. A further area of temporary landscaping is proposed to the north of the roundabout on safeguarded land to facilitate the future provision of a bridge over the railway.



(Proposed view along Healum Avenue)

Railway Street – extends to the north of the block alongside the railway land. Acting as service route the Railway Street is designed to ensure very slow vehicle movements creating a more pleasant and safe area. The street will incorporate shared surfaces, extensive landscaping with pockets of seating

creating opportunities for people to socialize and with area of informal play. At the western end the Railway Street provides a pedestrian connection to the West Works site and in turn to the new pedestrian bridge over the railway line.



(The Railway Street)



(Proposed view along the Railway Street)

Courtyards/Roof Terraces – the proposed development incorporates extensive courtyards and roof terraces providing a wide variety of different external spaces for use by residents. The spaces will be accessible from individual cores and will provide a wide variety of different areas from areas for quiet relaxation to play areas for children of various ages.

The proposals provide a wide variety of well designed public spaces which incorporate good quality materials and well considered landscaping. The proposals comply with London Plan policy D5 which requires new developments to achieve the highest quality people focused spaces, designed to facilitate social interaction and will provide a high-quality public realm.

Urban Greening

With the adoption of the London Plan 2021 policy G5 has introduced a new ‘Urban Greening’ requirement since the outline planning permission was granted consent. The policy requires major development to contribute to the greening of London through the incorporation of measures including landscaping, green roofs and walls and nature based sustainable drainage. As referred to in the

previous sections of the report the landscape proposals form an important and integral part of the scheme and the wider development including Plots A and B already comprise a significant enhancement of open space and landscape when compared with the existing situation.

Policy G5 introduces the Urban Greening Factor calculation to provide a way of quantifying the contribution new development makes to urban greening. The benchmark required to be achieved for new residential led development is a score of 0.40. The Applicant has confirmed that this initial phase of the scheme achieves a UGF score of 0.327 falling marginally below the recommended score.

Given that Plots A and B comprise the densest part of the wider development this score is considered to be acceptable. The proposed development will significantly improve the greening of this part of the site which is currently in a poor condition and will result in an overall net gain in the amount of greening when compared with the existing situation. It is also noted that a later phase of the wider development will deliver Maypole Park which comprises the main element of open space for the overall scheme enabling the overall UGF score to be enhanced.

Public Art Strategy

Condition 7 (part n) of the outline permission secures the submission of a public art strategy for the site 'setting out if any public art is to be installed, the procurement process and timeframe for installation for approval' within individual plot(s). The Applicant has submitted in support of the application a Public Arts Statement prepared by Base Associates that promotes and arts strategy for the site that seeks to celebrate the culture and heritage of the site, connect the site with its surrounding, create a landmark visitor destination and differentiate the development from other developments in the area.

The Strategy identifies possible locations for public art within the public realm and provides examples of art that could integrate with the proposed urban form. The Strategy also sets out details of how the artists will be selected and emphasises a desire to involve local artists and makers in the selection process which could be via an invited competition. The strategy is supported and considered to fully comply with the requirements of Condition 7(n).

Amenity Space and Play Space

The importance of private, semi private and public amenity space are integral to creating a successful residential development and was a critical consideration at the outline stage. As set out at the outline stage and secured by the Design Code accessible amenity areas suitable for a wide range of users should form an integral part of the building design.

Amenity Space

In terms of shared amenity space the proposed development includes a wide variety of internal and external spaces amounting to 4,949sq.m.

Across the ground and first floor a number of internal amenity spaces (totalling 1,093sq.m) are proposed these include a resident's gym and fitness suite, residents lounge, games room, events space and private dining rooms. A main lobby space is also proposed and accessed from Healum Avenue providing a 24 hour manned concierge and contributing to the active frontage.

In addition to the internal spaces as described in the previous section the proposals incorporate generous external space in the form of three podium courtyards (1,976sq.m) and various roof terraces (1,880sq.m). These spaces are laid out with play spaces, seating areas with generous planting and incorporating spaces for groups to gather as well as quieter spaces. All residents will have access to each of the courtyard and podium spaces with residents also having access to at least one of the roof terraces.



(Proposed roof plan shown roof terraces and courtyard and podium amenity spaces)

The availability and accessibility to a wide variety of indoor and outdoor amenity space is supported ensure the scheme is of a good quality and complies with the objectives of London Plan policy D6 with regard to maximising the useability of outside amenity space. The shared amenity space is in addition to private amenity space in the form of balconies and private terraces that each resident will also have access to.

Play Space

The outline planning permission secures the delivery of a minimum of 3,840sq.m of dedicated play space with separate provision for different age groups. In addition, incidental play space totally 1,160sq.m was also secured giving an overall total across the wider site of 5,000sq.m of play space.

For Plots A and B subject of this RMA a total of 480sq.m of play space is proposed which is an additional 30sq.m over that indicated in the illustrative scheme submitted at the outline stage. The play spaces are all proposed in areas accessible only to residents in the courtyards. In addition to these spaces incidental play primarily along the Railway Street is also proposed.

The proposed play space is in accordance with the Design Codes and is therefore compliant with the principle established by the outline permission. Future phases of development will deliver Maypole Park that will include further extensive play areas for all age groups.

Non Residential Uses

As confirmed earlier in this report the proposed land uses both in terms of quantum and broad location are confirmed by the outline permission as set out within the parameter plans and Condition 5 which clearly defines the approved quantum's for the different land uses. Plots A and B are residential led and also include a hotel use and flexible commercial uses.

Hotel Use – the first phase of the development includes a hotel comprising of 180 bedrooms. The hotel is proposed to be located in Plot A towards the western side of the site closest to Southall Railway Station and other public transport connections. The hotel fronts the development and provides active frontages created by the hotels ground floor reception and ancillary bar and restaurant. The hotel is to be served by a plaza that will provide a formal dropping of point for visitors also incorporating high

quality landscaping with seating area. The hotel and the plaza will be located opposite the future entrance to Maypole Park to be delivered in later phases and together will provide a vibrant and active gateway into the wider site.

