



— Indicative site boundary

Planning Note

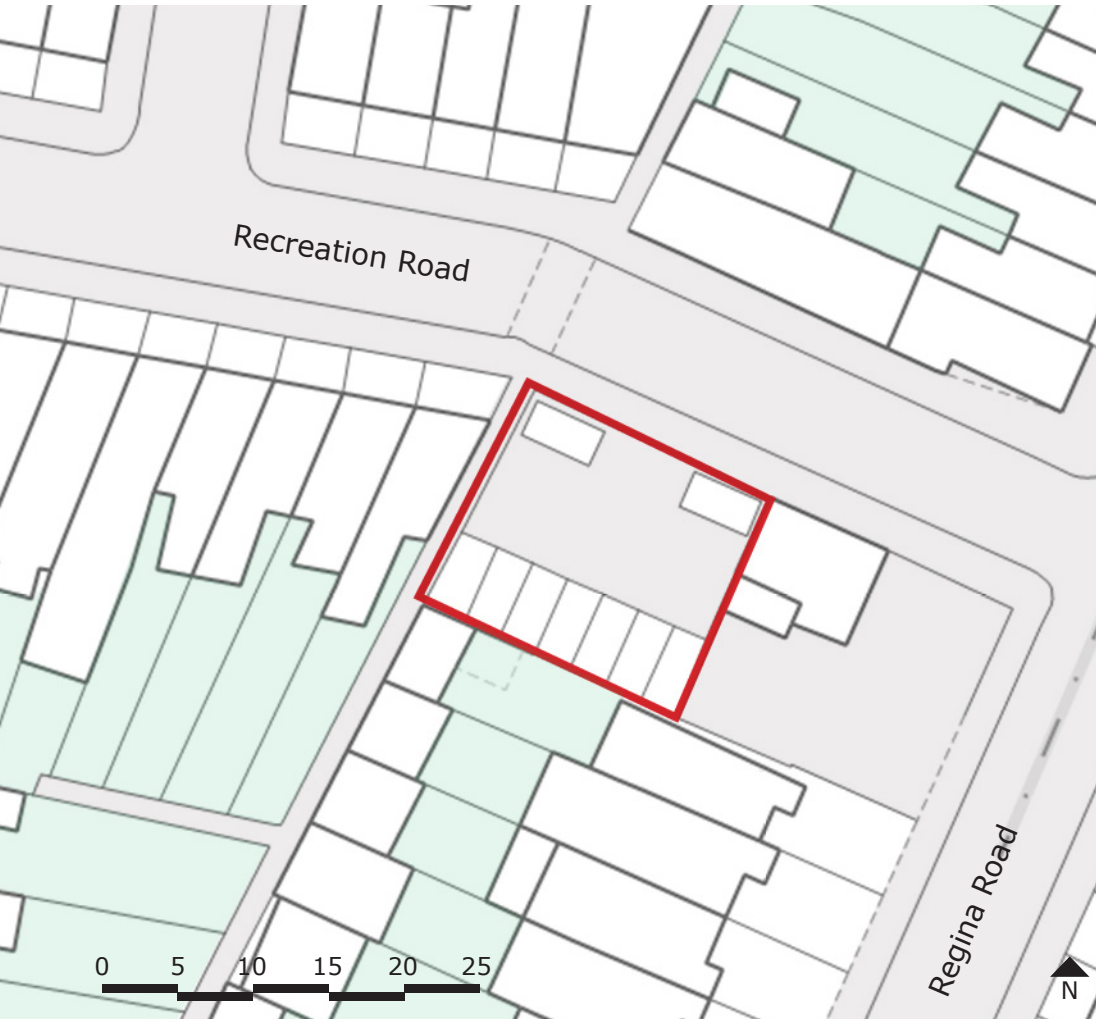
Recreation Road garages, Southall, UB2 5PE

This note covers the planning context of the site known as 'Recreation Road garages' and its potential for residential development. This is an initial, desk-based, high-level advice note. No consultation has been undertaken with the Council (as the Local Planning Authority), local stakeholders, or any statutory consultees. Any applicant or interested party should use the Councils pre-application service and undertake their own due diligence.

