



**Lambert
Smith
Hampton**

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**MAYOR'S OFFICE FOR
POLICING AND CRIME
(PERIVALE) COMPULSORY
PURCHASE ORDER 2020**

**PROOF OF EVIDENCE ON
BEHALF OF THE ACQUIRING
AUTHORITY IN RESPECT OF
PLANNING COMMENTARY ON
ALTERNATIVE SITES
INCLUDING THE SITE AT THE
NORTH WEST OF ROWDELL
ROAD, NORTHOLT**

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1 INTRODUCTION AND EXPERIENCE

- 1.1 My name is Thaddaeus Jackson-Browne. The evidence which I have prepared and provide for this Inquiry is true and I confirm that the opinions expressed are my true and professional opinions.
- 1.2 I am a practising town planner after having achieved a BA (Hons) degree and PG Diploma (both in Town Planning) from Newcastle University. I am a chartered Member of the Royal Town Planning Institute.
- 1.3 I am a Director (Planning, Development and Regeneration division) at Lambert Smith Hampton.
- 1.4 I have over 7 years' (one month under 8 years) experience in town planning work, having been employed at Lambert Smith Hampton since September 2013.
- 1.5 Prior to this, I gained build environment related professional experience (with a particular focus on Compulsory Purchase Order related matters) during:
 - 1.5.1 over two years of employment with the Consents, Environment & Property team at Network Rail (Thameslink Programme); and
 - 1.5.2 six months of employment as a Land Referencing Consultant at WSP Global (formerly Mouchel plc), where I worked on the land acquisition for the Thames Tideway major infrastructure scheme.

2 SCOPE OF EVIDENCE

2.1 My evidence provides commentary regarding the planning position in relation to suggested alternative sites proposed/introduced by Mr Ben Gomez Baldwin of SEGRO in his proof of evidence dated 20 April 2021 and supported by Mr Alexander Kington's, of Altus Group, rebuttal evidence dated 4 May 2021 and addressed by Mr Simon Warren in his rebuttal evidence dated 4 May 2021 for the Mayor's Office for Policing and Crime ("**MOPAC**").

2.2 My evidence is a Planning Commentary Note and has been prepared in accordance with the instructions of MOPAC, Metropolitan Police Service ("**MPS**") and Knight Frank LLP in relation to the Mayor's Office for Policing and Crime (Perivale) Compulsory Purchase Order 2020 ("the **CPO**") proceedings in respect to land at Walmgate Road, Perivale Park Industrial Estate, London, UB6 7LR (the "**Order land**") which is comprised of the Bilton Centre, Walmgate Road, Perivale, West London, UB6 7LR and Unit 16 of the Perivale Park Industrial Estate, Greenford, West London, UB6 7RW.

3 GENERAL PLANNING POLICY OBSERVATIONS IN RELATION TO EXISTING PERIVALE VRES SITE; AND WHY A MOVE TO AN ALTERNATIVE SITE IS NOT FEASIBLE IN LAND USE PLANNING TERMS

LONDON PLAN AND GREATER LONDON CONTEXT

- 3.1 At the high level, the London Plan 2021 Policy GG6 'Increasing efficient and resilience' states that those involved in planning and development must take an integrated and smart approach to the delivery of strategic and local infrastructure by ensuring that public, private, community and voluntary sectors plan and work together.
- 3.2 Supporting text (notably paragraph 1.6.1 which refers to global cities/London facing threats against which London must protect its residents and visitors), notes that proper strategic planning can help to make the city of London a safer place.
- 3.3 Whilst this policy wording hints towards the need for the Planning system to plan for public safety, the wording is thin and does not go into a sufficient level of detail to make it clear for Local Planning Authorities in determining planning applications that there is a specified need to support Police infrastructure.
- 3.4 It therefore needs to be recognised that MOPAC are faced with a situation where any prospective alternative development sites that could be potentially suitable for a VRES facility use (needing to be large open industrial land within Greater London, or immediately close to it) are few and far between; and where these sites do exist, MOPAC VRES' use is competing with other uses and occupiers that benefit from direct, clear and defined policy support for the type of development typical on this type of land.

- 3.5 This Planning policy context along with the economic realities around high levels of demand for industrial land, while supply has been shrinking (noting the considerable amounts of industrial land released for residential development consistently over recent years as confirmed in the London Industrial Land Demand research paper, published October 2017), justifies the MPS and MOPAC's position to retain this VRES facility at the Order Land given that the lawful use and the occupation / operation of the Order Land are already in place.

