

Ref: 232010FUL

Address: Blueprint Southall, (Former Honey Monster Foods), Bridge Road Southall Middlesex UB2 4AB.

Ward: Norwood Green

Proposal: Hybrid planning application (part detailed, part outline) for the phased redevelopment of the site, comprising a maximum of 39,628sqm (GIA) of floorspace. Full details are submitted for Phase 1 comprising 31,555sqm (GIA) of flexible B2 (General Industrial), B8 (Storage and distribution), E(g)(i) (Offices), E(g)(ii) (Research and development) and E(g)(iii) (industrial processes), all ground floor hard and soft landscaping including a retail kiosk (51sqm GEA), parking and servicing and other works incidental to the proposals, including a programme of interim works (in connection with access to the adjacent site to the west), and Phase 2 2,908sqm (GIA) of B2/B8 floorspace. Outline permission for Phase 3 (with layout, scale, appearance and landscaping at upper levels being reserved) is sought for up to 5,165sqm (GIA) E(g)(i) office use at upper levels of Blocks 1E-1G, within maximum heights of up to 20.943m (AOD).

The application is accompanied by an Environmental Statement as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended.

Drawing numbers: Refer to relevant conditions (Annex 1)

Supporting Documents: Refer to relevant conditions

Type of Application: Hybrid Application (part detailed/part outline) – Environmental Impact Assessment

Application Valid: 02.06.2023

Report by: Chris Maltby and Olivier Nelson

Recommendation:

Having taken into account all environmental information received by the Council in accordance with Regulation 26 of the EIA Regs 2017 (as amended) and giving full consideration to the environmental impacts of the proposed development, it is concluded that the proposed development is consistent with the aims, objectives and policies of the development plan. As such it is recommended that the Committee resolve to approve the proposed development subject to:

1) The applicants and the other relevant persons having a requisite interest, be invited to complete the Section 106 Agreement in accordance with the detailed summary of the proposed terms of the planning obligations for this application set out below subject to:

a. such reasonable amendments as may be approved by the Head of Development Management having due regard to any comments of the (Stage II referral to) Mayor of London and/or TfL and/or any other relevant comments on the Revised Section 106 Agreement;

2) That upon completion of the Section 106 agreement the Head of Development Management be instructed to APPROVE the application ref: 232010FUL under delegated powers and grant planning permission subject to conditions substantially in the form contained in the subsequent recommendation (with such detailed amendments as the Head of Development Management may consider to be reasonable and necessary in the course of negotiating the final Section 106 Agreement and having due regard to any comments of the Mayor and/or TfL and/or any other relevant comments on the Conditions).

PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

This Hybrid planning application (part outline, part detailed) for an employment led re-development of the former Honey Monster Factory Site was validated on 2nd June 2023 and is supported by an Environmental Statement and other supporting documents. The Application has undergone 2 periods of consultation (when first received and again in respect of the receipt of amended plans and other revised details) in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (as amended) (“the EIA Regulations 2017”). Approximately 85 site notices notifying of the planning application were erected in areas adjacent to the site and in the wider area.

A summary of the consultation process and responses is contained in the ‘Statutory Consultation’ section of this report, below.

The Greater London Authority has been notified as the application is within the thresholds of potential strategic importance to London. The application has been referred under the following categories: (1B)(c) mixed uses exceeding 15,000sqm; (3B)(1,c) development that occupies more than 4 hectares of land which is used for uses within Class B1/E, B2 and B8.

The Mayor of London considered the proposal on 31st July 2023 and issued a letter of response (Stage 1) containing the Mayor’s observations on the application. These comments are generally supportive of the application proposals and are reported in the consultation section of this report. The contents of this Stage 1 Report have been considered by both the applicant and the Council and the Mayor’s comments have been properly addressed as far as is reasonably practicable through the provision of further information during the post-submission consultation process and/or the application of planning conditions and S106 obligations.

EXECUTIVE SUMMARY

This report considers a hybrid (part detailed/part outline) Planning Application for the regeneration of the former Honey Monster Factory Site. The applicant is HM Devco Ltd and the architect practice for the proposals is UMC Architects who were responsible for the site masterplan and the architecture of all buildings, Exterior has prepared the landscape proposals and DP9, are the consultants appointed to provide Town Planning expertise.

The proposal seeks permission for a new employment campus comprising office and industrial floorspace within a Locally Significant Industrial Site (LSIS). The proposals include a variety of different sized, flexible commercial buildings set within a high-quality landscape with improved connectivity. The Proposed Development secures a number of the key policy objectives set out in the NPPF, London Plan and the Ealing Local Plan.

Key elements of the proposed development include:

- Up to 39,625sqm of new flexible industrial and office floor space providing a wide range of unit sizes and flexible employment uses
- Delivering 2,714sqm of affordable workspace
- Delivering 17,736sqm of new high-quality landscape and public realm across the site including the planting of 167 new trees
- Delivering a Urban Greening Factor of 0.3 and Biodiversity Net Gain of over 10%

- Providing a new east west pedestrian and cycle route through the Site connecting Southall Town Centre with Glade Lane and Glade Lane Canalside Park
- Delivering a new bus route and segregated cycle path connecting the adjacent Middlesex Business Centre site to the west with the Application site and facilitating more direct access to Southall for the residential communities to the south
- The provision of a new retail kiosk in the heart of the development serving the development itself as well as the wider community
- Provision of 134 cycle parking spaces included secure long-term parking within individual buildings and short-term parking within the public realm.
- Provision of 68 car parking spaces of which 13 (21%) are allocated as blue badge spaces, 20% space fitted with EV charging facilities and all spaces fitted with passive EV charging provision to enable future provision.
- The development has been designed to achieve significant carbon reductions with low and zero carbon technologies resulting in a net zero carbon development and BREEAM Excellent.

The proposed development will secure a number of significant public benefits for Southall and the wider borough including:

- Bringing an important brownfield, designated employment site back into use having lain vacant since 2016.
- The creation of up to 1149 full time equivalent jobs within the operational phase of the development
- The creation of 215 full time equivalent jobs with the construction phase of the development
- The provision of affordable workspace aimed at providing affordable and flexible workspaces for start-ups and SME's.
- Improving connectivity through the site and facilitating improved access for the residential communities to the south with Southall Town Centre and facilitating improved public transport connections
- A significantly enhanced public realm making the site safer and more attractive improving access to the canal side and providing opportunities for play, recreation and leisure.

In addition an extensive package of S106 measures will also secure further benefits including:

- A package of improvements to improve Bridge Road to help ease congestion and make the environment safer for pedestrian and cyclists.
- A financial contribution towards the improvement of the public realm in the local area including enhancements to facilitate improved connections with the wider area, as well as the improvement of access to the Grand Union Canal and improvements of the tow paths.
- The provision of training and apprenticeship opportunities
- Provision of funding to facilitate improved bus services in the local area.
- A public art strategy to commission art in partnership with the council to encourage local artists.

It is considered that the proposals represent a well-designed scheme that results in the efficient use of the site to secure an employment campus suitable for a range of potential occupiers from sole traders to the head of office of a large-scale business. The range and quantum of employment opportunities that will be created and the uplift of industrial and commercial floorspace on this LSIS is strongly supported by local, regional and national planning policies.

The proposed site layout is well laid out to meet with market expectations in terms of access, the size of units and the associated service yards. The provision of a retail kiosk at the head of the canal spur provides a hub for the development that will also benefit and help the development integrate with the existing residential and business communities.

The principle of a new east west pedestrian and cycle route through the site running alongside the canal spur and the benefits this will bring both in terms of wider connectivity but also providing a leisure and recreation resource for local residents is welcomed. Amendments received during the course of the application have improved the relationship of the commercial units fronting this public route providing greater activation and natural surveillance.

In addition to the east west route a further benefit to connectivity in the wider area and access to public transport is the delivery of the section of Healum Avenue within the application site. This will support the section of Healum Avenue already secured within the Middlesex Business Centre site and once delivered will allow the introduction of a bus route that will connect communities to the south with the application site and beyond to Southall Town Centre and the train station.

The proposed scale and massing of the building is appropriate and driven by market expectations in terms of the likely companies that will occupy the site. The height and scale of the buildings although large in footprint are much lower than the proposals for the scheme previously consented on this site. The architecture is driven by the commercial nature of the buildings but have been designed to have a modern contemporary appearance that will enhance the site and its surroundings.

The Wheatstore building that will house the affordable workspace is a well-designed building with an individual character located at the main entrance to the site and together with the adjacent retail kiosk will provide a focal point for the site.

The outline element of the scheme that concerns additional floors above units 1E-1G is submitted on the basis of parameter plans that define the proposed envelope of the extension to this building with the design to be dealt with in detail via later reserved matters applications. The bulk and massing of this building and its siting in relation to other buildings and the public realm is supported, as is the additional office space and associated job opportunities that this outline element would bring.

The proposed development sits in a well thought out and generous landscaped setting and public realm that provides a soft edge to the development and enhances the environment for pedestrian and cyclists. The landscaping that includes the planting of 167 trees secures biodiversity enhancements and secures urban greening objectives. The landscape environment also incorporates play and outdoor gym equipment and provides other recreational opportunities as well as improving access to Glade Lane and the Canalside Park.

The development strikes an acceptable balance between the provision of on-site parking to meeting the operational needs of the site and encouraging the use of more sustainable modes of transport. The delivery of Healum Avenue will significantly improve the sites access by public transport and in advance of the delivery of this new road the development will provide a shuttle bus service for employees between Southall Station and the site.

Access to the site via Bridge Road has required careful consideration due to the current access difficulties and congestion caused at certain times of the day due in part to illegal and inconsiderate parking along Bridge Road. Significant work has been undertaken by the Applicant and Officers to propose enhancements to Bridge Road that will benefit all users. Using the previously consented scheme that supported earlier proposals for the site as a starting point an indicative scheme has been developed that will propose various measures together with parking controls and enforcement to address the existing issues. This scheme will be worked up in detail and is secured by the S106 together with funding to carry out the work necessary on Bridge Road itself as well as other highway safety improvements in the wider area.

The proposed development has been subject of an Environmental Impact Assessment and the likely impacts of the development have been fully assessed in the submitted Environmental Statement. This has been independently assessed by experts on behalf of the Council and various clarifications were sought during the applications determination. It was concluded that the development is acceptable and would not have any significant environmental impacts and through the use of appropriate conditions as proposed any minor impacts can be fully mitigated.

The development proposals have been the subject of the statutory consultation process with local residents, statutory consultees and other interested groups and organisations. Just 2 objections were received from local residents both raising concerns associated with access and the current congestion and parking issues associated with Bridge Road.

In addition to the objections 2 supporting submissions have been received from Ealing Civic Society and the West London Chamber of Commerce who noted the employment and economic benefits as well as the landscape enhancements.

The recommendation includes details of the obligations to be incorporated into the s106 Legal Agreement and planning conditions. Additionally, the applicant would be liable to contribute to the Mayor's Community Infrastructure Levy.

Following extensive pre-application discussions and negotiations, officers are supportive of this significant strategic industrial/office/employment led scheme. The primary planning consideration has been to ensure the optimum re-use of this site for employment provision, whilst ensuring the development positively contributes to placemaking objectives including facilitating and enhancing connectivity and access to public transport.

The existing site benefits from an extant planning permission (191022FUL) granted in 2021 for the phased redevelopment of the site to deliver 1,997 residential units (Use class C3), 22,311sqm of B1c and sui generis use, 5,562sqm of light industrial space and 2,275sqm of flexible commercial uses (A1, A2, A3, A4, B1a and D1). This development was a departure from policy, being located in a LSIS the provision of residential was only considered acceptable subject to the re-provision of industrial floor space. This development is not being taken forward and the site has since been purchased by the current Applicant. The proposals subject of this current application proposes a significant uplift of commercial/employment space when compared with both this extant planning permission and the original HM Foods Factory that occupied the site.

Section 38(6) of the Planning and Compulsory 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. The proposed development is considered to fully accord with the aims and objectives of the Development Plan, which indicate that planning permission ought to be granted. Weighing up all the material considerations, the proposed development is considered to be a sustainable development in accordance with the National Planning Policy Framework (2021), the London Plan (March 2021) and the Council's Development Plan. The applicant has also

addressed concerns raised by the GLA and TfL with conditions and obligations secured to mitigate any minor adverse impacts.

FULL RECOMMENDATION

That planning permission is granted pursuant to this Application subject to the following:

1. Any **direction of the Mayor**. Following the Council's consideration of the Application, it will be referred to the Mayor of London in accordance with Article 5 of the Town and Country Planning (Mayor of London) Order 2008;
2. The completion of a **legal agreement** under Section 106 of the Town and Country Planning Act 1990 (as amended) and that the Planning Committee delegate authority to the Chief Planner to finalise the details of the s106 Agreement, which shall contain the following **obligations**:

Non-Monetary Contribution

- a) **Submission of 'Affordable Workspace Statement'** prior to the commencement of development – a statement that sets out the details of how the required affordable workspace will be delivered and managed including:
 - Details of the affordable workspace to include detailed plans and specifications (to include the entirety of the Wheatstore)
 - Details of the affordable rates to be not more than 80% of market rates
 - Allocation format and requirements
 - Details of appropriate management of the space by a suitable industrial workspace operator for the duration of its use as affordable space, to be agreed with the Ealing Area Regeneration Team
 - Details of affordable workspace facilities, services and management model to support businesses start, grow and transition to market rent units How the workspace meets market trends and business needs
 - Evidence of how cost to affordable workspace operator would be minimised (with good design, minimum size, reduced or no service charge, fit out contribution).
 - Flexibility of floor space to meet alternative needs/requirements
 - Industries targeted and evidence that local demands are being accommodated
- b) **Affordable Workspace** to be provided at no more than 80% of market rent for a period of no less than 15 years.
- c) **Participation in an Apprenticeship and Placement Scheme**. The Apprenticeship and Placement Scheme shall provide opportunities across the development, including the construction, design and post construction management of the development. Details of the Apprenticeship and Placement Scheme including 25 apprenticeship opportunities during construction and the Developer to pay a 0.05% contribution of £400,000.00 to monitor the programme and to create pre-employment related initiatives to prepare local residents for opportunities at this site. Training initiatives will also be incorporated into the end-user phase. To include penalty for not meeting Apprenticeship obligation of £46,935 per apprentice.
- d) **Safeguarded Land** - The developer to submit to the Council for approval and thereafter commit to safeguard the land to enable the delivery of the 'Easterly Link' vehicular bridge over the railway for a duration to be agreed between the applicant and the Council and to implement an interim landscape scheme (in collaboration with the adjoining landowner);
- e) **Submission of a Bridge Road improvement scheme** to be developed in consultation with the Highways Department of the London Borough of Ealing

- f) **Submission of detailed proposals for Healum Avenue** (within the boundaries of the application site) to include detailed design of the proposed crossing points, bus stops, seating, shelters to be developed in consultation with TfL.
- g) **Healum Avenue** - The developer to work with the adjoining landowner and to submit within 6 months of the commencement of development details and timescales for the delivery of a potential connection of Healum Avenue between the application site and the adjoining land (subject to the adjoining owner's cooperation).
- h) The developer to enter into a S228, S278 and S38 agreement as necessary to ensure the delivery of any necessary highways related works;
- i) **Restriction of Parking Permits** - all of the commercial units shall be precluded from obtaining a parking permit and visitor parking vouchers to park within the surrounding Controlled Parking Zones and future CPZ's in the area;
- j) **Industrial Business Improvement District** – The developer to explore the viability of forming a BID and will work closely with the Council on a feasibility study to examine the strengths, weaknesses and opportunities that forming a BID could potentially encounter;
- k) **Provision of a Temporary Shuttle Bus Service** – Details of a temporary shuttle bus services connecting the development with local public transport connections to be provided for the period until Healum Avenue and the bus services running along it are implemented.
- l) **Submission of an Operation Management Plan** – Providing details of the routing of HGV's to access the site including measures for monitoring and enforcement as well as confirmation of how the operation of the site will adhere with TfL's Freight and servicing action Plan
- m) **Provision of two car club spaces** and funding free car membership to eligible employees of the development for a minimum period of two years;
- n) **Submission of Public Art Strategy** – Public Art to the value of £250k -co-commissioned in partnership with the council following Ealing's "Public Art Project Guidance" document to encourage local artist and reflect the ambitions set out in the Cultural Manifesto Action Plan 2023-28.

Monetary Contributions

The following financial contributions have been secured, totalling **£6,280,495**:

Financial Contribution	Sub-total	Total
Energy and sustainability (Monitoring)		£15,495
Air Quality Monitoring		£15,000 (TBC)
Bus Service Improvements		£1,000,000
Highways Contributions:		£2,830,000
Bridge Road Improvement Scheme and Road Safety Measures	£1,500,000.00	
Cycle Improvements	£500,000	
Pedestrian Improvements	£500,000	
ATZ contributions	£300,000	
Review and implementation of local parking controls (CPZ)	£30,000	

Public Realm Improvements		£1,500,000
Employment/Training/Apprenticeships		£400,000
Parks		£500,000
Setting up Business Improvement District		£10,000
Travel Plan Monitoring		£5,000
S106 Monitoring		£5,000
Total		£6,280,495

- a) All contributions to be index linked;
- b) Payment of the Council’s reasonable Legal and other professional costs in preparing and completing the agreement; and
- c) Carbon Dioxide Offsetting contribution (carbon shortfall calculated at current rate of £95 per tonne of carbon for 30 years in the event that the CO2 emissions of the development, cannot be achieved onsite);

AND

4. That the grant of planning permission be subject to the following **conditions**:

CONDITIONS & INFORMATIVES:

Please refer to Annex 1 at the back of this report.

Site Description

The site address is the former Honey Monster Factory (Quayside Quarter), Bridge Road, Southall, and falls within the administrative boundary of the London Borough of Ealing (LBE) and within the Southall Opportunity Area Framework (Southall OAPF) area. The site forms part of the Bridge Road Industrial Estate, which is designated as a Locally Significant Industrial Site (‘LSIS’) within LB Ealing’s Development Plan. The wider Industrial Estate comprises a range of large industrial warehouse units in quasi-retail and industrial (warehouse) uses.

The site covers a total area of 6.07 hectares (ha) and was previously occupied by the former Honey Monster Factory that was built in and expanded upon since 1937 and ceased operating in July 2016. All buildings formerly occupying the site were demolished and the land remediated between September 2020 and October 2021. The site is now cleared and vacant.

The broadly rectangular site is bordered to the north by a railway branch line, to the east by Glade Lane Canalside Park, to the south by a canal spur connecting to the Grand Union Canal, and to the west by the existing Middlesex Business Centre site. Generally, the site levels are relatively flat and consistent across the site and there are no natural topographical features of note on the site.

Vehicular access to the site is provided from Bridge Road (located to the south of the site), off Merrick Road (A3005) via a new bridge across the canal spur. This bridge was subject of the previous planning permission for the site and was built to facilitate the site clearance. (see planning history section of this report for further details).

The nearest part of the Transport for London Road Network (TLRN) is distant from the site: the A312 lies some 2.5 kilometres to the west. The nearest part of the Strategic Road Network is A4020 Uxbridge Road, which is 600m north of the site.

The existing site is poorly served by public transport; there are no bus routes and stops within reasonable walking distance. Southall Railway station is approximately 960m walking distance west of the site and thus just within reasonable (PTAL) walking distance. At this station there are rail connection to London Paddington as well as destinations west of London, the station is also served by the Elizabeth Line.

The site therefore currently records a very poor Public Transport Accessibility Level (PTAL) of 0/1 (on a scale of 0 to 6b where 6b is excellent and 0 is very poor). This PTAL rating is expected to improve as a result of the recent introduction of the Elizabeth line and will improve further on the implementation of Healum Avenue.

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. The heights of this development do not however impact on these height limits.

The Proposed Development

Overview

The planning application is a hybrid application submitted part in outline and part in full detail, the formal description of the current proposal is:

'Hybrid planning application (part detailed, part outline) for the phased redevelopment of the site, comprising a maximum of 39,625sqm (GIA) of floorspace.

Full details are submitted for Phase 1 comprising 31,868sqm (GIA) of flexible B2 (General Industrial), B8 (Storage and distribution), E(g)(i) (Offices), E(g)(ii) (Research and development) and E(g)(iii) (industrial processes), all ground floor hard and soft landscaping including a retail kiosk (43sqm GIA), parking and servicing and other works incidental to the proposals, including a programme of interim works (in connection with access to the adjacent site to the west), and Phase 2 2,908sqm (GIA) of B2/B8 floorspace.

Outline permission for Phase 3 (with layout, scale, appearance and landscaping at upper levels being reserved) is sought for up to 4,849sqm (GIA) E(g)(i) office use at upper levels of Blocks 1E-1G, within maximum heights of up to 20.984m (AOD.)

