



Image: King Street, Southall.

SOUTHALL TOWN PLAN

80,881
SOUTHALL
POPULATION



Southall today

4.7.1 — Southall is located in the south-west of the borough and comprises six wards: Lady Margaret, Dormers Wells, Southall Broadway, Southall West, Southall Green, and Norwood Green. Figure S1 illustrates the existing context of Southall today.

Diverse population with areas of deprivation

4.7.2 — The area is home to approximately 81,000 people, which comprises 22% of the borough’s population, making it the borough’s second largest town. It is also among the most diverse areas in the UK, with 89% of Southall’s population identifying as non-white. However, there are pockets of deprivation throughout Southall. It has the second highest index of multiple deprivation score out of the borough’s seven towns and a high proportion of Southall is ranked among the top 20% most deprived nationally.

An industrial hub and cultural destination

4.7.3 — Southall comprises two main centres. The first is Southall Major Town Centre organised around the A4020 / Broadway and characterised by specialist food, retail and fashion shops with a nationwide catchment and an international recognition. The second is King Street Neighbourhood Centre that offers mainly convenience goods to serve the local area.

4.7.4 — In addition, Southall’s industrial areas are home to nearly 400 businesses, providing over 4,000 jobs. They have a low vacancy of 5.7%, reflecting the strong demand in this area. This has seen clustering of businesses within the Great Western Strategic Industrial Location, with a number of smaller clusters including

International Trading, Featherstone, and Bridge Road industrial estates.

4.7.5 — Southall is a cultural destination of national importance, and it is imperative that future change and development builds upon and enhances this success.

Transformational levels of growth and investment

4.7.6 — A large part of Southall was designated an Opportunity Area in the 2011 London Plan, identifying a potential for 9,000 new homes and 3,000 new jobs by 2041. The designation was driven by a combination of factors including the availability of former industrial brownfield sites and the planned arrival of the Elizabeth line at Southall Station. The existing Southall Opportunity Area Planning Framework (OAPF) was adopted in 2014 and will be effectively replaced by this new Local Plan.

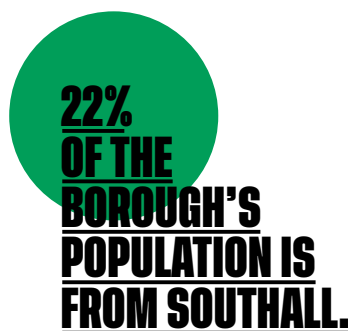
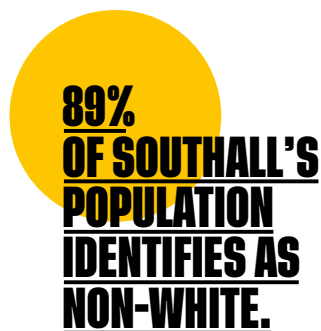


Figure S1:
Southall existing context

KEY

EXISTING FEATURES

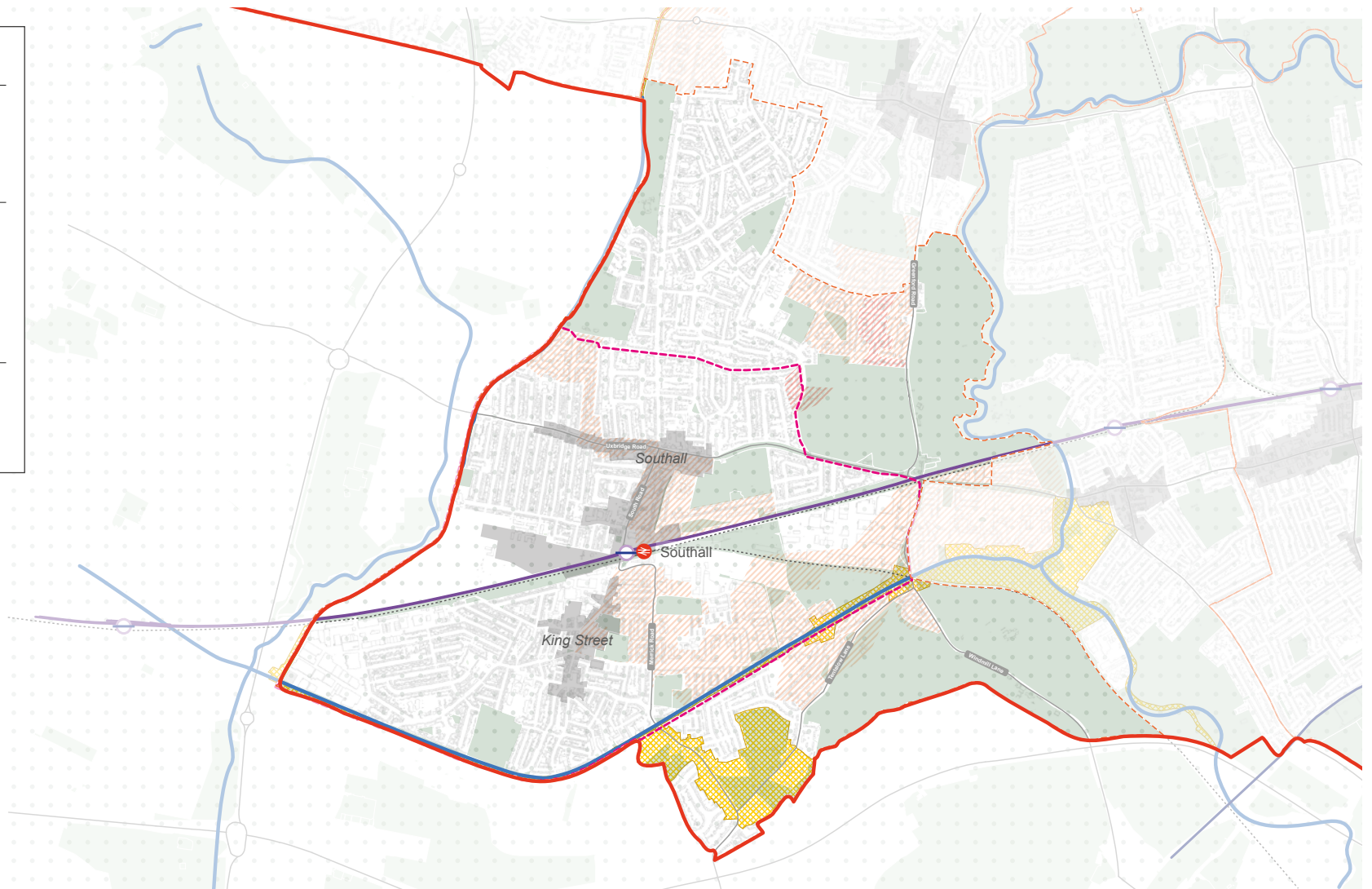
- Ealing Boundary
- Town Boundary
- River/Canal
- Open Space

TRANSPORT

- Elizabeth Line
- Elizabeth Line Station
- London Underground Station
- Railways
- National Rail Station
- Roads

PLANNING

- Conservation Area
- Town Centre
- Opportunity Area
- Strategic Area of Regeneration



Issues to address in Southall

4.7.7 — Ealing Council has an ambition to create a '20-minute Neighbourhood' in Southall. To make this a success, it is critical that the key issues felt by local residents everyday are addressed to ensure the best long-term outcome for the town.

4.7.8 — The following sets out the key issues facing Southall based on the evidence base that has been developed as part of the Local Plan and reflecting what you told us through the Shaping Ealing survey (2022).

LINKS

[Click here](#) for more information on the Shaping Ealing Report.

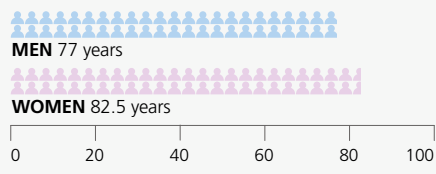


Image: Southall Rail Station.

**52%
OF SOUTHALL'S
JOBS ARE
CLASSIFIED AS
LOW PAY WORK.***

*highest proportion in the borough.

SOUTHALL HAS THE LOWEST LIFE EXPECTANCY IN THE BOROUGH



Lack of employment led growth

4.7.9 — Since Southall’s designation as an Opportunity Area, the pace of new homes provision has been rapid. However, this has not been accompanied by a similar increase in the amount of employment space and new jobs. The pressure from residential-led growth in Southall is placing increased pressure upon Southall’s industrial land due to the growth demand for homes in West London (and London as a whole). This risks the loss of valuable industrial land that provides a livelihood for many local residents.

Changing Southall Identity

4.7.10 — Alongside the lack of employment growth, one of the key issues is to retain Southall’s unique identity and heritage amid large scale development and rapid change. New large-scale development may lead to economic and social barriers between longstanding communities and those moving in, making social cohesion more difficult. Despite the improvements in connectivity and higher levels of public investment in the area, there are concerns about some of the heights proposed in new developments, loss of heritage assets, and pressure on local services.

Health and wellbeing challenges

4.7.11 — The borough-wide challenges of deprivation and low pay are particularly acute in Southall. These contribute to deeply embedded health and wellbeing challenges. Southall’s population density is among the highest in Ealing (ranking second out of the seven towns), with large parts of Southall having deficient access to open space. It is critical that these social issues are addressed alongside further growth.



Image: Berkeley: The Green Quarter, Southall.

Opportunities for Southall

4.7.12 — Southall is home to the borough's most diverse population and is one of the most deprived and lowest in terms of health and well-being outcomes. It is also an industrial hub of London importance with over 4,000 jobs within its industrial areas alone and is a cultural destination of national importance. Southall is also undergoing a period of rapid and transformational development and investment that has been framed the Opportunity Area designation of the London Plan.

4.7.13 — Much of that growth has focused on building new homes, consequently the 'Strategic place interventions' in Chapter 3 suggests moderate level of development and this should be employment-led to help rebalance the offer of new homes and new jobs for Southall.

4.7.14 — Future development and investment in Southall should better celebrate and strengthen the unique character and cultural heritage of Southall, where longstanding resident and businesses communities can be complimented by new residents and businesses to build a more economically resilient and socially cohesive Southall.

Enabling community-led groups to enact change

4.7.15 — The Southall Reset Programme provides an opportunity to enable a community-led approach to regeneration and investment for Southall Major Centre and its surrounding neighbourhoods. It will be focused on tackling deep-rooted challenges specific to Southall, to support its residents and businesses to become part of a thriving Southall community and benefit from a more inclusive economy.

4.7.16 — The Let's Go Southall programme encourages greater walking and cycling. It is helping to drive local demand for enhanced active travel measures and safe walking and cycling routes. This could bring transformational changes and provides a unique opportunity to complement the programme with active travel infrastructure investments.

Enhanced connectivity to create a diversified town centre

4.7.17 — The arrival of the Elizabeth line provides a clear rationale for large-scale regeneration at Southall and strategic sites near the new station. However, it is also an opportunity to make it a destination, revisiting its offer and relationship to the wider London region.

This includes diversifying the town centre activities and intensifying industrial land, capitalising on the area's excellent connectivity and bringing new employment opportunities.

Prioritising employment-led growth

4.7.18 — Southall's businesses have grown by 20% since 2015. This is the highest of the borough's seven towns. Southall is home to major public sector employers and major industrial sites housing a diverse range of businesses. Future growth will require a mix of employment spaces, blending lower density distribution activity with high quality, flexible and affordable workshop, office, studio, and other types of space to allow existing businesses to grow and new businesses to locate here. This will ultimately make Southall a premier destination in London and beyond to start and grow a new business.

Providing housing for all residents

4.7.19 — With the significant number of new homes planned in Southall, there is an opportunity for new developments to raise the design quality, on-site amenity space provision, and public realm enhancement. Southall has seen an increase in inter-generational living which can be an opportunity that could address social and community needs.

**+20%
GROWTH IN
SOUTHALL'S
BUSINESSES
SINCE 2015.**

**3RD
MOST
AFFORDABLE
TOWN IN THE
BOROUGH.**



Image: Fabric trader, Southall.

Southall Spatial Strategy

4.7.20 — This section sets out a town spatial strategy that articulates the borough wide spatial vision and spatial strategy into a town specific policy that will help guide future development and investment within the area. This is followed by a series of town specific spatial policies that set out detailed policy related to specific areas within the town. Further development and investment opportunities are also identified within each place. Figure S2 presents the Southall spatial strategy.

4.7.21 — The town-level plans are guided by the same three strategic objectives that underpin the borough-level spatial strategy: tackling the climate crisis, fighting inequality and creating good jobs and growth. These also provide a local and contextually specific response to the London Plan that will help guide future growth and planning policy in Ealing.

4.7.22 — The Spatial Options Report provides further detail into the Spatial Strategy and Local Place Interventions, which can be found on Ealing Council's website.



Image: South Road, Southall.

LINKS 

[Click here](#) for more information on the Council's Spatial Options Report.

Policy S1: Southall Spatial Strategy

Spatial vision for Southall

A. Future development and investment in Southall will celebrate and strengthen the unique character and heritage of Southall as a cultural destination of national importance. It will capitalise on Southall's strategic location on the Elizabeth line and its proximity to Heathrow Airport to maximise economic opportunities for the area and will primarily focus on a cluster of sites around Southall Station. More attractive town centres and cultural programming will increase visitor numbers from other parts of the borough and neighbouring boroughs, to help support a thriving economy.

B. Southall's role as a Major Centre in London's town centre hierarchy will be strengthened, with a good range of retail, commercial, leisure and community uses provided and enhanced public realm, additional greening and improved active travel links (see Policy S2).

C. King Street Neighbourhood Centre will complement Southall Major Centre, whose offer will be enhanced bringing together new commercial space and a public square at The Green, with the

existing shopping parades and enhanced community spaces (see Policy S3).

D. West Southall will deliver a new residential and commercial neighbourhood and an extension to Southall Major Centre. This will act to strengthen and complement the role of Southall as a Major Centre, providing new public realm, social, community and green infrastructure (see Policy S4).

E. East Southall will deliver mixed use development of residential, convenience retail, community, cultural, and leisure uses led by quality commercial spaces designed to better optimise the use of the land (see Policy S5).

Tackling the climate crisis

F. Active travel connections will be improved throughout Southall and specifically by:

(i) Establishing a key north-south active travel corridor running from Lady Margaret Road down to the Grand Union Canal, via Southall Major Centre and King Street Neighbourhood Centre, including Avenue Road and Merrick Road.

(ii) Improving connections across the railway at Dudley Road, South Road, and Windmill Lane,

connecting the West Southall Development Site with King Street Neighbourhood Centre.

(iii) Linking in with active travel improvements along the wider Uxbridge Road, upgrade the provision of safe cycle routes and crossings, ensuring continuous provision and easy access to town centres in Hanwell, Ealing and Acton.

(iv) Supporting social movements led by Let's Go Southall to deliver a long-term behavioural and cultural shift towards active travel.

(v) Working with the Heathrow Strategic Planning Group (HSPG) and associated authorities and other parties including Heathrow Airport and Hillingdon Council to establish high quality active travel networks across the Heathrow Interaction Area and improve 24-hour travel connections to support shift workers.

Fighting inequality

G. The health and wellbeing of Southall's residents will be improved by:

(i) Adding to the network of green open spaces particularly in deficient areas in the western and southern parts of Southall. Improving the quality of green open spaces through a coordinated

programme of environmental and safety enhancements, tree planting, greening and facility improvements including the creation of a Local Nature Reserve.

(ii) Strengthening connections to the Brent Valley Park and Grand Union Canal, with a focus on improving pedestrian and cycle access and wayfinding and implementing the Southall Grand Union Canal Wellbeing Way Project.