EALING ADOPTED LOCAL PLAN

- 3.6 The Order Land is allocated on the adopted Ealing Local Plan Proposals (policies) Map as Strategic Industrial Land ("**SIL**").
- 3.7 The Order Land does not form part of any of the designated development sites set out within the adopted Development Sites DPD, which indicates that the Council have not identified or earmarked the site within which the Order Land is located (through the Local Plan processes thus far), for the purposes of comprehensive redevelopment.
- 3.8 Core Strategy Policy 3.2 'From Northolt to Perivale, Safeguard Employment Land Along the A40 Corridor' states the requirement to retain and attract new business development along the A40 Corridor by maintaining a sufficient supply of industrial land, and encouraging sustainable, commercial development.
- 3.9 Whilst this might sound to be favourable towards SEGRO's development aspirations, this is high-level, in-principle policy support for commercial development at these established industrial sites within the designated SIL and Locally Significant Industrial Site ("**LSIS**") allocations. The policy is not worded in a manner that seeks to uproot

existing businesses and operations to make way for more intensive uses.

3.10 I also note that in determining any planning application seeking a change of use of the Order Land away from the VRES use, the Council would need to weigh up the impacts of the removal of this Policing critical operational facility as a material planning consideration. My view is that the harm this would cause to Policing and public safety would outweigh any benefits of intensification of industrial land in a locality where there is an abundance of other sites that can achieve this without the removal of a public safety (Emergency Services) serving asset.

3.11 At the more detailed Local Plan level, the adopted Development Management Policy 4A 'Ealing Local Policy – Employment Uses' makes clear that the default policy position is the resistance against the loss of any employment uses across the entire Borough.

3.12 For the purposes of this exercise and report, recognising that the planning policies referred to were published prior to the introduction of the new use classes in 2020, 'employment uses' derive from the Town and Country Planning (Use Classes) Order 1987 (as amended prior to the September 2020) and include:

3.12.1 B1 (Business)

3.12.1.1 Offices (other than those that fall within A2 (Financial and professional services))

3.12.1.2 Research and Development of products or processes

3.12.1.3 Light industry

3.12.2 B2 (General Industry)

3.12.3 B8 (Storage and Distribution)

- 3.13 Whilst a VRES facility would typically need to be located on or around industrial land uses due to its incompatibility with residential uses (despite the fact persons are employed on the site), the use falls under the Sui generis use class, as a type of operation and use that is not specifically defined nor typical, therefore it is excluded from the aforementioned classifications set out in paragraph 3.12 above.
- 3.14 It is my professional opinion that the planning benefits and justifications when promoting an application for a VRES facility do not necessarily match the benefits and justifications when promoting employment use development. A VRES facility will typically require a far larger proportion of the required large site to comprise of open tarmac hardstanding, with a minimal area of the site comprising of buildings that can be used, adapted/modified to provide various workspaces that can accommodate larger workforces. Much of the VRES space is taken up by the parking of compounded vehicles.
- 3.15 A VRES proposal cannot be considered to represent an optimal usage of land, whereas a large variety of employment uses can demonstrate optimal usage of land.
- 3.16 This confirms that MOPAC would be up against policy resistance should it submit a planning permission for a VRES facility on any other industrial (employment) use land elsewhere in the Borough of Ealing, given that the VRES facility requires a large site (typically 6 – 9 acres), most of which will comprise of open tarmac surfacing, rather than industrial building floorspace.
- 3.17 An application proposal on any alternative sites 6 – 9 acres sites in the Borough would likely need to include demolition (net loss) of employment floorspace which is

contrary to Policy 4A 'Employment Uses'.

- 3.18 This severely restricts and limits the prospects of MOPAC finding an alternative site from which to provide a VRES facility.
- 3.19 My summary point with regards to industrial (employment) land Planning policy designations is that these are in place to ensure that viable industrial activity is not 'crowded out' by other land uses.
- 3.20 In this instance though, there is a real and imminent risk that MOPAC's VRES use will be 'crowded out' by other industrial uses due to economic pressure; within a context where these other industrial uses are afforded Planning policy support that is not afforded to the MOPAC use.
- 3.21 For these reasons, the permanent occupation of the Order Land is the only viable solution to ensure MOPAC's continual VRES operational occupation of the Order Land.