An Environmental Statement has been submitted with the application under the Town & Country (Environmental Impact Assessment) Regulations 2017, as amended'



(Indicative Image towards Unit 3)

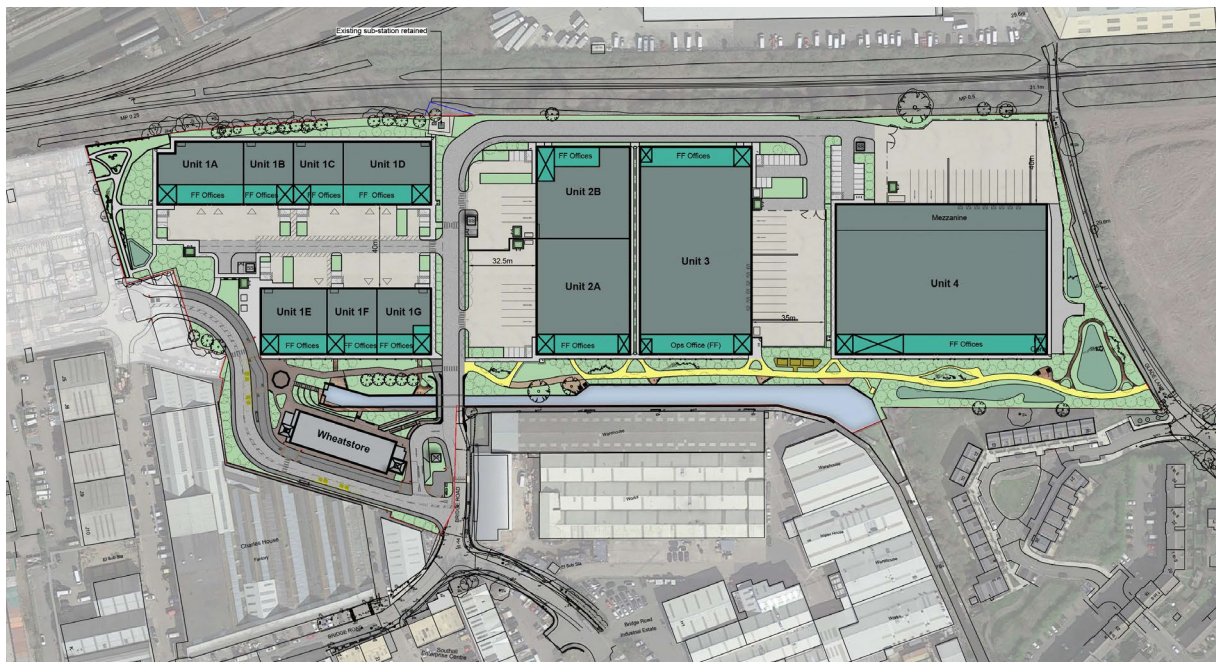
The proposed development comprises:

Uses and Quantum of Development

Building Plots

The Site is proposed to be divided into eleven building plots, as illustrated in the extract of the Masterplan shown below. Detailed permission is sought for Units 1A-1G, 2A, 2B, 3 and 4, including Phase 2 mezzanine floorspace and the site-wide public realm at ground floor, with the upper levels above Units 1E-1G subject to the outline application. Heights of the proposed buildings would range from 13m to 20m.

The Development proposes a maximum floor area across the site of 41,411sqm (GEA)/39,625 sqm(GIA).



(Proposed Masterplan)

The table below provides a breakdown of the floor areas for each unit:

Unit	Use Class	Floor Area (GIA) (sqm)	Floor Area (GEA) (sqm)
1A-1D	E(g)(ii)(iii)(B2)(B8)	3550	3663
	E(g)(i)	1487	1622
1E-1G	E(g)(ii)(iii)(B2)(B8)	2294	2360
	E(g)(i)	1006	1090
2A-2B	E(g)(ii)(iii)(B2)(B8)	4168	4259
	E9g)(i)	977	1076
3	B2/B8	5064	5155
	E(g)(i)	1176	1296
4	B2/B8	8149	8314
	E(g)(i)	1240	1338
Wheatstore	E(g)(ii)(iii)(B2)	2401	2785
Retail Kiosk	E	43	51

(Table 1 Detailed Element – Phase 1 Floor Areas)

A subsequent phase (Phase 2) is also proposed that would add mezzanine levels as set out in the table below:

Unit	Use Class	Floor Area (GIA) (sqm)	Floor Area (GEA) (sqm)
1E	B2/B8	2908	3040

(Table 2 Detailed element – Phase 2 Floor Areas (mezzanine level))

The outline element of the application which concerns the upward extension to Unit 1E-1G (office use only) is set out in Table 3 below:

Unit	Use Class	Floor Area (GIA) (sqm)
1E-1G (Upper Levels)	E(g)(I)	4,849

(Table 3 Outline element (maximum floorspace))

Employment Floorspace (Use Class E(g)(i)(ii)(iii), B2 and B8

The application seeks planning permission for 39,625sqm (GIA) of flexible employment floor space. The proposed development comprises a variety of different unit sizes from small incubator workshops to large scale warehouse spaces. Flexible employment uses are proposed which include E(g)(ii) (Research and development), E(g)(iii) (Industrial processes), B2 (General Industrial), B8 (Storage or distribution) and E(g)(i) (supporting offices).

The distribution of the units creates three employment zones with different characters and types of business occupiers which include:

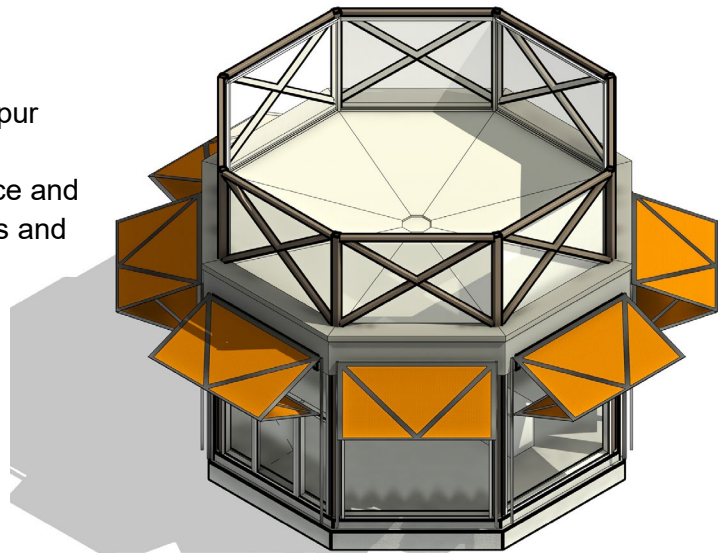
The Wheatstore – this is a standalone building located in the south west of the site adjacent to the main entrance into the wider site. The Wheatstore provides 2,401sqm of Affordable Workspace and is designed to provide flexible spaces for start-up, SMEs and micro businesses. A flexible use class of E(g)(ii)(iii)(B2) is proposed.

The Maker Quarter (Units 1A-1G) - These units are larger and provide space and opportunity for ‘creative uses’ including potentially film and studio uses. A flexible use class of E(g)(ii)(iii)(B2/B8) is proposed.

Innovation Quarter (Units 2-4) – The largest units would have a flexible B2/B8 use class. It is envisaged that the units would support manufacturing and logistics operations. A 50/50 ratio of B8/B2 is proposed to be delivered.

Retail Floorspace

A standalone retail (coffee) kiosk is proposed at the head of the canal spur north of the Wheatstore. This would provide 43sqm of Class E floor space and would support the proposed campus and wider area. (See adjacent image)



Public Realm, Landscaping and Urban Greening

The proposed development seeks to deliver new publicly accessible space and publicly accessible connections, as well as the wider greening of the Site. The proposed detailed element of the application would include some 17,736sqm of new public realm and landscaping across the Site.

The landscape strategy proposes the activation of the old canal spur and a new route through the Site along the northern side of the existing canal spur is proposed. This east to west route will connect the Site to the Middlesex Business Centre site in the west and Glade Lane/Glade Lane Canalside Park in the east.

At the head of the canal spur where the retail kiosk is proposed the public realm and landscaping provides a focal point for the development with seating areas and landscaping

fronting the canal. The retail kiosk is supported by the ability to position temporary commercial outlets that might include food stalls and a bike maintenance hub.

The east west route alongside the canal spur also provides opportunities for seating areas, play spaces and outdoor exercise stations.

Through the site the public realm is supported by extensive soft landscaping including tree planting.

An area in the north west corner of the Site is safeguarded for a future bridge link connection. The detail as to how this space could be laid out and landscaped are proposed to be secured by condition.

Development would deliver an Urban Greening Factor of 0.3 in line with London Plan Policy G5 and a Biodiversity Net Gain of +10%.



(Proposed Landscape Plan)

Access, Transport and Parking

Vehicular access will continue to be via Bridge Road leading on to the Application Site from the south, the site being accessed via the newly constructed bridge subject of the previous planning permission for the site. New internal circulation routes within the Site will provide connectivity between the Units. Parking, delivery and servicing areas will be located at the front of each unit.

The Detailed Component also includes the delivery of a further section of Healum Avenue (a bus/pedestrian and cycle route only) that will connect with the Middlesex Business Centre site to the west and Bridge Road to the south of the application site. Healum Avenue will incorporate a segregated cycle path and would also contain two new proposed bus stops/shelters which would be located within 400m of all unit entrances.

As a result of the Site being located within the Southall Opportunity Area, the maximum parking requirements set by the London Plan for the Proposed Development are 1 space per 600sqm. 68 car parking spaces are proposed for the completed development, of which 13 (21%) are allocated blue badge spaces. Twenty percent of spaces would be provided with electric charging points with passive infrastructure provided for all spaces.

Cycle parking within the Proposed Development will be provided within secure facilities within each building/unit and is designed to be in accordance with the London Cycling Design

Standards. The Proposed Development would provide 183 cycle spaces, of which 138 will be for long-stay use (in a combination of 2-tier systems and Sheffield Stands), and the remaining 45 will be for short-stay use in Sheffield Stands located near entrance to buildings in the public realm.

Other Considerations

Other Relevant Sites

As previously noted, there are a large number of significant regeneration schemes and new residential led redevelopments emerging in the Southall area. The table below provides a brief overview:

Site	Stage of Development	Scope of development
Green Quarter	Phase 1 and 2 built out, Consent granted for Phase 3 Further applications expected for later phases	3,750 dwellings + commercial, leisure, retail, healthcare and education Future Phases to be confirmed
Middlesex Business Centre (MBC)	Outline planning permission granted 2019, resolution to grant the first reserved matters application made March 2023	10,076sqm of flexible office and community floor space and up to 2,083 dwellings, hotel and retail
The Arches	On site	575 dwellings and 2,524sqm office and commercial
Malgavita/West Works	Complete	302 dwellings + flexible non resi uses
Former ESSO Garage	Complete	166 dwellings, 117sqm commercial
Greenview Court (Former Honda Garage)	Complete	191 dwellings
The Havelock Estate	Complete	922 dwellings

(Table 4 Consented and recently completed developments in the surrounding area)

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The Proposed Development falls within Category 10 (a) of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) as an industrial estate development project that exceeds 0.5 hectares and there is the potential for likely significant environmental effects. An Environmental Statement (ES) has been submitted with the detailed application which assesses the potential environmental impacts of the proposed development. The ES was made available for public review at the Council Offices and on the Council’s website.

Prior to the formal submission of the application the applicant requested an EIA scoping opinion (in March 2023) to ascertain those environmental topics that should be included in the scope of the EIA. The LPA’s EIA scoping opinion issued in May 2023 (Reference 230844SCO) indicated that the environmental issues against which the effects of the proposed development needed to be assessed were:

- Transport and Access
- Air Quality
- Noise and Vibration
- Built Heritage;

- Ecology and Biodiversity;
- Greenhouse Gas
- Climate Change
- Socio-economic and
- Townscape and Visual Impact Assessment

The EIA information provided has been reviewed by EIA consultants (Temple Group) on behalf of the Council. In advance of submitting the application, the Applicant agreed those sites set out in the 'Other Considerations' above being those that should be included as part of any cumulative assessment. As agreed with the Council's consultants the ES considered the cumulative impacts of the development together with other schemes within a 1km radius. Officers consider that the cumulative impacts of the proposed development have been robustly assessed. In accordance with its obligations under the EIA Regulations (including Regulation 26) officers (via the EIA consultants) have examined the environmental information submitted in support of the application and consider that it accords with the requirements of the EIA Regulations 2017 in terms of what is required for inclusion within an ES and the robustness of the assessment. It also addresses all the issues identified by the LPA's EIA scoping opinion. Officers, having examined the environmental information as required by Regulation 26 of the EIA Regulations 2017 (as amended) and conclude (per Regulation 29 of the EIA Regulations 2017 (as amended)) that, unless otherwise stated, the significant effects of the proposed development on the environment are those set out in the ES. The LPA shall comply with its other obligations (per Regulation 29 of the EIA Regulations) should planning permission be granted but include in this Report, those measures that the LPA considers are required in accordance with Regulation 29(b)(i)(bb)(cc)(dd), as suggested conditions/section 106 obligations, should planning permission be granted.

Plans and other documents defining the limits or specific proposals and principles of the scheme proposed in the application, as well as accompanying guidance on design and scale within the DAS and other application documents would, where appropriate, be secured by conditions attached to any grant of Planning Permission. This is to ensure that the development is built in accordance with the proposals assessed as part of the environmental information submitted with the application and for which the impacts have been considered.

In terms of the EIA Regulations 2017, officers consider that the environmental impacts of the proposed scheme have been fully considered by the applicant and by the LPA in the determination of this Application.

Relevant Planning History

In addition to the 'Other Relevant Development noted above the following planning applications which all relate to the application site are also relevant to this application:

Reference No.	Description	Officer comments
191022FUL	Demolition of existing buildings and phased redevelopment of the site to provide 1,997 residential units (Use Class C3), 22,311 sqm of creative industrial hub (Use Classes B1c and sui-generis), 5,562 sqm of light-industrial space (Use Classes B1(a-c) and B2), 2,275 sqm of flexible commercial units (Use Classes A1, A2, A3, A4, B1a and D1) and 964 sqm of community uses (Use Class D1), comprising the construction of 9 blocks with proposed varying heights up to 29 storeys; an energy centre; basements; car and cycle parking; highways and access improvements,	Previous application concerning the application site that sought the comprehensive mixed-use redevelopment of the site. The permission was implemented in 2021 with the demolition of the existing building and the pre-commencement conditions enabling this were all discharged. The site has since been

	including a new access bridge; public amenity space; a canal side linear green space; community courtyard podium gardens, roof terraces and balconies – Approved 23/09/2020	disposed of to new owners and this scheme is no longer being taken forward.
204196CND	Condition 22 – Demolition Method Statement	Conditions relating to the above planning permission which were all discharged to enable the demolition of the former HM Foods factory buildings and remediation of the site
204197CND	Condition 23 – Excavation/earthworks near railway	
204197CND	Condition 25 – Details of replacement bridge design	
216054CND	Condition 53 – Verification Report	

STATUTORY AND NON-STATUTORY CONSULTATION RESPONSES:

This section of the report describes the consultation process and summarises consultation responses.

Pre-application consultation:

Extensive pre-application consultation was undertaken by the applicant as summarised below:

LBE – Planning/Highways/Regulatory Services/Regeneration

The proposals have been subject of a Planning Performance Agreement and a series of pre-application meetings were held with the applicant team as the scheme developed. Discussions centred around the proposed layout and distribution of uses, access and the impact of vehicle movements and specifically HGV movements on the local highway network. The architectural approach to all blocks was discussed and revisions secured to ensure the quality of the development and the public realm.

Various other amendments have been sought both prior to the submission of the application and during the course of the applications consideration to improve the landscape strategy, ensure a segregated cycle path through the site and improvements to the public realm within the site.

GLA

Pre-application advice was sought from the GLA prior to the submission of the application, the GLA’s initial advice is summarised below and details of the GLA’s Stage 1 response together with Officer responses is set out in the following section.

At the pre-app stage GLA Officers confirmed the intensification of industrial floorspace within the LSIS is strongly supported in principle.

It was also confirmed that the heights and scale of the proposals appeared to be in line with the surrounding context whilst the layout could benefit from further refinement to improve overlooking for passive surveillance.

It was noted that whilst the proposal would result in less trips than the extant permission, it would be essential for the existing access from Bridge Road to be upgraded along its full length as part of any application submitted.

The GLA concluded that the applicant must ensure that elements relating to transport, sustainable development and environmental issues raised in the pre-app response should be fully addressed prior to the submission of any planning application.

Design Review Panel

The proposed development was presented to the Design Review Panel on 6 March 2023. A summary of the key points made is provided below:

- The panel likes the project vision, the layout, architectural character and articulation and should be more ambitious if this vision is to be realised.
- A placemaking strategy that responds to the unique culture and heritage.
- The panel considered that the architectural development of the Wheatstore is promising, but considered the larger sheds lacked in character. It was encouraged that the two design teams is encouraged, to create a stronger identity across the wider site.
- The panel considered the public realm along the canal will be an asset for the area and could be used by both the local community and employees of the business on site.
- The distribution of people the pedestrian activity should be reviewed to include the busiest uses where more people visit by the landscaping and public realm. .
- More thought is required for this space to be attractive and inviting, with relationships with the buildings needing further thought.
- The arrangement and layout of the buildings could be reconsidered around the southwest corner. This could allow for a more welcoming street frontage.
- More should be done to reduce hardstanding in the proposal.
- The panel notes the existing issues on the surrounding roads, there is likely to be a conflict with road users and HGVS. Pedestrian and cycle movements are likely to increase as a result of the proposal and therefore more should be done to improve Active Travel. This is turn would reduce car journeys.
- To reduce heat loss it would be beneficial to remove the party walls for units 2 and 3 and create a larger building.

Community Review Panel

The proposed development was presented to the Community Review Panel on 14 March 2023 A summary of the key points made is summarised below:

- The panel was supportive of the proposal and considered it a significant improvement on the previous planning approval within this brownfield site. The fact the scheme is non-residential and would deliver jobs for local people, as well as provide a new cultural and creative offer.
- It was suggested that the applicant could develop a distinct character for this development which considered the South Asian community and historic references within Southall.
- The panel supports the employment offer and new jobs created on this site. The provision of smaller start-up units is particularly positive and will be beneficial for local businesses, as long as these are affordably priced.
- The site connectivity was a particular concern raised and this is by vehicles, cycles and on foot. Improved connections are vital for the proposal to ensure that new businesses and public spaces thrive.
- Can the site connect to the station via the new footbridge and cycle bridge.
- Enhancing cycling infrastructure, improve lighting, creating segregated routs and adding signage to enhance access safety and attractiveness.
- The public realm and landscaping design is considered positive, but it was recommended that more green spaces are provided between buildings.
- As the site is seeking to be a 24-hour operation the importance of considering potential issues related to anti-social behaviour and misuse.
- More active uses are encouraged throughout the site, particularly at the southeast corner onto Glade Lane.

The application has been further developed since both review panels with more detailed design received with regard to the buildings and spaces between them and how they work.

Hardstanding within the site has been reduced with the proposal being able to have Biodiversity score of 0.37. Since the panels reviewed the scheme improvements have been made with regard to the transport links and this has been consulted with TFL and a scheme which seeks to increase pedestrian and cycle safety has been tabled. The site would be a 24-hour operation / 7 days a week the public realm offer really allows the site to thrive and the informative comments received from both panels has aided to provide a well-designed scheme for what is predominantly industrial uses. It is considered the comments were widely taken on board and that the application had a good starting point and has further improved with design tweaks. The amended scheme is that which is presented to Committee.

Statement of Community Involvement (SCI)

The Applicant’s SCI confirms they also undertook extensive pre-application consultation with the local community prior to submitting the planning application which included:

- Two public exhibitions held at the Dominion Centre, Southall, attended by 26 members of the public and key stakeholders.
- A public webinar held on Zoom, attended by a ward councillor and 3 other members of the public.
- Meetings with the following:
 - Cllr John Martin – ward councillor for Norwood Green
 - Ann Chapman – chair of Ealing Civic Society
 - Emily Bates – chair of Maypole Docks Residents’ Association
 - Onkar Sahota – Assembly Member for Ealing and Hillingdon
 - Ealing Community Review Panel (CRP)
 - Bill Boler – West London Business Alliance
- A consultation website, with a digital survey for feedback
- A meeting with the Ealing Community Review Panel

The applicant also undertook separate consultation with local businesses to gauge interest amongst local enterprises who could occupy the site.

PUBLIC CONSULTATION BY THE LOCAL PLANNING AUTHORITY

Neighbour Notification:

The application has been advertised as a major application with EIA. A total of 85 site notices have been displayed on lamp posts in roads surrounding the application site including: Trinity Road, Beaconsfield Road, South Road, West End Road, Dudley Road, Park Avenue, Villiers Road, Bridge Road, Merrick Road, Kingston Road, Havelock Road, Glade Lane, Avenue Road, Argyll Ave, King Street, Feldspar Grove.

The Site Notices were displayed on the above streets from 21/06/2023 and expired 21/07/2023; Press Notices were published in the Ealing Gazette on 21/06/2023 and expired 19/07/2023.

In addition, the Council carried out a further round of consultation on 27/09/2023 for a minimum period of 21 days following the receipt of amended and additional information. The Council notified all the statutory consultees, and the amended set of information was also published on the Council’s website in accordance with the Regulations.