Ealing Council Urban Design and Strategic Planning Teams



Site details



Site location plan, all boundaries indicative

— Indicative site boundary

Address	Recreation Road garages, Southall, UB2 5PE
Site Area	c. 275sqm
PTAL	2 (on a scale of 0-6b where 1 is the lowest)
Public transport	TfL zone 4, c.5 minute walk to Montague Way/ Norwood road bus stops (numerous buses available) and c.20 minute walk to Southall Station (Elizabeth line to central London)
Existing use	Garages and hard landscaped access
Proposed use	Residential (Class C3)

The site is in Southall Green, south west of the Southall town centre. The immediate site context has a historic street pattern and is dominated by urban terraced homes that are mostly two storeys with pitched roofs. The wider Southall Green area is mixed. A commercial spine, Kings Street, runs through its centre. The Grand Union canal runs south of the site. Further west lies significant and protected industrial estates.

The northern boundary of the site fronts onto Recreation Road. The east, west and south edges of the site are bounded by adjacent houses (their flank walls and garden walls).

Site photos



Internal view of the site showing four of the garages

Photos taken by the Housing Development team on 17 December 2024



External front view of the site

Planning context

Relevant planning history	<p>There are no relevant planning records for the site on Ealing Council’s online planning register.</p> <p>For the adjacent site (106 Regina Road): PP/2014/0126 (2014) Construction of 2 no. two storey terraced houses (with accommodation in the basement); parking for 2 cars; amenity space and refuse facilities - Refused</p>
Community Infrastructure Levy (CIL)	<p>CIL is charged based on the net uplift in floorspace created by a development:</p> <ul style="list-style-type: none"> London Mayoral CIL (MCIL) is charged at £35/sqm (+ indexation) at a flat rate across the borough. <p>Ealing is in the process of introducing a CIL charge. This is likely to be around £150/sqm (+ indexation) for C3 residential development outside of Ealing Metropolitan Centre.</p> <p>Relief from CIL is often available for affordable housing and self-builders.</p>
Section 106 Contributions	<p>From April 2025 Ealing’s CIL will become the primary means by which developments contribute towards funding infrastructure. However, where appropriate, the Section 106 planning obligations system will continue to be used to secure affordable housing (on-site provision or payments in lieu) and site-specific mitigation measures, which are justified as necessary. The Council have a Planning Obligations SPD, which helps to clarify the circumstances when planning obligations will be used. This document will be updated following the adoption of the emerging Local Plan.</p>

Planning policy and documents	<p>Ealing Council are in the process of preparing a new Local Plan. The plan has passed Regulation 19, and therefore can be afforded substantial weight in the determination of planning applications (NPPF para 48). This review therefore considers the emerging planning context for the site. All bidders should check the current status of all planning policies and compliance is required. Visit the Council’s map for the Local Plan 2011 designations. Particular relevant policies are noted below.</p> <p>London—The London Plan 2021 and SPDs:</p> <ul style="list-style-type: none"> D3 Optimising site capacity H2 Small sites H4 Delivering affordable housing SI2 Minimising greenhouse gas emissions SI4 Managing Heat Risk T5 Cycle-parking and T6 Car-parking G5 Urban Greening Housing Design Standards LPG <p>Ealing—Emerging Local Plan and evidence base</p> <ul style="list-style-type: none"> S1 Southall Spatial Strategy DAA: Design and Amenity D9: Tall Buildings HOU: Affordable Housing SSC: Small Site Contribution (Requires affordable housing contributions from development on small sites) G6: Biodiversity and Access to Nature OEP: Operational Energy Performance
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Planning context

Planning policy and documents cont.	<ul style="list-style-type: none">• ECP: Embodied Carbon• WLC: Whole life carbon• Housing Design Guidance 2022• Ealing's Jobs and Skills Strategy 2024-2029• Southall Regeneration Framework
Site allocations	No site specific allocations
Within an area of 'Public open space deficiency'	Access to some types of open space (district park area) is deemed insufficient from the site. The impact of this will be determined through the planning process.
Flood zone	1 (low probability of flooding from rivers or sea)
Surface water flood risk	There is a high risk of flash flooding from surface water. This happens when rainwater cannot drain away through normal drainage systems. Refer to London Plan Policy SI13 on sustainable drainage.