The hotel use was supported at outline stage due to the fact it will meet an identified need for additional visitor accommodation but will also bring with it jobs and other economic benefits. The location at the end of the site closet to the public transport connects is also supported.

Commercial Uses – the outline permission approved a total of 2,688sq.m of flexible commercial uses to come forward in Use classes A1-A5 (now Class E(a), (b), (c) and sui generis drinking establishments /hot food takeaway). An element of this is proposed to be delivered within Plots A and B and specifically at ground floor level fronting the proposed Healum Avenue. Located here the uses will activate the frontage and the wider area. They also compliment the hotel use providing a continuous active frontage along the new road. Flexible uses were granted to help ensure take up of the units by appealing to a broad range of potential occupiers. The proposed units are designed flexibly and are of different sizes to appeal to different types and sizes of business.

The proposed commercial uses are in accordance with the outline planning permission and will activate the public realm and provide a vibrant and social edge to the development. This will be further complemented with other commercial uses brought forward in later phases.

Transport/Parking and Servicing

The NPPF promotes better integration between planning and transport and promotes accessibility by public transport, walking and cycling. This overarching policy objective is supported by London Plan policy including Policy T1 that introduces a strategic approach to transport including a target that 80% of all trips should be by foot, cycle and public transport by 2041. Policy T2 promotes the Mayors Healthy Street agenda which is focused on reducing the dominance of vehicles on London's streets and facilitating better integration of cycling and pedestrian features. Policies T5, T6 and T6.1 set out the parameters for parking for bicycles and cars including maximum parking standards as well as provision of electric and disabled spaces.

The site benefits from a PTAL rating of part 3 and part 4 and is located within 300m of Southall train station and a number of bus stops. A new pedestrian and cycle bridge has recently been opened that further improves access to the station.

Vehicle Parking:

The overall number of parking spaces proposed across the wider site is set out in condition 22 of the outline planning permission which confirms a total of 330 car parking spaces. The proposals for Plots A and B include the provision of 116 parking spaces that will be provided within a podium covering both plots. This includes 26 blue badge spaces for the residential element and a further 2 blue badge spaces for the hotel/commercial uses. A minimum of 20% of all spaces will be provided with electric vehicle charging points.

In addition to the above parking two car club spaces are to be delivered as part of this first phase of development as secured by the S106 agreement for the outline application.

The exact split of spaces between the residential and hotel/commercial uses is to be determined through the submission of a Car Park Management Plan secured by condition 22 of the outline planning permission.

As with other new developments in the area new residents will not be permitted to have a parking permit for the surrounding CPZ. The strategy to parking on the site is supported and meets the aims of

Policy T6.1 of the adopted London Plan, which seeks to restrict parking provision and promote the use of alternative transport modes, such as public transport, walking and cycling.

Cycle Parking

It is proposed to provide 1526 long-stay cycle parking spaces for the residential parts of the development with a further 22 short stay spaces. For the hotel use, 9 long stay spaces are proposed and 4 short stay spaces and for the commercial uses 4 long stay spaces are proposed and 18 short stay spaces.

The cycle parking is compliant with London Plan policy T5. All long stay spaces are located in secure cycle stores located within the podium or at first floor level accessed by generous lobbies and oversized lifts. Provision is also made for 5% of all long stay spaces to be suitable for larger cycles.

Short stay spaces are proposed in the public realm and will be positioned in areas with natural surveillance and other security measures to ensure they are safe and secure.

Full details of all cycle parking including storage and security measures is secure by condition 23 of the outline planning permission.

Access

The access strategy remains as agreed at outline stage. All vehicles will access the site from Healum Avenue with cyclist access via a dedicated cycle lane adjacent to Healum Avenue. Parking will be accessed via an entrance into the podium north of the Hotel Plaza. Cyclists will also be able to access cycle parking in this way but will also be able to access cycle stores from the Railway Street. An exit from the podium parking is located on the eastern side of the building allowing vehicles to travel back along Healum Avenue to exit the site.

Pedestrian entrances are located both along Healum Avenue and the Railway Street with dedicated residential lobbies serving different parts of the building and a main lobby and concierge being accessed from Healum Avenue.

Servicing Arrangements

Proposed servicing, delivery and refuse collection arrangements are included in the Transport Assessment but are expected to be refined and further information secured via the submission of a detailed Service and Delivery Management Plan.

The majority of the sites servicing requirements will be via the Railway Street where refuse stores can be accessed from. The Hotel will be serviced from the Hotel Plaza and the commercial uses will be serviced from service bays located along Healum Avenue. The servicing arrangements for all parts of the development are off street in dedicated service bays or areas minimising conflict with motorists and pedestrians.

Bus Driver Welfare – as required by the Design Code a dedicated bus driver welfare facility comprising of toilets and kitchen point is located in the ground floor of Plot B accessed from the eastern elevation.

Public Transport:

In relation to bus services, some of the routes in the local area are running close to capacity and the number of additional bus trips generated by this application is likely to generate an increased demand for bus services. The outline planning permission secured funding for the improvement of bus services in the area of which £1,390,000 is secured by this initial phase and is to be paid prior to occupation of Plot B.

Energy and Sustainability

The provision of sustainable development is a key principle of the National Planning Policy Framework which requires the planning process to support the transition to a low carbon future. Policies SI2 and SI3 of the London Plan (2021) set out further details of how new development should be sustainable and energy saving. Policy SI3 states that that within Heat Network Priority Areas, which includes the Site, major development proposals should have communal low-temperature heating systems in accordance with the following hierarchy:

- a. Connect to local existing or planned heat networks;
- b. use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
- c. use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development’s electricity demand and provide demand response to the local electricity network)
- d. use ultra-low NOx gas boilers.