4 **PLANNING POLICY REVIEW IN RELATION TO SUGGESTED ALTERNATIVE SITES**

- 4.1 At the Greater London regional level, Policy 2.17 'Strategic Industrial Locations' of the London Plan, specifically states:

"The Mayor will, and boroughs and other stakeholders should, promote, manage and, where appropriate, protect the strategic industrial locations (SILs) designated in Annex 3 and illustrated in Map 2.7, as London's main reservoirs of industrial and related capacity, including general and light industrial uses, logistics, waste management and environmental industries (such as renewable energy generation), utilities, wholesale markets and some transport functions."

- 4.2 This report confirms where the suggested alternative sites are designated as SIL and addresses the respective Local Plan policies. The relevant policies typically seek to protect SILs and promote the optimal usage of SILs affecting these sites).

SITE TRANSACTIONS

Heritage House, Southbury Road, Enfield

- 4.3 Heritage House is allocated as SIL land on the adopted Enfield Council Proposals Map.

See screenshots of the Proposals Map below:



Secondary Shopping Frontage

Strategic Industrial Location

Locally Significant Industrial Site

Retail Park

- 4.4 Adopted Core Strategy Core Policy 13 'Promoting Economic Prosperity' states "*the Council will protect and improve Enfield's employment offer helping to facilitate the creation of a minimum of 6,000 new jobs from 2010-2026.*"
- 4.5 Core Policy 14 'Safeguarding Strategic Industrial Locations' confirms the Council will safeguard the listed SILs, which includes the Great Cambridge Road (part) and Martinbridge Trading Estate (part), where the site is located.
- 4.6 Supporting text for Core Policy 14 notes that: "*evidence suggests that there are a number of sites within some of these areas which are not currently occupied intensively for industry...*" It goes on to state that "*these sites have the potential for change to support urban regeneration within and around these areas that are currently experiencing high levels of deprivation where there are opportunities to maximise the re-use of previously developed land for more efficient uses.*"

- 4.7 This policy position demonstrates the Council's intentions for intensification of the SIL land; or alternatively to redevelop SIL land for more efficient uses where appropriate (where the sites are considered not to be developed intensively enough for industrial use).
- 4.8 Whilst not adopted, the Council's Draft Local Plan Objective 1 'Promoting and Managing Growth' states the role of the strategic objective is "*to enhance the quantity, quality and density of the borough's Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIL), including the possibility for substitution and consolidation, to enable new and emerging businesses in sectors, whilst supporting opportunities for a mixture of uses and co-location.*"
- 4.9 Based on the above (and with the existing building footprint likely to be able to accommodate a greater number of employees than a VRES use), I do not consider that a VRES proposal would be supported by Enfield Council's relevant adopted and emerging Local Plan policies.

BA Cranebank

- 4.10 The BA Cranebank site is allocated as LSIS land on the Hounslow Council adopted Policies Map which forms part of the Hounslow Local Plan 2015 to 2030.

See screenshot of the Proposals / policies below:



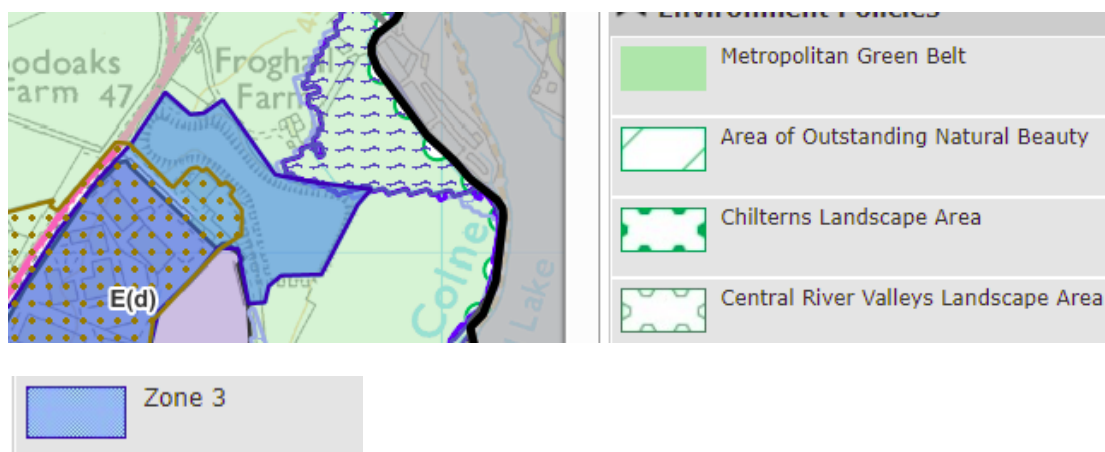
- 4.11 Whilst the prospects for securing a planning permission for VRES use might appear (from a high-level assessment) to be reasonable, the reality is that this site is subdivided into smaller parcels of occupancy and is therefore likely to have a more complex ownership structure.
- 4.12 I am of the view that the Council would be likely to resist the net loss of employment use floorspace given that VRES proposals would include the demolition of existing buildings on the land and an overall reduction in employment on the land.
- 4.13 The Hounslow Policy ED2 'Maintaining the Borough's Employment Land Supply' confirms that:
- 4.13.1 the borough will achieve the policy through protecting designated SIL locations in the Great West Corridor (which the site forms part of); and
- 4.13.2 the Council would expect an application to be supported by an assessment demonstrating that development proposals do not compromise the objectives of the SIL or LSIS designations.