Initial planning analysis

Principle of residential development

The site is currently a hard-standing with garages (sui generis). There are no local or regional planning policies which specially deal with the loss of garages and the site has not been designated for any specific use in planning policy terms. Therefore, their loss will be considered on the merits of the case and a balanced judgement will be made between the loss of the garages and impact and public benefits of any new proposal.

The use of small brownfield sites to deliver residential homes is supported, in principle, by London Plan policy H2 and a residential use would be largely consistent with surrounding land uses.

In addition, Southall is a cultural destination of national importance and is a growing neighbourhood. Future development and investment in Southall should celebrate and strengthen the unique character and cultural heritage of Southall whilst bringing new employment opportunities to the area. Therefore, positive consideration will be given to bidders that can demonstrate direct support for the local economy by working with local suppliers and contractors and the conservation / enhancement of the local heritage and character of the area.

Initial planning analysis

The following planning analysis is broadly in compliance with existing planning policies at the date of publication. Compliance with all planning policies is required.

Any applicant or interested party should use the Council's pre-application service and undertake their own due diligence as the circumstances and constraints in this note will vary depending on any proposal that may come forward. Ealing Council strongly encourages use of their Design Review Panel and Community Review Panel to support the delivery of high-quality design and placemaking.

Design

Density: The density of development must be informed by the site's context and capacity for growth, and supporting infrastructure capacity (London Plan Policy D3).

Height: The height of a proposal is likely to be limited to a maximum of two or three storeys. The site is not appropriate for a tall building. An architectural feasibility study should be done to explore options to maximise the massing while ensuring proposals do not dominate the skyline or streetscape or detrimentally impact neighbouring amenity.

Architecture: New development must be of high quality (London Plan Policy D3 and Emerging Local Plan DAA). It should enhance the local context.

Recreation Road frontage: Front door(s) should be located on Recreation Road, creating a positive frontage and 'Healthy Streets' in line with the Housing Design Standards LPG. The building line should respond to that of the adjacent houses.

Dual aspect: It should be possible to provide all, or predominantly, dual aspect dwellings, in line with London Plan Policy D6.

Daylight/sunlight and overlooking/privacy: Proposals must avoid adversely impacting daylight/sunlight for neighbouring properties and adequately address overlooking/privacy issues. Particular consideration will be required to address overlooking of the garden of 114 Regina Road. Architectural mitigation strategies above the ground floor may be required, such as tailored floor plan layouts, high-level windows, angled windows and/or screening.

Amenity space: Amenity space should comply with London Plan Policy D6 and Housing Design Standards LPG.

Waste: Arrangements for storing, collecting and managing waste should be in line with Ealing Council [Waste management guidelines](#).

Initial planning analysis

Design continued.

Parking

Cycle parking: Cycle parking must be provided on-site in line with London Plan policy T5.

Vehicular parking: Due to the low PTAL rating, it may be appropriate to provide some car parking to service the development, in line with London Plan policy T6.1 (a maximum provision of 0.75-1 space per dwelling). The approach should promote sustainable modes of transport. Where vehicles are needed, especially for disabled residents, the Council supports the shift to electric vehicles (EVs) with a network of public chargers. The Council also supports the use of Car Clubs.

Whether any vehicular parking associated with the development can be accommodated on the surrounding streets will be dependent on an assessment of on-street capacity and in discussion with the Council's Highways Department.

Environmental and technical

Net zero: Ealing Council have committed to being Carbon Neutral by 2030 (set out in the [Climate and Ecological Emergency Strategy](#)) and the Mayor of London has committed to [London being Net Zero by 2030](#). In support of this, proposals should follow the London Plan's policy requirements on energy hierarchy (Policy SI2), energy infrastructure (Policy SI3), managing heat risk (Policy SI4), water infrastructure (Policy SI5), and reducing waste and supporting the circular economy (Policy SI7). The proposals should also follow the Ealing Local Plan and Emerging Local Plan, and use the [LETI Climate Emergency Design Guide](#) to inform designs.

Drainage: Proposals should aim to achieve greenfield run-off rates and follow the London Plan drainage hierarchy (policy SI 13).