The applicant has submitted an Energy Assessment, Overheating Report and BREEAM Pre-Assessment in support of the proposals. The outline scheme proposed a site wide heating network which was gas CHP led, however new policy guidance and the uptake of newer, cleaner, greener and efficient energy generation means CHP is no longer being pursued. Instead the proposed Energy Strategy is an all-electric scheme consisting of low carbon heat being generated by an Air Source Heat Pump network combined with Solar Photovoltaic (“PV”).

The proposals have been reviewed by the Council’s Energy and Sustainability Advisor and demonstrate that the energy strategy will meet the requirements of Policy 1.2(f) of the Council’s Core Strategy; Policy 5.2 of the Council’s Development Management DPD; and SI1 and SI2 of the London Plan relating to sustainability and the need to reduce carbon dioxide emissions. Planning conditions are proposed to secure further details at the next stages of the schemes detailed development and to secure post construction monitoring.

BREEAM – In accordance with Condition 48 of the outline permission the application is supported by a BREEAM pre-assessment that demonstrates that the commercial parts of the development are on track to secure a rating of ‘Very Good’ with the potential to achieve an ‘Excellent’ rating.

Whole Life Carbon (WLC) – the RMA is submitted with a WLC assessment prepared in accordance with GLA Guidance which demonstrates the requirements and actions taken to reduced life cycle carbon emissions. The Assessment confirms the development is compliant with the GLA Benchmark target. A planning condition is proposed requiring the next stages of the WLC assessment to be submitted at the appropriate stages of development.

Circular Economy – the RMA is submitted with a Circular Economy Statement that confirms the considerations that have been given to resource efficiency, material circularity and ethical sourcing as part of the projects overall sustainability strategy. The Statement confirms how the principles of adaptability, flexibility, replaceability, disassembly and longevity, to reuse materials, follow sustainable procurement routes and develop an ‘end-of-(building-)life strategy’ have been incorporated. A planning condition is proposed requiring the submission of pre and post construction assessment to demonstrate how the principles have been adopted.

Fire Safety

The RMA is supported by a Fire Safety Statement that complies with the requirements of London Plan Policy D12 and has been independently reviewed by the Health and Safety Executive (HSE).

Due to guidance and pending policy changes since the outline planning permission was granted it has been necessary to reconsider the Fire Strategy for the proposed building particularly as the building

contains a number of tall elements over 30m in height. The revised strategy submitted now ensures all tall buildings are served by two stair cores.

The Fire Statement also set out that the travel distances, escape routes and fire resistance levels throughout the development are considered to be acceptable and in accordance with the relevant Building Regulations.

The Strategy has been reviewed by the HSE and was found to be generally acceptable. A minor concern was raised with regard to the escape from two of the lower blocks served by a single stair core as the fire escape route was shared with an escape route from the podium parking area. As a result of the feedback received by the HSE the applicant has made a number of revisions to the ground floor layout which allows for a separate contained escape route to be proposed for the podium car parking area with the escape route from the residential blocks now not being shared. This ensures a safe fire escape route from both areas of the building and overcomes the concern raised by the HSE.

The proposals development is therefore considered to be compliant with London Plan policy D5 and D12 and the relevant Building Regulations.

Environmental and Amenity Considerations

The following section of the report summarises the environmental and amenity considerations relevant to the proposed development.

Ecology – The RMA is supported by a revised Preliminary Ecological Appraisal (“PEA”) as the document and results considered at outline stage cannot now not be relied on due to the time that has lapsed. The site mainly comprises hard standing, surface storage and buildings with some areas of rough scrub, it is considered to have a relatively low ecological value. The site was not found to have any evidence of bat activity and did not present an environment suitable for bat roosting due disturbance from humans and lighting.

The site was found to have potential to support bird habitats and common mammal habitats and appropriate measures will need to be taken and set out within the Construction Management Plan (CMP) to ensure works are undertaken sensitively. The CMP will also need to confirm and set out details of how Japanese Knotweed currently on the site will be dealt with.

The PEA notes that the proposed landscape strategy can create linkages with three existing non statutory designated sites in the local area and the landscaping along the Railway Street will create a valuable green corridor for wildlife. Further ecological enhancements are incorporated into the landscape proposals and secured by conditions as part of the outline planning permission. Overall, the site will represent a significant opportunity to improve the ecological value of the site.

Biodiversity Net Gain (BNG) – A BNG Assessment has been submitted with the application in accordance with LB Ealing’s Biodiversity Action Plan 2022-2027 which states that “prior to the implementation of BNG through the Environment Act and the adoption of the new Local Plan [its] draft local policy will specify a minimum 10 [per cent] improvement” target.

The RMA demonstrates the proposed development will have a habitats units value of 2.74 compared with the existing value of 1.04 which results in a net gain of 1.70 habitat units of a BNG or 163%. This significant improvement in the biodiversity value of the site in accordance with guidance is supported.

Noise – The noise environment at the site remains the same since the outline planning permission was granted. There are no additional significant noise impacts that are not already mitigated through the

design and specification of the building. Further details of relevant mitigation measures are secured by conditions 38-42 of the outline permission.

Wind – Wind microclimate has been considered as part of the Supplementary Environmental Statement reviewed by the Temple Group. The modelling demonstrates that with the proposed landscaping all seating areas and amenity areas are suitable for their intended use. Temple Group identified some areas where wind levels were slightly higher than required to result in an acceptable environment and a further condition is proposed as part of this application to secure further details of additional landscaping or other wind mitigation measures. Temple Group have advised that the exceedances are relatively minor and can therefore be dealt with via a planning condition.

It is also noted that on delivery of later phases of the wider masterplan the wind environment improves further for Plots A and B. Overall the wind microclimate conditions are considered acceptable and compliant with London Plan policy D9 and will be further improved by additional wind mitigation measures secured by condition.

Air Quality – The proposed developments updated energy strategy includes no combustion-based sources and therefore the impact on local air quality is improved from the original outline planning permission. There are therefore negligible air quality impacts arising from the development.