2 written representations from local residents have been received via the Council’s web page; both objecting to the proposed development. The matters of objection and concern are summarised below:

Issues/Comments	Officer Response
<i>“Road access is full and more lorries and vans will lead to more noise and pollution”</i>	The impact on the local road network has been a key consideration in determining this planning application. A preliminary scheme

<p><i>“The road access to this site is already busy due to the warehouses and shops causing car to often have to mount the pavement to get past”</i></p> <p><i>“The previous option with more houses in Southall was better as well need more housing”</i></p> <p><i>“New housing developments, including the Havelock Estate gentrification, and Montreux development, creating large warehouses is not in line with developing and supporting the local area”.</i></p>	<p>has been submitted that demonstrates the improvements that can be made to Bridge Road to help relieve the existing problems and congestion. These improvements together with clearer parking controls and enforcement of those controls will improve the environment for all users including cyclists pedestrians and users of the local businesses and will assist with the current congestion and illegal parking that occurs in the area.</p> <p>Significant funding has been secured via the S106 to fund these improvements both on Bridge Road and in the wider area. The detailed scheme for Bridge Road is secured via the S106 and will be developed by the developer in consultation with the Council.</p> <p>Whilst new housing is a key objective for the Council the delivery of new jobs is also a key policy objective particularly given this is an allocated employment site. The proposals will bring with it a significant number of job opportunities as well as boosting the local economy and the development is supported by local and regional planning policy.</p>
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(Table 5: Summary of Neighbour Consultation Responses)

External Consultation

The table below summaries the consultation responses received from other outside organisations and groups consulted in respect of these proposals together with Officers response:

External Consultations	Representations and Planning Officer’s response
Thames Water	<p>Provided comments that they were unable to fully respond within the timescales and have therefore recommended conditions to secure additional information and details prior to occupation of the development.</p> <p><i><u>Planning Officer’s Response:</u> Appropriate conditions are included.</i></p>
National Highways	<p>Placed a holding objection due to not being able to access the relevant documents. The information was provided direct to National Highways but no follow up response was received.</p>
Heathrow Airport Limited	<p>No objection subject to imposing a planning condition securing the submission of a Bird Hazzard Management Plan and informative covering the use of cranes on the site.</p> <p><i><u>Planning Officer’s Response:</u> Appropriate condition and informative are included.</i></p>
Ealing Civic Society	<p>Ealing Civic Society welcomes the new proposals for development of this site to provide commercial/industrial uses. Traffic management will be critical to ensure local residential streets are not adversely affected by</p>

	<p>commercial traffic to and from the site, but we note proposals have been made to mitigate any impact.</p> <p><u>Planning Officer's Response:</u> Noted, see also the response to the neighbour objections above in terms of the improvements to be secured to Bridge Road etc</p>
<p>Historic England</p>	<p>Confirmed that the proposals are unlikely to have a significant effect on heritage assets of archaeological interest. The planning application is not in an Archaeological Priority Area. No further assessment or conditions are therefore necessary.</p> <p><u>Planning Officer's Response:</u> Noted</p>
<p>Designing Out Crime Officer</p>	<p>The east/west connection along the canal should be very well lit for security and it was noted that there are constraints here due to bats and other ecological matters. Further advice may be sought from a competent lightening engineer to address public realm lighting.</p> <p>The east west connection through the site and associated fixtures such as Benches and the bird watch Hide could become a problem spot for people sleeping there and other anti-social behaviours. Suggestion to resolve this is to ensure fixtures are removable (bolted down not cast) and that any benches or table are designed/specified in such a way that people cannot lie down.</p> <p>The site should it be open and accessible could become a risk for unlawful occupation. Suggestion to resolve this was to include barriers to areas that are at risk - (Bollards/barriers/fences)</p> <p>Areas below stair cores could become a "cubby-hole" and encourage anti-social behaviour. Suggested that these areas be closed off with solid structures such as fencing. It was advised that the current design allows for Chain Link fencing to fully enclose these cores.</p> <p>The access to the coffee kiosk roof terrace poses a concern and must be closed off outside of use and the clock tower feature looks to pose a climbing risk. The suggestion to resolve this is to fence the stair case in a similar manner to the cores (noted above) and consider the design of the feature tower so that the opportunity to climb is eliminated.</p> <p><u>Planning Officer's Response:</u> A planning condition is proposed require the development to achieve Secure by Design Accreditation prior to occupation in consultation with the Designing Out Crime Officer.</p>
<p>Network Rail</p>	<p>No objection in principle subject to the applicant entering into a Basic Asset Protection Agreement.</p> <p><u>Planning Officer's Response:</u> An informative reminding the Applicant of their responsibilities in this regard is proposed to be added to the decision notice.</p>
<p>Canal and River Trust</p>	<p>Raised concerns in respect of the potential impacts associated with the development on the water quality within the Grand Union Canal and the canal spur. It was confirmed that the Applicant was already in discussion with the Canal and River Trust and that they have their own</p>

	<p>application process that will require the developer to submit further details in respect of rainwater discharge and preventing contaminants entering the water course. The Trust confirmed they are satisfied that, with regard to the drainage proposals, in this instance the full and final details could be sufficiently addressed via their own internal processes.</p> <p><i>Planning Officer's Response:</i> Appropriate informatives are to be included on the decision notice to remind the Applicant of their responsibilities in respect of seeking the necessary consents of the Canal and River Trust</p>
<p>West London Chamber of Commerce</p>	<p>Confirm their support for the proposals specifically welcoming the delivery of up to 1,150 jobs, local training and apprenticeship opportunities for residents and young people, 340,000 sq ft of modern, flexible workspace for start-ups, SMEs and major businesses, and an affordable workspace quarter. They also note the quality of the landscaping confirm that it will help deliver the Council's Southall Reset ambitions supporting the creation of a more inclusive local economy.</p> <p><i>Planning Officer's Response:</i> Noted</p>
<p>NATS Safeguarding</p>	<p>Confirmed that the proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p> <p><i>Planning Officer's Response:</i> Noted</p>
<p>GLA Stage 1</p>	<p><u>Summary</u> Land use principles: The provision and intensification of industrial and commercial floorspace on this LSIS site is strongly supported in strategic planning terms. The provision of affordable workspace is supported and forms a public benefit to the proposed development, which must be secured within the s106. Urban design: The proposed building heights do not raise any strategic concerns and the architecture is generally considered to be acceptable. Transport: The proposal does not currently accord with London Plan policy. The design and mitigation proposed do little to promote sustainable travel of any form and do not contribute to the overall objective of Southall Opportunity Area. The loss of the east-west bus route and route along Glade Lane is of serious concern. Other issues on sustainable development and environment also require resolution prior to the Mayor's decision making stage.</p> <p>Summary of detailed matters raised by the GLA are set out below (OR=LBE Officer Response):</p> <p>Land use principles – GLA confirmed the proposed land uses raise no in principle concerns and the uplift of industrial and commercial floorspace is strongly supported.</p> <p>Urban Design <u>Development layout, public realm and landscaping:</u> The variety of different sized units was supported as was the pedestrian route through the site and the public realm and access to the canal side.</p>

	<p>Some concern was raised in respect of the lack of activation and natural surveillance along the canal.</p> <p>The loss of a bus route through the site to Glade Lane approved in the previous scheme was noted as a concern. Concern also raised in respect of bus manoeuvring space on site (Healum Avenue).</p> <p><i>OR: Amendments to the scheme have been received, the east west route is activated by the office elements of Units 1E-1G, Units 2, 3 and 4, the Wheatstone and the kiosk. The Site will be managed and the Applicant has committed to CCTV within the public realm.</i></p> <p><i>The proposed route of Healum Avenue has been amended and a segregated cycle route has also been added. Whilst the loss of the link to Glade Lane is regrettable the implications for the efficient use of the site and ensuring the hierarchy of spaces justify it not being provided in this scheme.</i></p> <p><u>Height, scale and massing:</u> The proposed built form would be of a limited height, with heights ranging from 12 metres to 20.943 metres (in the outline element). The buildings are not considered tall building for the purpose of London Plan Policy D9. The scale and height proposed is considerably reduced from the previous consent at the Site which proposed numerous tall buildings.</p> <p>The proposed heights do not raise any strategic concerns.</p> <p><i>OR: Noted</i></p> <p><u>Architectural quality:</u> The architectural design of this industrial/commercial development does not raise any matters of strategic concern at this stage and is generally supported.</p> <p><i>OR: Noted</i></p> <p><u>Fire Safety:</u> In line with Policy D12 of the London Plan the applicant has submitted a fire safety statement, prepared by a suitably qualified third-party assessor, Orion Fire Engineering. This report demonstrates how the development proposal would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Ealing Council is required to secure the proposed measures with appropriate conditions.</p> <p><i>OR: Appropriate conditions added.</i></p> <p>Transport</p> <p><u>Site Access:</u> The existing site comprises of only one site access from Bridge Road. It is proposed that a package of improvements along the full length of Bridge Road will be paid for / delivered by the applicant as part of the Section 106 contributions.</p> <p>It is proposed that a secondary access link for buses, pedestrians and cyclists is delivered via the adjacent Middlesex Business Park (MBP) to the west, this is supported in principle, the proposal should seek to tie</p>
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	<p>into the adjacent proposal by delivering a continued segregated pedestrian and cycle route.</p> <p>Due to the Healthy Streets shortfall of Bridge Road, particularly at night, it is expected that a shuttle bus, as secured for the previous application, will be secured through the S106 until alternative access arrangements are installed including the operation of buses.</p> <p><i>OR: A segregated cycle route connecting with the MBC site is now proposed and the Bridge Road improvements as well as public realm improvements and the shuttle bus service are all secured via the S106 agreement.</i></p> <p><u>Healthy Streets:</u> At present the proposals fall short of the step change in active modes needed to support development. The current proposals prioritise HGV and LGV movement, with many of the essential walking and cycle links previously secured removed. Not only does this undermine the sustainability of this development, but it also curtails many of the important links across and through the site which were established to open up the OA and connect it to the wider community and support the overall connectivity of the area.</p> <p>The shared east-west cycle/footpath proposed through the middle of the site provides access to Glade Lane and a number of residential units; however, there are concerns that the route is not attractive nor would feel safe at night.</p> <p>An Active Travel Zone (ATZ) assessment has been undertaken and identifies deficiencies within the local walking and cycling routes within the vicinity of the site to be used by users of the site and people within the wider community. Therefore TfL strongly recommends contributions to improvements are secured by Ealing.</p> <p><i>OR: Improvements to the scheme have been made which include the segregated cycle route. Through the provision of the section of Healum Avenue as well as the new east west pedestrian/cycle route the proposed development does significantly improve the permeability of the area. A balance needs to be made between the needs of the commercial development and maintaining safe and secure environments for pedestrian/cyclists. This balance has been achieved and the development contributes to enhancing the opportunity area whilst providing a significant number of new jobs.</i></p> <p><i>Significant funding has also been secured to improve the existing highways environment along Bridge Road as well as improving the public realm in the wider area. This funding will also contribute towards addressing the deficiencies identified in the ATZ assessment.</i></p> <p><u>Public Transport:</u> The GLA raise a concern that the bus route through the site to Glade Lane is now not being brought forward by this revised application, concerns have also been raised in respect of the delivery of Healum Avenue and the fact its delivery depends on the adjacent sites coming forward.</p>
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	<p><i>OR: Maintaining a bus route through the site to Glade Lane is not possible due to the size of the warehouses being proposed and the associated service yards. The new Healum Avenue is being delivered and this has been a fundamental objective of LBE for several years. Clauses within the S106 secure the delivery of this link at Day 1. Whilst the neighbouring sites are being brought forward independently, they also have similar clauses in the S106 agreements for those sites to ensure that Healum Avenue and its associated benefits will be delivered. In the meantime as noted about the S106 secures a shuttle service to improve access to public transport connections.</i></p> <p>Parking: GLA encourage the applicant to consider lower levels of parking on the site, all parking to be provided with active or passive provision for EV charging. Concerns were raised with respect to the parking outside the Wheatstore due to trucking conflicts. GLA requests conditions requiring a Parking Management Plan</p> <p><i>OR: The proposed parking levels for each unit are very low and are considered to be necessary for operational requirements and particularly given the 24h 7day operation that will mean employees may need to arrive or leave when public transport services are less frequent. On balance the parking is considered to be acceptable. Appropriate conditions are included to secure further details as required.</i></p> <p>Cycle Parking: is proposed in accordance with London Plan cycle parking standards.</p> <p><i>OR: Planning conditions proposed to secure details</i></p> <p>Highway Impact Trip Assessment: The trip generation may be less than the extant permission, due to the severely congested nature of the local highway network, TfL has major concerns about the potential number of movements that the proposed development could generate, particularly with regards to LGV/HGV movements and therefore further discussions around this are required.</p> <p><i>OR: further discussion and information has been provided to TfL post the Stage 1 response (see TfL comments and response below).</i></p> <p>Delivery and Servicing: GLA confirmed the requirement to provide an Operational Management Plan as well as to promote sustainable modes of transport in connection with the operation of the site.</p> <p><i>OR: Appropriate conditions and S106 clauses added.</i></p> <p>Sustainable Development</p> <p>Energy Strategy: Revision requested to the Energy Strategy to enable it to fully accord with London Plan policy. The proposed development meets the net zero-carbon target which is fully supported.</p> <p>Whole Life-cycle carbon: Clarification/additional information requested, and Condition requested.</p> <p>Circular economy: Clarification/additional information requested and Condition requested.</p>
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	<p><i>OR: Appropriate conditions are included</i></p> <p>Environmental Issues</p> <p><u>Urban Greening:</u> The applicant demonstrates consideration of access to public open space across the site, including the creation of a waterside green trail and a public open square. It is outlined in the Design and Access Statement that the open greenspace is publicly accessible. This is particularly important as the site is located in an area identified as being deficient in public open space within the London Green Infrastructure Focus Map</p> <p>Being predominantly an industrial development, the application is not required to meet a target Urban Greening Factor. However, the applicant should still demonstrate how urban greening has been considered as a fundamental element in the site and building design. The applicant has provided a UGF score of 0.308 which is encouraging.</p> <p>The Urban Greening Factor (UGF) score calculation should be prepared based on the illustrative masterplan and clear assumptions to demonstrate that the UGF score would be achievable. Being a hybrid application, it is important that the current quality and quantity of greening is secured and delivered through subsequent stages of planning. Delivery of the UGF at reserved matters should be secured by planning condition and within the design code for subsequent phases of the proposed development.</p> <p><i>OR: Given the nature of the development and the extent of hard standing required for service yards etc it is considered that the landscape strategy has significant benefits for the local area, planting is proposed with 139 new trees. Appropriate conditions are included to secure the delivery of the landscaping and UGF.</i></p> <p><u>Flood Risk and Drainage:</u> The submitted FRA complies with London Plan S112 further refinement of the Drainage strategy is required it is noted however the strategy generally complies with SuDs requirements, but additional calculations are required to demonstrate sufficient storage.</p> <p><i>OR: noted the final Drainage Strategy is secure by a planning condition it is also understood the drainage strategy needs to be agreed separately with the canal and Rivers Trust</i></p> <p><u>Air Quality:</u> GLA confirm the submitted Air Quality Assessment is acceptable, conditions are recommend in respect of on-site plant and machinery and measures to control dust and emissions during construction.</p> <p><i>OR: Appropriate conditions are included</i></p> <p><u>Biodiversity:</u> The landscape plans demonstrate a soft transition from hard landscaping towards the SINC, which is positive. However, the applicant should provide an assessment of the potential impacts to the SINC, specifically construction impacts and indirect impacts of noise, shading and lighting (with reference to Paragraph 8.6.5 of the London</p>
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	<p>Plan). The applicant should prepare a Construction Environment Management Plan (CEMP) to set out how such impacts will be avoided and mitigated. The CEMP should be secured by planning condition and approved prior to construction.</p> <p>The Biodiversity Net Gain Assessment states that the scheme will have a biodiversity net gain of 10.03% and a net gain of 83% for hedgerows. However, the Biodiversity Net Gain Assessment states that “a total green roof area (good condition) of 0.536 ha will be required alongside the other soft landscaping to achieve a +10% BNG, with full details of green roof layout to be provided as part of detailed design”. Clarification on this and detailed design should be provided before compliance with Policy G6 can be determined.</p> <p>The applicant should prepare an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation. The EMP should be secured by planning condition and approved if the proposed development is granted planning consent.</p> <p><i>OR: Appropriate conditions are included</i></p>
<p>TFL Comments</p>	<p>Detailed comments received after the Stage 1 Response and therefore update on highways matters set out in the Stage 1, below is a summary of the key points:</p> <p>Access – It is noted that the development proposes a package of measure to improve Bridge Road and the delivery of Healum Avenue within the site both of which are supported. Confirmation that the scheme needs to provide a shuttle bus service and funding to address Healthy Street shortfall.</p> <p>Healthy Streets – concerns raised in respect of the safety of the east west route, supported noted for the introduction of a segregated cycle path through the site connecting with the MBC site.</p> <p>Segregated cycle/footway – supported in principle subject to further design work to confirm it meets within minimum design standards.</p> <p>Vehicle Impact – Acknowledged that car-based trips reduce when compared with the extant planning permission but concerns raised in respect of the increased HGV movements. Request for conditions to cover the submission of a Management Plan and Service and Delivery Plan and funding for highway safety improvements.</p> <p>Bus Route – concern raised that the link to Glade Lane is not brought forward by these proposals. Request that further design work is undertaken in respect of Healum Avenue and this should be secure by the S106/condition.</p> <p>Bus stops – further detailed design work is required in respect of the location of the bus stops and the design and facilities to be provided. TfL maintain concerns regarding the remote nature of the bus stops and lack of natural surveillance.</p> <p>Bus contribution – finding of £1m is requested to support bus service improvements in the local area.</p>

	<p>Rail Impact – no concerns raised</p> <p>Cycle Parking – quantum is accepted, condition required to ensure full compliance with London cycling design standards.</p> <p>Vehicle parking – TfL expressed a view that the scheme should be car free. Request for conditions to cover the submission of a Parking Design and Management Plan. Funding also requested to consider local parking controls.</p> <p>Delivery, Servicing and Operational Management – the servicing strategy is generally supported request for conditions to ensure the submission of a Delivery and Servicing Plan.</p> <p>Construction Logistics Plan – to be secured by condition.</p> <p>Travel Plan - to be secured by condition.</p> <p>OR – The various requests for conditions and funding are covered in the proposed conditions (Annex 1) and the S106 heads of terms. Other detailed matters raised by TfL are dealt with in the main body of the report.</p>
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(Table 6: Summary of External Consultation Responses)

Internal Consultation

The table below provides a summary of the comments received from internal Council Departments:

External Consultations	Representations and Planning Officer’s response
Regulatory Services: Noise	<p>No objection subject to conditions requiring details of noise from machinery and equipment and mechanical installations, Construction Management Plan and various informatives.</p> <p><i>OR: Appropriate conditions and informative are included</i></p>
Regulatory Services: Air Quality	<p>Various clarifications were sought by Officers during the course of the application and appropriate response received to confirm:</p> <ul style="list-style-type: none"> • The Proposed Development does not propose any gas boilers, generators or combustion services. • The parking is less than the maximum parking provision and is considered appropriate to the site. • 20% of on-site car parking will be provided with access to an electric vehicle charging point from the outset, with the infrastructure being provided for the remaining 80% of the on-site car parking, which can be upgraded in the future • Cumulative impacts of the development were considered in the ES Chapter 8 independently reviewed and found to be acceptable. • High NOx concentration inaccuracies were disputed, and the applicant noted that the Air Quality Modelling Study had conclude that the model is performing well • In respect of HGV movements, A quantitative assessment was not undertaken as the construction vehicle movements did not

	<p>exceed the criteria set out within the EPUK / IAQM Guidance. The construction phase would peak over 25 daily HGVs but not exceed 25 AADT.</p> <p><i>OR: it understood the applicants' responses have addressed Officers comments. Conditions are proposed to provide further details and a S106 contribution is sought to secure funding for Air Quality monitoring.</i></p>
<p>Employment, Training and Skills</p>	<p>No objection subject to securing an employment, skills, and training delivery strategy, which needs to be signed off by the Employment and Skills S106 team. The developer will need to engage directly with the partnerships and procurement manager and will be required to submit quarterly monitoring no later than one week after quarter end. (S106ELS@ealing.gov.uk).</p> <p>The developer must deliver 10 full apprenticeships, and there will be a charge of £49,395 per apprenticeship obligation that is not met. 25% local labour must be employed, as a minimum. 10 weeks of Work Experience must be completed throughout the length of the project. There will also be a financial obligation of £400,000, which will contribute to monitoring costs and local employment/apprenticeship projects.</p> <p><i>OR: These measures are secured within the S106</i></p>
<p>Energence (on behalf of LBE)</p>	<p>The Council is highly supportive of the proposed energy/sustainability strategy produced by WSP in March 2023 (v2). The development is all electric with no gas infrastructure on-site.</p> <p>Space heating/cooling and DHW will be provided by a centralised system driven by three ASHPs.</p> <p>Also proposed are x12 PV arrays with a combined capacity of (approx.) 193 kWp generating (approx.) 280,000 kWh p/a and cutting (approx.) 38 tonnes CO₂.</p> <p>The Council confirms that there is no available "Clean" district heat network (DHN) and no further research is required on this issue. The Strategy has been assessed against Part L 2021 using SAP 10.2 emission factors and follows the London Plan policy S12/S13 "Lean, Clean, Green" energy hierarchy.</p> <p>The predicted Energy Use Intensity (EUI) is 817 kWh/m²/p/a. A CIBSE TM52 compliant Overheating/Cooling analysis will need to be submitted prior to commencement of construction. This will be conditioned.</p> <p>At the current design stage the overall site-wide CO₂ emissions will be cut by 100%, with 2% carbon reduction through "Lean" efficiency measures and 98% through "Green" renewable energy. Although policy in theory requires non-residential to cut emissions by 15% via "Lean" measures, the nature of the building and the maximising of PV means this is no longer relevant.</p> <p>As it is a zero-emission development there is no Carbon Offset due.</p>

	<p><i>OR: Conditions and S106 Clauses are proposed to secure further details in respect of the Energy Strategy, Circular Economy, Whole Life Carbon Strategy and monitoring.</i></p>
Tree Officer	<p>All existing trees on the site with the exception of 3 low quality trees are to be retained. The loss of the 3 trees is significantly mitigated through the planting of 167 new trees. Conditions are requested in respect of Arboriculture Method Statement, Tree Monitoring Plan, Tree Planting details and retention of existing trees.</p> <p><i>OR: Relevant conditions proposed.</i></p>
Regeneration	<p>Overall, the Regeneration Team are very supportive of the proposals but raised detailed matters during the course of the application.</p> <p>Flexibility of the scheme and ability to adapt to different types of employment – concerns raised that the scheme has been designed to encompass low job density employment options, such as storage and distribution, and there is not sufficient flexibility to allow a pivot towards more high-density employment uses. For example, the ceiling heights of the warehouses should be sufficiently high to allow for a conversation to film studios.</p> <p>Impact on wider transport infrastructure, in particular Bridge Road. The proposed scheme will put intense pressure on the wider highways network due to an increase in HGVs. These issues will be particularly acute on Bridge Road, which already suffers from capacity constraints. This additional pressure will affect businesses across the wider Southall area and could have a negative impact on economic growth as well as nearby residents.</p> <p>It was also recommended that funding be sought for the creation of a Business Improvement District, Public Realm and Public Art Strategies</p> <p><i>OR: The larger units have been designed to be of sufficient internal height to be adaptable to a variety of uses including film production. A condition is also proposed that will seek to control the amount of B8 use that comes forward to favour use with more intensive employment requirements.</i></p> <p><i>The applicant has provided indicative proposals for improving Bridge Road and these proposals are to be developed in detail in consultation with the Council as secured via the S106. This together with significant funding for highway safety improvement works together with public realm enhancements will help mitigate any adverse impacts on Bridge Road and the surrounding area. A public art strategy has also been secured via the S106.</i></p>

(Table 7: Summary of Internal Consultation Responses)

Planning Policies:

Please see informative section in Annex 1 for full list of relevant policies.