(iii) Improving access to primary healthcare infrastructure at Southall Jubilee Gardens and Lady Margaret Road medical centres. Identifying opportunities for space for health infrastructure/ services in new developments and retrofit projects in south-eastern Southall.

(iv) Enhancing existing social and community infrastructure, improving accessibility to facilities, and identifying opportunities for new social and community infrastructure in new development projects. This will include addressing specific needs for a homeless shelter, an inter-faith forum and for young people.

(v) Providing new play pitches and sports facilities on the Southall/Hanwell borders.

H. Future development will recognise the role of good design, heritage and culture in place-making by:

(i) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets including Norwood Green Conservation Area and Norwood Hall which are currently identified on Historic England’s Heritage at Risk Register.

(ii) Delivering growth in and around Southall’s two Conservation Areas at Norwood Green and at the southwest stretch of the Grand Union Canal through careful, contextual design that is informed by existing character areas and promotes heritage assets.

(iii) Promoting the strong cultural offer of The Broadway, South Road, and The Green for banqueting, conferencing, festivals and performing arts, along with retailing and restaurants.

(iv) Celebrating the rich heritage of Southall and harnessing it as a tool to promote awareness, learning, regeneration, and community cohesion.


**SOUTHALL IS
A CULTURAL
DESTINATION
OF NATIONAL
IMPORTANCE.**



Image: Residential Development in Southall.

(v) Retaining and reinforcing Southall's identity by ensuring new development meets the highest design standards and responds positively to the local character and heritage.

(vi) Making improvements to public realm and ecology along the Grand Union Canal towpath.

(vii) Public realm interventions at Southall and King Street centres to make streets greener and more attractive, and combat perceptions of poor safety and vulnerability to crime.

(viii) Strengthening the relationship between neighbourhoods in Dormers Wells and Lady Margaret and Greenford Town Centre through public realm improvements and wayfinding signs.

Creating good jobs and growth

I. Southall's strong industrial base with specialisms in wholesale, warehousing and logistics, and transport will be supported and enhanced through:

(i) The provision of a variety of employment spaces within easy reach of Southall Station, encouraging a diversity of tenants and higher-value job opportunities and higher paying jobs

utilising varied and innovative typologies, plot and unit sizes with flexible floorplates, internal heights and affordability ranges.

(ii) Protecting Strategic Industrial Locations (Great Western SIL) and Locally Significant Industrial Sites (Bridge Road, Featherstone and International Trading LSIS), improving densities, and ensuring the longevity of these employment sources.

(iii) Redesignating Charles House and the Balfour Business Centre as LSIS to provide further protection for currently valuable non-designated industrial land.

(iv) Supporting masterplan-led co-location of housing on Locally Significant Industrial Sites provided there is no net loss of industrial floorspace and an increase in employment density.

(v) Capitalising on the proximity of Heathrow Airport in terms of supporting local jobs and local supply chains.

(vi) The provision of affordable and managed workspace in Southall for small and medium enterprises (SMEs); this includes allocating affordable and managed workspace at future Development Sites in East and West Southall, as

well as in the King Street Neighbourhood Centre.

(vii) Capitalising on the presence of the West London College Green Skills Hub to create green jobs by identifying industry champions to lead future curriculum development and define business needs in Southall.

(viii) Developing an Inclusive Economy Plan responding to the specific conditions of poverty and deprivation and looking at the utilisation of key public sector assets to foster growth and regeneration.

(ix) Exploring with the GLA, Film London, landowners and other stakeholders the feasibility of establishing a film studio campus in Southall.

J. The specific housing needs of Southall residents will be addressed by:

(i) Delivering more genuinely affordable housing to tackle deprivation and low income particularly in Norwood Green, Southall Broadway, and Southall Green wards.

(ii) Promoting innovative design solutions to facilitate inter-generational living both as part of new-build housing developments and through the adaptation of existing homes.



(iii) Moderate levels of development at Golf Links Estate and Havelock Estate will regenerate these urban environments and encourage local provision of social infrastructure and convenience goods stores.

(iv) Meeting other specific housing needs to Southall.

K. The key infrastructure delivery priorities for Southall are set out in Table S1.

Image: Aerial view Sri Guru Singh Sabha Gurdwara Sikh Temple, Southall.

4.7.23 — Southall is a cultural destination of national importance and is a growing neighbourhood. Southall is connected to central London via the Elizabeth line, sits in close proximity to Heathrow and is well-connected to the wider west London Road network. This excellent connectivity should be capitalised on to diversify the town centre activities, intensify industrial lane and bring new employment opportunities to the area. While recognising local concerns about the scale and pace of recent development, new growth presents an opportunity to tackle the widespread challenges of deprivation, low pay, and poor health. It also provides a significant opportunity for investment to deliver improved employment opportunities, affordable homes, support healthier lifestyles, and achieve a better-quality local environment.


**SOUTHALL'S ROLE AS
A MAJOR CENTRE IN
LONDON'S TOWN CENTRE
HIERARCHY WILL BE
STRENGTHENED.**

Image: The Green Quarter, a recent development opportunity in Southall.



4.7.24 — Southall is classified as a Major Centre in the hierarchy of town centres providing a good range of retail services, offices, civic functions and cultural, leisure and entertainment uses, serving the local population and neighbouring areas. Southall Major Centre is also complemented by King Street Neighbourhood Centre which is located just to its south. To help ensure that Southall's population is well-served, and to ensure it is attractive as a vibrant destination for visitors from outside the area, it is vital to improve the range of retail and other services during the day and night by enhancing their offer and capacity and the quality of the townscape.

4.7.25 — This will be achieved by focussing public realm interventions at Southall Major Centre and King Street Neighbourhood Centre to make streets greener and more attractive, combat perceptions of poor safety and vulnerability to crime, and improve the visitor experience. This, in turn, will increase visitor numbers from elsewhere in the borough, as well as neighbouring boroughs. It can also be assisted by connecting Southall Major Centre, West Southall (Green Quarter development), East Southall and King Street Neighbourhood Centre with adjoining new developments such as west of The Green, providing complementary retail, leisure, and community uses and public realm improvements to enhance the town centre offer.

4.7.26 — To meet people's daily needs and reduce travel it will be important to strengthen connectivity to neighbouring town centres at Hanwell and Greenford. This includes strengthening the relationship between neighbourhoods in Dormers Wells and Lady Margaret and Greenford town centre through public realm improvements and improved wayfinding.

4.7.27 — Southall has experienced economic growth in recent years, with new businesses growing by 20% between 2015 and 2020. However, this growth is increasingly in lower paid jobs, providing insecure employment. This contributes to Southall having the lowest incomes in the borough. The Southall Employment Audit (June 2022) concludes that Southall will require a mix of employment spaces, blending lower density distribution activity with workshop, office, studio, and other types of space to allow existing businesses to grow and new businesses to locate there. This will require more proactive planning policy intervention to protect and intensify industrial land and create the conditions and spaces that can adapt to changing market conditions.



**IT IS VITAL TO
IMPROVE THE RANGE
OF RETAIL AND OTHER
SERVICES DURING
THE DAY AND NIGHT.**



Image: Greengrocer's,
Southall Town Centre.


**HEATHROW IS AN
IMPORTANT ECONOMIC
ANCHOR FOR SOUTHALL
AND FOR EALING AS
A WHOLE.**



Image: Heathrow Express connections, Southall station.

4.7.28 — Industrial land, representing over 70% of total commercial floorspace in Southall, will be protected within Strategic Industrial Locations (SIL). Opportunities will be explored where appropriate to re-designate undesignated sites in Southall as Locally Significant Industrial Sites (LSIS), including Balfour Business Centre and Charles House. New development and consolidation of LSIS will be required to increase job densities and overcome historically inefficient use of land.

4.7.29 — Heathrow is an important economic anchor for Ealing. Over 4,000 Ealing residents (according to the 2011 Census) commuted to Heathrow for work. Ealing hosts 3,300 airport related jobs, and 350 businesses in activities such as hotels, freight transport, and warehousing and storage. Southall directly supports 500 airport-related jobs and 100 airport-related businesses. To maximise the ability of Southall residents to take up job opportunities at the airport, the council will work with the airport, Heathrow Strategic Planning Group (HSPG), local businesses, and other stakeholders to improve surface access to and from the airport and support local supply chains.

4.7.30 — To foster business start-ups and support entrepreneurship, opportunities will be taken to create affordable workspace in Southall to meet a wide range of needs including for charities and social enterprises,

cultural and artistic needs, disadvantaged groups and providing links with schools, colleges and higher education institutions in the area including Southall Community College and the University of West London.

4.7.31 — Collaboration with the West London Green Skills Hub will support the creation of green jobs in Southall. This will be important to support Southall to shift away from traditional industries and to take advantage of growing opportunities in the green economy sector to help reduce carbon emissions.

4.7.32 — Southall is experiencing the highest population growth in the borough and will require additional housing provision to meet its future needs. It also suffers from high levels of deprivation and poverty. Access to genuinely affordable housing will be critical to addressing local needs.

4.7.33 — Where appropriate, include provision for inter-generation living so that it can be planned from the outset of the design process and will consider the cultural and faith requirements of different communities. Extensions and annexes to existing homes will also be supported where this does not affect the character of the area.



4.7.34 — To enhance the health and well-being of Southall residents, opportunities must be taken to improve access to open space, convenient walking and cycling links, and local primary care services. To address Southall’s deficiency in access to public open space in the south and west, new open spaces will be added to the network of Green spaces through development opportunities (e.g., Green Quarter, Quayside Quarter, Margarine Works, Havelock Estate) and these will connect with the wider green network.

4.7.35 — The quality of open spaces will also be improved by addressing safety and security (specific opportunities around the station), providing additional tree planting, integration of greenery into the streetscape, and providing more places to sit and relax. Additional tree planting and urban greening will be particularly focussed around Uxbridge Road, The Broadway, South Road, and Hortus Burial Ground. Opportunities will be taken to improve urban greening across Southall through, for example, the provision of rain gardens, growing spaces, and natural spaces.

Image: Kayakers and walkers along the Grand Union Canal, Southall.

4.7.36 — Active travel measures (including safe cycling and walking routes) will complement the 'Let's Go Southall' programme in promoting physical activity and overcoming the severance caused by roads and railway lines. Routes will make use of sideroads where roads are not wide enough to accommodate cycle lanes (e.g., King Street). These will complement recent improvements such as the Merrick Road foot and cycle bridge to provide a safe crossing away from South Road bridge. These will be supported through the provision of associated infrastructure such as bike hangers. Connecting with routes along the Grand Union Canal and the Brent Valley will also increase opportunities to make more sustainable journeys for work or pleasure.

4.7.37 — Evidence from the Health Study (2022) shows that access to primary care facilities in south-eastern parts of Southall need to be improved to cope with increased population levels. Southall has the highest level of projected population growth in the borough. Its population is projected to increase by 8.1% by 2026, 18.5% by 2031, 25.2% by 2036, and 32.0% by 2041.

Image: Hanwell Lock Flight, Southall.





THERE IS PRESSURE FOR NEW SCHOOL PROVISION ARISING FROM POPULATION GROWTH.

4.7.38 — There is also high health and disability deprivation relative to other neighbourhood areas, particularly in Norwood Green ward which has the highest percentage of people reporting long term illness or disability in the borough. Opportunities will be taken to improve and refurbish existing primary health care buildings and GP practices at Southall Medical Centre and Jubilee Gardens Medical Centre (both in Lady Margaret ward) and Lady Margaret Road Medical Centre (Dormers Wells ward).

4.7.39 — There is pressure for new school provision arising from population growth, particularly for early years and primary school provision. This will be partly met through development in West Southall and further work will be undertaken to examine the need for and options for delivering additional secondary school provision.

4.7.40 — Southall has fewer heritage assets (both designated and non-designated) than other parts of the borough and this is partly due to the need for further investigation to identify assets. Conservation Areas are located to the south at Canalside and Norwood Green but there is no significant cluster of historic buildings within Southall Major Centre to warrant a Conservation Area designation. However, there is great potential to place more emphasis at the heart of place-making in Southall through investment and development

opportunities. Civic, cultural, and community uses will be encouraged particularly for prominent buildings in central locations of Southall such as the Kings Hall, Manor House, Southall Town Hall, and the Himalaya cinema as part of the wider regeneration of Southall Major Centre.

4.7.41 — Norwood Green Conservation Area is included on Historic England's Heritage at Risk Register as the special character of this areas has been affected by poorly designed modern developments and additions. Norwood Hall also remains on the register. Active measures must be taken to secure the future long-term survival of these assets.

4.7.42 — New development must respond positively to, and enhance, Southall's character and identity. Southall has a complex urban structure with a number of typologies present that reflect periods of development and growth, from the historic settlements of Southall and Southall Green to the mass inter-war suburban and industrial expansion. Development will need to respond sensitively having regard to the growth and intensification themes and associated tall buildings guidance/indicative heights identified in each local character sub-areas. This is further set out in the Ealing Character Study.



4.7.43 — The IDP forms a key element of the Local Plan’s evidence base, setting out the infrastructure that will be required to support the planned growth across the borough, informed through engagement with stakeholders and infrastructure providers. IDPs are living documents, acting as a ‘snapshot in time’, and as different infrastructure providers respond to their own unique challenges, the information will naturally date and alter over time. The IDP will require updating on a regular basis to reflect this.

4.7.44 — The delivery of infrastructure is the responsibility of various different bodies, as detailed within the IDP, including those which have a statutory duty to provide sufficient infrastructure to meet the identified need, as well as those who are responding to market conditions.

4.7.45 — Table S1 demonstrates the infrastructure schemes which will support the sustainable delivery of planned growth over the plan period in Southall.

Image: Villiers High School in Southall, west London.





Image: Southall Town Centre.

Table S1:
Key infrastructure delivery schedule

Infrastructure Type	Infrastructure Scheme	Infrastructure Provider	Delivery Phasing
Parks and Gardens	New open space at the Green Quarter	TBC	TBC
Indoor Sports facilities	New Indoor sports facility in the Green Quarter	Ealing Council	TBC
Indoor sports facilities / sports halls	New Dormers Wells Leisure Centre	Ealing Council	TBC
Outdoor sports centre	New Warren Farm Sports Ground, including pavilion	Ealing Council	TBC
Education	Further pupil forecasting and school capacity work to identify early years, primary, secondary, further years and SEND provision required to support planned growth in Southall.	Ealing Council	Throughout plan-period
Primary Education	2x two-form entry schools at Southall Waterside and Middlesex Business Centre developments	Ealing Council	TBC
Secondary Education	Villiers High School adding one form of entry	Ealing Council	TBC
Special educational needs and disability (SEND)	Villiers High School Additional Resourced (ARP) Provision	Ealing Council	TBC
Healthcare	Further work to establish the required levels of healthcare provision to support planned growth in Southall (including primary and secondary healthcare and social care).	North West London Integrated Care Board (ICB)	Throughout plan-period

Table S1:
Key infrastructure delivery schedule

Infrastructure Type	Infrastructure Scheme	Infrastructure Provider	Delivery Phasing
Primary healthcare	Southall Solution (Hub & Spoke model) within the Green Quarter & Park Avenue development sites.	North West London ICB	5 – 10 years
Primary healthcare	Jubilee Gardens - reduction in vacant and unused bookable space to increase healthcare services at this site.	North West London ICB	0–5 years
Primary & community healthcare	Redevelopment of the Limes	North West London ICB	TBC
Secondary healthcare	Southall Broadway Health Centre reprovision	North West London ICB	TBC
Highways	A312 Bulls Bridge roundabout and M4 Junction 3 mitigation scheme	Developer / National Highways	TBC
Rail	Re-opening / improving the underpasses at Spencer Street and Glade Lane	Network Rail / Ealing Council	TBC
Bus	Aspiration to improve bus connectivity in Southall	TfL	TBC
Active travel	A range of schemes to support active and sustainable travel in Southall, including public realm, streetscape and highways improvements	Ealing Council / Developer contributions	TBC
Flood mitigation	Feasibility studies on critical drainage areas at Southall	Environment Agency	TBC
Flood mitigation	Glade Lanes sewer daylighting	TBC	0–5 years

Southall Spatial Policies

Policy S2: Southall Major Centre

To reinforce Southall's role as a Major Centre by:

- (i) Maintaining and enhancing the range of retail, commercial, leisure and community uses in Southall Major Centre by strengthening and diversifying the commercial core through active frontages, mixed uses, active travel enhancements, public realm interventions and creating greener and safer spaces.
- (ii) Creating a vibrant high street network to offer mainstream and specialist goods and services for local residents and visitors throughout the day and evening.
- (iii) Expanding Southall's reputation as a shopping destination within the wider region with supporting visitor infrastructure and environmental and public realm improvements.
- (iv) Improving the arrival experience at Southall Station with new and enhanced public realm and

better connectivity to neighbouring Development Sites, ensuring there is active ground-floor level usage in all new developments.