Daylight/Sunlight (Existing Residents) - The impact of the maximum parameters on surrounding existing, consented and emerging surrounding schemes (or receptors) in daylight, sunlight and overshadowing terms was tested and reviewed at outline stage and fully detailed in the ES. This RMA has been submitted with a revised assessment that has again been reviewed by the Temple Group.

Temple Group have confirmed that the revised test confirms similar situation to the outline stage with only small changes in individual daylight and sunlight impact. The review confirms there has been no change in the overall significance of the effect when compared with the outline scenario and remain acceptable.

Solar Glare – due to the proximity of the railway line it has been necessary for the applicant to demonstrate the impacts of solar glare from the proposed development. The submitted assessment confirms that whilst there would be additional instances of glare occurring as a result of the proposed development, these would occur for short periods and not within the direct focal point of the drivers. Therefore, the effect on solar glare to train drivers is considered to be insignificant.

Socio-economics – the Applicant has reviewed the socio economic baseline position as part of this RMA noting that in respect of housing provision, affordable housing, demand for secondary school places, provision of open space, play space and health and wellbeing all remain valid.

In respect of primary school places capacity has improved and the anticipated school age population result from this development can be accommodated by existing capacity therefore reducing the significance of the effect from the outline stage. Notwithstanding as set out below the development generates a financial contribution toward the provision of education in the area.

In terms of GP capacity this is currently operating over the recommended HUDU ratio of 1,800 patient per GP. GPs within the local area are however still accepting patients. Financial contributions toward healthcare provision in the local area is also secured in the s106.

S106 Contributions

The outline planning permission secures a range of financial contributions towards local services, this first RMA application will trigger the first tranche of payments together with the delivery of the first

phase of affordable housing. The table sets out the contributions original secured and the amount that will be triggered by this RMA.

Contribution	Secured under app ref: 183673OUT	Triggered by this RMA
Affordable Housing	35% by hab. room (671 dwellings) <u>30% affordable rent</u> LAR 201 dwellings <u>70% intermediate</u> Shared Ownership: 370 dwellings DMR: 100 dwellings	35% by hab room (282 dwellings) <u>30% affordable rent</u> LAR 84 dwellings <u>70% intermediate</u> Shared Ownership: 198
Bus service improvements	£1,390,000	£1,390,000
Pedestrian and cycle safety	£200,000	£200,000
Pedestrian and Cycle Bridge	£2,184,600	£2,184,600
Renewable and low carbon energy	£16,237	£16,237
Healthcare contribution	£3,698,398	£924,599
Open space	£1,176,333	£392,311
Boundary treatment (Hortus Cemetery)	£39,173	£39,173
Employment and training	£700,000	£187,500
Controlled parking zone	£45,000	£45,000
Carbon offset payment	TBC	TBC

Community Infrastructure Levy (CIL)

In accordance with the Community Infrastructure Levy (CIL) regulations as amended this development is liable to pay Mayoral CIL at a level of £60 a square metre for the new development. The commercial and market housing of the development would be CIL liable. The amount of Mayoral CIL payable will be confirmed at the reserved matters stage when detailed floor areas for the buildings are confirmed.

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that where regard is to be had to the development plan for the purpose of any determination of a planning application, the determination must be made in accordance with the plan unless material considerations indicate otherwise. On balance, there are material considerations which demonstrate that the application is considered to accord with many of the policies and objectives of the Development Plan and other material considerations (including the NPPF) which indicate that planning permission ought to be granted.

The proposals subject of this RMA application represents the first phase of this long-awaited redevelopment of the Middlesex Business Centre site. The site has lain underutilised for several years and is unattractive and doesn't contribute positively to this part of Southall. The proposals subject of this application will start the regeneration of this important site and will bring with it numerous benefits including the delivery of a significant number of new homes including 35% affordable homes.

The proposals demonstrate a very high quality of design and will deliver significant areas of public realm as well as delivering a new east west connection and will positively contribute to the creation of a new exciting destination in Southall and improve connectivity throughout Southall in the future.

This RMA has demonstrated that the proposals have come forward with a very high level of compliance with the parameter plans and Design Codes approved by the outline planning permission and in this way, they deliver exemplary residential, commercial and hotel accommodation.

The proposals have evolved through extensive preapplication discussions and have been the subject of consultation with the local community and other stakeholders, they have also been reviewed by the Council's Design and Community Review Panels.

The proposed development will achieve high standards in terms of sustainable design and construction including a revised energy strategy based on the use of ASHP and PV's. Potential impacts with regard to air quality, noise and land contamination and are acceptable or can be adequately addressed by the conditions proposed or those subject of the outline permission.

The detailed proposals for Plots A & B are therefore considered to be in accordance with the requirements of the outline permission and are in terms of their scale, layout, appearance, access (to buildings) and landscaping and are now recommended for approval

Human Rights Act:

You are referred specifically to Article 8 (right to respect for private and family life), Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

Fire safety

Large schemes may require a number of different consents before they can be built. Building Control approval needs to be obtained to certify that developments and alterations meet building regulation requirements. Highways agreement will be required for alterations to roads and footpaths. Various licences may be required for public houses, restaurants and elements of any scheme that constitutes a 'house in multiple occupation HMO'.

The planning system allows assessment of a number of interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application or may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of local residents. The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although the standards will vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector

to act as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during the course of the work to ensure the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

In relation to fire safety in new high rise residential developments some of the key measures include protected escape stairways, smoke detection within flats, emergency lighting to commons areas, cavity barriers/fire stopping and the use of sprinklers and wet/dry risers where appropriate.

Public Sector Equality Duty

In making your decision you must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:

- A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).
- C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
 - a) The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
 - b) The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149 which is only one factor that needs to be considered and may be balanced against other relevant factors.
 - c) It is considered that the recommendation to grant planning permission in this case would not have a disproportionately adverse impact on a protected characteristic.