PLANNING APPRAISAL**Reasoned Justification**

The proposal is assessed against the policies contained in the adopted Development Plan, and in terms of its potential impact on the local and wider environment, on the amenities of the occupiers of surrounding development and all other material planning considerations.

Section 38(6) of the Planning and Compulsory 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. This Appraisal will demonstrate how the proposed development fully accords with the adopted Development Plan for the area.

Principle of Development

The application site is a brownfield site located within an urban area with improving access to public transport. Planning policy at all levels promote the effective and efficient use of previously developed land and the proposals subject of this application accord with that key objective.

Industrial, Office and Employment Uses

The site is one of three designated Locally Significant Industrial Site (LSIS) designated in Southall, which are identified as employment land for long term protection (Development (Core) Strategy (Policy 1.2(b))). This Site lies within the Bridge Road Industrial Estate which is identified as a LSIS in both the adopted and emerging Local Plans.

The Site is also located within the Southall Opportunity Area Framework (Southall OAF) within which the potential to provide approximately 3,000 new jobs by 2041 has been identified.

Policy at all levels promotes development that creates conditions for economic growth and the creation of jobs. At the national level the NPPF (Para.81) confirms that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.

London Plan Good Growth Policy GG2 promotes the optimisation of land, particularly through the redevelopment of brownfield sites within Opportunity Areas, as a key part of the strategy for delivering additional homes and workspaces in London.

London Plan Policy SD1 identifies opportunity areas as the capital's most significant locations for development capacity and seeks to ensure that development capacity is delivered in a sustainable and integrated way to enable successful delivery of the growth targets outlined above. More specifically, the Southall Opportunity Area Planning Framework (2014) recognises the arrival of Crossrail (Elizabeth Line) and availability of brownfield land as a key catalyst for sustainable growth and intensification in the Southall area.

Policy E4 of the London Plan also seeks to ensure a sufficient supply of land and premises to meet current and future demands for industrial and related functions to be maintained. Specifically, Policy E4 (Part C) provides that the retention, enhancement and provision of additional industrial capacity across identified industrial land should be planned, monitored and managed.

London Plan Policies E6 and E7 recognise that there may be potential within LSIS for industrial intensification, with Policy E7 identifying multi-storey schemes and more efficient use of land through higher plot ratios as two of the ways in which this intensification can be achieved.

London Plan policy E2 sets out that development proposals greater than 2,500sq.m should consider the scope to provide flexible workspaces for micro, small and medium sized enterprises. Policy E3 concerns the provision of affordable workspace.

Ealing Core Strategy Policy 1.1 (C) seeks to promote business and enterprise by securing the stock of employment land and encouraging regeneration and renewal.

Although at an early stage and with limited weight at the current time the emerging local plans strategic objectives remain broadly consistent with current adopted policy and will seek to promote the creation of good jobs and growth. Emerging policy E4 (land for industry, logistics and services) seeks to maintain supply and promotes intensification and reuse of industrial land and draft policy E6 confirms 'industrial needs remain the primary consideration on LSIS within Ealing.

The redevelopment of this vacant brownfield site falling as it does within an opportunity area and LSIS is strongly supported by the Council. The proposed development would see the site brought back into a viable and beneficial use having lain vacant since 2016. The redevelopment would promote the objectives of the Opportunity Area delivering a significant proportion of the new jobs that the Southall OAF notes as being created in this area.

The employment campus that is proposed will secure a significant uplift in industrial/employment floor space when compared with both the historic use of the site (HM Foods) and the previously consented scheme. As such the site will also deliver a significant uplift in the number of jobs that could be created. The campus has been designed to include a wide range of business units with flexible employment uses and different sized units that will accommodate a wide range of business from different sectors and of different sizes from micro and start-up businesses to more established business looking to expand into larger premises.

The proposed development will create significant opportunities for local residents and businesses and create conditions that will promote the economy of Southall and encourage and promote the regeneration of the site and wider area and catalyse further growth.

It is considered the scheme that has been brought forward will optimise the site whilst also supporting other benefits such as improved permeability and connectivity.

The proposed development is considered to be in full accordance with the relevant land use policies set out in the NPPF, London Plan and adopted Local Plan. It will redevelop this important brownfield site located within a sustainable location, within a LSIS and Southall OAF. It will generate significant job opportunities and will attract business from a wide range of sectors and of various sizes. It will improve the industrial and employment stock available in this part of the Borough and create more attractive and enhanced business conditions for business already established in the area. The proposals are strongly supported by Officers.

Affordable Workspace

The availability of good and affordable workspace can be a barrier for start up businesses and small businesses looking to expand. London Plan policy E3 supports the provision of affordable workspace in certain circumstances in order to generate a wide range of economic and other opportunities to ensure London is a fairer, more inclusive and more equal city. Ealing doesn't currently have an adopted policy requiring affordable workspace at the current time (Emerging policy E3 does require affordable workspace to be provided on qualifying development).

Notwithstanding this the proposed development includes 2410sq.m of affordable workspace contained within the Wheatstore Building located adjacent to the proposed section of Healum Avenue within the site and close to the main entrance into the development.

The building will be managed via an operator agreement with a specialist affordable workspace provider and will comprise a number of smaller flexible spaces that will be provided at 80% of local market rents. The affordable workspace is secured within the S106 and is considered to be a further benefit of the development broadening the range of jobs created and is again strongly supported.

Development Layout

Good urban design is considered to be fundamental to the provision of an attractive, safe, accessible and sustainable built environment, and to be a necessary condition for the creation of well-designed cities that are more compact and connected. Policy LV7.4 of Ealing’s Development Management DPD recognises that some areas exhibit currently poor environmental quality or weak character and require positive intervention and change in order to achieve good development.

Paragraph 130 of the NPPF states that planning policies and decisions should aim to ensure that developments achieve the following objectives:

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

London Plan policy D3 requires development to make the best use of land by ‘*following a design led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site*’. Part D of the Policy sets out a number of design criteria including enhancing local context, facilitating active travel, achieving safe and secure environments and having regard for neighbours living conditions in respect of noise vibration, outlook and privacy.

London Plan policy D5 confirms that development should achieve the highest standards of accessible and inclusive design. Policy D8 sets out opportunities to create new high quality well designed safe and accessible public realm.

LBE DM Policy 7.3 concerns designing out crime and set and policy 7B (Design Amenity) requires new development to ‘achieve a high standard of amenity for users and for adjacent uses’ by ensuring;

- a) *high quality architecture*
- b) *good levels of daylight and sunlight*
- c) *good levels of privacy*
- d) *coherent development of the site*
- e) *appropriate levels of development on site*
- f) *positive visual impact*
- g) *legibility and accessibility*

Policy 7D (Open Space) requires 'All developments that increase demand for open space will be expected to make an appropriate contribution towards meeting this additional demand, having regard to the standards detailed in table 7D.2'. Table 7D2 confirms that for major commercial development the requirement is for a financial contribution towards 'Amenity Space' and for such development to provide 'Active Recreation'.

Relevant emerging policy include DAA (Design and Amenity), G5 (Urban Greening). Emerging policy S.5 (East Southall) relates to the delivery of the application site and the adjacent site to meet original strategic objectives which include:

- (i) Providing a mixed-use development of residential, employment, convenience retail, community, and canal side leisure uses, with active frontages and commercial uses at ground floor and first floor levels, where appropriate.
- (ii) Enhancing the canal side character and industrial heritage of the area by retaining and enhancing the setting of the Sunrise Radio building and adjacent locally listed facades.
- (iii) Providing a connected network of new green and open spaces to address deficiencies in the area including a new square, linear park or naturalised edges for SUDs and improving access to Glade Lane Park and boundary treatment of Hortus Cemetery
- (iv) Providing a range of unit sizes to support local needs including small and medium enterprise.
- (v) Ensuring the development and access arrangements integrate well with the adjacent Bridge Road Industrial Estate LSIS.
- (vi) Ensuring that the proposed east-west active travel and public transport route, Healum Avenue, is delivered in full to connect Havelock Estate to Merrick Road.
- (vii) Improving active travel measures, canal tow paths and enhancing the public realm between Merrick Road and the Grand Union Canal through the site.
- (viii) Providing a significant proportion of genuinely affordable housing and other tenures/ types to meet local needs.
- (ix) Providing community infrastructure including safeguarded land for a new primary school facilities.

The proposals have been the subject of extensive consultation with LBE and GLA Officers and have also been subject of review by the Design Review and Community Review Panels. A number of key drivers and site considerations have informed the layout of the site including:

- Single point of vehicle entry from Bridge Road
- Maximising and making the most efficient use of the site and creating a viable and commercially attractive employment campus
- Requirement to provide a section of Healum Avenue to connect with the section in the adjacent MBC site
- Market requirements in terms of buildings, sizes and the size of services yards
- The need to provide clearly legible spaces including clearly defined private, public and semi public spaces
- The need to provide a positive contribution of the local area in terms of public realm, landscaping and open space including maximising the amenity of the canal side location

It is considered that the proposed layout has responded well to these key requirements and considerations. The proposals have responded well to feedback from officers and improvements to the scheme have been secured throughout the pre-app and determination stages of the application process.

Importantly the layout achieves the key objective of promoting permeability and connectivity and the Healum Avenue link is proposed to be delivered. This is a key objective for the Council and will significantly improve connectivity in Southall and will also improve access to public transport

to the site itself and the wider area. This section of the Healum avenue will include a bus stop that would ensure all entrances to the proposed units are within 400m.

This enhanced connectivity is further enhanced via the pedestrian and cycle route that passes in an east west direction through the site. This route provides a public benefit in not only improving access to Glade Lane and beyond but also provides an area of open space and amenity. The route will provide seating, play/outdoor gym equipment and will facilitate improved access to the canal side. This route that will be open and available to the public and also forms a key part of the sites landscape strategy and will be extensively landscaped. The route will benefit from active frontages associated with the office elements of the larger units and will also incorporate a lighting and CCTV strategy to ensure the safety of users.

At the head of the canal spur the Wheatstore, Retail Kiosk and Units 1E-1G create a focal point for the development that will help the site integrate with existing and future development on adjacent sites. Active frontages and seating areas around the head of the spur will provide a pleasant area for both employees and local residents to sit and relax.

The proposed units are laid out efficiently to ensure they can be easily accessed and so that vehicles movements are segregated from pedestrians and cyclists. The service yards are located internally within the site helping ensure the buildings themselves act as sound barriers and also ensure these areas are clearly defined as being private with no public access.

Overall the site layout is supported and the key objectives of improving connectivity and permeability are secured. Whilst a bus route to Glade Lane has not been brought forward it is considered acceptable as to do so would have compromised and reduced the developable area, made the layouts less efficient and compromised the hierarchy of public and private spaces.

The proposed development is supported by a high-quality public realm that fronts the development enhancing the site and helping it integrate with the emerging proposals for the MBE site and the wider area. The development creates good quality public spaces that will benefit existing communities and create a favourable environment to create a high-quality employment campus.

Scale

When compared to the previously consented scheme and other schemes coming forward on nearby sites in the Southall area the proposed development is of a much lower scale. The buildings will range in height up to a maximum of 20.9m (in the outline element of the proposed scheme). The buildings are not considered to be 'tall buildings' in respect of the consideration of London Plan policy D9.

The scale of the buildings are led by the market requirements of potential occupiers and the larger units are designed to be flexible in terms of their scale so that they can come forward for a variety of different uses including film/tv production. Amendments have been secured during pre-application to reduce the scale of the larger units where they front the east west public route. This was encouraged to create a less dominating environment for users and this reduction together with the generosity of the landscaping creates a much more welcoming environment for pedestrians and cyclists.

The outline part of the scheme has also been reduced and the oversailing element of the additional floors has been removed so the building has a better relationship with the public realm and isn't overbearing.

Overall the proposed scale of the development causes no concerns and is compatible with its surroundings.



(View of proposed Unit 2)

Architecture

The buildings on the site have a co-ordinated appearance to give the development a unified campus appearance utilising the same cladding finishes and finished in an anthracite and slate finish. Different coloured feature elements are used to identify each individual building adding visual interest and assisting with wayfinding. Overall the simplicity of the buildings and material choice is supported and gives a unified, high quality and professional appearance that supports the nature of the employment campus.

During the course of pre-application discussions, the fenestration of the largest building has been increased to create a greater senses of natural surveillance.

The Wheatstore building has an individual architectural approach to differentiate it from the wider campus. The building has a much more public facing architectural response to create a sense of community for the users of the building and to encourage interaction with people passing through or visiting other parts of the site and area.

The Wheatstore incorporates a galvanised steel frame that encases external walkways at the upper levels with shopfronts at ground floor level this architectural approach helps create active frontages to all parts of the building. The individual appearance of the building, its public facing approach and its siting at the entrance to the wider site and head of the canal spur are all supported and create an active and vibrant approach to the wider site.

The architecture of the Wheatstore is reflected in the retail kiosk that sits immediately to north and compliments both in use and appearance the Wheatstore. The kiosk has an octagonal foot print with large glazed windows with canopies to most sides. A metal frame details sits above the kiosks which ties in with the metal framing of the Wheatstore. The two buildings compliment and sit well together sat at the edge of the site they will help the site integrate with the wider area and will encourage users into the site and to make use of the east west route.

Heritage Assets

The NPPF confirms that *'when considering the impact of a proposed development on the significant of a designated heritage asset great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is*

irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance’.

Paragraph 200 states that *‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification’.*

Were any harm from Development to be identified paragraph 202 sets out that *‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’.*

There are no heritage assets within or adjacent to the Application Site, the Applicants submitted Environmental Statement has identified 5 heritage assets as sensitive receptors in respect of development on the site. Given the scale of development that previously occupied the site and the comparatively low nature scale of the proposed development together with the significant changes and regeneration that Southall has previously and is currently undergoing it is not considered that the proposed development will have any significant impact on the identified assets either in the construction or operational phases of the development.

Any harm that is caused would be negligible and at the lower end of the ‘less than substantial harm’ spectrum, this less than significant harm would be outweighed by the significant public benefit generated by the proposed development. There is not considered therefore to be any conflict with policy.

Impact upon Amenity of Neighbouring Properties

Outlook and Privacy

Policy 7A of Ealing’s Development Management DPD requires that new development must not erode the amenity of surrounding uses. Policy 7B of Ealing’s Development Management DPD states that new development must achieve a high standard of amenity for users and for adjacent uses.

Policy 7B of Ealing’s Development Management DPD requires that new development achieves a high standard of amenity for users and for adjacent uses by ensuring, inter alia, good levels of privacy. Paragraph E7.B.3 of the supporting text to Policy 7B states that *‘good levels of privacy are levels which are appropriate to the use type concerned. For example, residential accommodation should normally be expected not to suffer direct overlooking of internal spaces. External spaces within the curtilage of a building, including private gardens, would typically be subject to some overlooking and consequent limitations to privacy.’*

The application site adjoins residential properties that are located in Maypole Docks and Feldspar Grove (off Glade Lane) at the south east of the site. The nearest building to these properties is Unit 4. A separation distance in excess of 21m is achieved between the property on Feldspar Grove and Unit 4 and an extensive bank of landscaping is proposed separating the two developments. The barges located in Maypole Dock are closer but do not directly face the proposed development, they too are separated by extensive landscaping that includes a number of new trees.

The site layout has specifically considered these properties and the service yard for unit 4 is located on the opposite side of the property to minimise adverse impacts of noise and light pollution from the use of this unit. The siting and separation achieved is considered to be acceptable and the relationship is further softened by the proposed extensive landscaping.

At the western end of the site the application site shares a boundary with the Middlesex Business Centre. A resolution to grant planning permission for Plots A and B of the MBC site has recently been made and this include a residential block adjacent to the shared boundary.

The proposed layout has considered this relationship and a separation distance well in excess of 21m is proposed. This separation includes the safeguarded land for the potential delivery of a new bridge across the railway line.

The relationships achieved by the proposed development in respect of existing and planned residential communities are considered acceptable and will ensure good levels of amenity are protected.

Daylight, Sunlight and Overshadowing

The Applicant has submitted in support of the application a Sunlight, Daylight and Overshadowing Report to demonstrate the development compliance with relevant policy and has been prepared in accordance with BRE Guidelines.

Policy 7B (Design Amenity) of LBE Development Management Document states that “new Development must achieve a high standard of amenity for users and for adjacent uses by ensuring; [...] b) good levels of daylight and sunlight.”

As facilitated by the generous separation distances noted above and the generally low-rise nature of the proposed development the Sunlight, Daylight and Overshadowing Report confirmed that the development would cause no material effect to the daylight and sunlight amenity or overshadowing of neighbouring sensitive receptors. The sensitive receptors considered by the report included 1-26 Feldspar Grove, Residential moorings at Maypole Dock, 18-24 and 23-27 McNair Road and the Grand Union Canal and Glade Lane Canalside Park.

Environmental Factors

Wind and Microclimate

A wind microclimate study has been and submitted in support of the planning application. An analysis was done to understand the impact that the proposed buildings have on the wind patterns around the site. This was combined with long-term wind speed data to provide a statistical representation of the wind conditions, which were then compared against pedestrian comfort and distress criteria.

It is noted that there are seasonal changes at individual locations across the UK and larger building can have an impact on wind around them. Due to climate change there will be gales and extreme wind events, and this would impact the local infrastructure, buildings and the public realm. In order to mitigate this harm building will be design an appropriate Building Standard EN 1991-1-4. High winds and potential wind tunnels can occur. There are to be access between buildings and this would be used in frequently and mainly for maintenance rather than everyday use like the wider public realm.

On the roof-levels of the proposed development, some small exceedances of the safety criteria have been identified, however, it is understood these areas are not accessible to the general public and therefore suitable for its intended usage. With the addition of the cumulative schemes, windier conditions are observed, especially in winter months, however all areas at ground level remain safe for all users and suitable, in terms of pedestrian comfort, for their intended usage. It is noted that vegetation may become damaged and destabilised posing a risk to end users whether pedestrians or cyclists. The landscape management plan which will be further developed and implemented to ensure all planting is resilient to the potential of higher wind speeds. Overall, the wind – microclimate as a result of the development and also in the cumulative scenario is considered acceptable and will result in acceptable conditions for future workers and users of the public realm spaces. Continued maintenance of the site and the vegetation in and around the site would help to reduce the potential impact of high winds on the site.