- (v) Strengthening connectivity to neighbouring town centres at Hanwell and Greenford to ensure that the majority of residents' daily needs can be met conveniently.
- (vi) Improving the out of hours and 24 hour-offer of Southall's centres to support shift workers and long-distance commuters, while avoiding amenity impacts.
- (vii) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets and prominent buildings in the Town Centre including the Kings Hall Methodist Church, South Road (local heritage asset), the Himalaya Palace Theatre, South Road (GI1*) and the Old Town Hall and former Fire Station, High Street (local heritage asset).



Image: Street market, Southall.



**SOUTHALL IS A STRONG
 PERFORMING TOWN
 CENTRE WITH A VERY
 STRONG IDENTITY.**



Image: Encourage public transport across Southall.

4.7.46 — Southall is classified as a major centre in the hierarchy of town centres providing a good range of retail services, offices, civic functions and cultural, leisure and entertainment uses serving the local population and neighbouring areas. The functional area of Southall Major Centre is comprised of two main shopping parades along the A4020 ‘The Broadway’ and A3005 ‘South Road’. Both shopping parades are well connected to one another. Active travel connections are relatively poor but there is very good public transport connectivity. The town centre benefits from a range of retail (mainly comparison), food and beverage, and community uses. There is direct access to Southall Park from the eastern-most shopping parade.

4.7.47 — Southall is a strong performing town centre with a very strong identity. It could benefit from enhancements to the environment, active travel infrastructure, and its leisure offer to further increase visitor footfall. To help ensure that Southall’s population is well-served, and ensure it is attractive as a vibrant destination for visitors from outside the area, it is vital to improve the range of retail and other services during the day and night by enhancing their offer, capacity, and attractiveness of the townscape. This can be achieved by focussing public realm interventions to make streets greener and more attractive, combat perceptions of poor safety and vulnerability to crime and improve visitor experience, which in turn will increase visitor numbers

from neighbourhoods in Hillingdon and Hounslow. This will be achieved through:

- (i) Better integration of incidental greenery into the streetscape and better provision of spaces to sit and relax in the town centre.
- (ii) An enhanced leisure offer to help increase footfall during weekdays and weekends.
- (iii) Better cycle infrastructure to help facilitate mode shift away from car reliance.
- (iv) Promotion of Southall’s strong identity to the wider borough and London.
- (v) Investment in digital infrastructure and wireless internet for residents and visitors.
- (vi) Addressing the severance at the southern section of South Road, near Southall Station, due to the road fly over and differences in road level and shop entrances.

4.7.48 — Southall is unique as a destination for Asian goods and services. To ensure that the full economic benefits of such an offer are realised, further enhancements in public realm and visitor facilities will be prioritised. The wider historical, cultural, social, and religious aspects of Southall should be captured, commemorated, and celebrated through physical buildings and festivals, events, and activities with the local community.

Policy S3: King Street Neighbourhood Centre

To enhance the vitality and viability of the King Street Neighbourhood Centre by:

(i) Strengthening and diversifying the commercial core through parade intensification, active frontages, promoting mixed uses, greening, public realm interventions, and enhancing public squares outside the Manor House and Sri Ram Square.

(ii) Expanding the King Street Neighbourhood Centre, west of The Green, to encompass new retail, food and beverage, and employment uses (at The Green), alongside public realm improvements and a high-quality pedestrian environment linking to public and green spaces.

(iii) Creating a cultural and community use cluster centred around the Dominion Centre, Southall Manor House and Manor House Grounds to help increase footfall and a more diverse town centre.

(iv) Enabling King Street Neighbourhood Centre to complement and connect with Southall Major Centre through sensitive consolidation of frontages and vertical extensions to increase capacity and enhance the character of the area.

(v) Taking active measures to secure the future repair, reuse, and long-term survival of heritage assets and prominent buildings in the neighbourhood centre including The Manor House, The Green (GII*) and adjoining Manor House Grounds/Gardens, St Anselm's RC Church, The Green, and St John's Old Church, King Street (Local Heritage Asset).



Image Manor House, The Green Southall.



TAKING ACTIVE MEASURES TO SECURE THE FUTURE REPAIR, REUSE, AND LONG-TERM SURVIVAL OF HERITAGE ASSETS AND PROMINENT BUILDINGS IN THE NEIGHBOURHOOD CENTRE.



ENHANCE THE VITALITY AND VIABILITY OF THE CENTRE TO HELP MEET LOCAL NEEDS.



Image: Dominion Centre & Library, King Street, Southall.

4.7.49 — King Street is categorised as a neighbourhood centre, serving a localised catchment with a good range of retail (largely convenience), food and beverage, offices, and community uses. The functional area of the neighbourhood centre extends along King Street, The Green, and Featherstone Road. It is a strong performing centre, but it would benefit from enhancements to the streetscape and active travel links to enhance the environment and facilitate mode shift, to further increase visitor footfall.

4.7.50 — To help enhance the vitality and viability of the centre to help meet local needs and to ensure that it can complement Southall Major Centre to its north, it is vital to improve the range of retail and other services during the day and night by enhancing their offer, capacity, and townscape.

4.7.51 — This will be achieved by focussing public realm interventions to make streets greener and more attractive, improve perceptions of poor safety

and vulnerability to crime, and enhance the visitor experience. This will be achieved through:

- (i) Investment in digital infrastructure and wireless internet provision.
- (ii) Better integration of incidental greenery into the streetscape and general enhancements to the environment.
- (iii) Better active travel infrastructure and links to encourage mode shift away from car reliance.

4.7.52 — It can also be assisted by ensuring effective and attractive connections and public realm between the neighbourhood centre and adjoining new developments such as west of The Green, which provide complementary retail, leisure, community uses and public realm improvements to improve the overall offer of the centre.

Policy S4: West Southall

To ensure effective delivery of a new neighbourhood on the Southall Green Quarter site over the plan period, ensuring that any future development includes:

- (i) Extending and complementing Southall Major Centre through a range of commercial, retail, community, leisure and cultural uses to strengthen its role as a Major Centre.
- (ii) Improving bus and active travel measures to increase permeability and enhancing the public realm between the site, the town centre, Southall Station, and the Grand Union Canal including upgraded canal towpaths.
- (iii) Providing a connected network of high quality green and open spaces to address deficiencies in the area.

(iv) Providing social and community infrastructure, including a new primary school, indoor sports hall, community buildings, and a health centre.

(v) Providing a significant proportion of genuinely affordable housing and other tenures/types to meet local needs.

(vi) Delivering an extension to the Southall Major Centre that allow a more diversified retail offer with new cultural, leisure and employment opportunities.

(vii) Given the long term development programme for the site, explore meanwhile uses opportunities on that site that would be complementary to the future placemaking ambitions for the West Southall.

4.7.53 — The Southall Green Quarter development (on the former Southall Gas works site) currently includes the provision of 20 ha of public realm and parkland, 3,750 new homes (30% affordable) in a range of different sizes and tenures, 25,300 sq. m of flexible commercial space, 20,050 sq. m of retail space, 14,090 sq. m of community uses and 9,650 sq. m. of hotel space. A cinema, health centre, primary school, and public parkland are also included in the scheme. It represents one of the largest regeneration schemes in London. The site is strategically placed directly west of Southall Major Centre and Southall Station is opposite the eastern site entrance. Work has started on earlier phases and the rest of the development will be built out over the plan period.



DELIVERY OF DEVELOPMENT ON THIS SITE IS CRITICAL IN MEETING A RANGE OF HOUSING, EMPLOYMENT, LEISURE, AND OPEN SPACE NEEDS IN SOUTHALL.

4.7.54 — Delivery of development on this site is critical in meeting a range of housing, employment, leisure, and open space needs in Southall and the borough as a whole. It will effectively provide a westerly extension to Southall Major Centre and will add significantly to the range and capacity of town centre services, thereby strengthening the role of Southall as a Major Centre.

4.7.55 — To ensure effective delivery of development on the site over the plan-period, any future revisions to the masterplan (and phasing) will need to meet the original strategic development objectives of the development:

(i) To improve east-west active travel measures in and around the site to connect the Grand Union Canal and Southall Major Centre and train station, including two footbridges over the Grand Union Canal, pedestrian/cyclist conversion of the existing road under the railway to Brent Road, and several pedestrian/cycle only accesses to Beaconsfield Road. Appropriate bus routes and stops should also be facilitated to link the site east towards Southall and west towards Hayes.

(ii) To provide a range of retail, leisure, commercial, educational, and civic uses that will complement Southall Major Centre, along a new high street in the heart of the development, with strong pedestrian connections and high-quality public realm linking the two through an 'eastern gateway.'

(iii) To address qualitative deficiencies in Southall Major Centre's offer including the provision of larger floorplate units.

(iv) To improve access for the local community to the waterside environment through improved facilities and connections including improvements to the canal towpath.

(v) To provide a range of open space and play spaces to address deficiencies in the area including the provision of a central linear park, sports facilities, community gardens, and a wetland area.

(vi) To provide for a new primary school and health care provision to meet local needs.

(vii) To provide a significant proportion of genuinely affordable housing and other tenures/types to meet local needs.



Image: Greenspace and children's playspace in Southall.

Policy S5: East Southall

To ensure effective delivery of development of a new neighbourhood ensuring that any future development includes:

(i) Providing a mixed-use development of residential, employment, convenience retail, community, and canalside leisure uses, with active frontages and commercial uses at ground floor and first floor levels, where appropriate.

(ii) Enhancing the canalside 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 enterprises, and high-quality jobs.

(v) Adding Charles House to the Bridge Road Industrial Estate LSIS and ensuring that future development and access arrangements are properly integrated.

(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 and connects with the Merrick Road footbridge.

(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.

4.7.56 — East Southall is situated south of the railway and bounded by Merrick Road, Bridge Road, and Glade Lane Park. Whilst there is, on two neighbouring sites, an extant planning permission that could provide circa 4,000 new homes and over 30,000 sqm of commercial space, neither has been fully implemented. It is critical that necessary social and physical infrastructure comes forward in a timely fashion to unlock the wider development opportunities and address the needs of the existing residential communities to the south, including Havelock Estate, Glade Lane Estate, and Toplocks.

4.7.57 — Delivery of development in this area is critical in meeting a range of housing, employment, leisure, and open space needs in Southall and the borough as a whole. It will complement development in and around the station and will effectively provide an easterly extension to Southall Major Centre, adding significantly to the range and capacity of town centre services, thereby strengthening the role of Southall as a Major Centre.


**IT IS CRITICAL THAT
NECESSARY SOCIAL AND
PHYSICAL INFRASTRUCTURE
COMES FORWARD IN A
TIMELY FASHION TO UNLOCK
THE WIDER DEVELOPMENT
OPPORTUNITIES.**



Image: The Green Quarter development, East Southall.

Southall Development Sites

4.7.58 — There will be significant change over the 15-year Local Plan period. The borough spatial strategy seeks to show how future growth will be managed and planned for. It identifies and promotes those areas that can accommodate growth, those that are in need of regeneration, and those that can deliver jobs or infrastructure.

4.7.59 — The Town Plans translate this strategy to the neighbourhood level and set out Ealing Council's ambitions for place making. To deliver the town-level spatial strategies and their associated policies, a number of Development Sites have been identified. The selection of these Development Sites was the subject of a detailed assessment and a 'call for sites.'

4.7.60 — Development Sites have development potential that could support the delivery of the spatial strategy whilst ensuring the borough meets its housing and employment space requirements, alongside the delivery of any necessary and appropriate infrastructure.

4.7.61 — Figure S3 and Table S2 present all the Southall Development Sites and the schedules that follow set out key site information, contextual considerations and design principles for each.

4.7.62 — Development Sites represent site-specific components of the development plan and are intended to deliver the broader thematic policies set out elsewhere in this document.

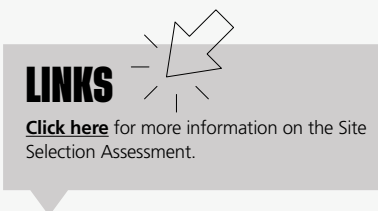
4.7.63 — Development Sites form the adopted policy for each of these specific sites and will not restate all relevant development plan policies; however all proposals are expected to accord with the development plan as a whole, as well as any local placemaking objectives set out in the relevant Town Plan. Proposals will also need to take account of relevant masterplans or supplementary planning document (SPD) guidance as part of future planning applications.

4.7.64 — The Development Site schedules that follow should be read in conjunction with the overarching principles below:

Residential: Refers to Use Class C3 housing.

Setting/Typology: Development proposals must respond to relevant contextual design guidance provided in Part 2 of the Ealing Character Study.

PTAL: Refers to the 2015 base year as defined by Transport for London. Development proposals must be assessed against the latest data available at the point of application.



Tall Buildings: Detail on specific tall buildings sites is set out in the Tall Buildings Strategy and supporting Site Study Appendices. Height is set out in storeys and a metre equivalent is prescribed in Policy D9 as an average of 3.5 metres per storey. The tall buildings threshold height is simply that and not a presumption that any height up to this is automatically acceptable. Proposed heights remain subject to a full design assessment at the point of application.

Flood Risk: Development proposals must comply with latest technical guidance provided by the council, including the Strategic Flood Risk Assessment (SFRA) Level 1 and 2.

Key Infrastructure Requirements: Infrastructure is expected to be delivered in earlier phases of development. These requirements are consolidated in the council's Infrastructure Delivery Plan, which acts as a 'snapshot in time', setting out the infrastructure that will be required to support the planned growth across the borough, delivered through a variety of bodies, including Ealing Council.

Design Guidance: Development proposals must comply with latest design guidance provided by the Greater London Authority (GLA), the council's Ealing Character Study and Housing Design Guidance.

Housing: Development proposals for sites with a residential component must satisfy the requirements of the council's Housing Strategy at the point of application.

Industry: Development proposals for sites with an industrial component must satisfy the requirements of Policy E4 for testing and reversion of industrial uses.

4.7.65 — Any factual information cited in a Development Site should be reconfirmed prior to application. Planning designations can be sourced on the council's Interactive Policy Map.

4.7.66 — For Development Sites under multiple ownership, applicants should undertake effective engagement with residents, landowners, developers and leaseholders to facilitate potential land assembly for the benefit of comprehensive and cohesive development. Where single applications are submitted for part of a Development Site, proposals must not compromise future delivery of land remaining within the overall Development Site boundary.