ANNEX 1

1. Approved Plans and Documents

The development hereby approved shall be carried out in accordance with the following approved plans and documents

Architecture Drawings

3870-ASA-ZZ-ZZ-DR-A-0110, 3870-ASA-ZZ-ZZ-DR-A-0111, 3870-ASA-ZZ-ZZ-DR-A-0112 Rev P2, 3870-ASA-ZZ-ZZ-DR-A-0113, 3870-ASA-ZZ-ZZ-DR-A-0150 Rev P2

3870-ASA-ALL-GF-DR-A-0200 Rev P5, 3870-ASA-ALL-01-DR-A-0201, 3870-ASA-ALL-02-DR-A-0202, 3870-ASA-ALL-04-DR-A-0204, 3870-ASA-ALL-08-DR-A-0208, 3870-ASA-ALL-09-DR-A-0209, 3870-ASA-ALL-10-DR-A-0210, 3870-ASA-ALL-11-DR-A-0211, 3870-ASA-ALL-15-DR-A-0215, 3870-ASA-ALL-16-DR-A-0216, 3870-ASA-ALL-18-DR-A-0218, 3870-ASA-ALL-21-DR-A-0221, 3870-ASA-ALL-23-DR-A-0223, 3870-ASA-ALL-24-DR-A-0224, 3870-ASA-ALL-26-DR-A-0226, 3870-ASA-ALL-ZZ-DR-A-0227

3870-ASA-ZZ-ZZ-DR-A-0300, 3870-ASA-ZZ-ZZ-DR-A-0301, 3870-ASA-ZZ-ZZ-DR-A-0302, 3870-ASA-ZZ-ZZ-DR-A-0303, 3870-ASA-ZZ-ZZ-DR-A-0304, 3870-ASA-ZZ-ZZ-DR-A-0305

3870-ASA-ZZ-XX-DR-A-0450, 3870-ASA-ZZ-XX-DR-A-0451, 3870-ASA-BLA-XX-DR-A-0452, 3870-ASA-BLA-XX-DR-A-0453, 3870-ASA-BLA-XX-DR-A-0454, 3870-ASA-BLA-XX-DR-A-0455, 3870-ASA-BLA-XX-DR-A-0456, 3870-ASA-BLA-XX-DR-A-0457, 3870-ASA-BLA-XX-DR-A-0458, 3870-ASA-BLA-XX-DR-A-0459, 3870-ASA-BLB-XX-DR-A-0452, 3870-ASA-BLB-XX-DR-A-0453, 3870-ASA-BLB-XX-DR-A-0454, 3870-ASA-BLB-XX-DR-A-0455, 3870-ASA-BLB-XX-DR-A-0456, 3870-ASA-BLB-XX-DR-A-0457, 3870-ASA-BLB-XX-DR-A-0458, 3870-ASA-BLB-XX-DR-A-0459

3870-ASA-ZZ-XX-DR-A-0500, 3870-ASA-ZZ-XX-DR-A-0501, 3870-ASA-ZZ-XX-DR-A-0502, 3870-ASA-ZZ-XX-DR-A-0503, 3870-ASA-ZZ-XX-DR-A-0504

3870-ASA-ZZ-ZZ-SH-A-0700

Landscape Drawings

3043-PLA-XX-00-DR-L-0001 Rev P02, 3043-PLA-XX-01-DR-L-0002 Rev P02, 3043-PLA-XX-08-DR-L-0003 Rev P02, 3043-PLA-XX-10-DR-L-0004 Rev P02, 3043-PLA-XX-15-DR-L-0005 Rev P02, 3043-PLA-XX-27-DR-L-0006 rev P02, 3043-PLA-XX-00-DR-L-0007, 3043-PLA-XX-01-DR-L-0008, 3043-PLA-XX-08-DR-L-0009, 3043-PLA-XX-10-DR-L-0010, 3043-PLA-XX-15-DR-L-0011, 3043-PLA-XX-00-DR-L-0013, 3043-PLA-XX-01-DR-L-0014, 3043-PLA-XX-08-DR-L-0015, 3043-PLA-XX-10-DR-L-0016, 3043-PLA-XX-15-DR-L-0017, 3043-PLA-XX-27-DR-L-0018, 3044-03-AB-001-01, 3044-MGX-PLA-XX-XX-SP-L-2000

Reports and Documents

Design & Access Statement (DAS), including Landscaping Strategy, prepared by Assael Architecture & Planit-IE, Planning Statement and Conformity Report, prepared by Turley, Updated Phasing Strategy, prepared by Assael Architecture, Affordable Housing Statement, prepared by Turley, Statement of Community Involvement, prepared by Cascade, Fire Safety Statement, prepared by Elementa, Stage 2 Fire Strategy, prepared by Elementa, Public Art Statement, prepared by Base, Daylight & Sunlight Report, prepared by EB7, Energy Strategy, prepared by Hoare Lea, Sustainability Statement, prepared by Hoare Lea, Overheating Assessment, prepared by Hoare Lea, BREEAM Assessment, prepared by Hoare Lea, Whole Life-Cycle Carbon Assessment, prepared by Hoare Lea, Circular Economy

Statement, prepared by Hoare Lea, Transport Statement, prepared by Entran, Drainage Strategy, prepared by Whitby Wood, Preliminary Ecological Appraisal, prepared by Schofield Lothian, Biodiversity Net Gain Assessment, prepared by Schofield Lothian, EIA Supplementary Environmental Information Report prepared by Trium.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Archaeology

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. This WSI should be informed by an updated archaeological desk-based assessment and geoarchaeological assessment. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

3. Energy and CO2

- a) Prior to occupation, the Development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO₂ emissions against SAP10 (or any later version) of at least 45.56% (equating to 738 tonnes of CO₂ per year) beyond Building Regulations Part L 2021 (or any later version). These CO₂ savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by Hoare Lea in October 2022 (v2) including:
 - i. Lean, passive design measures to achieve an annual reduction of at least 13.37% equating to at least 158 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2021 for the residential development, and at least 1.6%, equating to at least 7 tonnes, over Part L 2021 for the non-residential space.
 - ii. Green, renewable energy equipment including the incorporation of photovoltaic panels with a combined total capacity of approximately 67 kWp, and Air Source Heat Pumps to

achieve an annual reduction of at least 35.37%, equating to 573 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2021.

- iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pump system(s) (including the heat generation and the electrical parasitic loads of the heat pumps) in line with the Council's monitoring requirements.
- b) Prior to Installation, details of the proposed renewable energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the exact number of heat pumps, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the renewable energy installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
- c) On completion of the installation of the renewable energy equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
- d) The development shall incorporate the overheating mitigation measures detailed in the dynamic Overheating Analysis by Hoare Lea (Energy Strategy appendix D, Oct-22 v3). Any later stage version shall be compliant with CIBSE guidance Part O (TM59/Guide A), and/or TM52, and modelled against the TM49 DSY1 (average summer) weather data files, and the more extreme weather DSY2 (2003) and DYS3 (1976) files for TM59 criteria (a) and (b).
- e) Within three months of the occupation the development a two-page summary report prepared by a professionally accredited person comparing the "as built stage" TER to BER/DER figures against those in the final energy strategy along with the relevant Energy Performance Certificate(s) (EPC) and/or the Display Energy Certificate(s) (DEC's) shall be submitted to the Council for approval.

Reason: In the interest of addressing climate change and to secure environmentally sustainable development in accordance with policies SI2 and SI3 of the London Plan (2021), and the relevant guidance notes in the GLA Energy Assessment Guidance 2020, policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012.

4. Post-construction renewable/low-carbon energy equipment monitoring

In order to implement Ealing Council DPD policy E5.2.3 (post-construction energy equipment monitoring), and key parts of London Plan policy SI2 ("be Seen"), the developer shall:

- a) Prior to occupation, the agreed suitable devices for monitoring the performance/efficiency of the renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from final occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Energence Ltd) on commencement of construction to facilitate the monitoring process.

- b) Prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational. Any repair or maintenance of the energy equipment must be carried out within one month of a performance problem being identified.

Reason: To monitor the effectiveness and continued operation of the renewable/low carbon energy equipment in order to confirm compliance with energy policies and establish an in-situ evidence base on the performance of such equipment in accordance with London Plan (2021) policy SI2 (“Be Seen” stage of the energy hierarchy), Ealing’s Development (Core) Strategy 2026 (3rd April 2012) and Development Management DPD policy 5.2, E5.2.3, and Policy 2.5.36 (Best Practice) of the Mayor’s Sustainable Design & Construction SPG.

5. Post-construction energy use monitoring (“be Seen”)

In order to demonstrate compliance with the ‘be seen’ post-construction monitoring requirement of Policy SI 2 of the London Plan, the legal Owner shall at all times and all in all respects comply with the energy monitoring requirements set out in points a, b and c below. In the case of non-compliance the legal Owner shall upon written notice from the Local Planning Authority immediately take all steps reasonably required to remedy non-compliance.

- a) Prior to commencement, the Owner is required to submit to the GLA accurate and verified estimates of the ‘be seen’ energy performance indicators, as outlined in Chapter 3 ‘Planning stage’ of the GLA ‘Be seen’ energy monitoring guidance document, for the consented development. This should be submitted to the GLA’s monitoring portal in accordance with the ‘Be seen’ energy monitoring guidance.
- b) Prior to occupation the legal Owner is required to provide updated accurate and verified estimates of the ‘be seen’ energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 ‘As-built stage’ of the GLA ‘Be seen’ energy monitoring guidance. All data and supporting evidence should be uploaded to the GLA’s monitoring portal. In consultation with the Council’s chosen Automated Energy Monitoring Platform provider the owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 ‘In-use stage’ of the GLA ‘Be seen’ energy monitoring guidance document.
- c) Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 ‘In-use stage’ of the GLA ‘Be seen’ energy monitoring guidance document. All data and supporting evidence should be uploaded to the GLA’s monitoring portal. This condition will be satisfied after the legal Owner has reported on all relevant indicators included in Chapter 5 ‘In-use stage’ of the GLA ‘Be Seen’ energy monitoring guidance document for at least five years.
- d) In the event that the in-use evidence submitted shows that the as-built performance estimates have not been or are not being met, the legal Owner should use reasonable endeavours to investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the ‘be seen’ spreadsheet. Where measures are identified, which it would be reasonably practicable to implement, an action plan comprising

such measures should be prepared and agreed with the Local Planning Authority. The measures approved by the Local Planning Authority should be implemented by the legal Owner as soon as reasonably practicable.

Reason: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan.

6. Whole Life-Cycle Carbon Assessment

- a) Prior to the Commencement of Construction a Whole Life Carbon Assessment shall be submitted to the Council for approval. The Assessment shall be compliant with policy SI2(F) of the London Plan and in line with the GLA (March 2022) guidance. The Development shall meet the GLA benchmark targets and seek to achieve the aspirational target.
- b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk. The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.
- c) The Development shall implement the measures identified in the WLC Assessment prepared by Hoare Lea in October 2022 (v2), or any later approved version. Modules A1-A5 should aspire to meet the GLA benchmark of 850 KgCO₂e/m², and B1-C4 (excluding B6/B7) 350 KgCO₂e/m², with a total carbon emissions baseline scenario (over 60 years) of 1,200 KgCO₂e/m² (including sequestration and module D benefits).

Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI2(F) of the London Plan.