Noise

The proposed development is supported by a Noise Impact Assessment that has been assessed by the Council's Regulatory Services Team.

The siting of the scheme adjacent to other industrial uses, a railway line to the north, open space to east and canal head to the south allows there to be a significant barrier from noise to residential premises further away. The noise levels in what is considered an industrial area are to be high throughout the day.

London Plan Policy D14 emphasises the importance of managing noise to enhance the health and quality of life for residents and non-aviation developments in London. A baseline noise assessment was conducted in coordination with the Environmental Health Officer at LBE, which found a combination of low-level noise sources, including industrial hum, distant construction noise, distant road traffic noise, intermittent rail noise, and aircraft noise near the Application Site.

During the construction phase, measures outlined in the Construction Environmental Management Plan, along with additional enhancements, if necessary, are expected to control noise and vibration to acceptable levels in accordance with British Standards and guidance. This approach is considered to be acceptable. The Construction traffic noise will be managed through a Construction Traffic Logistics Plan, with temporary minor adverse effects anticipated on Bridge Road, which are not deemed significant.

In the operational phase, noise from on-site activities, such as vehicle movements and loading/unloading operations, will be controlled through the layout of the Proposed Development. In order to mitigate the impact of potential noise on the nearby houseboats, acoustic fencing is proposed around the parking and loading areas for Unit 3. There is a natural buffer of vegetation also proposed but the introduction of this acoustic fence is considered necessary to prevent a negative impact on the neighbouring amenity of those living on the houseboats. Overall, the proposal includes features like building placement for screening, boundary treatments, sound insulation in walls and roofs, and the location of the access road. The expected effect on existing receptors is negligible, with potential for minor adverse effects that are considered not significant.

Noise from fixed external and building services plant will be controlled through measures like screens, enclosures, and the use of quieter equipment, as stipulated by planning conditions. The impact on receptors is expected to be negligible and not significant.

Regarding road traffic noise, changes resulting from the Proposed Development are generally negligible, with increases of less than 1dB on the existing road network, except for Bridge Road (east of A3005 Merrick Road), where a 1.9dB increase is expected. Despite this increase, it is considered a small magnitude and results in only a minor adverse effect, which is not considered significant.

In summary, the Proposed Development is deemed to comply with London Plan Policy D14 in terms of noise management, with measures in place to mitigate potential adverse effects and ensure the overall well-being of occupiers of the site and users of the public open space and the quality of life in the area. Conditions have been agreed with regard to noise.

Air Quality

The impacts have been dealt with in the Applicant's Air Quality Assessment as part of the Environmental Statement which has been reviewed by the Council Regulatory Services Team. The Assessment confirms that air quality conditions for future users and of the proposed development will be acceptable, with concentrations well below the air quality objectives throughout the site.

The air quality assessment within Chapter 8: Air Quality of the April 2023 ES (as amended) concluded the Proposed Development was predicted to result in a negligible impact at all the sensitive receptors modelled, with no significant effects. The amendments sought with regard to transport changes would not result in any change to traffic generation or traffic flows. The proposed Design Amendments are therefore unlikely to have a significant impact on the results and would not change the assessment set out in the April 2023 ES (as amended). Therefore, the conclusions set out in Chapter 8: Air Quality of the April 2023 ES (as amended) remain valid. The proposed Design Amendments would not alter the conclusions of the Air Quality Neutral Assessment. The Proposed Development would remain 'Air Quality Neutral' in relation to transport emissions, and no further mitigation measures (above those set out in the April 2023 ES (as amended)) would be required.

The completed and operational proposed development on air quality is linked with the changes to traffic flows. The 24/7 nature of the site would potentially allow for more vehicles to be throughout the whole day, however due to patterns of work and locality to motorways they are likely to be spread out throughout the day. The impacts of traffic emission as per the findings of the Environmental Statement are considered to be insignificant.

Construction Phase - The Assessment has demonstrated that construction vehicle emissions from the combined construction traffic of the proposed development and cumulative schemes could give rise to cumulative residual effect on local air quality. This is considered to be a temporary, short-term local adverse impact which is of minor significance.

Operational Phase - The completed and operational proposed development on air quality is linked with the changes to traffic flows. The 24/7 nature of the site would potentially allow for more vehicles to be throughout the whole day, however due to patterns of work and locality to motorways they are likely to be spread out throughout the day. The impacts of traffic emission as per the findings of the Environmental Statement are considered to be insignificant.

The proposed development also complies with the requirement that all new development in London should be at least air quality neutral.

The Council's Regulatory services Team have requested planning conditions to secure further details of the building's ventilation strategy report to ensure appropriate mitigation of poor-quality air and submission of an Air Quality and Dust Mitigation Plan is also sought as well as air quality monitoring in the area funded by the applicant and secured in the S106.

Land Contamination

The site is a cleared site which houses a former factory. The previously approved scheme for the site had a partial discharge of condition which saw the site partially mediated for a mixed use of residential and commercial. The main outstanding measures as part of the scheme was the placement of a clean soil cover depending on the end use the thickness would vary. A review of the report submitted with the new application for a commercial warehouse end use - 232010 (Ref. Delta Simons GeoEnvironmental Assessment 91016.556014 dated 9/4/2023) recommends a remedial strategy appropriate for the proposed end use and based on the findings of a 2023 investigation (made ground consisting mainly of demolition rubble is in place across the site with some isolated detections of asbestos). In order to ensure the site is safe for the potential uses it is recommended to add conditions for the following: remediation scheme, verification report. The applicant has agreed to these conditions, and they have been added.

Landscaping, open space provision

Open Space

The proposal would see the creation of an East – West link which goes along the canal and allows access from the Margarine Works to Glade Lane canal side park and beyond. The site allows a good offer of open space and is significant improvement on what is currently there.

During the construction phases and creation of the bus link the site would have even more landscaping with grasscrete shown.

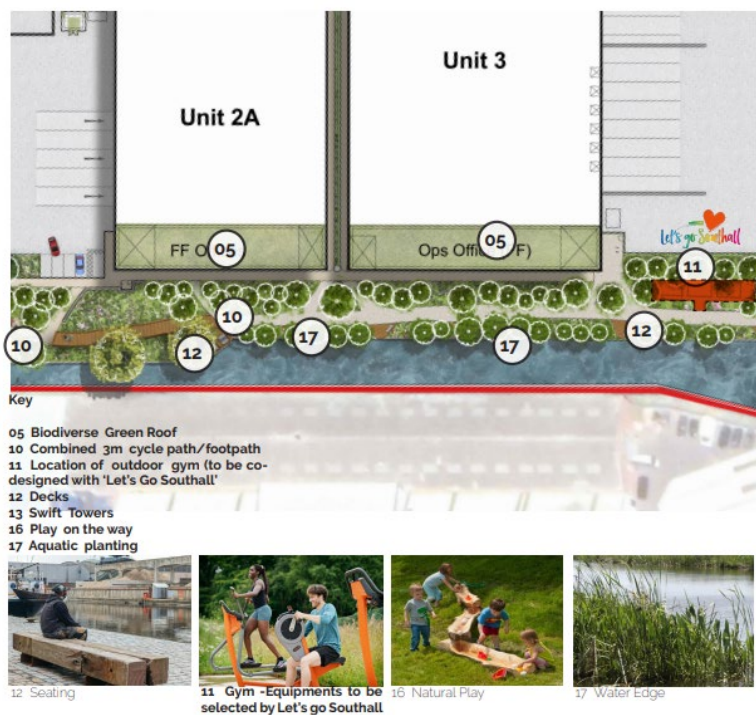


(Image of open space, walkways and canals)

The addition of open space provision in this industrial area would also create a wider sense of ownership within the community. The open space to be created would allow for activities to take place which have an importance on the improving of peoples health which is an initiative that Let's Go Southall is seeking to improve. The open space and

Play space

The Landscape Masterplan highlights that there would be a variety of different spaces proposed and these are of benefit not just to future workers within the buildings but beyond. The offer of play on the way a natural play area for children, gym area allows for a mix of people to use the site and increase its usage outside of the traditional office working hours and more importantly on weekends.



(Image showing gym and natural play area locations)

Trees

The site is currently bounded by Trees on the northern boundary which faces onto the railway tracks. The safeguarded land is adjacent to the outline site location next to neighbouring sites. The proposal seeks to retain the majority of trees on site bar (T15, T34 and T35). These are low quality trees and their loss would be mitigated by the proposed planting on site.



(Image showing site greening)

The Tree team have reviewed the proposal and accept the loss of the three trees and are note the additional new trees will be of benefit. A financial contribution is not sought in this instance due to the level of tree protection proposed as well as the number of trees to be planted. In order

to safeguard the existing trees and ensure the new ones mature, two conditions have been sought for the tree protection and proposed planting of new trees.

Urban Greening

London Plan policy G5 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.

Policy G5 introduces the Urban Green Factor (UGF) calculation to provide a way of quantifying the contribution new development makes to urban greening. The application is not required to meet a target UGF and this was noted in the GLA stage 1 response as its predominantly an industrial development. The closest benchmark required to be achieved for new commercial development is a score of 0.30 (excluding B2 and B8 uses). The applicant has confirmed that the proposed scheme secures a score of 0.37 which is encouraging and meets the nearest policy requirement. The score has been achieved by the extensive ground floor landscaping namely over 10,000 sqm of semi-natural vegetation; 2,557 sqm of wetland or open water; 3,895 sqm of standard trees planted in natural soil and 3,990 sqm of extensive green roof.

The application is considered to provide a positive improvement on the locality through the retention of trees on site, as well as the enhancement of the public realm throughout the site such as the safeguarded land and the areas around the canal head and further amenity spaces by Glade Lane.

Nature Conservation and biodiversity

Biodiversity

The site adjoins Whittle Road Park Site of Importance for Nature Conservation (SINC), identified as being of Local Importance, Southall Railsides SINC, identified as being of Borough Importance and London's Canals SINC, identified as being of Metropolitan Importance. In accordance with Policy G6 of the London Plan the submitted documents detail that the site has been appraised with regard to existing wildlife and species data at the site.

During the construction phase it is not considered that there would be significant impacts on bat activity, and this is further restricted by the Construction Environmental Management Plan which is secured by condition. The proposed development seeks to do this by the inclusion of the following enhancements:

- Retention of existing trees (bar 3) and the addition of areas of woodland planting, primarily around the boundary of the Site and along the section of canal;
- Enhancement of the canal with the addition of 'floating islands' to provide habitat and help keep the water clean;
- Provision of a swift towers, 10 No. bat boxes and bee fences;
- Use of native species and species of benefit to wildlife to provide foraging opportunities for birds, bats, invertebrates, and other fauna within areas of scrub and woodland planting;
- Provision of habitat for aquatic life with the provision of a wetland, swale, shallow ponds and scrapes in the east of the Application Site;

- Provision of artificial habitats for bats, birds, bees and invertebrates towards the south of the Application Site in the form of hibernacula and coil logs, together with wetland and swales to the east, and a shallow pond to the north-west;
- Provision of additional habitat above ground level utilising roof top space, in the form of green roofs on Units 1A – 1D, above the office space of Units 2A, 3 and 4, and on the roof of the Wheat Store and kiosk (Phase 1) and Units 1E – 1F (Phase 3); and
- Adoption of a wildlife sensitive lighting strategy to prevent unnecessary light spill on ecological corridors, future roosting habitats and commuting habitats for bats.

A Planning condition is proposed to secure a scheme of biodiversity enhancements aimed to secure net biodiversity gain across the site and ensure the policy meet the London Plan policy G6.

Highways and Road Network Implications

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.

London Plan 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.

Policy T7 (f) (Freight and servicing) notes that development proposals should facilitate sustainable freight and servicing, including providing adequate space for servicing and deliveries off-street.

Highways matters have formed a critical consideration during pre-application and throughout the determination of the application. The application details have been scrutinised by LBE/GLA Officers and TfL have given detailed comments as reported earlier in this report.

Access

The proposed development is accessed via one point of entry from Bridge Road via a newly constructed bridge delivered in connection with the extant scheme for the site. The access itself is appropriate and is of sufficient width with pavements to each side and allows for safe vehicle, cycle and pedestrian access to the site.

Bridge Road serves a number of other commercial developments before arriving at the application site. The unplanned development of these existing commercial premises have created a situation where the number and frequency of customers creates significant congestion and obstruction of the highways. Much of this congestion is caused by illegal parking on double yellow lines or inconsiderate parking. Based on current conditions the access to the Application site particularly by larger vehicles is likely to be significantly impacted.

The Applicant has put forward a package of measures for Bridge Road to address these current issues that will include additional parking restrictions and other measures to prevent illegal or inconsiderate parking. Some parking bays will be suspended to create passing places for larger vehicles and following the introduction of these measures greater levels of enforcement of the parking restriction will be undertaken by the Council's Parking Enforcement Officers. The scheme for Bridge Road is to be designed in detail by the Applicant in consultation with Officers

and the proposed Bridge Road improvement works are to be implemented prior to the occupation of the development.

In addition public realm improvements to enhance the pedestrian environment are also to be funded by the Applicant to create an improved pedestrian environment that will benefit these existing businesses and make the area safer and more attractive for all users. These measures together with funding for highway safety improvements in the area are secured via the S106 agreement with a total contribution towards highways improvements of £2.8m.

In addition to Bridge Road a secondary access link for buses pedestrians and cyclists is delivered via the adjacent MBC site. The section of Healum Avenue will provide a segregated cycle route and will once delivered provide a continuous cycle and pedestrian route through the site and the MBC site to Southall town centre.

Cycle Parking

The quantum of cycle parking spaces proposed (138 long stay and 45 short stay) across the various buildings proposed on the site is provided in line, or in excess of the London Plan minimum requirements and therefore meet Policy T5 of the London Plan. The applicant has also demonstrated how the proposals are designed to facilitate deliveries by cargo bikes.

Some two-tier parking is proposed which TfL have requested is designed out during detailed design development. The cycle parking is required to be designed fully in accordance with London Cycling Design Standards (LCDS) and conditions are proposed to secure further details of this provision and to ensure full compliance is achieved.

Car Parking

A total of 68 car parking spaces are proposed, 55 for general use with an additional 13 for disabled use (21%). The proposed parking is in line with the standards for non-residential parking set out within the London Plan. The provision of blue badge parking (5%) and parking fitted with EV charging facilities (20% active/80% passive is also inline with London Plan policy.

TfL have expressed a view that the scheme should be car free given its location within the Opportunity Area. Given the sites current relatively poor access (PTAL 0/1) and the fact that the site is to have a 24hour operation it is not considered reasonable for the site to have no car parking. Its likely employees will need to arrive or depart from the site at times when public transport is not operational. It is also considered that the lack of any parking would make the units unattractive to potential tenants which could affect the viability of the campus. In this context the proposed level of car parking is considered to be acceptable.

Trip Generation and Network Capacity

The Applicant has submitted a multi modal trip generation assessment for all employees of the proposed development using an agreed methodology. The assessment has demonstrated that when compared with the previously accepted trip generation generated by the extant planning permission for the site the proposed development will generate significantly fewer trips on both local public transport facilities and vehicle-based trips.

Notwithstanding this position the proposed development will generate an increase in the number of HGV based trips and it is these trips that raise concerns in respect of the impact on the local road network. Given these HGV's will need to use already congested roads it is necessary that the proposed development secures funding and physical measures to help mitigate any adverse impacts. Relevant S106 contribution are therefore secured for highway safety measures in the immediate and surrounding area. An Operational Management Plan is also to be secured that will need to be developed in consultation with the Council and TfL to ensure HGV's using the site access it is using the most appropriate parts of the highway network and their use is monitored and enforced. This is essential to help mitigate potential impacts of the development on the local road network.

Subject to the Applicant agreeing to these measures and ensuring the robust management of the operation of the campus the proposed impacts on network capacity is considered to be acceptable.

Construction Management

A Construction Management Plan and Construction Logistics Plan are secured by condition and is required to be submitted prior to the commencement of development on site. Construction impacts are considered earlier in the Environmental Consideration section of this report.

Public Transport

Access to and encouraging the use of public transport is a key policy objective and is essential to ensure the impacts on network capacity are further mitigated. The improvement of public transport is a key objective of the Southall OAF and securing improved connectivity through this site is identified as key outcome for the sites redevelopment.

Bus – The delivery of Healum Avenue through the site is an important element of the development and will facilitate an improved bus route through the site connecting with the MBC site in the west and Bridge Road to the south of the site. The delivery of this new link will provide a link between Merrick Road in the west and the Havelock Estate in the east providing a through route for buses and providing a more direct and safer route for pedestrians and cyclists.

TfL are a key consultee in terms of the detailed design of this route to ensure it can efficiently accommodate London Buses and specifically new electric buses. The detailed design of this link (including bus stops, crossings, lighting) is secured by the S106 and will be subject to further consideration in consultation with TfL before its delivery.

As the benefits of this link cannot be realised until all of the sections of the new road come forward the Applicant is also required to provide a temporary shuttle bus service between the site and Southall station until the new Healum Avenue is delivered.

A financial contribution toward bus services in the local area of £1m is also secured within the S106.

TfL have raised concerns that the previous route through the site that linked to Glade Lane has not been carried through to this development. As set out earlier in this report whilst this is regrettable the adverse impacts on the efficient use of the site and hierarchy of public and private spaces have led to officers accepting the proposed layout.

Rail – No impacts have been identified by trip generation associated with the proposed development on the capacity of rail services from Southall Station.

Travel Plan

A framework Travel Plan has been provided to support this application and it is encouraging that each of the buildings will have their own Travel Plan and Travel Plan Coordinator, with a site wide Coordinator (Sustainable Travel Manager) appointed to take responsibility for the delivery of the plans and ensuring they deliver. This approach is considered acceptable and is secured by planning condition with a financial contribution secured towards monitoring.

Deliveries, Servicing and Operational Management

The Applicant has submitted a draft Delivery and Servicing Plan that confirms that all serving, and deliveries will be conducted off street. Swept path drawings indicate how larger vehicles can access the development and manoeuvre.

Due to the 24-hour operation of the site a number of management strategies are secured by planning condition or within the S106 to ensure the development will operate in an efficient manner with minimal impact on other road users and local residents this include:

- Delivery and Service Plan (DSP) – A site wide DSP together with DSP for each individual unit is secured by planning condition.
- Site Wide Management Plan – to cover various aspect of the management of the site including mitigating impacts associated with the servicing of the development.
- Submission of an Operational Management Plan - to cover details of the routing of HGV's including measures to monitor and enforce and compliance with TfL's Freight servicing action Plan.

Subject to compliance and agreement with the contents of the above plans the proposed development is considered to be acceptable.

Designing Out Crime (Secured by Design)

The Metropolitan Police Secured by Design consultation above, advises there is a high crime risk in the area, and the immediate area in part due to its current state has seen crimes committed. There has been a high volume of anti-social behaviour, violence, sexual offences and vehicle crime offences.

The proposals have been developed in consultation with the Secure by Design Officer. The consultation response received notes further development is required particularly with regard to the proposed east west route to secure appropriate levels of lighting and to ensure any play gym equipment and other amenity features such as benches are design in away so as not encourage or facilitate anti-social behaviour. Details of a lighting scheme for the site as well as CCTV are secured by conditions and the development is also required to achieve secure by design accreditation which is also secure by way of a planning condition.

Energy and Sustainability

The provision of sustainable development is a key principle of the National Planning Policy Framework (2023) 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.

At the current design stage, the overall site-wide CO₂ emissions will be cut by at least 100%, with 2% carbon reduction through (non ASHP) "Lean" efficiency measures, and 98% through "Green" (ASHP/PV) renewable energy. The scheme has sought to be exemplar in Energy terms and have gone beyond the policy for non-residential to cut emissions by 15% via "lean" measures, the nature of the building and the maximising of PVs means this is not relevant.

The design of the proposal at this stage details that it would be a zero-emission development, and as such there is no carbon offset payment due. If after one year of in-situ monitoring the renewable/low-carbon energy systems do not deliver, within a reasonable margin of error, the carbon reductions predicted in the Energy Strategy then the Developer will need to pay an additional Carbon Offset contribution to mitigate some or all of the shortfall. This would be secured as part of the legal agreement.

The London Plan (policy SI2) introduces a fourth step to the existing (be Lean, Clean, Green) energy hierarchy of "be Seen". In addition to the GLA 'be Seen' policy, Ealing Council also requires the additional physical monitoring and performance analysis of the renewable/low-carbon energy equipment. Ealing already implements, and separately conditions, this requirement through its Development Management (2013) DPD policy E5.2.3. The monitoring is

carried out by the Council's chosen provider (Emergence Ltd) using the Automated Energy Monitoring Platform (AEMP). A S106 payment will be sought for the implementation of the energy monitoring policy.

Energy Strategy - The Council is highly supportive of The Energy/Sustainability strategy produced by WSP (March 2023) v2. The development is all electric with no gas infrastructure on-site.