4.7.67 — The deliverability of Development Sites was assessed at the plan making stage. The Site Selection Report explains the approach, methodology and findings and can be found on the council's website.

4.7.68 — The council will promote the delivery of these Development Sites, including use of compulsory purchase powers where these are necessary for land assembly.

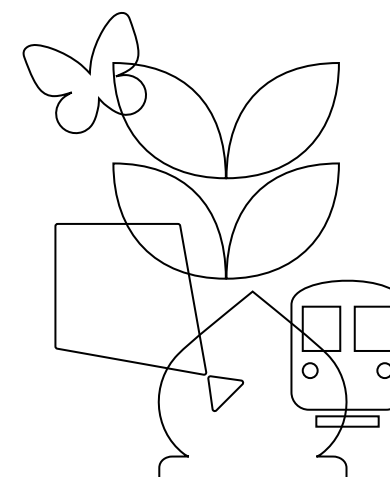


Table S2:
Southall Development Sites

01SO	Southall Crossrail Station & Gurdwara	410	11SO	The Green Quarter (Southall Gasworks)	430
02SO	Southall Sidings	412	12SO	Scotts Road Trading Estate	432
03SO	Former Sorting Office & Kings Hall Methodist Church	414	13SO	Endsleigh Industrial Estate	434
04SO	Southall West London College	416	14SO	Witley Works	436
05SO	31 – 45 South Road & Telephone Exchange Quality Foods & Iceland	418	15SO	Monorep Site	438
06SO	Fairlawn Hall and Science of the Soul	420	16SO	Warren Farm and Imperial College Land	440
07SO	The Limes, Maypole Court, Banqueting Centre, 13–19 The Green	422	17SO	Great Western Triangle Centre	442
08SO	Middlesex Business Centre	424	18SO	Golf Links Estate	444
09SO	Havelock Estate	426	19SO	Cranleigh Gardens Industrial Estate & Kingsbridge Crescent	446
10SO	The Green	428	20SO	Hambrough Tavern	448
			21SO	Toplocks Estate	450

Figure S3:
Southall Development Sites

KEY

EXISTING FEATURES

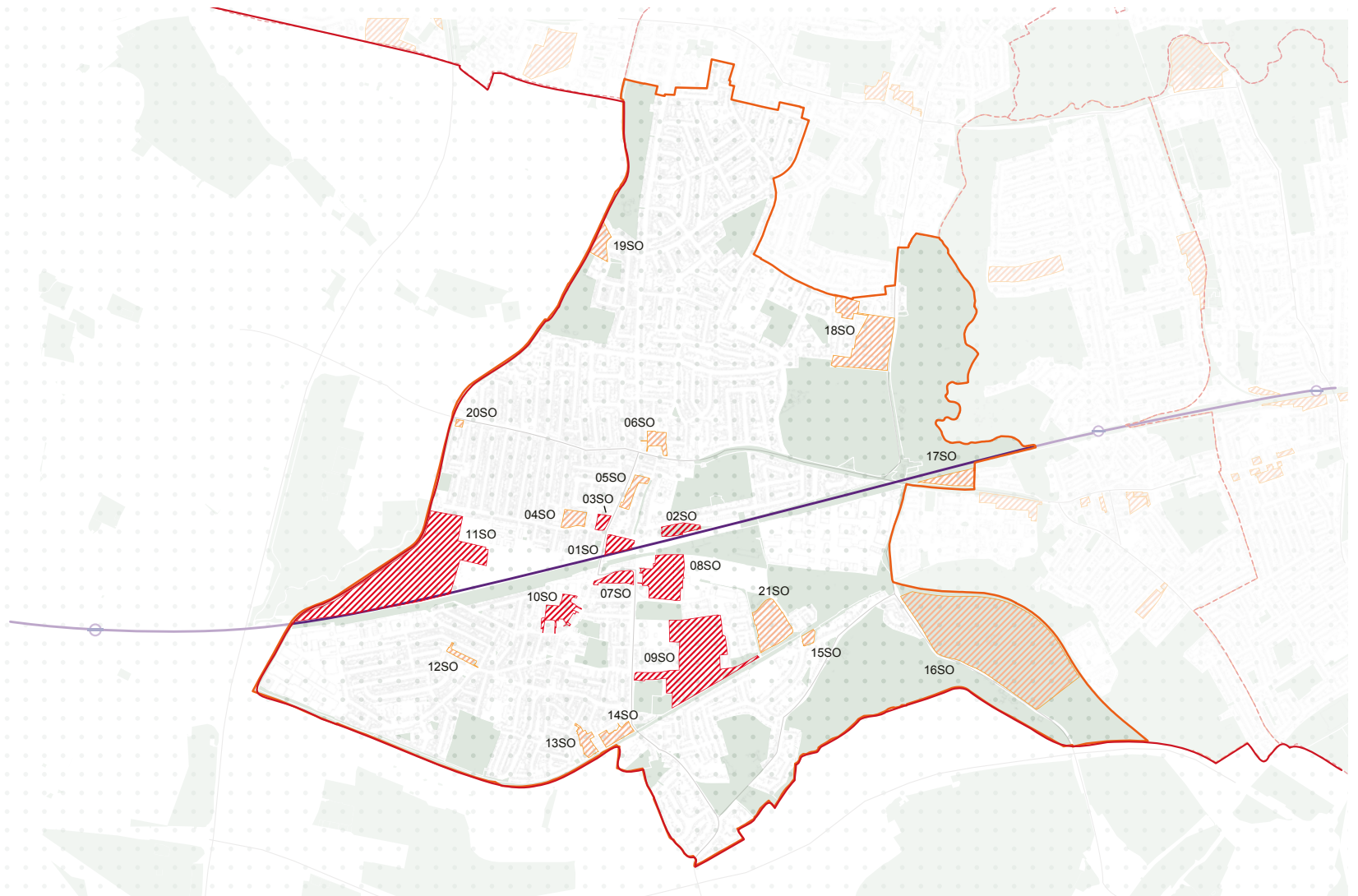
- Ealing Boundary
- Town Boundary
- River/Canal
- Open Space

TRANSPORT

- High Speed 2
- London Overground
- London Overground Station
- Elizabeth Line
- Elizabeth Line Station
- Central Line
- District Line
- Piccadilly Line
- London Underground Station
- Railways
- National Rail Station
- Roads

DEVELOPMENT SITES

- Development Sites (suitable for a tall building)
- Development Sites (not suitable for a tall building)



SITE ADDRESS

SITE AREA (Hectares)

OWNERSHIP

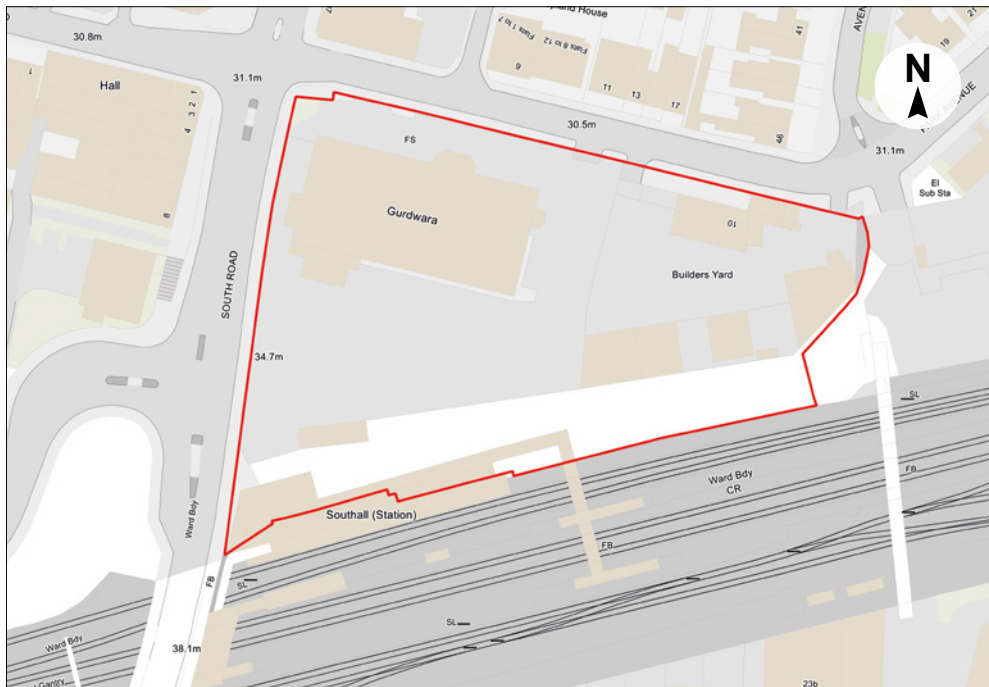
2–10 Park Avenue, Southall,
UB1 3AG

1.27

Network Rail, Private

Southall – 0150

Southall Crossrail Station & Gurdwara



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CURRENT USE

Southall Station, Gurdwara with associated parking and retail and industrial uses to the east of the site.

PROPOSED USE

Residential-led, mixed-use scheme with retail and community uses at ground floor and reprovinding a new purpose built Gurdwara.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Centres/Campus.

PTAL

4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 18 storeys (63 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), SINC (local) (nearby), Green Corridor (nearby), existing industrial use (non-designated), Grade II Listed Railway Arches, Merrick Road (nearby), Grade II Listed King’s Hall Methodist Church (nearby), Southall Major Centre, Opportunity Area, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Reprovide a new purpose built Gurdwara. Public realm, landscaping, greening, highways and active travel improvements. Promote permeability through the site and investigate the potential to improve access to the station and a new healthcare facility.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- Located within the area designated as the Southall Major Centre.
- A key gateway site in Southall next to the station that is vital to the provision of new homes, commercial opportunities and provision of critical social infrastructure.
- Reprovision of the Gurdwara Sri Guru Singh Sabha is required within any development proposal, with a new landmark building and public space of significance not just to Southall but also in the broader London context.

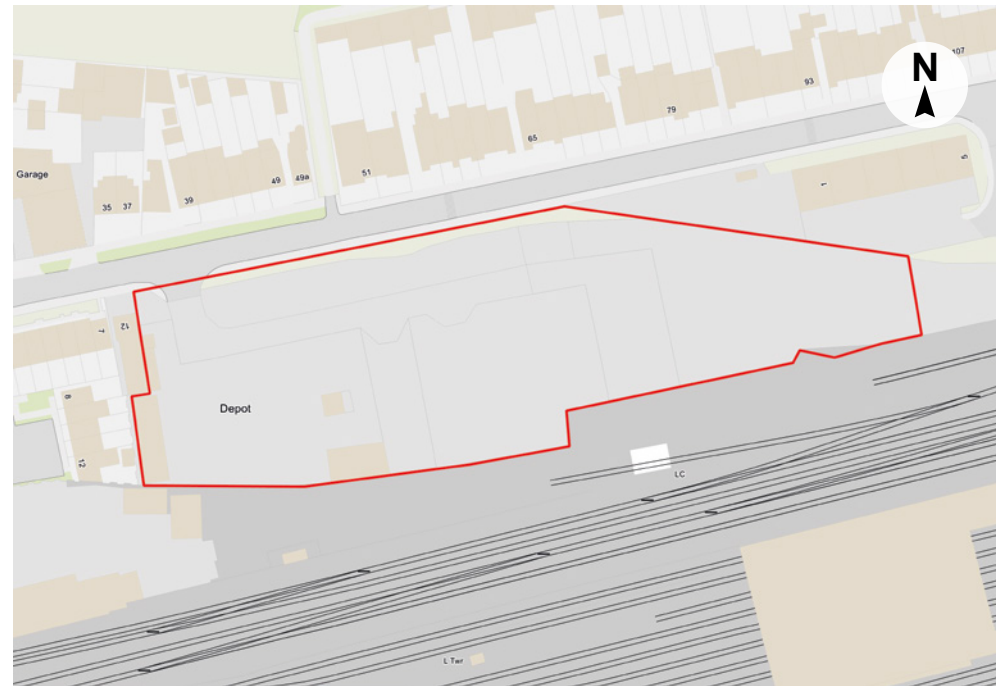
DESIGN PRINCIPLES

- Development proposals need to optimise the potential and capacity of the site guided by the need to create a new gateway to Southall that reflects the new services and focus of activity at Southall Station.
- Alongside the new Gurdwara, mixed ancillary development is to include residential, retail and other town centre uses compatible with the emerging significance of this site.

- Provide a positive sense of arrival through mixed-use, high-quality architectural and public realm proposals that include significant opportunities for new public space at the landing point of the new pedestrian bridge to the east.
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Buildings Strategy. Heights are to range between 1 and a maximum of 18 storeys (63m) across the site, with taller elements located at the west of the site and on the corner of South Road and Park Avenue and within the middle of the site. The frontage on Park Avenue is to step down to reflect the existing context of low-rise residential properties.
- Set back new buildings along Park Avenue to further respond to residential properties opposite and create widened pavements for improved pedestrian connectivity.
- Mitigate site level changes along South Road whilst creating active frontage and visual connections, where possible.
- Ensure public and private accesses and uses are clearly defined through careful architectural and landscape design.
- Ensure defined public/private uses and an improved public realm, with buildings designed to provide natural surveillance and defensible boundaries that could be in the form of hardy planting and low railings.
- Incorporate significant public realm improvements to South Road and Park Avenue through the introduction of active frontage, landscaping and tree planting.
- Establish a new public square within the site and at the landing point of the new pedestrian bridge to the east.
- Locate service/plant rooms to the rear of the site or within a podium to ensure public spaces and streets remain active.
- Provide residential amenity space in the form of a shared podium garden, a rooftop terrace or private balconies to free-up the ground floor for public uses.
- Mitigate the impact of railway noise and nearby industrial uses.
- Incorporate no/low levels of car parking for any residential development given the town centre location but some parking provision may be appropriate to improve the accessibility of the new Gurdwara.

Southall – 02SO

Southall Sidings



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Park Avenue, Southall, UB1 3AD	1.16	Transport for London

CURRENT USE

Auto repair business, other commercial and light manufacturing businesses.

PROPOSED USE

Residential led mixed use scheme.

RELEVANT PLANNING APPLICATION(S)

201888FUL.

SETTING/TYOPOLOGY

Campus.

PTAL

3-4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Locally listed buildings (nearby), SINC (borough) (adjacent and nearby), SINC (local) (nearby), Green Corridor (nearby), TPO, Southall Major Centre, Opportunity Area, Strategic Area for Regeneration, existing industrial use (non-designated).