7. Circular Economy

- a) Prior to commencement of construction a Circular Economy (CE) Statement shall be submitted to the Council for approval that is in line with the GLA CE guidance (March 2022). The Statement should include a CE compliance table that lists the commitments and targets proposed to meet the minimum levels required by London Plan policy SI2. The Statement should confirm that the development will meet the GLA targets of diverting 95% of construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and diverting the London Plan target of 65% of Operational Waste from landfill by 2030.
- b) Within 4 weeks of the completion of construction of Plots A&B of the permitted development a Circular Economy Statement Post Completion Report should be completed accurately and in its entirety in line with the GLA's Circular Economy Statement Guidance (or equivalent alternative Guidance as may be adopted). This should be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the guidance.

The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the appropriate re-use and recycling of materials in line with London Plan Policy D3 (Optimising site capacity), SI7 (Reducing waste), SI2 (Minimising greenhouse gas emissions).

8. Non-Residential BREEAM energy/CO₂ accreditation

- a) The non-residential element of the development shall be registered with Building Research Establishment (BRE) and achieve BREEAM Rating Very Good and make reasonable endeavours to achieve Excellent (based on the latest BREEAM NC Technical guidance).
- b) Within 3 months of the date of first occupation of each non-residential element of the development, Interim BREEAM NC Assessment and related Certification verified by the BRE shall be submitted to the Local Planning Authority for written approval.
- c) Within 3 months from the date of first occupation of each non-residential element of the development, BREEAM 'Post Construction Stage' Assessment and related Certification verified by the BRE should be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.
- d) Following any approval of a 'Post Construction Stage' assessment and certification of the development, the approved measures and technologies to achieve the BREEAM Very Good or higher standard shall be retained in working order in perpetuity.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies SI2 and SI3 of the London Plan (2021), and the relevant guidance notes in the GLA Energy Assessment Guidance 2020, policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012, policies LV5.2 and 7A of the Ealing Development Management DPD 2013, and Policies 1.1(k) and 1.2(f) of the Ealing Development (Core) Strategy 2012.

9. Wind Mitigation

Prior to the commencement of above ground development of the development hereby approved a Wind Mitigation Scheme shall be submitted to and approved by the Local Planning Authority, The Wind Mitigation Scheme shall be implemented as approved.

Reason: To ensure an acceptable environment within the public realm and other outdoor areas surrounding the building in accordance with policies D4, D6 and D8 of the London Plan (2021), policies 3.5 and 7.7 of the Ealing Development Management DPD (2013).

10. Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The Bird Hazard Management Plan shall be implemented as

approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport

11. Fire statement

Prior to commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) a Fire Safety Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the development proposal will function in terms of:

- The building's construction: methods, products and materials used;
- The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated management plan approach;
- Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these; and
- How provision will be made within the site to enable fire appliances to gain access to the building.

REASON: In order to protect the living conditions and safety and security of the occupants in accordance with Policy D12 of the London Plan (2021).

12. Passenger Lifts

All passenger lifts serving the residential units hereby approved shall be fully installed and operational prior to the first occupation of the relevant core of development served by a passenger lift.

Reason: To ensure that adequate access is provided to all floors of the development for all occupiers and visitors including those with disabilities, in accordance with policy 1.1(h) of the Ealing Core Strategy (2012), Policy D7 of the London Plan (2021) and the National Planning Policy Framework (2021).

INFORMATIVES:

1. The decision to approve the reserved matters application for Plots A and B of the outline planning permission ref: 183673OUT has been taken by the Council's Planning Committee after considering the application against the relevant National, Strategic and Local Planning policies and other material planning considerations. The following are considered relevant to this proposal:

National Planning Policy Framework (2021)

5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

16. Conserving and enhancing the historic environment

The London Plan (2021)

- Policy GG1 Building Strong and Inclusive Communities
- Policy GG2 Making the Best Use of Land
- Policy GG3 Creating a Healthy City
- Policy GG4 Delivering the Homes Londoners Need
- Policy GG5 Growing a Good Economy
- Policy GG6 Increasing Efficiency and Resilience
- Policy SD10 Strategic and Local Regeneration
- Policy D1 London's Form, Character and Capacity for Growth
- Policy D2 Infrastructure Requirements for Sustainable Densities
- Policy D3 Optimising Site Capacity Through the Design-Led Approach
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D6 Housing Quality and Standards
- Policy D7 Accessible Housing
- Policy D8 Public Realm
- Policy D10 Basement Development
- Policy D11 Safety, Security and Resilience to Emergency
- Policy D12 Fire Safety
- Policy D14 Noise
- Policy H1 Increasing Housing Supply
- Policy H2 Small Site
- Policy H4 Delivering Affordable Housing
- Policy H5 Threshold Approach to Applications
- Policy H6 Affordable Housing Tenure
- Policy H7 Monitoring of Affordable Housing
- Policy H10 Housing Size Mix
- Policy H11 Build to Rent
- Policy H16 Large-Scale Purpose-Built Shared Living
- Policy S3 Education and Childcare Facilities
- Policy S5 Sports and Recreation Facilities
- Policy E3 Affordable workspace
- Policy E11 Skills and Opportunities for All
- Policy G1 Green Infrastructure
- Policy G4 Open Space
- Policy G5 Urban Greening
- Policy G6 Biodiversity and Access to Nature
- Policy G7 Trees and woodland
- Policy SI1 Improving Air Quality
- Policy SI2 Minimising Greenhouse Gas Emissions
- Policy SI3 Energy Infrastructure
- Policy SI4 Managing Heat Risk
- Policy SI5 Water Infrastructure
- Policy SI7 Reducing Waste and Supporting the Circular Economy
- Policy SI12 Flood Risk Management
- Policy SI13 Sustainable Drainage
- Policy T1 Strategic Approach to Transport
- Policy T2 Healthy Streets
- Policy T3 Transport Capacity, Connectivity and Safeguarding
- Policy T4 Assessing and Mitigating Transport Impacts

Policy T5	Cycling
Policy T6	Car Parking
Policy T6.1	Residential Parking
Policy T7	Deliveries, Servicing and Construction
Policy T9	Funding Transport Infrastructure Through Planning
Policy DF1	Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