The wider site would have x 12 Solar PV arrays with a combined capacity of (approx.) 193kWp generation (approx.) 280,000 kWh p/a and cutting (approx.) 38 tonnes CO₂. It is accepted that there is no available "Clean" district heat network (DHN), and no further research is required on this issue. The Energy Strategy was strongly supported in the Stage 1 response from the GLA and the scheme will be submitted.

Whole Life Carbon Cycle – in accordance with London Plan policy SI2(F) the applicant has submitted a detailed Whole Life Carbon Assessment which has been subject of further discussion on detailed matters with the GLA. A final version of the assessment is required to be submitted prior to the commencement of development as well as post construction assessment to demonstrate as built compliance.

A Whole Life Carbon strategy will need to be submitted that confirms how the development will be compliant with the GLA Benchmark targets for modules A1-C4. This would be conditioned. All new non-residential development and non-self contained residential accommodation over 500 square metres floorspace (gross) is expected to submit a BREEAM strategy will need to be submitted. that confirms that the development will achieve a minimum "Very Good" standard, and aim to achieve "Excellent". The Circular Economy strategy states that the development will meet "Excellent". This is to be conditioned.

Circular Economy – in accordance with London Plan policy SI7 a circular Economy Statement has been submitted by the applicant and assessed by the GLA with detailed comments made.

The comprehensive Circular Economy statement produced by ADW Development in (April 2023 v1) confirms that the development will be compliant with the London Plan targets of diverting 95% of demolition/construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and supporting the diversion of 65% of Operational Waste from landfill by 2030.

The final version of the circular Economy Statement is proposed to be secured by condition together with a post construction monitoring report.

S106 clauses and conditions are proposed to secure appropriate provision and maintenance and a financial contribution towards monitoring in compliance with development plan policy.

Other planning considerations

Public Art Strategy

The Applicant has agreed to secure a public art strategy for the site. The strategy that will be developed with the Council will look to commission pieces of art from local artists for display in the public realm around the site. Submitted with the application the Applicant has identified area of the site where public art might be proposed and provided examples of the type of art work that might be appropriate. The art strategy will not only provide a showcase for the work of local artists but add visual interest throughout the public realm. The Public art Strategy is secured by the S106.

Estate Management

As detailed earlier in this Report the development will be subject of a number of management strategies to ensure the operational phases of the development are carried out both efficiently,

in accordance with guidance and best practice and to ensure the impact on local residents and existing business are appropriately managed.

In respect of the site itself a Site Wide Management Plan is to be secured by condition that will secure various aspects of the site management including the following details:

- Site security including CCTV and lighting strategy and other security measures employed at the site to ensure all users are kept safe
- Details of controlled access arrangements
- Disabled access throughout the development
- Details of noise mitigation
- Site wide health and safety procedure
- Details of bicycle hub provision
- Details of pop-up retail/food store
- Details of Signage Strategy for the site
- Details including contact numbers/E-mail addresses of the Site Management company to where issues or complaints can be reported.

Through the detailed submission to discharge this condition the full management details will be considered by officer prior to occupation of the development.

Flood Risk and Drainage

Flood Risk - The site is in Flood Zone 1 and is greater than 1 hectare in area. The application is therefore accompanied by a Flood Risk Assessment (FRA) as required by the National Planning Policy Framework (NPPF).

The FRA adequately assesses the risk of flooding from fluvial/tidal, surface water, sewer, groundwater, and reservoir flooding, which is considered to be low. As such, the FRA generally complies with Policy SI12 of the London Plan.

Sustainable Drainage - The drainage strategy proposes to restrict runoff to three times QBar for the 100-year event plus 40% climate change based on the runoff strategy that was submitted in the previously consented scheme for the site. Policy SI13 of the London Plan states that development proposals should aim to achieve greenfield run-off rates, therefore this is not supported, and an update Drainage Strategy is therefore secured by condition. The Drainage Strategy is the subject of discussion with the Canal and Rivers Trust due to an agreement to discharge to the canal.

SuD's strategy comprises green roofs, permeable paving, a wetland, swale and rain gardens which are all supported. Rainwater harvesting will also be introduced to the scheme and details will be included in the revised Drainage strategy secured by condition.

On the basis of the submitted information and the Applicant responses to concerns raised by the GLA the proposals are considered to be acceptable and broadly compliant with policy SI13 of the London Plan.

LEGAL AGREEMENTS AND COMMUNITY INFRASTRUCTURE LEVY

The NPPF and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL) require planning obligations to be:

- (a) necessary to make the development acceptable in planning terms
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development

The NPPF stresses the importance for local planning authorities to meet the infrastructure requirements needed to deliver future developments. Planning obligations are a critical way of ensuring that the objectives of the NPPF are met and future growth is stimulated.

It is considered that the measures and contributions set out in the ‘Recommendation’ section of this report are necessary to mitigate impacts of the development, particularly on the local highway network, public realm and public transport (buses).

Community Infrastructure Levy

The Mayor of London’s current Community Infrastructure Levy (“CIL”) charging schedule took effect on 1st April 2019. The Site lies within Mayoral CIL Charging Zone 2 where the rate is £60 per sqm. This is chargeable on the net additional increase in the gross internal floorspace of the scheme.

The total liable sum (before indexation) for the scheme is calculated as £2.4m (TBC) based on the applicant submitted CIL form.

Fire Safety

In line with Policy D12 of the London Plan the applicant has submitted a fire safety statement, prepared by a suitably qualified third-party assessor, Orion Fire Engineering. This report demonstrates how the development proposal would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. The measures set out in the application are secured by a condition requiring the submission of a Fire statement including details of the provision of evacuation lifts.

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 are considered to be acceptable and accord with the Development Plan.

The proposals result in the redevelopment of an underutilised brownfield site located with the Southall Opportunity Area and with a Locally Significant Industrial Estate. The development will bring forward new industrial and employment floor space in accordance with the sites designation. The development will generate significant new job opportunities both within the construction and operational phases and will represent a significant boost for the Southall economy. The proposals fully meet with policy expectations for the site and also meet with the aspirations of the Southall Reset programme.

The environmental impact of the development has been considered in detail through the carrying about of an Environmental Impact Assessment the result of which have been submitted in the applicant Environmental Statement and independently reviewed and subsequently accepted by Temple Group acting on behalf of the Council.

In addition to the significant economic benefits the proposed development also generates a number of significant wider public benefits including the interdiction of a new east west pedestrian and cycle route with accompany recreational opportunities, a new bus route with segregated cycle path and pavement, affordable workspace and a significant package of S106 contributions toward highway improvement, public realm improvements and to support apprenticeships and training.

On balance, the proposals are considered to be acceptable, and it is recommended that planning permission be granted subject to any direction of the Mayor of London. It has been

demonstrated that the principle of redeveloping this vacant, brownfield site which is located in a sustainable location is acceptable.

Local Finance Considerations

Pursuant to section 70(2) of the Town and Country Planning Act 1990 (as amended) the Council is required to take into account any local finance considerations, as far as material to the application. These comprise a grant or other financial assistance that has been, or would be or could be, provided to the Council, or any sum that has been received, or would be or could be, in payment of CIL. The Mayoral CIL, collected by the Council on the Mayor's behalf, is such a consideration. The weight to be afforded to the receipt of CIL in the context of the decision whether to grant planning permission is a matter for members.

Human Rights Act:

In making your decision, you should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as the London Borough of Ealing to act in a manner, which is incompatible with the European Convention on Human Rights.

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.

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.
- D. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- E. 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.
- F. 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 – Planning Conditions and Informatives

<p>1</p>	<p>Time Limit – Detailed Phase The Detailed Element of the development permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended).</p>
<p>2</p>	<p>Time Limit - Reserved Matters Submission of reserved matters application(s) for the Outline Element of the development hereby permitted shall be made before 3 years from the date of this permission. Commencement of Development of the Part approved shall begin within two years from the date of the approval of the reserved matters for that Part.</p> <p>Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended)</p>
<p>3</p>	<p>Submission of Reserved Matters The Outline Element hereby approved shall not commence until the reserved matters as listed below, have been approved by the Local Planning Authority:</p> <ul style="list-style-type: none"> • Layout • Scale • Appearance • Landscaping <p>The Outline Element of the development shall thereafter be carried out in accordance with the approved plans and other supporting documents.</p> <p>Reason: In order that the Local Planning Authority may be satisfied with the details of the proposal as provided for in Articles 5 and 6 of the Town and Country Planning (General Development Management Procedure) Order 2015, as the application is in outline form only.</p>
<p>4</p>	<p>Approved Plans and Documents The development hereby permitted shall be carried out in accordance with the approved plans and documents:</p> <p>PLANS 21644-UMC-XXSI-SI-DR-A-0501 Location Plan P02 21644-UMC-XXSI-SI-DR-A-0502 Existing Site Plan P02 21644-UMC-XXSI-SI-DR-A-0523 Parameters Plan Site Level(Outline Application) P04 21644-UMC-U1EG-ZZ-DR-A-0524 Parameters Elevations (Outline Application) P04 21644-UMC-XXSI-SI-DR-A-0525 Parameters Plan First Floor(Outline Application) P02 21644-UMC-XXSI-SI-DR-A-0526 Parameters Plan Second Floor Level (Outline Application) P02 21644-UMC-XXSI-SI-DR-A-0527 Parameters Plan Third Floor (Outline Application) P02 21644-UMC-XXSI-SI-DR-A-0601 Masterplan (Detailed Application Phase 1) P04 21644-UMC-XXSI-SI-DR-A-0602 Interim Masterplan (Detailed Application Phase 1) P05 21644-UMC-XXSI-SI-DR-A-0603 Site plan At GF Level (Detailed Application Phase 1) P03 21644-UMC-XXSI-SI-DR-A-0611 Masterplan (Detailed Application Phase 2) P04 21644-UMC-XXSI-SI-DR-A-0612 Enlarged Site Plan (Detailed Application Phase 2) P02</p>

21644-UMC-XXSI-SI-DR-A-0621 Masterplan (Outline Application) P04
21644-UMC-XXSI-SI-DR-A-0622 Enlarged Site Plan (Outline Application) P02
21644-UMC-XXSI-SI-DR-A-0701 Fencing Details (Detailed Application Phase 1) P05
21644-UMC-XXSI-SI-DR-A-0702 Bin Store Details (Detailed Application Phase 1) P05
21644-UMC-XXSI-SI-DR-A-0703 Unit 1A-D Cycle Provision Details (Detailed Application Phase 1) P05
21644-UMC-XXSI-SI-DR-A-0704 Access Routes (Detailed Application Phase 1) P04
21644-UMC-XXSI-SI-DR-A-0705 Site Finishes Plan (Detailed Application Phase 1) P06
21644-UMC-XXSI-SI-DR-A-0706 Unit 1E-G Cycle Provision Details (Detailed Application Phase 1) P02
21644-UMC-XXSI-SI-DR-A-0707 Unit 2AB Cycle Provision Details (Detailed Application Phase 1) P02
21644-UMC-XXSI-SI-DR-A-0708 Unit 3 Cycle Provision Details (Detailed Application Phase 1) P02
21644-UMC-XXSI-SI-DR-A-0709 Unit 4 Cycle Provision Details (Detailed Application Phase 1) P02
21644-UMC-XXSI-SI-DR-A-0710 Wheatstore Cycle Provision Details (Detailed Application Phase 1) P02
21644-UMC-XXSI-SI-DR-A-0711 Fencing Details (Detailed Application Phase 2) P04
21644-UMC-XXSI-SI-DR-A-0712 Bin Store Details (Detailed Application Phase 2) P04
21644-UMC-XXSI-SI-DR-A-0713 Unit 1A-D Cycle Provision Details (Detailed Application Phase 2) P04
21644-UMC-XXSI-SI-DR-A-0714 Access Routes (Detailed Application Phase 2) P05
21644-UMC-XXSI-SI-DR-A-0715 Site Finishes Plan (Detailed Application Phase 2) P05
21644-UMC-XXSI-SI-DR-A-0716 Unit 2AB Cycle Provision Details (Detailed Application Phase 2) P02
21644-UMC-XXSI-SI-DR-A-0717 Unit 3 Cycle Provision Details (Detailed Application Phase 2) P02
21644-UMC-XXSI-SI-DR-A-0718 Condenser Compound (Detailed Application Phase 1) P01
21644-UMC-U1AD-00-DR-A-1001 Unit 1A-D - Building Plan (Detailed Application Phase 1) P04
21644-UMC-U1A-00-DR-A-1002 Unit 1A - Office Plan (Detailed Application Phase 1) P02
21644-UMC-U1BC-XX-DR-A-1003 Unit 1B,1C - Office Plan (Detailed Application Phase 1) P02
21644-UMC-U1D-XX-DR-A-1004 Unit 1D - Office Plan (Detailed Application Phase 1) P02
21644-UMC-U1AD-RF-DR-A-1005 Unit 1A-D - Roof Plan (Detailed Application Phase 1) P05
21644-UMC-U1EG-00-DR-A-1051 Unit 1E-G - Building Plan (Detailed Application Phase 1) P04
21644-UMC-1EG-01-DR-A-1052 Unit 1E-F - First Floor Office Floor Plan (Detailed Application Phase 1) P02
21644-UMC-U1EG-RF-DR-A-1053 Unit 1E-G - Roof Plan (Detailed Application Phase 1) P05
21644-UMC-U1EG-01-DR-A-1054 Unit 1E-G - Building Plan (Detailed Application Phase 2) P05

<p>21644-UMC-U1EG-ZZ-DR-A-1055 Unit 1E-F - First Floor Office Mezzanine Plan (Detailed Application Phase 2) P02</p> <p>21644-UMC-U1EG-ZZ-DR-A-1056 Unit 1G - First Floor Mezzanine Plan (Detailed Application Phase 2) P02</p> <p>21644-UMC-U1AD-ZZ-DR-A-1301 Unit 1A-D - Elevations (Detailed Application Phase 1) P02</p> <p>21644-UMC-U1EG-ZZ-DR-A-1351 Unit 1E-G - Elevations (Detailed Application Phase 1) P02</p> <p>21644-UMC-XXSI-SI-DR-A-1601 Site Sections Sheet 1 (Detailed Application Phase 1) P03</p> <p>21644-UMC-XXSI-SI-DR-A-1602 Site Sections Sheet 2 (Detailed Application Phase 1) P03</p> <p>21644-UMC-XXSI-SI-DR-A-1611 Site Sections Sheet 1 (Detailed Application Phase 2) P03</p> <p>21644-UMC-XXSI-SI-DR-A-1612 Site Sections Sheet 2 (Detailed Application Phase 2) P03</p> <p>21644-UMC-XXSI-SI-DR-A-1621 Site Sections Sheet 1 (Outline Application) P04</p> <p>21644-UMC-XXSI-SI-DR-A-1622 Site Sections Sheet 2 (Outline Application) P04</p> <p>21644-UMC-U2AB-00-DR-A-2001 Unit 2 - Building Plan (Detailed Application Phase 1) P05</p> <p>21644-UMC-U2AB-01-DR-A-2002 Unit 2 - First Floor Office Plan (Detailed Application Phase 1) P02</p> <p>21644-UMC-U2AB-RF-DR-A-2003 Unit 2 - Roof Plan (Detailed Application Phase 1) P05</p> <p>21644-UMC-U2AB-00-DR-A-2004 Unit 2 - Building Plan (Detailed Application Phase 2) P05</p> <p>21644-UMC-U2AB-01-DR-A-2005 Unit 2 - First Floor Office Mezzanine Plan (Detailed Application Phase 2) P02</p> <p>21644-UMC-U2AB-ZZ-DR-A-2301 Unit 2 - Elevations (Detailed Application Phase 1) P03</p> <p>21644-UMC-U3-00-DR-A-3001 Unit 3 - Building Plan (Detailed Application Phase 1) P05</p> <p>21644-UMC-U3-ZZ-DR-A-3002 Unit 3 - Office Plan (Detailed Application Phase 1) P02</p> <p>21644-UMC-U3-ZZ-DR-A-3003 Unit 3 - Ops Office Plan (Detailed Application Phase 1) P02</p> <p>21644-UMC-U3-RF-DR-A-3004 Unit 3 - Roof Plan (Detailed Application Phase 1) P05</p> <p>21644-UMC-U3-ZZ-DR-A-3005 Unit 3 - Building Plan (Detailed Application Phase 2) P06</p> <p>21644-UMC-U3-ZZ-DR-A-3006 Unit 3 - Mezzanine Plan (Detailed Application Phase 2) P02</p> <p>21644-UMC-U3-ZZ-DR-A-3301 Unit 3 - Elevations (Detailed Application Phase 1) P03</p> <p>21644-UMC-U4-00-DR-A-4001 Unit 4 - Building Plan (Detailed Application Phase 1) P04</p> <p>21644-UMC-U4-ZZ-DR-A-4002 Unit 4 - Office Plan (Detailed Application Phase 1) P02</p> <p>21644-UMC-U4-RF-DR-A-4003 Unit 4 - Roof Plan (Detailed Application Phase 1) P05</p> <p>21644-UMC-U4-ZZ-DR-A-4301 Unit 4 - Elevations (Detailed Application Phase 1) P02</p> <p>21644-UMC-U1EG-00-DR-A-5001 Building Plan (Outline Application) P04</p> <p>21644-UMC-U1EG-ZZ-DR-A-5002 Office Plan (Outline Application) P04</p> <p>21644-UMC-U1EG-RF-DR-A-5003 Roof Plan (Outline Application) P05</p> <p>21644-UMC-U1EG-ZZ-DR-A-5301 Elevations (Outline Application) P04</p>
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<p>21644 - Firethorn, Southall - Outline Design Code Development Specification and Outline Design Code P07 21644 - Firethorn, Bridge Road, Southall – DAS Design and Access Statement P21</p> <p>Wheatstore 21644-UMC-WS-XX-DR-A-P1100 Proposed Ground Floor P2 21644-UMC-WS-XX-DR-A-P1101 Proposed First Floor P.2 21644-UMC-WS-XX-DR-A-P1102 Proposed Second Floor P.2 21644-UMC-WS-XX-DR-A-P1103 Proposed Third Floor P.2 21644-UMC-WS-XX-DR-A-P1104 Proposed Roof Plan P.2 21644-UMC-WS-XX-DR-A-P1105 Proposed Elevations P.2 21644-UMC-WS-XX-DR-A-P1106 Proposed Sections P.2 21644-UMC-WS-XX-DR-A-P1107 Proposed Refuse Store P.1</p> <p>Landscape and Public Realm 2352-EXA-XX-XX-DR-L-10000 Detailed Application Phase 1 P03 2352-EXA-XX-XX-DR-L-10001 Detailed Application Phase 1 - Interim plan P03 2352-EXA-XX-XX-DR-L-10002 Detailed Application Phase 2 P03 2352-EXA-XX-XX-DR-L-10003 Outline Application P03 2352-EXA-XX-XX-DR-L-10004 Detailed Application Phase 1 UGF P03 2352-EXA-XX-XX-DR-L-10005 Detailed Application Phase 2 UGF P03 2352-EXA-XX-XX-SE-L-20001 Detailed Application 1 Sections 1 P02 2352-EXA-XX-XX-DR-L-50001 Detailed Application Phase 1 Planting Plan P03</p> <p><u>DOCUMENTS</u> Development specification and Design Code Rev. P07; Design and Access Statement Rev.P27; Planning Statement (May 23); Environmental Statement (Non Technical Summary, Volume 1; Volume 2, Volume 3) (April 2023) Environmental Statement – Statement of Conformity (September 2023) Fire Statement (Ref:OF-001111-DFS-01-B); Industrial Land Report (March 2023); Economic Assessment (March 2023) Statement of Community Involvement (April 2023); Whole Life Carbon Assessments (and spreadsheets) (Phase 1-2 and Phase 3 (v1.01); Circular Economy Statement (v1.01 21st April 2023); Energy Statement (FTH-WSP-00-XX-RP-M-55010); Sustainable Design and Construction Statement (including BREEAM) (April 2023); Tree Survey, Arboricultural Implications Assessment and Method Statement (23119/A2_AIA); Flood Risk Assessment and Drainage Strategy (2022-242-FRA-001 Rev 002); Transport Assessment (DOC No.D002 v1.0); Transport Assessment Addendum (DOC No.D013 v1.0) Framework Travel Plan (DOC No.D003 v1.0); Parking Design Management Plan (DOC No.005 v1.0); Delivery and Servicing Management Plan (Operational)(DOC No.D004 v1.0); Operational Waste Management Plan (Rev B 19/04/23); Draft Construction Environmental Management Plan (Rev C 19/04/23); Daylight & Sunlight Assessment (April 2023); Biodiversity Net Gain Assessment (2023)</p> <p>Reason: For the avoidance of doubt, to accord with the terms of the application.</p>
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<p>5</p>	<p>Reserved Matters - Design Statement All applications for Reserved Matters approval shall be accompanied by a Design Statement which shall explain how the proposal conforms to the requirements of the approved Development Specification and Design Code Revision P07 dated 25.09.23 prepared by UMC Architects.</p> <p>Reason: For the avoidance of doubt, to accord with the terms of the application and to provide an appropriate design, appearance, scale and form of development in the interests of the visual amenity and character of the area in accordance with policies D4, D5, D6, D7, D8, D9 of the London Plan (2021) and policies 1.1(g), (h), and (k) and 1.2 (g), (h) of the adopted Ealing Development (or Core) Strategy (2012); and policies 7.4 and 7B of the Development Management DPD 2013.</p>
<p>6</p>	<p>Reserved Matters – Parameter Plans The reserved matters application/s shall be strictly in accordance with the following parameter plans, drawing nos:</p> <ul style="list-style-type: none"> • 21644-UMC-XXSI-DR-A-0523(P04) Parameters Plan Site Level • 21644-UMC-XXSI-DR-A-0525(P02) Parameters Plan First Floor • 21644-UMC-XXSI-DR-A-0524(P04) Parameters Plan Elevations • 21644-UMC-XXSI-DR-A-0526(P02) Parameters Plan Second Floor • 21644-UMC-XXSI-DR-A-0527(P02) Parameters Plan Third Floor <p>Notwithstanding the information on the submitted parameter plans, this permission does not grant planning permission for outline element to reach the maximum heights and building envelopes illustrated on the approved parameter plans.</p> <p>Reason: For the avoidance of doubt, and in the interests of proper planning.</p>
<p>7</p>	<p>Materials Prior to the commencement of any above ground superstructure works, of each phase of the development details (including sample panels where appropriate) of the materials to be used for the external surfaces for each of the buildings and hard-surfaced areas within the relevant phase shall be submitted to and approved in writing by the Local Planning Authority, and this condition shall apply notwithstanding any indications to these matters which have been given in this application.</p> <p>Reason: To ensure that all built development would be of a high-quality design standard. In accordance with policy D4 of the London Plan (2021); policy 1.1(h) of Ealing's Development (or Core) Strategy 2012; and policies LV7.4 and 7B of Ealing's. Development Management DPD and Section 12 of the National Planning Policy Framework (2021).</p>
<p>8</p>	<p>Hard Landscaping Prior to the commencement of any above ground superstructure works details of hard landscaping (including public realm) in that Phase of the development shall be submitted to and approved in writing by the Local Planning Authority, including plans indicating, but not limited to, the following:</p> <ol style="list-style-type: none"> a) Accessibility; b) Levels and gradients; c) Integration/segregation arrangements of vehicular, cyclist and pedestrian areas; d) Hard landscaping including samples of surface finishes; e) Bus stops, where relevant; f) Biodiversity measures;