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping, greening, highways and active travel improvements.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1-10 (2023/24 – 2032/33)

CONTEXTUAL CONSIDERATIONS

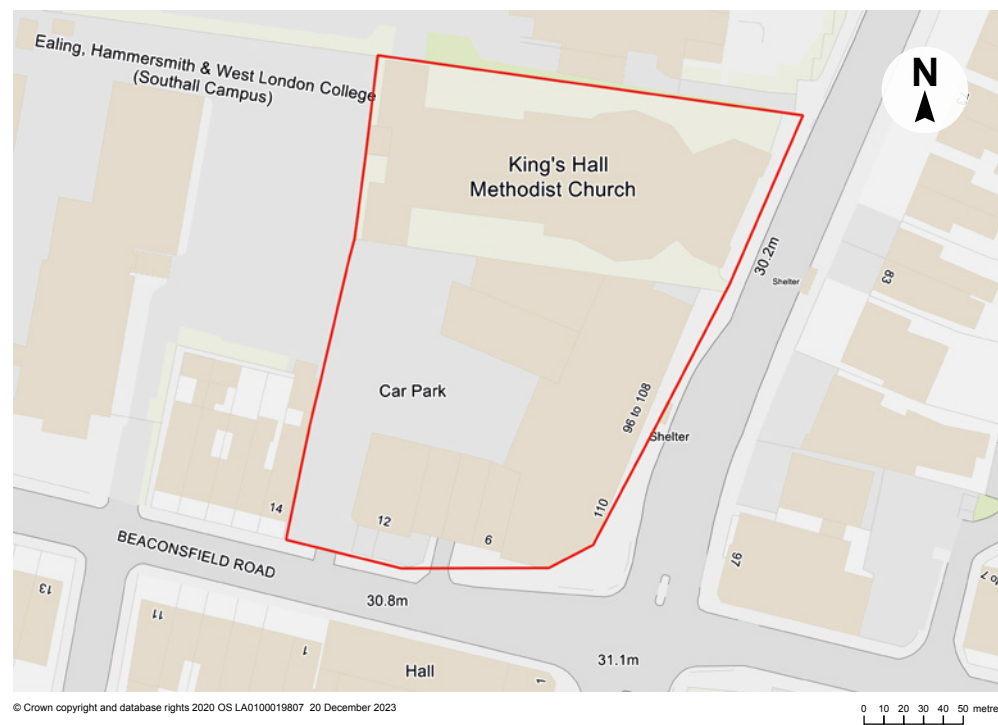
- Key site in the Southall Opportunity Area, vital to the provision of new homes in Southall Major Centre and a Strategic Area of Regeneration. Development here needs to optimise the capacity of the site.

DESIGN PRINCIPLES

- Ensure comprehensive, whole site development that allows for intensification of the current use, or of residential uses on the site.
 - Development needs to satisfy the requirements of London Plan Policy E4 and Ealing Local Variation Policy E4 H-I for industrial retention and any co-location of residential uses should achieve industrial uplift.
 - Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range up to a maximum of 6 storeys (21m) across the site. The height of any proposal should take into consideration the 2-3 storey properties fronting the site, with scale and massing responding sensitively to the low-rise surrounding housing.
- Align the new building frontage with the existing neighbouring buildings to provide widened pavements and improved public realm.
 - Active frontage should be provided along Park Avenue with service uses situated to the rear of the site.
 - Layout should be designed to reduce noise exposure from the railway and ensure good residential amenity.
 - Provide on-site amenity space and planting which complements the adjacent SINC and Green Corridor.
 - Encourage tree planting along the northern edge of the site.
 - Incorporate no/low levels of car parking for any residential development given the town centre location.

Southall – 0350

Former Sorting Office & Kings Hall Methodist Church



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
South Road, Southall, UB1 1RB	0.58	Private

CURRENT USE

Typical town centre uses, and former Kings Hall Methodist church to the north of the site.

PROPOSED USE

Residential led mixed use scheme, including retention of community facilities.

RELEVANT PLANNING APPLICATION(S)

222363VAR, PP/2015/4921.

SETTING/TYOLOGY

Centres.

PTAL

4–5

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Locally listed building, Southall Major Centre, Opportunity Area.

KEY INFRASTRUCTURE REQUIREMENTS

Highways, public realm, landscaping, greening and active travel improvements.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1–10 (2023/24 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Key site in the Southall Opportunity Area, vital to the provision of new homes and employment uses in Southall Major Centre. Development here needs to optimise the capacity of the site.
- King's Hall Methodist Church is a locally listed building and should be retained and refurbished.
- Existing community facilities should be retained and new commercial elements will need to provide a strong active frontage to support the vibrancy of Southall Road.
- New development should not overlook neighbouring Hambrough Primary School.

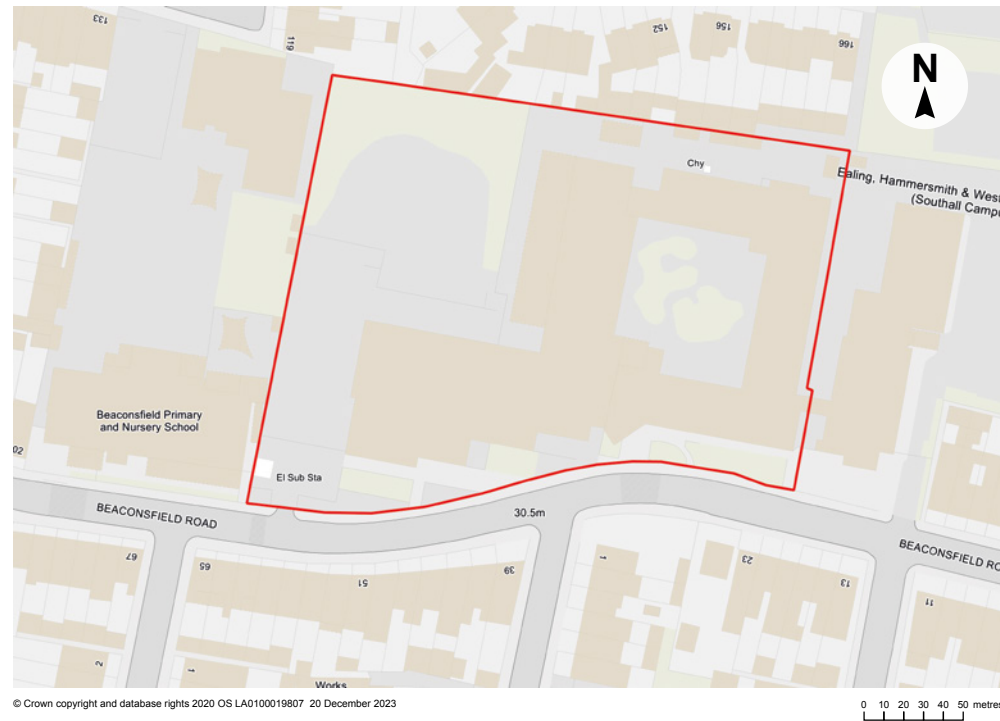
DESIGN PRINCIPLES

- Development should be high quality residential, community, retail and town centre uses compatible with the emerging significance of this site not just to Southall but also to the broader London context, and result in improvements to the environment, public realm, and transport interchange in and around the site.

- Promote a landmark building along South Road and Beaconsfield Road to emphasise the site's prominent corner.
- Provide new commercial, retail and community uses on the ground floor, with a focus on continuous active frontages and upgraded public realm along Beaconsfield Road & South Road. Retail and community uses should complement existing uses in Southall Major Centre.
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 2 and a maximum of 6 storeys (21m) across the site.
- Provide defensible space for new dwellings along with private shared amenity space to the rear of the site.
- Explore the potential for mixed-use perimeter blocks to provide shared private courtyards to the rear of the site for new homes.
- Prioritise pedestrian movement by widening existing pavements and retaining existing vehicular access.
- Incorporate no/low levels of car parking for any residential development given the town centre location.

Southall – 0450

Southall West London College



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Beaconsfield Road, Southall, UB1 1RB	1.18	Private

CURRENT USE

Post-16 higher education facility, with an associated sports centre and community uses.

PROPOSED USE

Residential, education and community.

RELEVANT PLANNING APPLICATION(S)

203705FUL.

SETTING/TIPOLOGY

Campus/Centres/Green spaces.

PTAL

3-4

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed building (adjacent), Southall Major Centre, Opportunity Area.

KEY INFRASTRUCTURE REQUIREMENTS

Education and social infrastructure. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6-10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Key site in the Southall Opportunity Area, vital to the provision of education, community space and new homes in Southall Major Centre. Development here needs to optimise the capacity of the site.
- Development must sensitively respond to neighbouring homes and Hambrough Primary School.
- The site is at risk of surface water flooding, particularly in the south-western and western sections of the site, as well as along the southern boundary. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment read alongside the general mitigation requirements.
- Ensure any residential proposals effectively mitigate the impact of noise from on-site education uses and from Hambrough Primary School. Any new buildings should not overshadow neighbouring homes and Hambrough Primary School's playground/outdoor space.
- Active frontage must be created through the retention of education uses or through the introduction of residential entrances situated on Beaconsfield Road.
- Define clearly any public and private access and spaces.
- Create defensible boundaries in the form of planting or low railings, which should be provided for any dwellings situated on the ground floor and/or fronting Beaconsfield Road.
- Provide any shared private amenity space for new homes in the form of a courtyard garden to the rear of the site.

DESIGN PRINCIPLES

- Provide a mixed-use development that includes improved education and community facilities on-site alongside the potential addition of residential accommodation
- Incorporate no/low levels of car parking for any residential development given the town centre location.

Southall – 0550

31–45 South Road & Telephone Exchange, Quality Foods & Iceland



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
31–45 South Road, Southall, UB1 1SW	1.04	Private

CURRENT USE

Range of retail, commercial, residential and office uses, and a supermarket to the south of the site, as well as a telephone exchange.

PROPOSED USE

Residential above retail ground floor and community facilities.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Centres.

PTAL

5

TALL BUILDINGS

The site is not in principle suitable for a tall building. Design analysis indicates a maximum height of 5.5 storeys (19.25 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II* Listed Himalaya Palace (nearby), SINC (local) (adjacent), Southall Major Centre, Opportunity Area, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Social infrastructure. Highways, public realm, landscaping, greening and active travel improvements. Measures to improve permeability through the site.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- Key site in Southall Opportunity Area and Strategic Area of Regeneration, vital to the provision of new homes and employment uses in Southall Major Centre. Development here needs to optimise the capacity of the site.
- Proposals should consider partial retention of the telephone exchange.

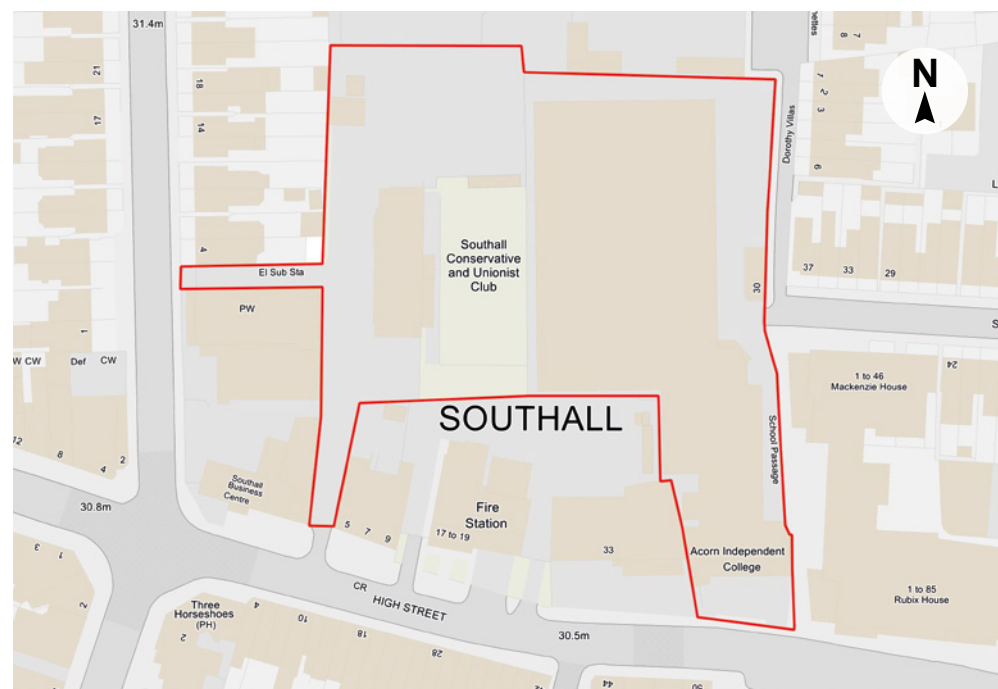
DESIGN PRINCIPLES

- Development should be high quality residential, community, retail and town centre uses compatible with the emerging significance of this site not just to Southall but also to the broader London context, with improvements to the environment, public realm, and transport interchange in and around the site.
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 2 and a maximum of 5.5 storeys (19.25m) across the site.

- Replace retail units along South Road with new, higher quality units with higher density housing above to optimise the use of land.
- Consider locating community uses near to Hambrough Primary School and the Gurdwara to create a civic cluster.
- Active frontages should be provided along all existing and new street edges.
- Provide defensible spaces for new dwellings which should be accommodated along new internal streets where possible, as well as the existing perimeter.
- Ensure that new buildings respond sensitively to existing residential frontages along Cambridge Road and avoid privacy and overlooking issues through careful design and setbacks.
- Prioritise pedestrian movement by widening existing pavements and retaining existing vehicular access.
- Create a pedestrianised route through the site linking Avenue Road with South Road to improve access through the site and permeability in the area.
- Incorporate no/low levels of car parking for any residential development given the town centre location.

Southall – 0650

Fairlawn Hall and Science of the Soul Centre



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
30 Shrubby Road & 39–47 High Street, Southall, UB1 3HB	1.06	Private

CURRENT USE

Educational, community and office uses with associated car parking.

PROPOSED USE

Residential-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Centres/Green spaces.

PTAL

4–5

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Grade II Listed 77 North Road (nearby), Grade II* Listed Himalaya Palace (nearby), locally listed building (adjacent and nearby), Southall Major Centre, Opportunity Area, Archaeological Interest Area

KEY INFRASTRUCTURE REQUIREMENTS

Social infrastructure, including healthcare. Highways, public realm, landscaping, greening and active travel improvements. Measures to improve permeability through the site.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- Key site in Southall Opportunity Area, vital to the provision of new homes and employment uses in Southall Major Centre. Development here needs to optimise the capacity of the site.
- New development should not overlook North Primary School or neighbouring residential properties.

DESIGN PRINCIPLES

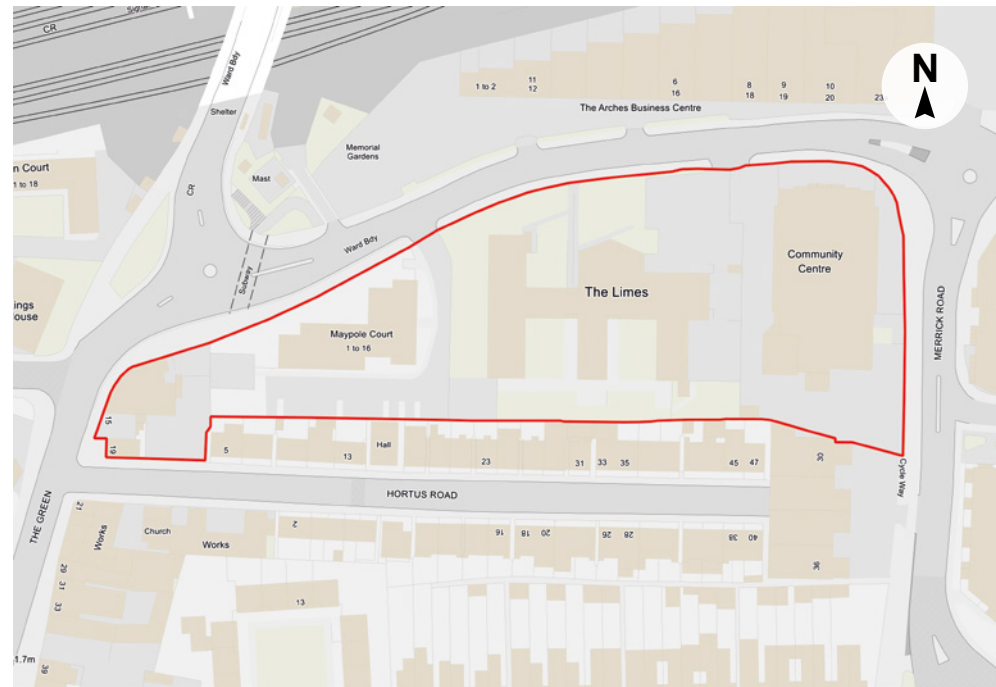
- Ensure the cohesive development of the different plots including Acorn House, RSSB Science of the Soul Centre, Inspire London College and associated car parks.
- Explore opportunities for retention of existing buildings as well as any new build development.
- Development should be a high quality mixed use residential-led scheme that provides affordable housing alongside improved office, education and community uses due to the town centre location.
- Consider potential opportunities for building height at the south of the site

fronting the Broadway and height should step down to reflect the current low-rise residential properties on Lady Margaret Road & School Passage.