Southall Opportunity Area Planning Framework (SOAPF) (2014)

Accessible London: achieving an inclusive environment

Mayor's Sustainable Design and Construction SPD April 2014

The Mayor's Transport Strategy

The Mayor's Energy Strategy and Mayor's revised Energy Statement Guidance April 2014

The London Housing Strategy

The London Design Guide (interim edition) (2010)

Draft shaping neighbourhoods: Children and young people's play and informal recreation (2012)

Planning for Equality and Diversity in London

Housing - Supplementary Planning Guidance (2012)

Housing SPG (March 2016)

Energy Planning (March 2016)

Children and Young People's Play and Informal Recreation SPG (September 2012)

Crossrail Funding: Use of Planning Obligations and the Mayoral Community Infrastructure Levy SPG (March 2016)

Affordable Housing & Viability- Supplementary Planning Guidance (2017)

Ealing Development (Core) Strategy 2026 (2012)

1.1 Spatial Vision for Ealing 2026 (a), (b), (c), (d), (e), (f), (g), (h), (j) and (k)

1.2 Delivery of the Vision for Ealing (a), (c), (d), (e), (f), (g), (h), (k) and (m)

2.1 Development in the Uxbridge Road / crossrail corridor (a), (b), (c), (d), (e)

2.8 Revitalise Southall Town Centre (d), (h), (i)

5.5 Promoting parks, local green space and addressing deficiency (b) and (c)

5.6 Outdoor sports and active recreation

6.1 Physical infrastructure

6.2 Social infrastructure

6.4 Planning Obligations and Legal Agreements

Ealing Development Management Development Plan Document (2013)

Ealing local variation to London Plan policy 3.4: Optimising housing potential

Ealing local variation to London Plan policy 3.5: Quality and design of housing development

Policy 3A: Affordable Housing

Policy 4A: Employment Uses

Ealing Local variation to London Plan policy 4.7: Retail and town centre development

Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions

Ealing local variation to London Plan policy 5.10: Urban greening

Ealing local variation to London Plan policy 5.11: Green roofs and development site environs

Ealing local variation to London Plan policy 5.12: Flood risk management

Ealing local variation to London Plan policy 5.21: Contaminated land

Ealing local variation to London Plan policy 6.13: Parking

Policy 7A : Operational amenity

Ealing local variation to London Plan policy 7.3 : Designing out crime

Ealing local variation to London Plan policy 7.4 Local character

Policy 7B : Design amenity

Policy 7C : Heritage
Policy 7D : Open space

Adopted Supplementary Planning Documents
Sustainable Transport for New Development
Southall Opportunity Area Planning Framework

Ealing Character Study A1 Report – January 2022
Ealing Character Study A2 Report – January 2022
Ealing Housing Design Guidance B Report – January 2022

Interim Supplementary Planning Guidance/Documents
SPG 3 Air quality
SPG 4 Refuse and recycling facilities (draft)
SPG 10 Noise and vibration

Other Material Considerations
BRE Site layout planning for daylight and sunlight (2011)
Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006)
BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise
DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
Environment Agency guidance 'Verification of Remediation of Land Contamination', Report: SC030114/R1'.
BS 5837:2012 Trees in relation to design, demolition and construction –

Recommendations

In reaching the decision to grant permission, specific consideration was given to the parameters of development and Design Codes established by the outline planning permission ref: 183673OUT, information contained in the applicant's Supplementary Environmental Statement and other technical reports submitted with the application. Consideration was given to the impact of the proposed development on the amenities of neighbouring properties and on the character and appearance of the wider area and how the proposed development complements that character. Consideration was also given to placemaking, the quality of the residential development, the level of provision of affordable housing and the impact of the proposed commercial aspects in relation to both the proposed and existing neighbourhoods and nearby local centres. Consideration was also given to the quality of the architecture, landscaping and public realm. The design and delivery of Healum Avenue was also an important consideration being an important piece of infrastructure for the site and wider Southall area. Local Development plan policies support the proposed development. The proposed development is considered to be acceptable on these grounds and it is not considered that there are any other material considerations in this case that could sustain or justify the refusal of the application.

2. In accordance with Regulations 3 and 9 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is considered that this Reserved Matters submission reveals, with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council including the Environmental Statement (submitted with planning permission ref: 183673OUT dated 29/11/2019) and any further and/or other information previously submitted. The environmental information and supplemented with this reserved matters submission robustly assess the environmental effects of the development and has been taken into consideration in this decision.

3. This development is covered by an extant Agreement under Section 106 of the Town and Country Planning Act (as amended) associated with planning permission ref: 183673OUT dated 29/11/2019).

4. The revised Mayor's Community Infrastructure Levy (CIL) was adopted on 01/04/2019. This has introduced a revised charging system within Ealing of £60 per sqm of gross internal area to be paid to the GLA. On the basis of the information submitted with the application, the proposed development would be liable to pay CIL due to the development comprising of new development of over 100sq.m (not exempt from the Mayors CIL).

5. Construction and demolition works, audible beyond the boundary of the site shall only be carried on between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Bank Holidays. No bonfires shall be lit on site. Prior to commencement of building works, details of mitigation measures to control the release of asbestos fibres shall be submitted to this section for approval.

6. Prior to the commencement of any site works and as works progress, all sensitive properties surrounding the development shall be notified in writing of the nature and duration of works to be undertaken, and the name and address of a responsible person, to whom an enquiry/complaint should be directed.

7. The applicant is reminded that they are required to enter into a S.278 / S.38 Agreement with the Local Highways Authority with respect to the proposed works to the adopted highway, and other works to the adopted highway that are necessary to facilitate the delivery of the approved development. The applicant would be liable to pay the fees associated with entering into the Agreement.

8. The applicant's attention is drawn to the fact that Heathrow Airport advises of the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/> and CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk)).

9. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015