	<p>g) Enclosures and boundary treatments including types, dimensions and finishes of walls, fences, screen walls, barriers, bollards, rails, retaining walls and hedges;</p> <p>h) A Landscape Management Plan;</p> <p>i) External lighting details; and</p> <p>j) Play areas including details and specifications of equipment including safety surfacing and</p> <p>k) short stay cycle parking.</p> <p>Reason: To ensure that the materials and finishes are of high quality and contribute positively to the visual amenity of the locality in accordance with policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies D4 and D5 of the London Plan (2021) Section 12 of the National Planning Policy framework (2021).</p>
<p>9</p>	<p>Soft Landscaping</p> <p>Prior to the commencement of any above ground superstructure works details of soft landscaping (including the land in the north west of the site safeguarded for the provision of a future bridge) shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include the following comprehensive details of all planting in that Phase:</p> <ul style="list-style-type: none"> a) Full planting specification – including all proposed planting and detailing any changes from the original application proposals. b) Soft landscape plans illustrating locations of all proposed species or planting mixes. c) Details for the schedule for undertaking the planting in the relevant phase d) Five-year post planting maintenance and inspection schedule to include details for replacing any plants or trees when required e) Details to confirm that a minimum Urban Greening score of 0.3 has been achieved. <p>All planting in that Phase must be carried out in full accordance with the approved scheme in the nearest planting season. Any planting which dies, is removed, uprooted, significantly damaged, becomes diseased or malformed within five years from the completion of planting in a Phase must be replaced during the nearest planting season with the same size, species and quality as previously approved.</p> <p>Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance with policies D8, G4, G5, G6, G7 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.</p>
<p>10</p>	<p>Protection of Existing Trees/Hedgerows and Planting Locations (Construction)</p> <p>No operations shall commence on site in connection with development hereby approved until a suitable scheme (Arboricultural Method Statement) for the protection of existing trees and hedgerows has been submitted and its installation on site has been approved in writing by the Local Planning Authority.</p> <p>All protection measures must fully detail each phase of the development process taking into account all construction works and hard and soft landscaping works. Details shall include the following:</p> <ul style="list-style-type: none"> • Full survey of all trees on site and those within influencing distance on adjacent sites in accordance with BS5837*, with tree works proposals. All trees must be

	<p>plotted on a site plan**, clearly and accurately depicting trunk locations, root protection areas and canopy spreads.</p> <ul style="list-style-type: none"> • A plan** detailing all trees and hedgerows planned for retention and removal. • A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS 3998. • Timing and phasing of works • Site specific demolition and hard surface removal specifications • Site specific construction specifications (e.g. bridging, instillation of underground services, surfacing, foundations of all structures, within the root protection area,) • Access arrangements and car parking • Level changes • A Tree protection plan** in accordance with BS5837* detailing all methods of protection, including but not restricted to: locations of construction exclusion zones, root protection areas, fit for purpose fencing and ground protection, service routes, works access space, material/machinery/waste storage and permanent & temporary hard surfaces. • Soil remediation plans, where unauthorised access has damaged root protection areas in the construction exclusion zones. • Details of the arboricultural supervision schedule. <p>All tree protection methods detailed in the approved Arboricultural Method Statement shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.</p> <p>*Using the most recent revision the of the Standard</p> <p>** Plans must be of a minimum scale of 1:200 (unless otherwise agreed by the Local Planning Authority)</p> <p>Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance with policies 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.</p>
<p>11</p>	<p>Tree Monitoring Plan</p> <p>(a) Prior to the commencement of development (including ground works and site clearance), the following shall be submitted to and approved by the Local Planning Authority:</p> <p>A tree monitoring program to include:</p> <ul style="list-style-type: none"> • Confirmation of who shall be the lead arboriculturalist for the development. • Confirmation of the Site Manager, key personnel, their key responsibilities and contact details. • Details of induction procedures for all personnel in relation to Arboricultural matters. • A detailed timetable of events for arboricultural supervision concerning all tree protection measures within the approved Tree Protection Plan, including: <ul style="list-style-type: none"> ○ Prestart meeting with an Ealing Council Tree Officer ○ Initial implementation/installation of the tree protection measures

	<ul style="list-style-type: none"> ○ Approved incursions in to construction exclusion zones ○ Final removal of the tree protection measures ○ The installation of underground services ○ All below ground construction within the root protection area of trees on or off site. <ul style="list-style-type: none"> ● Procedures for dealing with non-approved incursions into the construction exclusion zones as detailed in the approved Arboricultural Method Statement. <p>(b) Within three months of first use of the development hereby approved, a report containing the following details shall be submitted to and approved by the Local Planning Authority:</p> <ul style="list-style-type: none"> ● Results of each site visit by the lead arboriculturist with photos attached. ● Assessment of the retained and planted trees including any necessary remedial action as a result of damage incurred during construction. <p>Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London’s environment, air quality and adapting to and mitigating climate change in accordance with policies 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing’s Development Management DPD and Ealing’s SPG 9 - Trees and Development Guidelines.</p>
<p>12</p>	<p>Tree Planting and Soil Rooting Volume Condition</p> <p>Prior to the commencement of any above ground superstructure works a suitable scheme of proposed tree planting and tree pits have been submitted to and approved by the Local Planning Authority. The scheme shall include the following comprehensive details of all trees to be planted:</p> <ul style="list-style-type: none"> ● Full planting specification - tree size, species, the numbers of trees and any changes from the original application proposals. ● Locations of all proposed species. ● Comprehensive details of ground/tree pit preparation to include: <ul style="list-style-type: none"> ○ Plans detailing adequate soil volume provision to allow the tree to grow to maturity ○ Engineering solutions to demonstrate the tree will not interfere with structures (e.g. root barriers/deflectors) in the future ○ Staking/tying method(s). ○ Five year post planting maintenance and inspection schedule. <p>All tree planting must be carried out in full accordance with the approved scheme in the nearest planting season (1st October to 28th February inclusive). The quality of all approved tree planting should be carried out to the levels detailed in British Standard 8545, Trees: from nursery to independence in the landscape - Recommendations.</p> <p>Any trees which die, are removed, uprooted, significantly damaged, become diseased or malformed within five years from the completion of planting, must be replaced during the nearest planting season (1st October to 31st March inclusive) with a tree/s of the same size, species and quality as previously approved.</p> <p>Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London’s environment, air quality and adapting to and mitigating climate change in accordance with policies 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing’s Development Management DPD and Ealing’s SPG 9 - Trees and Development Guidelines.</p>

<p>13</p>	<p>Existing Tree/Shrub/Hedge Retention No trees, shrubs or hedges within the site which are shown to be retained in the approved Arboricultural Implications Assessment Ref: 231119/A2_AIA_Rev.B shall be felled, uprooted, damaged or destroyed, cut back in any way or removed without previous written consent of the Local Planning Authority. Any shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with shrubs or hedge plants or similar species capable of achieving a comparable size unless the Local Planning Authority gives written consent to any variation.</p> <p>If a tree marked on the tree report to be retained is removed without consent, or dying, or being severely damaged, or becoming seriously diseased (crown more than 50% sparse), within 5 years from the start of work on the development hereby permitted, replacement trees shall be planted on the site or surrounding area reflecting the CAVAT value of the tree, or a proportion of its value reflecting the damage. This penalty shall be sought, unless the Local Planning Authority has given written consent to any variation.</p> <p>Discharge of this condition should be sought from the Local Planning Authority prior to the first use of the development hereby approved: the discharge is dependent upon the demonstration of compliance with all of the above and /or any additional mitigating agreement made in writing with the Local Planning Authority.</p> <p>Reason: to secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of important amenity value to the local landscape.</p>
<p>14</p>	<p>Landscape Maintenance Prior to the occupation of any part of the development hereby approved, a comprehensive site wide landscape management plan for the development, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas including all proposed trees, shrubs and hedgerows from the implementation of the final planting scheme shall be submitted to and approved in writing by the Local Planning Authority and be implemented as approved from the date of completion of the landscaping scheme for each phase.</p> <p>Reason: In the interests of the proper maintenance of the site and to ensure that the quality of the public realm and the setting of the listed building is appropriately safeguarded and that that access is maintained for disabled people and people with pushchairs, in accordance with G4, G5 and G7 of the London Plan (2021), Policies 1.1(e), (g) and (h), 1.2 (d) and (f), and 2.10 of the Development (Core) Strategy (2012), Table 7D.2 of Ealing's Development Management DPD.</p>
<p>15</p>	<p>Outdoor Gym and/or Play Equipment Prior to the commencement of any above ground superstructure works, details of the outdoor gym and/or play equipment for or adjacent to that Phase (or Block therein) including:</p> <ul style="list-style-type: none"> a) a specification of all play/gym equipment to be installed including provision for children and adult with disabilities and special sensory needs; b) a specification of the surface treatment within the play areas; and arrangements for ensuring the safety and security of children/adults using the play/gym areas. c) Details of the management and maintenance regime for the facility

	<p>The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.</p> <p>Reason: To ensure that the development makes appropriate provision for play and informal recreation in accordance with Policy S4 of the London Plan (2021).</p>
<p>16</p>	<p>Car Park Design and Management</p> <p>Prior to the occupation of any Phase of the development hereby approved, a Car Parking Design and Management Strategy for that Phase shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall detail the arrangements for management of:</p> <ul style="list-style-type: none"> i. Visitor car parking ii. Commercial/Industrial car parking (including servicing bays) iii. Motorcycle spaces iv. Wheelchair users parking v. Car club spaces (2 spaces) <p>Including:</p> <ul style="list-style-type: none"> a. Measures for preventing parking in undesignated places throughout the site including the access road, access points and junction to individual units. b. The provision of active Electric Vehicle Charging Points (EVCP) for a minimum of 20% of all car parking spaces and all remaining spaces with passive provision c. The safety and security measures to be incorporated within the development to ensure the safety of car parking areas. d. The car parking within a Phase shall be provided and managed in accordance with the approved strategy for that Phase the life of the development, or as otherwise agreed in writing by the Local Planning Authority. <p>Reason: To ensure inclusive, safe and adequate parking is provided and retained in conjunction with the development in the interests of the general amenities of the locality, the flow of traffic and conditions of pedestrian and general highway safety within the site and on neighbouring highways, a sustainable development and where appropriate constrain local highway impact in accordance with policies T4, T6, T6.1 of the adopted London Plan (2016); policies 1.1(e), 1.1(f) 1.1(g) and 1.1(h) of Ealing's adopted Development (or Core) Strategy 2012.</p>
<p>17</p>	<p>External Lighting</p> <p>Prior to the installation of any external lighting within a phase details to demonstrate that the proposed external lighting scheme will comply with the 'Guidance Notes for The Reduction of Light Pollution 2011' shall be submitted to and approved in writing by the LPA. External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.</p> <p>Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site, in accordance with policies policy 1.1 (j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013) and the National Planning Policy Framework (2021).</p>

<p>18</p>	<p>Remediation Scheme A detailed remediation scheme, based on remediation done to date and the recommendations of Delta Simons Geo Environmental Assessment 91016.556014 , to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, including proposed remediation objectives; remediation criteria and a verification plan. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation works.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with National Planning Policy Framework 2021; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.</p>
<p>19</p>	<p>Verification Report Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority before occupation of the development. The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with National Planning Policy Framework 2021; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.</p>
<p>20</p>	<p>Use of Cranes Prior to erection of any cranes or other tall construction equipment in the relevant phase (or part therein), details of such construction equipment (including crane locations and operating heights and details of obstacle lighting) shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at www.aoa.org.uk/operations & safety/safeguarding.asp) or any replacement guidance. The development shall be carried out strictly in accordance with the details so approved.</p> <p>Reason: In the interest of Aircraft safety and ensure the safe movement of aircraft and the operation of Heathrow Airport in accordance with policy T8 of the London Plan (2021).</p>
<p>21</p>	<p>Bird Hazard Management Plan Prior to the commencement of any above ground superstructure works a Bird Hazard Management Plan for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:</p> <ul style="list-style-type: none"> • <i>Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds.</i> <p>The Bird Hazard Management Plan/s shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.</p>

	<p>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.</p>
<p>22</p>	<p>Construction Management Plan</p> <p>Prior to commencement of the development, a Construction Management Plan shall be submitted to the Council for approval in writing. Details shall include control measures for:-</p> <ul style="list-style-type: none"> • Outline specification of any construction works within the relevant phase of development • Noise and vibration (according to Approved CoP BS 5228-1 and - 2:2009+A1:2014), • Dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition), • A suitable and efficient means of monitoring and suppressing dust, vapours and odours, including where necessary the use of deodorising agents and adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance; • Lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals), • Means of enclosure and security of the site and individual phases; • A framework travel plan for construction workers; • Defined access routes to the site for all vehicles relating to the construction of the development; • Details of the arrangements for the delivery of materials to the site for the construction of the development - including hours and restrictions on construction traffic having regard to the need to control construction traffic during peak hours; • Hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays), • Neighbour liaison, notifications to interested parties and considerate complaints procedure, • Public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works, in case of emergencies, enquiries or complaints. <p>The developer shall at all times maintain the safety of pedestrians, cyclists and other road users and shall inform the London Borough of Ealing as local planning authority and Transport for London in writing of any construction impacts that will affect the operation of the bus network.</p> <p>Reason: In the interests of minimising the impact of noise, vibration and airborne pollution on the amenities of occupiers of properties within the vicinity of the site, to limit the works to reasonable hours and to minimise the impact of construction traffic on the highway network. In accordance with policies D14, T4 and T7 of the London Plan (2021); 1.1(j), 1.1 (K) and 1.2 (f) of Ealing's adopted Development (or Core) Strategy 2012; Ealing's SPG 10: Noise and Vibration; SPG3: Air Quality; The control of dust and emissions during construction and demolition (July 2014); BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise and policy LV5.2 of Ealing's Development Management DPD.</p>

<p>23</p>	<p>Site Waste Management Plan (Construction) Prior to the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) within a phase details of a Site Waste Management Plan for the relevant phase including a Green Procurement Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Waste Management Plan and Green Procurement Plan shall demonstrate how the procurement of materials for the development would promote sustainability, including by use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste, use of local suppliers and by reference to the BRE's Green Guide Specification.</p> <p>Reason: To meet with the requirements of BS5906. Ealing Council Draft waste management guidelines for architects and developers and in accordance with policy SI 7 and SI 8 of the London Plan (2021).</p>
<p>24</p>	<p>Site Waste Management Plan (Operation) Prior to the occupation of each phase (or part therein) of the development, an Operational Waste Site Waste Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. The Site Waste Management Plan shall be fully implemented as approved.</p> <p>Reason: To meet with the requirements of BS5906. Ealing Council Draft waste management guidelines for architects and developers in accordance with policy SI 7 and SI 8 of the London Plan (2021)</p>
<p>25</p>	<p>Cycle Storage Prior to the fit out of the cycle stores within a phase of the development hereby approved, details of the layout, location, design and appearance (shown in context) and management of the bicycle storage area(s) to include long stay, short stay parking and docking stations in the relevant phase (or part therein) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should be in accordance with London Cycle Design Standards (LCDS) and shall be fully implemented prior to the first occupation of the relevant phase.</p> <p>Reason: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport in accordance with policy T5 of the London Plan (2021), policies 1.1(g) of the adopted Ealing Development Strategy (2012) and section 9 of the National Planning Policy Framework (2021).</p>
<p>26</p>	<p>Travel Plan</p> <ul style="list-style-type: none"> a. A Site-Wide Framework Travel Plan designed to manage the transport needs of the commercial occupiers including measures to minimise car usage and promote sustainable modes of transport, shall be submitted to the Local Planning Authority prior to the first occupation of any part of the Development. b. Detailed Staff Travel Plans in line with the Site-Wide Framework Travel Plan and designed to manage the transport needs of the commercial occupiers of each phase (or unit within a phase) of the development, including measures to minimise car usage and promote alternative modes of transport, shall be submitted to the Local Planning Authority before the first occupation of the relevant phase and the approved Staff Travel Plan shall be implemented and complied with as approved thereafter.