- Set back buildings where necessary to address pinch points and to omit possible overshadowing to neighbouring school and residential properties.
- Maintain the existing active frontage on to the High Street and provide improved public realm with high quality building frontages.
- Incorporate no/low levels of car parking for any residential development given the town centre location.

Southall – 0750

The Limes, Maypole Court, Banqueting Centre, 13 – 19 The Green



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
13–19 The Green and 10 Merrick Road, Southall, UB2 4AU	1.22	Council, Private

CURRENT USE

Mixed use including a banquet hall to the east and a dementia care facility to the west, as well as residential uses.

PROPOSED USE

Mixed-use scheme with residential, health facility, community use and a portion of commercial/retail.

RELEVANT PLANNING APPLICATION(S)

216215FUL, 223246FUL.

SETTING/TYOLOGY

Campus.

PTAL

3–4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 18 storeys (63 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed buildings (on site and nearby), Green Corridor (nearby), SINC (local) (nearby), King Street Neighbourhood Centre, Opportunity Area, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Social infrastructure including healthcare. Highways, public realm, landscaping, greening and active travel improvements. Measures to improve permeability through the site.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Key site in Southall Opportunity Area and Strategic Area of Regeneration, vital to the provision of new homes and employment uses in Southall Major Centre. Development here needs to optimise the capacity of the site.
- New buildings should respond sensitively to existing residential buildings along Hortus Road and avoid overlooking issues.

DESIGN PRINCIPLES

- Replace existing housing with new, higher density housing to optimise the use of the land, taking account of London Plan Policy H8.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Provide a new health facility.
- Ensure retail and town centre uses are compatible with the emerging significance of this site not just to Southall but also to the broader London context, and result-in improvements to the environment, public realm, and transport interchange in and around the site.

- Retain the former Barclay's Bank building situated on the Green in the western-most edge part of the site.
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 2.5 and a maximum of 18 storeys (63m) across the site, with tallest elements situated on the A3005 and lower elements dropping in height in response to existing 2–3 storey homes on Hortus Road.
- Ensure the layout of new buildings is based around a series of pedestrian-orientated routes that create a legible and well-connected masterplan with clear distinctions between public and private space.
- Development should take the form of perimeter blocks, with a scale and massing that provides an appropriate transition in building heights from the tallest to lowest elements in response to the surrounding built environment.
- Mitigate the impact of railway noise and nearby industrial uses.
- Create new pedestrian links through

the site to create permeability that enables direct and shorter routes for residents to Southall Station and bus stops on the A3005/Merrick Road.

- Incorporate no/low levels of car parking for any residential development given the town centre location.

Southall – 0850

Middlesex Business Centre



SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Bridge Road, Southall, UB2 4AB	4.95	Private

CURRENT USE

Middlesex Business Centre, featuring a number of workspace units, in addition to light industrial, storage and distribution uses.

PROPOSED USE

Mixed-use scheme with residential, health facility, community use and a portion of commercial/retail.

RELEVANT PLANNING APPLICATION(S)

183673OUT, 224785REM.

SETTING/TYOLOGY

Campus.

PTAL

1 a–3

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 16 storeys (56 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), locally listed buildings (on site and nearby), SINC (metropolitan), Green Corridor (adjacent), SINC (local and borough) (nearby), Priority Habitat (nearby), LSIS (adjacent), SIL (adjacent), Opportunity Area and Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Social infrastructure, including healthcare. New road and highways improvements. Public realm, landscaping and greening improvements. Measures to improve permeability and active travel.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 1–10 (2023/24 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Key site in Southall Opportunity Area and Strategic Area of Regeneration, vital to the provision of new homes and employment uses in this area. Development here needs to optimise the capacity of the site.
- New buildings should respond sensitively to the context of tall buildings and strategic industrial land.

DESIGN PRINCIPLES

- New commercial, retail and community uses on the ground floor should be considered in the form of mixed-use development, with a focus on active frontages along all street edges.
- Consideration should be given to the provision of employment floorspace across the site, particularly at the east part of the site as an appropriate transition between adjacent Locally Significant Industrial Site (LSIS).
- A new health facility and community centre should be considered. Any new facilities must be compatible with other public uses emerging in Southall.

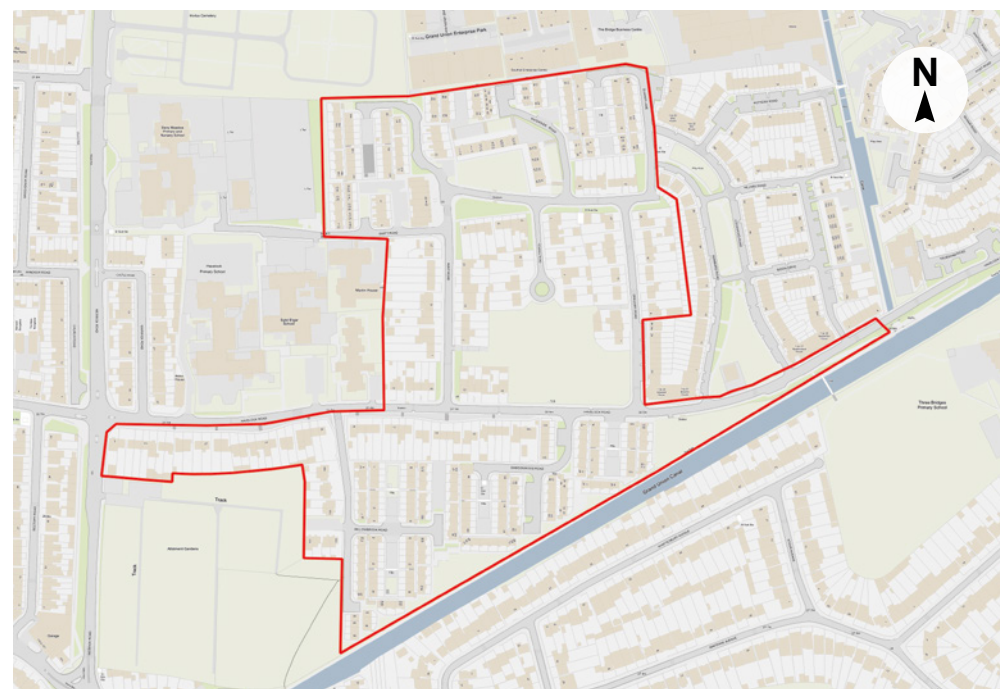
- New homes should be situated away from LSIS and interspersed between commercial and community uses.
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 1 and a maximum of 16 storeys (56m) across the site, with the tallest elements situated along the railway in response to the site's context of tall buildings.
- Development should take the form of perimeter blocks, with a scale and massing that provides an appropriate transition in building heights from the tallest to lowest elements in response to the surrounding built environment.
- Ensure the layout of new buildings should be based around a series of pedestrian-orientated routes that create a legible and well-connected masterplan with clear distinctions between public and private space.
- Create new north-south and east-west pedestrian routes. This would create more permeability in the wider area, enabling a direct, much shorter route for

residents to Southall Station, Glade Lane Park and the canal.

- Create a new east-west linear park that links Merrick Road and Glade Lane Park.
- Mitigate the impact of railway noise and nearby industrial uses.

Southall – 0950

Havelock Estate



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Havelock Road, Southall, UB2 4NY	13.48	Council

CURRENT USE

Havelock Estate housing estate and associated areas of open space.

PROPOSED USE

Residential-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

PP-2013-3241, PP-2013-3242.

SETTING/TYOLOGY

Continuous block / Free-form / Other
Green spaces.

PTAL

1 a–3

TALL BUILDINGS

The site is in principle suitable for a tall building. An agreed masterplan indicates a maximum height of 8 storeys (28 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Canalside CA (adjacent), SINC (metropolitan), SINC (local) (adjacent), LSIS (adjacent), Opportunity Area, Strategic Area for Regeneration, Public Open Space, Green Corridor, Community Open Space, Blue Ribbon Network (adjacent), Archaeological Interest Area.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Play space facilities. Measures to improve permeability, active travel and green links.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- The estate consists of 2- and 3-storey terraced and semi-detached houses and 3-storey flat blocks built between the 1950s-1970s.
- The site is bound by industrial uses to the north and by the Grand Union Canal to the south. Havelock Primary School, Bixley Field and allotments are situated to the west of the site and new homes sits to the east.
- Existing flat blocks are of particularly poor quality and there are limited public amenities on site.
- The estate is home to numerous community groups and enterprising organisations and Open Havelock’s temporary community space is situated on Willowbrook Road.
- Nearby Bixley Field, a canal park and Glade Lane Canalside Park provide valuable green spaces but alleyways and cul-de-sacs restrict direct routes to these valuable public spaces and to the rest of Southall.

- Early phases of the Havelock Estate regeneration are built, and any future development phases should continue the existing masterplan’s approach.

DESIGN PRINCIPLES

- New development should be supported by a context-driven masterplan that provides additional new affordable homes, new retail uses and a permanent community space.
- This masterplan approach should be underpinned by a legible network of new streets and public parks to ensure the estate is better integrated into Southall with improved connections to existing routes, nearby local amenities and public open space.
- The masterplan should consider character areas or design coding to ensure development responds to the existing estate and its wider context, with different building typologies and storey heights informed by the character areas to ensure new streets and neighbourhoods are distinctive from each other yet cohesive in scale and quality.

- Replace existing housing with new, higher density housing to optimise the use of the land, taking account of London Plan Policy H8.
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
- Designs should concentrate building height in prominent locations such as the canal side, opposite Bixley Fields, along primary streets and opposite public open spaces to improve wayfinding and to maximise scenic views.
- By contrast, 2- or 3-storey houses or maisonettes could be located in the centre of the estate’s plan on secondary streets of a residential-scale that step-up in height towards prominent locations.
- Ensure that the scale and massing of new buildings responds to the existing 2-storey houses retained on site as well as to the estate’s wider context of 2–7 storey homes and industrial uses.
- Establish a layout with a clear hierarchy of accessible streets and routes for pedestrians, cyclists and car users to

improve connections to local amenities and transport hubs.

- Create new public spaces including new children’s play spaces with the canal and Canalway Park acting as focal public spaces.
- Create green links to the canal and improvements to the canal towpath.

Southall – 10SO

The Green



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
The Green, Southall, UB2 4BZ	2.05	Private

CURRENT USE

Large car park, as well as retail, commercial, light industrial and entertainment.

PROPOSED USE

Residential, flexible commercial, employment and community floorspace, parking.

RELEVANT PLANNING APPLICATION(S)

215058FULR3.

SETTING/TYOLOGY

Campus / Centres.

PTAL

3–4

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 18 storeys (63 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed Southall War Memorial (nearby), Grade II Listed The Green Manor House (nearby), locally listed buildings (on site and nearby), Green Corridor (nearby), LSIS (adjacent), existing industrial use (non-designated), King Street Neighbourhood Centre, Opportunity Area, Strategic Area for Regeneration, Archaeological Interest Area.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Measures to improve permeability and active travel.

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1–10 (2023/24 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- Development should provide an open street network behind the existing town centre frontages on the Green, that optimises the site for residential and related uses.
- The LSIS immediately to the north is expected to come forward for plan-led mixed intensification in line with Policy E6 and this allocation should help to facilitate this form of development.
- Views from the Green and Southall Manor House will need to be taken into account and the setting of the listed Manor House should be carefully considered.

DESIGN PRINCIPLES

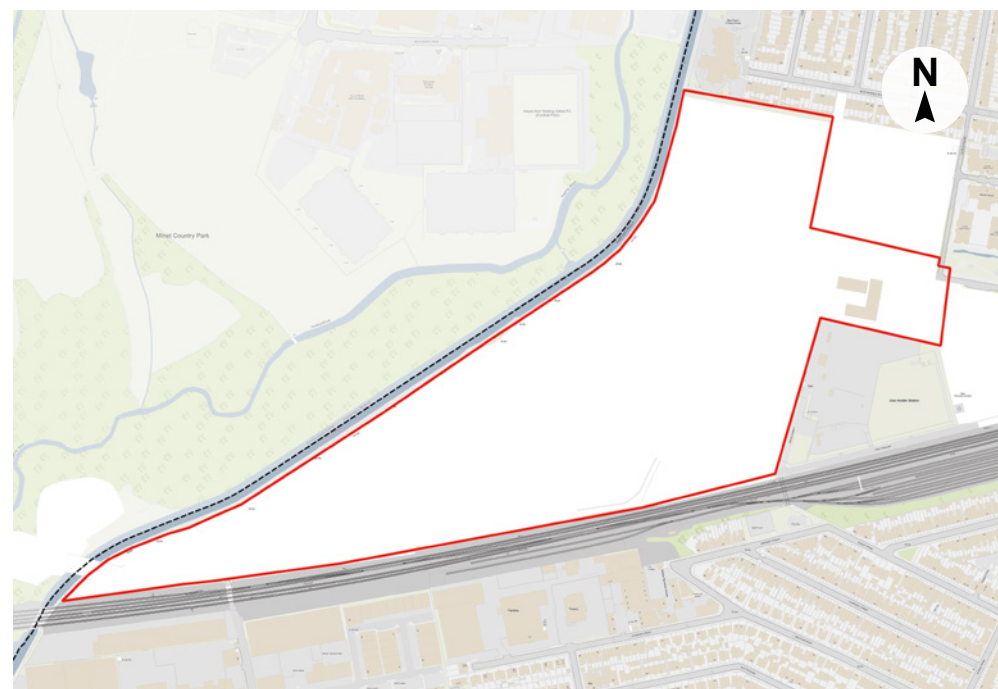
- Ensure building height, massing and street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 3 and a maximum of 18 storeys (63m) across the site.
- Development should take the form of perimeter blocks with amenity space accommodated at podium level and

any servicing provided internally. Active frontage and the provision of commercial and employment spaces at street level should facilitate future integration with the LSIS site to the north.

- Retain existing frontages along Southall Green with upgrades to shopfronts and built fabric.
- Upgrade access to the rear of the site to ensure high quality pedestrian access and ensure existing servicing spaces rationalised and improved.
- Create new public spaces and active frontage within the site, particularly relating to main pedestrian routes to and from Southall Park and along The Green.
- Incorporate no/low levels of car parking for any residential development given the town centre location but some parking provision may be appropriate to improve the accessibility of any social infrastructure provision on site.

Southall – 1150

The Green Quarter (Southall Gasworks)



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
The Straight, Southall, UB1 1QX	22.0	Private

CURRENT USE

Former gas works under construction in line with the extant planning permission for the site (Green Quarter). Part of the site has recently been in temporary use as a construction academy as well as long-stay parking for Heathrow Airport.

PROPOSED USE

Residential, employment uses, school and health centre.

RELEVANT PLANNING APPLICATION(S)

PP/2015/4682, 171562VAR, 178801FUL, 234110OUT.

SETTING/TYOLOGY

Continuous block.