	<p>Reason: To promote sustainable patterns of transport to safeguard the living and working conditions of local people and in the interest of highway and pedestrian safety, in accordance with section 9 of the National Planning Policy Framework (2019), policies T2, T3, T4 of the London Plan (2021) and policies 1.1 (f) (g) of Ealing's Development (Core) Strategy 2026.</p>
<p>27</p>	<p>Site Wide Management Plan Prior to the first occupation of each phase (or part therein) within the development hereby approved, an overall management strategy for the relevant phase (or part therein) shall be submitted to and approved in writing by the Local Planning Authority. The strategy should include details of the following:</p> <ul style="list-style-type: none"> a. Security - to include design, location and details of CCTV and associated equipment, security lighting, design and provision of well-lit safe routes and all other security measures to be employed at the site b. Details of controlled access arrangements to service yards and buildings c. Disabled access throughout the development d. Maintenance and cleaning regime of all external areas of the estate e. Details of noise mitigation measures (to include no vehicle engines to be left running whilst stationary, no vehicle reversing alarms to be used between 10pm and 7am f. Site wide health and safety procedures g. Details of bicycle hub provision h. Details of pop up retail/food stores to include appearance, location, storage when not in use i. Details of a signage strategy for the site j. Details including contact numbers/E-mail addresses of the Site Management company to where issues or complaints can be reported <p>The relevant phase (or part therein) shall be managed in accordance with the approved strategy for the life of the development or as otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of the proper maintenance, safety and security of the site and to ensure that the quality of the public realm and the setting of the listed buildings is appropriately safeguarded and that that access is maintained for disabled people and people with pushchairs, in accordance with policies D5, D6 and D11 of the adopted London Plan (2021), policies 1.1(e), (g) and (h), 1.2 (d) and (f), and 2.10 of the adopted Ealing Development (and Core) Strategy (2012), policies 6.13 and 7.3 of the adopted Ealing Development Management DPD (2013).</p>
<p>28</p>	<p>Drainage - Strategy Prior to the commencement of development a detailed Site Wide Drainage Strategy, including detailed modelling of entire network, consent from the sewerage undertaker and drainage assessment form shall be submitted to and approved in writing by the Local Planning Authority. Each phase of the development shall be carried out in accordance with the approved site wide drainage strategy. Permanent/Temporary works that may have an adverse impact (supporting adopted highway) will require necessary technical approvals from Ealing Highways by submitting an 'Approval In Principle Form' for review and acceptance.</p> <p>Reason: To reduce flood risk in accordance with Section 14 of the National Planning Policy Framework (2021) and Policies SI 5 of the London Plan (2021).</p>
<p>29</p>	<p>Drainage – Detailed Design</p>

	<p>Prior to the commencement of development on a relevant phase of the development hereby approved a detailed drainage design in accordance with the Site Wide Drainage Strategy (submitted in respect of Condition 27) and detailing any on/off site drainage works, has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the design have been completed.</p> <p>Reason: The development may lead to sewerage flooding; to ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impact upon the community accordance with policy SI 5 of the adopted London Plan (2021) and policies 1.1(e) and 1.2(m) of the adopted Ealing Development Strategy (2012) and policy 5.12 of the adopted Ealing Development Management DPD (2013).</p>
30	<p>Drainage - Maintenance</p> <p>Prior to the first occupation of a Phase, a maintenance plan/schedule for the proposed drainage system for the lifetime of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>Reason: To reduce flood risk in accordance with Section 14 of the National Planning Policy Framework (2021) and SI 5 of the London Plan (2021).</p>
31	<p>Piling</p> <p>No impact piling shall take place until a piling method statement for the relevant phase (or part therein) of the development hereby approved (detailing the type of piling to be undertaken and the methodology by which such piling shall be carried out, including measures to minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority and the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement unless otherwise agreed by the Local Planning Authority.</p> <p>Reason: The proposed works would be in close proximity to underground water and sewerage utility infrastructure, which needs to be safeguarded in accordance with policy SI 15 of the adopted London Plan (2021).</p>
32	<p>Non Road Mobile Machinery</p> <p>All Non-Road Mobile Machinery (NRMM) to be used in the development site shall meet, as a minimum, the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments, unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM shall be registered on the NRMM register at https://nrmm.london/user-nrmm/register or any updated requirements published ahead of these activities taking place. All NRMM shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site detailing proof of emissions standards for all equipment.</p> <p>Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, in accordance with policies D13, SI 1 and T7 of the London Plan (2021), policies 1.1(j) of the Ealing Development (Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing's Development Management DPD (2013).</p>
33	<p>Secure by Design</p>

	<p>All commercial units hereby approved must achieve 'Secured by Design' accreditation. No Phase shall be occupied unless and until evidence of 'Secured by Design Accreditation' in relation to the units within that Phase has been submitted to and approved by the Local Planning Authority in consultation with the Metropolitan Police Crime Prevention Design Advisor.</p> <p>Reason: To ensure that opportunities to commit crime are reduced, particularly in relation to the approved apartment buildings that contain shared core entrances that serve more than eight dwellings; and in order that the new buildings incorporate appropriately designed security features, in accordance with policy D11 of the London Plan (2021).</p>
<p>34</p>	<p>Energy and CO₂</p> <p>a) Prior to construction completion and 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 of at least 100% (equating to 37.8 tonnes of CO₂ per year) beyond Building Regulations Part L 2021 and using SAP10.2 conversion factors. These CO₂ savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by WSP in March 2023 (v2) including:</p> <ul style="list-style-type: none"> i. <u>Lean</u>, energy efficiency design measures to achieve an annual reduction of at least 2.38% equating to at least 0.9 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2021. ii. <u>Green</u>, renewable energy equipment including the incorporation of photovoltaic panels with a combined total capacity of (approx) 293 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 97.62%, equating to 36.9 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2021. iii. <u>Seen</u>, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pump system (including the heat generation and the electrical parasitic loads of the heat pumps), in line with the Council's monitoring requirements. <p>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 communal heat distribution loop schematics, 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 contractors, and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.</p> <p>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.</p>

	<p>d) Within three months of the occupation/first-use of 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) <u>and/or</u> <u>the</u> Display Energy Certificate(s) (DEC's) shall be submitted to the Council for approval.</p> <p>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.</p>
<p>35.</p>	<p>Overheating and Cooling</p> <p>Prior to commencement of any above ground superstructure works an Overheating and Cooling analysis report shall be submitted to the Council for approval. The dynamic analysis shall be compliant with CIBSE guidance TM52, and modelled against the TM49 DSY1 (average summer) weather data file, as well as the more intense DSY2 (2003) and DSY3 (1976) data files for TM59 criteria (a) and (b). The Overheating/Cooling report shall propose active and passive measures to be incorporated into the development to minimise the risk of overheating and meet DSY1 modelling.</p> <p>Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy SI4 of the London Plan; Ealing’s Development (Core) Strategy, and Development Management DPD.</p>
<p>36.</p>	<p>Post-construction renewable/low-carbon energy equipment monitoring</p> <p>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:</p> <p>a) Enter into a legal agreement with the Council to secure a S106 financial contribution, or alternative financial arrangement, for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO₂ Condition(s).</p> <p>b) Upon final construction of the development, or relevant phases of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency of the renewable energy shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from 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 (Emergence Ltd) on commencement of construction to facilitate the monitoring process.</p> <p>c) Upon final completion of the development and 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</p>

	<p>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.</p> <p>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.</p>
<p>37</p>	<p>Post-construction energy use monitoring (“be Seen”)</p> <p>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.</p> <p>a) Within four weeks of planning permission being issued by the Local Planning Authority, 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.</p> <p>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 legal owner, if applicable), 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.</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>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.</p>
<p>38</p>	<p>Whole Life-Cycle Carbon Assessment</p> <p>a) Prior to commencement of construction a Whole Life Carbon (WLC) analysis report shall be submitted to the Council for approval. The WLC analysis should be assessed against the GLA CO₂e/m² benchmarks for the three key combined modules; A1-A5 (construction), B1-C4 (in-use and end of life embodied carbon loss), and B6-B7 (operational carbon – as identified in the energy hierarchy strategy, and operational water). The WLC assessment should be compliant with policy SI2(F) of the London Plan and produced in line with the GLA (March 2022) guidance. The module figures shall be clearly identified in the assessment. The development shall meet the GLA "Benchmark" module targets and aim to achieve the "Aspirational" targets.</p> <p>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.</p> <p>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.</p> <p>Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI2(F) of the London Plan.</p>
<p>39</p>	<p>Circular Economy</p> <p>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.</p> <p>b) Prior to completion of construction of each phase 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</p>

	<p>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.</p> <p>c) Specific commitments detailed in the Circular Economy statement produced by ADW Development in April 2023 v1) or any later approved version, and accompanying Logistic Plans, should be implemented including; diverting 95% of construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and supporting the London Plan target of diverting 65% of Operational Waste from landfill by 2030.</p> <p>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).</p>
40	<p>Non-Residential BREEAM energy/CO₂ accreditation</p> <p>a) The development shall be registered with Building Research Establishment (BRE) and achieve BREEAM Rating of at least “Very Good” and make reasonable endeavours to achieve “Excellent” (based on the latest BREEAM NC Technical guidance).</p> <p>b) Within 3 months of completion of each 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
41	<p>External noise from machinery, equipment, extract/ventilation ducting, mechanical installations</p> <p>Prior to the commencement of any above ground superstructure works details shall be submitted to the Local Planning Authority for approval in writing, of plant/ machinery/ equipment/ducting/air in- and outlets/ mechanical installations and</p>

	<p>their external rating noise level (LAr,Tr), together with mitigation measures as appropriate. The measures shall ensure that the emitted external rating noise level will be lower than the lowest existing background sound level LA90 by 10dBA at the most noise sensitive receiver locations at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014 +A1 2019, with all plant/equipment operating together at maximum capacity. Where required, a post installation sound assessment shall be submitted to the Local Planning Authority for approval in writing. The assessment shall be carried out to confirm compliance with the noise criteria and shall include additional steps to mitigate noise as necessary.</p> <p>Approved details shall be implemented prior to occupation/ use of plant/ machinery/ equipment and thereafter be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the surrounding premises are not adversely affected by noise from mechanical installations/ equipment, in accordance with Policies with policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), and policy D14 of the London Plan (2021), and the National Planning Policy Framework (2021)</p>
42	<p>Anti- vibration mounts and silencing of machinery etc. Prior to use, machinery, plant and equipment/ extraction/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.</p> <p>Reason: To ensure that the amenity of occupiers of the surrounding premises are not adversely affected by vibration noise from mechanical installations/ equipment, in accordance with Policies D14 of the London Plan, Ealing Local Variation to Policy 7A of Ealing Development Management DPD (2013) and Ealing SPG 10: 'Noise and Vibration'.</p>
43	<p>Digital Connectivity Prior to the commencement of any above ground superstructure works detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development shall be submitted and approved in writing by the Local Planning Authority for approval in writing. The development shall thereafter be carried out in accordance with the approved plans.</p> <p>Reason: To future proof the development for future digital connectivity in accordance with Policy SI6 of the London Plan.</p>
44	<p>Completion of Healum Avenue Notwithstanding any information submitted with this application prior to the first occupation of any part of the development hereby approved the vehicular route through the site 'Healum Avenue' is to be completed and capable of connection to the section of Healum Avenue within the adjacent Middlesex Business Centre site.</p> <p>Reason: To ensure the provision of vehicular access to the site and neighbouring development sites, in accordance with Policies T1 and T2 of the London Plan and policies 1.1(f) and 2.1 (c) of the Ealing Core Strategy (2012).</p>
45	<p>Thames Water-Foul Water No development shall be occupied until confirmation has been provided that either:-</p>

	<ol style="list-style-type: none"> 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. <p>Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.</p>
<p>46</p>	<p>Thames Water-Waste Water</p> <p>No development shall be occupied until confirmation has been provided that either:-</p> <ol style="list-style-type: none"> 1. Surface water capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed. <p>Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.</p>
<p>47</p>	<p><u>Fire Statement and Evacuation Lifts</u></p> <p>The development shall be carried out in accordance with the approved RIBA Stage 3 Design Fire Strategy document prepared by Orion Fire Engineering which demonstrates that the development proposal or building will function in terms of:</p> <ol style="list-style-type: none"> 1. The building's construction: methods, products and materials used, including manufacturers' details; 2. 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; 3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans; 4. 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 5. How provision will be made within the site to enable fire appliances to gain access to the building; and <p>Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.</p> <p>Reason: In order to achieve the highest standards of fire safety and ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).</p>

<p>48</p>	<p>Delivery and Servicing Plan</p> <p>a. Prior to first occupation of any part of the development hereby approved a site wide Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall cover the following:</p> <ul style="list-style-type: none"> • Vehicle tracking - Swept paths drawings for a refuse lorry vehicle, 10-metre rigid vehicle, fire appliance vehicle and articulated HGV's • Deliveries and collections; including how deliveries will be scheduled to avoid several lorries arriving at the site simultaneously; • Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation); • Cleaning and waste removal; including arrangements for refuse collection; • Monitoring and review of operations. <p>b. Prior to the occupation of each unit of the development hereby approved an individual Delivery and Service Plan for that Unit submitted in accordance with the site wide delivery and servicing Plan shall be submitted to and approved in writing</p> <p>The Delivery and Servicing Plans shall be implemented on first occupation of any part of the development and/or each individual unit hereby approved and the site shall be managed in accordance with the approved plan for the life of the development, or as otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic in accordance with policy T7 of the London Plan (2021).</p>
<p>49.</p>	<p>Construction Logistics Plan</p> <p>Prior to the commencement of development, a site Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The submission shall take into account other major infrastructure and development projects in the area (including Old Oak Common HS2, National Rail and Crossrail Station) and shall include the following:</p> <ul style="list-style-type: none"> a) The number of on-site construction workers and details of the transport options and parking facilities for them; b) Anticipated route, number, frequency and size of construction vehicles entering/exiting the site per day; c) Delivery times and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods); d) Route and location of site access for construction traffic and associated signage; e) Management of consolidated or re-timed trips; f) Secure, off-street loading and drop-off facilities; g) Wheel washing provisions; h) Vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points; i) Details as to the location(s) for storage of building materials, plant and construction debris and contractor's welfare facilities and offices; j) Procedures for on-site contractors to deal with complaints from members of the public; k) Measures to consult cyclists, disabled people and the local schools about delivery times and necessary diversions; l) Details of all pedestrian and cyclist diversions; m) A commitment to be part of Considerate Constructors Scheme; and

	<p>n) Confirmation of use of TfL's Fleet Operator Recognition Scheme (FORS) or similar.</p> <p>o) The submission of evidence of the condition of the highway prior to-construction and a commitment to make good any damages caused during construction.</p> <p>p) Details of parking restrictions which may need to be implemented during construction work.</p> <p>Prior to the commencement of any construction work, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken, and the name and address of a responsible person to whom enquiries / complaints should be directed. These details shall also be displayed at regular intervals around the site construction compound. The development shall be carried out strictly in accordance with the details as approved.</p> <p>Reason: To protect the amenity of local residents and ensure adequate highway and site safety in accordance with policies D6, D11, D14, SI1, S12, T1, T2, T4 and T5 of the London Plan (2021); the Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006); and BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise and TFL Construction Logistics Planning Guidance</p>
<p>50.</p>	<p>Landscape and Ecological Management Plan</p> <p>Prior to the commencement of development a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:</p> <p>a) Description and evaluation of features to be managed</p> <p>b) Ecological trends and constraints on site that might influence management</p> <p>c) Aims and objectives of management</p> <p>d) Appropriate management options for achieving aims and objectives</p> <p>e) Prescriptions for management actions</p> <p>f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)</p> <p>g) Details of the body or organisation responsible for implementation of the plan</p> <p>h) Ongoing monitoring and remedial measures</p> <p>The LEMP shall also include details of the legal and funding mechanism(s) by which long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.</p> <p>Reason: In the interest of the protection and enhancement of biodiversity on the site in accordance with policy G6 of the London Plan</p>
<p>51</p>	<p>Maximum B8 use Floor area (Units 2, 3 and 4)</p> <p>Class B8 (Storage and distribution) uses within hereby approved Units 2A/B, 3 and 4 shall only account for a maximum 10,387sqm GIA of the flexible industrial floorspace comprised within these units.</p>

	Reason: In order to secure a balanced mix of employment uses in accordance with London Plan Policy E4, Ealing Core Strategy (2012) Policy 1.1 and Policy 4A of the Development Management DPD (2013).
52	<p>Maximum B8 use Floor area (Units 1A-1F) – No Class B8 (Storage and distribution) use within hereby approved Units 1A-1F shall take place unless agreed in writing by the Local Planning Authority following the submission to the LPA of marketing evidence to demonstrate that there is no viable demand for the hereby approved alternative uses for these units. Marketing evidence shall cover a period of no less than 1 year from the date of this permission.</p> <p>Reason: In order to secure a balanced mix of employment uses in accordance with London Plan Policy E5, Ealing Core Strategy (2012) Policy 1.1 and policy 4A of the Development Management DPD (2013).</p>
	Informatives
1	<p>The decision to grant planning permission has been taken having regard to the policies and proposals in National Planning Policy Framework (2021), the London Plan (2021), the adopted Ealing Development (Core) Strategy (2012) and the Ealing Development Management Development Plan Document (2013) and to all relevant material considerations including Supplementary Planning Guidance:</p> <p>National Planning Policy Framework (2021)</p> <ul style="list-style-type: none"> 1. Achieving sustainable development 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 <p>The London Plan (2021)</p> <ul style="list-style-type: none"> Policy GG1 Building Strong and Inclusive Communities Policy GG2 Making the Best Use of Land Policy GG3 Creating a Healthy City 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 D8 Public Realm Policy D11 Safety, Security and Resilience to Emergency Policy D12 Fire Safety Policy D14 Noise Policy S5 Sports and Recreation Facilities Policy E1 Offices Policy E2 Providing suitable business space Policy E3 Affordable workspace Policy E4 Land for industry, logistics and services to support London’s economic function Policy E5 Strategic Industrial Sites Policy E11 Skills and Opportunities for All Policy G1 Green Infrastructure

<p>Policy G4 Open Space Policy G5 Urban Greening Policy G6 Biodiversity and Access to Nature Policy G7 Trees and woodland Policy S11 Improving Air Quality Policy S12 Minimising Greenhouse Gas Emissions Policy S13 Energy Infrastructure Policy S14 Managing Heat Risk Policy S15 Water Infrastructure Policy S16 Digital connectivity infrastructure Policy S17 Reducing Waste and Supporting the Circular Economy Policy S112 Flood Risk Management Policy S113 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 T7 Deliveries, Servicing and Construction Policy T9 Funding Transport Infrastructure Through Planning Policy DF1 Delivery of the Plan and Planning Obligations</p> <p>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 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)</p> <p>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</p> <p>Ealing Development Management Development Plan Document (2013) Policy 4A: Employment Uses</p>

<p>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 7D : Open space</p> <p>Regulation 18 Ealing Local Plan (2022) Policy SP.2: Tackling Climate Change Policy SP4: Creating good jobs and growth Policy SP2.2 Climate action Policy S1: Southall Spatial Strategy Policy DAA: Design and Amenity Policy E3: Affordable workspace Policy E4: Land for industry, logistics and services to support London’s economic function Policy E6: Locally Significant Industrial Sites Policy G4: Open Space G5: Urban Greening CO: Carbon Offsetting</p> <p>Adopted Supplementary Planning Documents Sustainable Transport for New Development Southall Opportunity Area Planning Framework</p> <p>Ealing Character Study A1 Report – January 2022 Ealing Character Study A2 Report – January 2022 Ealing Housing Design Guidance B Report – January 2022</p> <p>Interim Supplementary Planning Guidance/Documents SPG 3 Air quality SPG 4 Refuse and recycling facilities (draft) SPG 10 Noise and vibration</p> <p>Other Material Considerations 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 information contained in the applicant's Environmental Statement and other technical reports submitted with the application. Consideration was given to the contribution the development would make to the economy of Ealing and through</p>
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	<p>the creation of jobs together with the provision of affordable workspace. Consideration was also given to the impact of the proposals on the local highway network capacity as well as public transport and the environment for pedestrians and cyclists. The impact of the proposed development on existing local businesses as well as nearby residents was also carefully evaluated. Consideration was also given to placemaking and the quality of the proposed public realm, connectivity and public routes through the site as well as the landscape strategy, urban greening and biodiversity benefits.</p> <p>The key determining issues in considering this application include:</p> <ul style="list-style-type: none"> • The acceptability of the principle of development including the creation of jobs and wider economic benefits; • The impact on the local highway network of the vehicles movements and particularly HGV movements generated by the development; • Proposed affordable workspace; • The siting, scale, massing and design of the proposed buildings • Access and connectivity through the site and the delivery of Healum Avenue to connect the MBC site through to Bridge Road • The landscape strategy and associated urban greening and biodiversity including public open space and the provision of outdoor gym/play equipment <ul style="list-style-type: none"> • Car/cycle parking, legibility, access and traffic impacts; • Refuse/recycling and servicing; • Energy efficiency and sustainability; • Environmental pollution and mitigation; and • Provision of infrastructure, planning obligations and the Mayors Community Infrastructure Levy. <p>It was considered that the proposal was acceptable on these grounds, and that there were no other material considerations that would warrant refusal of the application.</p>
2	<p>Permitted hours for building work Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays.</p>
3	<p>Neighbour liaison and display of contact details At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. A considerate complaints procedure should address all complaints promptly.</p>
4	<p>Dust Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.</p>
5	<p>Dark smoke and nuisance No waste materials should be burnt on site of the development hereby approved.</p>

<p>5</p>	<p>Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc. Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and - 2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.</p>
<p>6</p>	<p>Network Rail Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.</p> <p>DRAINAGE Drainage plans should be submitted for approval by NRs drainage engineer. Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail’s boundary or at any point which could adversely affect the stability of Network Rail’s property/infrastructure. Storm/surface water must not be discharged onto Network Rail’s property or into Network Rail’s culverts or drains. Network Rail’s drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail’s property / infrastructure. Ground levels – if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.</p> <p>BRIDGE STRIKES Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in ‘Bridge strikes’. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with Network Rail’s Asset Protection Engineers is necessary to understand if there is a problem. Developers may be asked to pay for bridge protection barriers. I would also advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.</p> <p>METHOD STATEMENTS/FAIL SAFE/POSSESSIONS Method statements may be required to be submitted to Network Rail’s Asset Protection Engineer for prior approval of works commencing on site. Where any works cannot be carried out in a “fail-safe” manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e “possession” which must be booked via Network Rail’s Asset Protection Engineer and are subject to a minimum prior notice period of booking of 20 weeks. The applicant will be liable for all costs incurred by Network Rail (including all possession costs, site safety supervision, asset protection presence). The applicant is reminded that Network Rail can refuse any third party works that would impact adversely on its infrastructure.</p> <p>LANDSCAPING Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping</p>

	<p>is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail’s boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:</p> <p><u>Permitted:</u> Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat “Zebrina”</p> <p><u>Not Permitted:</u> Alder (Alnus Glutinosa), Aspen – Popular (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).</p>
7	<p>Canal and River Trust – Surface Water Discharge Any surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Chris Lee from the Canal River Trust Utilities Team (Chris.Lee@canalrivertrust.org.uk)</p>
8	<p>Canal and River Trust – Code of Practice The applicant/developer should refer to the current Canal & River Trust “Code of Practice for Works affecting the Canal & River Trust” to ensure that any necessary consents are obtained, and liaise with the Trust’s Infrastructure Works Engineer: http://canalrivertrust.org.uk/about-us/for-businesses/undertakingworks-on-our-property</p>
9	<p>Canal and River Trust – Moorings Any additional moorings require the approval of the Canal & River Trusts’ Business Boating Team. The applicant is advised to contact the Jacquie Watt, Business Boating if they wish to pursue this (Jacquie.Watt@canalrivertrust.org.uk) to discuss this.</p>