PTAL

0–1 b

TALL BUILDINGS

The site is in principle suitable for a tall building. Design analysis indicates a maximum height of 18 storeys (63 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Canalside CA (adjacent), SINC (metropolitan) (adjacent), Priority Habitat (adjacent), Green Corridor (adjacent), TPO, Blue Ribbon Network (adjacent), Southall Major Town Centre, Opportunity Area.

KEY INFRASTRUCTURE REQUIREMENTS

Community facilities, school, health centre, sports hall, public open space, energy centre, canal crossing, green links, highway improvements. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–15 (2028/29 – 2037/38)

CONTEXTUAL CONSIDERATIONS

- A major regeneration scheme located on the former Southall Gasworks that is already underway.
- An opportunity to bring back into use a large parcel of previously contaminated land and support the long term regeneration of Southall, delivering a range of new homes, community facilities, including a school and health centre, new public open space, and major infrastructure improvements.
- The outline planning permission has established general principles regarding layout and built form, however a revised masterplan for phases 4–9 was submitted in October 2023 for residential, flexible commercial uses, a drinking establishment, education uses, a new sports hall, energy centre and canal crossing.
- The southern edge of the site is adjacent to a railway line, Green Corridor and TPOs. The western edge borders the Grand Union Canal, SINC, Canalside Conservation Area, with

Minet Country Park across the canal located within LB Hillingdon.

- Southall Crossrail Station and buses are within a 20 minutes’ walk from the furthest part of the site.
- Land along the Grand Union Canal to the north-west of the site, is predicted to be at risk from surface water flooding. Surface water is expected to pond at multiple locations throughout the site, particularly around Seva Drive running through the centre. The site is located within 5m of an Ordinary Watercourse. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment read alongside the general mitigation requirements.

DESIGN PRINCIPLES

- New development should be supported by an agreed masterplan that provides new housing and a range of new physical, social and green infrastructure necessary to deliver place shaping ambitions for this new and substantial development.
- Ensure building height, massing and

street layout proposals are developed in accordance with the Tall Building Strategy. Heights are to range between 2 and a maximum of 18 storeys (63m) across the site.

- Integrate any new development proposals with the existing town centre and built form of South Road, with a clearly defined entrance or gateway into the site.
- Create a hierarchy of spaces that are easy to read and navigate, ensuring that all spaces are properly overlooked to avoid areas that feel underused or unsafe.
- Ensure that the site layout prioritises pedestrians and cyclists, creating a grid of streets and pathways that are pleasant to use and legible.
- Create new public open spaces and children’s play areas linked with green routes to the canal and Minet Country Park beyond, with a new bridge crossing the canal, and improvements to the canal walk.
- Optimise the location adjacent to the canal with buildings designed to include balconies and roof terraces.

Southall – 12SO

Scotts Road Trading Estate



SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Scotts Road, Southall, UB2 5DD	0.59	Private

CURRENT USE

Industrial units, occupied largely by auto repair businesses.

PROPOSED USE

Residential-led, mixed-use scheme (including some industrial).

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Campus/ Continuous block.

PTAL

2–3

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Existing industrial site (non-designated), Opportunity Area.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- The site forms the backland to low-rise residential terraces and semis on Scotts Road and Emerald Square, existing uses are vehicle intensive and much of the site is taken up with parking and vehicle storage.
- The area is dominated by surrounding residential uses which are low-rise and fine-grained, development will need to respond to this context while reconciling any mixed uses and servicing requirements.

DESIGN PRINCIPLES

- Development should follow a mews typology that reflects the low-rise and fine-grained character of the neighbouring housing. Given the dominant nature of road access in such a long narrow site, it should be treated as shared surface and subject to planting and traffic calming.
- Ensure redevelopment tests the capacity for reversion of light industrial uses on part of the site, these would be compatible with a mews form that

allows servicing to be internal and any parking off-street. Industrial and residential access should be separate, with commercial traffic using the Western Road side, this will reduce any risk to pedestrians.

- Promote urban greening and SUDS measures, particularly where vehicle usage and hard surfacing can be reduced.
- Provide circulation spaces that are multi use where vehicle circulation is light and speeds are low, to ensure that greening reinforces this character as well as improving amenity.

Southall – 1350

Endsleigh Industrial Estate



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Endsleigh Road, Southall, UB2 5QR	1.14	Private

CURRENT USE

Industrial, small business and retail uses, Adelaide Dock.

PROPOSED USE

Residential-led, mixed-use scheme (including some industrial).

RELEVANT PLANNING APPLICATION(S)

190140FUL.

SETTING/TYOLOGY

Campus / Continuous block.

PTAL

1 b2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), SINC (metropolitan) (adjacent), existing industrial site (non-designated), Opportunity Area, positive contributor (on site), Canalside CA (nearby), Blue Ribbon Network (nearby).

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Improvements to SINC and canal towpath. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- The site is the remaining industrial portion of a former larger concentration of industrial uses next to the canal. It is suitable in principle for mixed intensification with the major constraint being vehicle access.
- Opportunities exist to form new access to the east at the corner of Whitley Gardens and Ellison Gardens, and through Gilding Way.
- The site is at high risk of surface water flooding, particularly along Endsleigh Road that runs through the centre of the site. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment read alongside the general mitigation requirements.

DESIGN PRINCIPLES

- Development must start with a shared industrial baseline with 1450 that defines the type of industrial uses with demand for these sites. Proposals should begin by setting out the provision of

industrial uses and these may then be facilitated by ancillary provision of other uses such as residential.

- Establish an open street grid at the south of the site that relates to development at Gilding Way and aligns with the broader street pattern at Whitley Works. This will benefit both the pedestrian network and vehicle servicing for industrial uses.
- Concentrate residential development at the south of the site at the canal where there is capacity for greater amenity and height that also reflects neighbouring development. This will also necessitate rationalisation and improvements to the SINC and the canal towpath.
- Ensure that development at the northern part of the site takes a mews form that allows for internal servicing and a potential one way through link to Whitley Gardens and Endsleigh Road. Heights should step down to the north to reflect adjacent low-rise residential properties.
- Manage industrial access and servicing to avoid conflict with new residential provision and with the existing residential properties to the north and east.

- Take advantage of a co-ordinated layout and servicing arrangements between this site and 1450.

Southall – 1450

Witley Works



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Witley Gardens, Southall UB2 4ES	1.25	Council, Private

CURRENT USE

Residential, retail and industrial uses.

PROPOSED USE

Industrial-led mixed-use intensification

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Campus / Free-form.

PTAL

1 b–2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Norwood Green CA (nearby), locally listed building (nearby), SINC (metropolitan) (adjacent), Blue Ribbon Network (adjacent), Opportunity Area, existing industrial site (non-designated).

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Improvements to SINC and canal towpath.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- The site is suitable in principle for mixed intensification with the major constraint being vehicle access.

DESIGN PRINCIPLES

- Development must start with a shared industrial baseline with 13SO that defines the type of industrial uses with demand for this site. Proposals should begin by setting out the provision of industrial uses and these may then be facilitated by ancillary provision of other uses such as residential.
- Ensure that development proposals establish an open street grid at the south of the site that relates to development at Gilding Way. This will benefit both the pedestrian network and vehicle servicing for industrial uses.
- Concentrate residential potential at the south of the site next to the canal where there is capacity for greater amenity, and height that reflects neighbouring developments. This will also necessitate

rationalisation and improvement to the SINC and the canal towpath.

- Development at the north and east of the site should improve the setting of the existing low-rise residential while optimising the capacity of the site.
- Enhance the towpath and ensure provision of natural surveillance and improved pedestrian amenity. The site is currently a long dead stretch of frontage on to the canal, with poor access and environmental quality, development should result in a much more porous form and significant planting.
- Manage industrial access and servicing need to be carefully managed to avoid conflict with new residential provision and with the existing residential to the north and east.
- Take advantage of a co-ordinated layout and servicing arrangements between this site and 13SO.

Southall – 1550

Monorep Site



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Poplar Avenue, Southall, UB2 4PN	0.49	Private

CURRENT USE

Former car sales dealership.

PROPOSED USE

Residential led mixed use development.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Campus.

PTAL

1 b

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Grade II Listed Glade Lane Bridge (adjacent), locally listed building (nearby), St Mark's Church and Canal CA, SINC (metropolitan) (adjacent), SINC (borough) (nearby), Blue Ribbon Network (adjacent), Strategic Area for Regeneration, Archaeological Interest Area.

KEY INFRASTRUCTURE REQUIREMENTS

Community centre Public realm, landscaping and greening improvements.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29 – 2032/33)

CONTEXTUAL CONSIDERATIONS

- This strategic site holds potential for a redevelopment to provide a use that is in keeping with the character of the surrounding area which is predominantly residential with two storey buildings.
- The site is in close proximity to the Metropolitan Open Land of Norwood Green. The north of the site has views of the Grand Union Canal in short and longer views and is situated next to the statutory Grade II listed walls, gates, sluices & bridge at Lock 90, Hanwell Flight.
- Although the site lies within the St Mark's Church and Canal Conservation Area, the existing development comprising a car dealership, vehicle repair and sales does not contribute positively to the conservation area.

DESIGN PRINCIPLES

- Development needs to satisfy the requirements of London Plan Policy E4 and Ealing Local Variation Policy E4 H-I for industrial retention and any co-

location of residential uses should achieve industrial uplift.

- Development proposals for this site should capitalise on the site's location next to the Grand Union Canal and situation within the St Mark's Church and Canal Conservation Area.
- Introduce a mixed use development, providing new homes, a new community hub, public spaces and increased greening on site. Ensure building heights respond to both existing properties on Poplar Avenue whilst considering the impact of views of the Grade II listed Glade Lane Bridge and the St Marks Church and Canal Conservation Area.
- Consider the impact upon neighbouring buildings which are between 2–3 storeys.
- Due to the openness of the site in close proximity to other residential buildings it would be appropriate for any new development to have similar heights of 2–3 storeys with building lines being taken into consideration of Poplar Avenue and neighbouring Glade Lane.
- Provide a cohesive access strategy to mitigate the site's level changes and to ensure the relationship between public uses and private residences are sensitively addressed.
- Due to the lack of parking in the wider area, low PTAL rating and the established use on site it is advised some car parking could be retained on site to service the mixed-use development.
- Improve the pedestrian/cycle link from Glade Lane to the canal, enhancing connectivity to the site.
- Improve the front of the site and its access incorporating public realm enhancements and integration with the surrounding conservation area.
- Provide a public space that could be incorporated into public realm changes including improved planting to existing areas and incorporate a landscape-driven public realm design for the community use.

Southall – 1650

Warren Farm and Imperial College Land



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0 50 100 150 200 250 metres

SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Windmill Lane, Southall, UB2 4NE	33.81	Council, Private

CURRENT USE

Open Space (sports ground currently not used).

PROPOSED USE

Outdoor sports facility and nature reserve.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Green spaces.

PTAL

0–1a

TALL BUILDINGS

The site is not in principle suitable for a tall building.

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Metropolitan Open Land, Community Open Space, Grade II* Listed Osterley Park (adjacent), St Mark's Church and Canal CA (nearby), Hanwell Flight and Wall Scheduled Monument (nearby), Grade II Listed Locks/Cottages at Locks 92, 93, 95 and 97 Windmill Lane, SINC (Borough), Green Corridor (adjacent), Priority Habitats (adjacent), TPO, Strategic Area for Regeneration, Archaeological Interest Area.

KEY INFRASTRUCTURE REQUIREMENTS

Sports and leisure facilities. Measures to improve permeability and active travel. Greening improvements.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 1–10 (2023/24–2032/33)

CONTEXTUAL CONSIDERATIONS

- The site comprises Ealing’s largest sport ground, although was taken out of use for community sports over 10 years ago. The site previously provided 16 adult football pitches, 6 cricket pitches, 8 netball courts, and softball provision, as well as cricket nets and athletics facilities. These facilities were supported by changing facilities spread across 5 separate buildings.
- Given the lack of use the buildings on the site are in extremely poor condition and have been subject to notable vandalism. The land across the site is also overgrown and has become home to hundreds of plants, insects, mammals and birds. Given the size and openness of the site, coupled with the less intensive management regime in recent years, a number of rare and vulnerable species are present. Given this status the Council are currently pursuing a Local Nature Reserve status for an extensive part of the site, which will complement the existing SINC designation.

- The Council’s Indoor and Outdoor Sports Facility Strategy identifies Warren Farm as a strategic priority site capable of accommodating a multi-sport and multi-pitch facility, due to its location, size and capacity to meet an identified growing need.
- Reflecting its open character and function the site remains designated as Metropolitan Open Land and Community Open Space, and therefore any proposed built development must comply with the relevant national and regional policy tests, namely only necessary built development which directly supports open activities, and on condition that the design continues to preserve the open character of the site, would be qualify as appropriate development which could be supported.
- Future provision of outdoor facilities will need to take into consideration the current site sensitivities as well as the need to protect green space.
- The area that surrounds the sports ground is characterised by a range of different land uses including residential, commercial, rural, and light industrial.

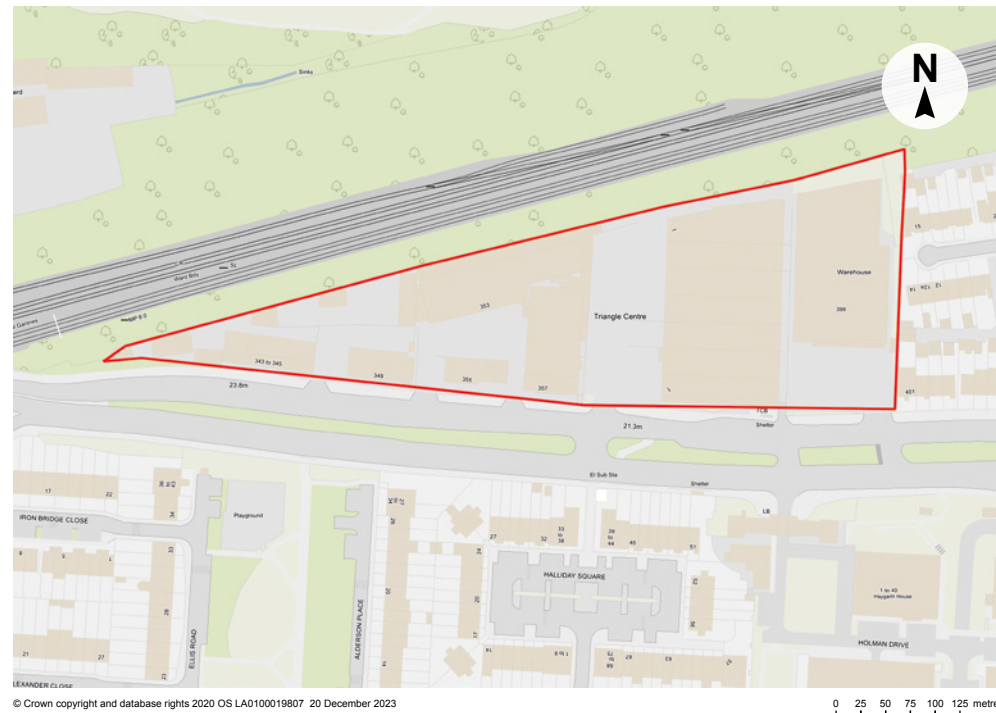
DESIGN PRINCIPLES

- Development proposals should secure an appropriate mix and balance of uses including formal and informal sport provision, co-located with a nature reserve, accessible to the community.
- Ensure the facility mix reflects the Council’s Sports Facility Strategy findings and have regard to the capacity and sensitivities of the site. This will likely include new playing pitches, and ancillary facilities including a pavilion, changing rooms and car parking, sized against the need.
- The siting, scale, height and distribution of the built form should be designed to preserve the openness of the site and to protect ecological value. Clustering built form around previous areas of hard standing may be preferred, but other configurations may be appropriate and preferable where underpinned by evidence in future site assessments.
- Consider using natural building materials would be used which are sympathetic to the landscaped setting.

- Facilitate improved pedestrian and cycle access to the site along Windmill Lane and from the north via Trumpers Way. Walking routes through and around the site should also be maintained and enhanced.

Southall – 1750

Great Western Triangle Centre



SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Uxbridge Road, Southall, UB1 3EJ	1.84	Private

CURRENT USE

Industrial uses including auto repair and a builders' merchants, as well as warehouse and educational uses.

PROPOSED USE

Mixed industrial intensification.

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOPOLOGY

Campus

PTAL

3

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres). However, Policy D9 G applies subject to an agreed masterplan.

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed St Bernard's Lodge (nearby), locally listed building (nearby), SINC (borough), Green Corridor, SIL, Priority Habitat (adjacent), TPO, Strategic Area for Regeneration.

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Grade II Listed St Bernard's Lodge (nearby), locally listed building (nearby), SINC (borough), Green Corridor, SIL, Priority Habitat (adjacent), TPO, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Measures to improve permeability, active travel and the SINC.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29–2032/33)

CONTEXTUAL CONSIDERATIONS

- The site forms a detached part of Great Western SIL and may be suitable for mixed intensification unlike a consolidated part of the SIL.
- New development will need to take account of any impacts on nearby Brent Meadow and Wharncliffe Viaduct.
- Site constraints mean that coordination between individual land holdings will be important.

DESIGN PRINCIPLES

- Follow a masterplanned approach similar to that set out in Policy E6 for LSIS, starting with the development of an industrial baseline that defines the type of industrial uses with demand for this site.
- Ensure that development proposals consolidate and rationalise the site for conforming industrial uses and create a high quality of environment for any supporting residential development.
- Ensure new industrial provision does not include the non-conforming uses that currently form the majority of occupants on site.

- Provide active frontages and convenience retail to serve the new population and existing housing directly adjoining to the east.
- Consolidate road access and make improvements to pedestrian routes along the Uxbridge Road.
- Provide an access strategy that provides for safe and secure internal pedestrian circulation as this will be important to the successful incorporation of residential uses on this site and would also benefit existing residential developments to the east.
- Create a pedestrian route that allows safe and pleasant access to Brent Meadow and the broader Brent Valley Park. This would preferentially be via Brentvale Avenue, if access can be secured.

Southall – 1850

Golf Links Estate



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Fleming Road, Southall, UB1 3ND	7.78	Council

CURRENT USE

Golf Links housing estate, as well as Birkdale Court Outdoor Sports facility and open space.

PROPOSED USE

Residential (infill)

RELEVANT PLANNING APPLICATION(S)

PP/2013/4843, 195348OUT, 221501REM.

SETTING/TYOLOGY

Free-form / Continuous block.

PTAL

1b-2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), SINC (borough) (adjacent and nearby), MOL (adjacent), Priority Habitat (nearby), Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Public realm, landscaping and greening improvements. Play space facilities. Community facilities. Measures to improve permeability and active travel.

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–15 (2028/29–2037/38)

CONTEXTUAL CONSIDERATIONS

- Golf Links Estate is a large housing currently undergoing regeneration. Phases 0 – 3 out of 14 have been completed or started. The remaining phases are subject to outline planning permission.
 - The estate consists of several different building types, including 6-storey maisonette blocks, low-rise blocks and 3 tower blocks.
 - Opportunity to upgrade and improve housing for existing and future tenants, as part of the larger regeneration of Southall.
 - Development proposals should consider nearby features of ecological value (SINC and priority habitats).
- Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
 - Make improvements to the public realm, including tree planting and soft landscaping, and reconfigure and reduce car parking areas.
 - Create more open spaces and play areas within the estate, and create links through to the West Middlesex Golf Course and better crossing points on the Greenford Road and access to Brent Valley Golf Course.
 - Create better permeability and legibility through the site for pedestrians and cyclists with improved safety from better natural surveillance.
 - Improve access to local amenities including retail and community spaces, a nursery and consider co working spaces.

DESIGN PRINCIPLES

- Further proposals for the redevelopment of the estate should consider a sensitive approach to massing and taller building elements, particularly on the eastern and southern edges of the site which adjoin or are close to Brent Valley and West Middlesex golf courses, both large areas of MOL.

Southall – 1950

Cranleigh Gardens Industrial Estate & Kingsbridge Crescent



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Cranleigh Gardens, Southall, UB1 2BZ	1.43	Private

CURRENT USE

Industrial estate comprised of numerous small businesses, and the Nanaksar Gurdwara.

PROPOSED USE

Residential, community.

RELEVANT PLANNING APPLICATION(S)

P/2013/2628, 185960FUL, 223913FUL.

SETTING/TYOLOGY

Campus.

PTAL

2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), SINC (metropolitan) (adjacent and nearby), SINC (local) (nearby), existing industrial use (non-designated).

KEY INFRASTRUCTURE REQUIREMENTS

Public realm. Canal towpath improvements. Landscaping. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–15 (2028/29– 2037/38)

CONTEXTUAL CONSIDERATIONS

- The site is at high risk of surface water flooding, particularly in northern section of the site and along the eastern boundary. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment read alongside the general mitigation requirements.

DESIGN PRINCIPLES

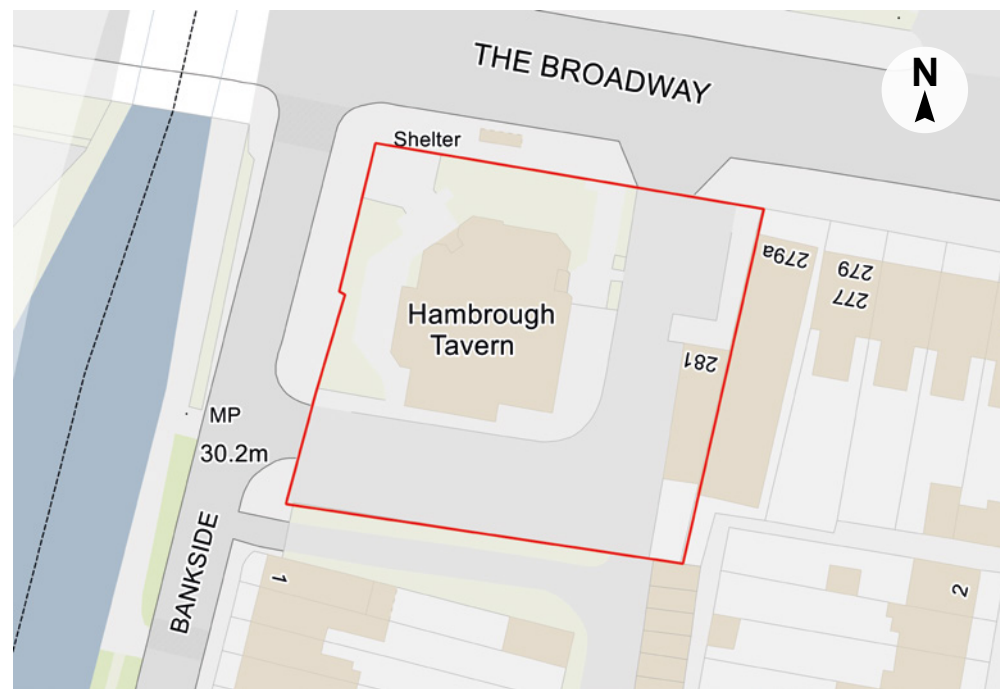
- Development needs to satisfy the requirements of London Plan Policy E4 and Ealing Local Variation Policy E4 H-I for industrial retention and any co-location of residential uses should achieve industrial uplift.
- Development should begin with new industrial provision and then devise an enabling strategy for its delivery.
- Servicing requirements for retained or reinstated industrial uses will be key, consideration should be given to internal servicing and the use of lift access to upper floors. Horizontal co-location may be preferable to

vertical mixing. In addition, it should be possible to reduce the number of access points and to improve the pedestrian environment of the street.

- Pedestrian access should be provided to the canal towpath via a safe, surveilled route.

Southall – 20SO

Hambrough Tavern



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
The Broadway, Southall, UB1 1NG	0.17	Private

CURRENT USE

Most recently used as a public house.

PROPOSED USE

Residential-led, mixed-use scheme.

RELEVANT PLANNING APPLICATION(S)

184519FUL, 223545FUL.

SETTING/TYOLOGY

Centres / Green spaces.

PTAL

2

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Canalside CA (adjacent), SINC (metropolitan) (nearby), Blue Ribbon Network (adjacent), Opportunity Area

KEY INFRASTRUCTURE REQUIREMENTS

Pedestrian crossing on Bankside opposite site and improvements to canal access, public realm and landscaping improvements. Flood risk mitigation (surface water).

INDICATIVE TIMEFRAME FOR DELIVERY

Between years 1–10 (2023/24–2032/33)

CONTEXTUAL CONSIDERATIONS

- New development must capitalise on this key site situated on the junction between Uxbridge Road and the Grand Union Canal in an Opportunity Area at the entrance to Southall.
- Height, scale, and massing should respond to predominantly low-rise context consisting houses in Southall and industrial land in Hillingdon on the other side of the canal.
- The site is adjacent to the Canalside Conservation Area and London Canals SINC.
- Development proposals should reprovide the Public House.
- The site is at high risk of surface water flooding, particularly the southern section of the site. The design and layout of the site should have regard to the recommendations detailed in the individual Level 2 SFRA Site Assessment read alongside the general mitigation requirements.

DESIGN PRINCIPLES

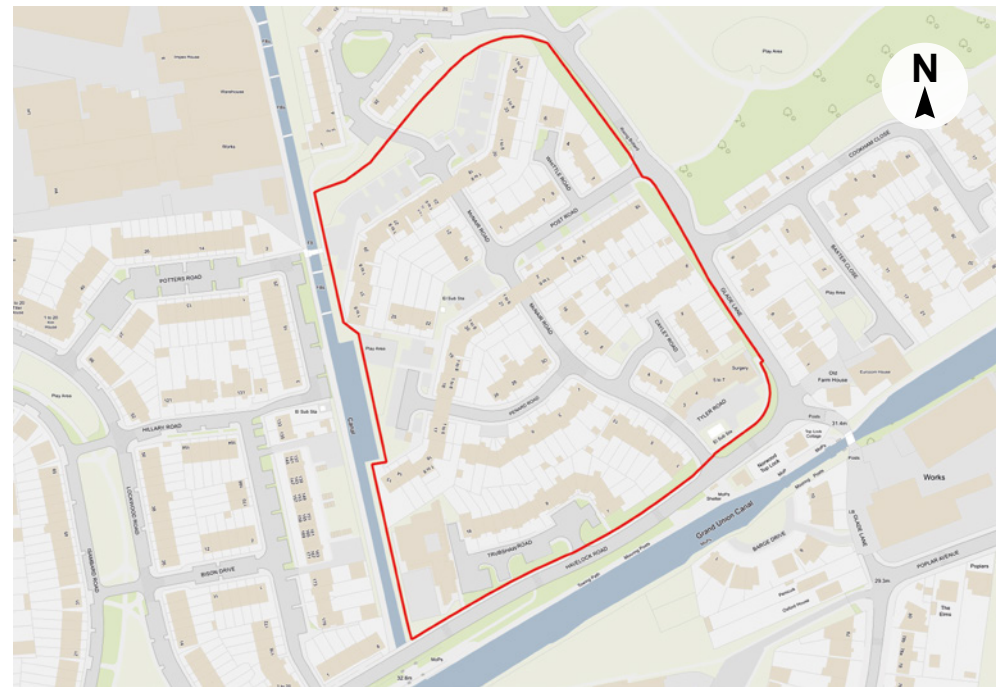
- Provide a prominent mixed use building of medium to high density that activates the site and creates a positive gateway into Southall through high-quality design.
- Incorporate retail or commercial uses on the ground floor with residential accommodation above.
- Mitigate existing site levels changes that slope away/downhill from The Broadway/Uxbridge Road.
- Proximity to the Canalside Conservation Area should inform the form and character of development.
- Development proposals should maximise views of the canal and promote passive surveillance from ground floor retail/commercial uses with the incorporation of full height glazing to Bankside frontage.
- New development should consider developing a concept for elevation designs that takes inspiration from

Southall's local history. For example from its South Asian heritage or the industrial history of pottery.

- Make improvements to the public realm, including the Canal and in particular the corner of The Broadway/Uxbridge Road and Bankside, which would benefit from soft landscaping.
- Ensure active frontage is created along The Broadway/Uxbridge Road with Bankside as a secondary frontage that maximises views of the canal.
- Reinstate historic building lines reflecting the existing building lines on The Broadway/Uxbridge Road and Bankside.
- Provide separate service access with retail/commercial and residential spaces concentrated to Uxbridge Road and Bankside and ancillary spaces located to the rear of the site or via Bankside.

Southall – 2150

Toplocks Estate



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SITE ADDRESS	SITE AREA (Hectares)	OWNERSHIP
Glade Lane, Southall, UB2 4PG	4.12	Private, RSL

CURRENT USE

Residential properties, retail and commercial uses, community uses including medical centre and the Havelock Children’s Centre.

PROPOSED USE

Residential led mixed use scheme

RELEVANT PLANNING APPLICATION(S)

None.

SETTING/TYOLOGY

Free-form.

PTAL

1b

TALL BUILDINGS

The site is not in principle suitable for a tall building. The threshold height for a tall building is 6 storeys (21 metres).

PLANNING DESIGNATIONS/SITE CONSTRAINTS

Flood Zone 3a (surface water), Canalside CA (adjacent), Grade II Listed Galde Lane Bridge (adjacent), SINC (local), SINC (metropolitan) (adjacent), SINC (borough) (nearby), Blue Ribbon Network (adjacent), Opportunity Area, Strategic Area for Regeneration.

KEY INFRASTRUCTURE REQUIREMENTS

Reprovide health and children’s facilities, the community centre and the sub-station. Measures to improve active travel and green links

INDICATIVE TIMEFRAME FOR DELIVERY

Within years 6–10 (2028/29–2032/33)

CONTEXTUAL CONSIDERATIONS

- Housing estate adjacent to the Grand Union Canal, Glade Lane Play Area and Canalside Park. Existing development is predominantly 2 storey terraced houses with gardens and 4 storey blocks of flats.
 - Located close to the Havelock Estate currently undergoing regeneration.
 - Development of the Toplocks Estate presents an opportunity to continue transformation of the area improving connectivity to the Grand Union Canal, and optimising the site's location next to the Canal.
 - The estate includes a community centre, children's centre, a small supermarket (temporarily closed), a medical centre, pharmacy and substation, all of which should be retained.
- people walking along the canal and children using the play area.
 - Additional height and scale could be used to signal the bridge at Poplar Avenue and McNair Road/ Potters Road, enhancing wayfinding.
 - Reprovide affordable and assisted housing alongside the provision of new residential and community uses.
 - Create new open spaces for play, socialising and resting that also provide green links between the Glade Lane Play Area to the Grand Union Canal.
 - Create active frontages along Havelock Road, with potential for increasing the retail/commercial offer.

DESIGN PRINCIPLES

- Capitalise on the site's location next to the Grand Union Canal, Glade Lane Play Area and Canalside Park with new homes overlooking these areas. This would provide natural surveillance for