- 4.14 With the site's immediate proximity to Heathrow Airport, the likelihood is that a VRES use of the site would not be considered to be optimal use of LSIS land and would therefore compromise the objectives of SIL or LSIS designations.

MX Park, Denham

- 4.15 Although I note that from Satellite view, part of the MX Park site at Denham, Maple Cross appears to be previously developed land with some existing buildings, this site is designated within the Three Rivers District Council's adopted Proposals Map as Green Belt land and designated Flood Zone 3 land.

See screenshots below:

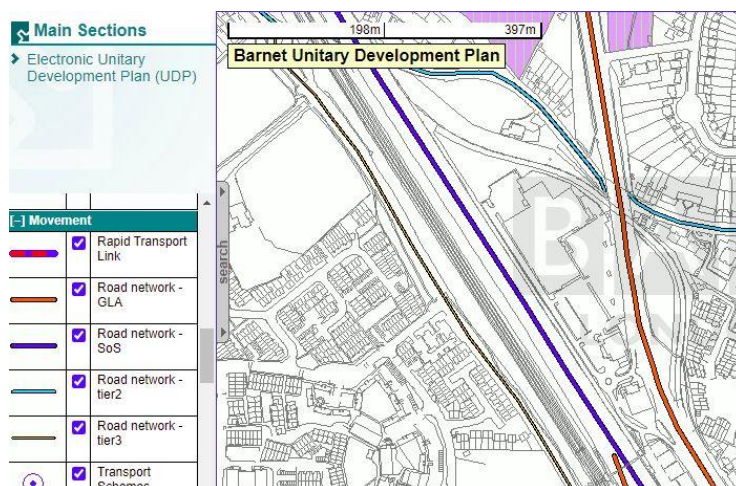


- 4.16 The fundamental aim of the Green Belt, as noted in the Three Rivers District Council's adopted (2011) Core Strategy and in the National Planning Policy Framework, is to prevent urban sprawl by keeping land permanently open. Within the Green Belt there is a general presumption against inappropriate development which should not be approved except in very special circumstances that must be fully evidenced and justified and which outweigh any harm by reason of inappropriateness, other harm to the Green Belt.

Mill Hill (Pentavia) Retail Park

- 4.17 With the most recent planning application on the site simply seeking demolition of existing buildings, it is not clear what the freeholder's aspirations for the land are.
- 4.18 Looking at the adopted Barnet Local Plan, the site does not form part of any designated SIL or LSIS land, and given the characteristics of the site (set well away from neighbouring residential uses), the prospects of securing a consent for MOPAC's VRES use would at first glance appear to be reasonable.

See screenshot of the Proposals / policies below:



- 4.19 However, with the above noted, we point to the Mayor's decision (Barnet Council application ref: 17/8102/FUL and GLA ref: 3756a) to overturn the Council's refusal for a mixed-use redevelopment proposal that would deliver 844 residential units along with 1,028sqm of non-residential/commercial floorspace. The Mayor's intervention

granting Planning consent for this mixed-use development, suggests that a VRES proposal on the site would be called in by the Mayor and refused as under-utilisation of a site otherwise capable of delivering a considerable number of new homes.

Bulls Bridge North Hyde

- 4.20 The Bulls Bridge site is allocated on the London Borough of Hillingdon adopted Proposals Map as SIL.

See screenshots below:



- Locally Significant Employment Location
- Locally Significant Industrial Site
- Strategic Industrial Location

- 4.21 Paragraph 5.14 of the Local Plan Part 1 'Strategic Policies' of the London Borough of Hillingdon Local Plan confirms that the Council will resist further releases in SILs which it describes as London's main reservoir of industrial land related capacity. A VRES proposal would typically result in the under-utilisation of land and a reduction in employment use floorspace when compared against the existing or previous

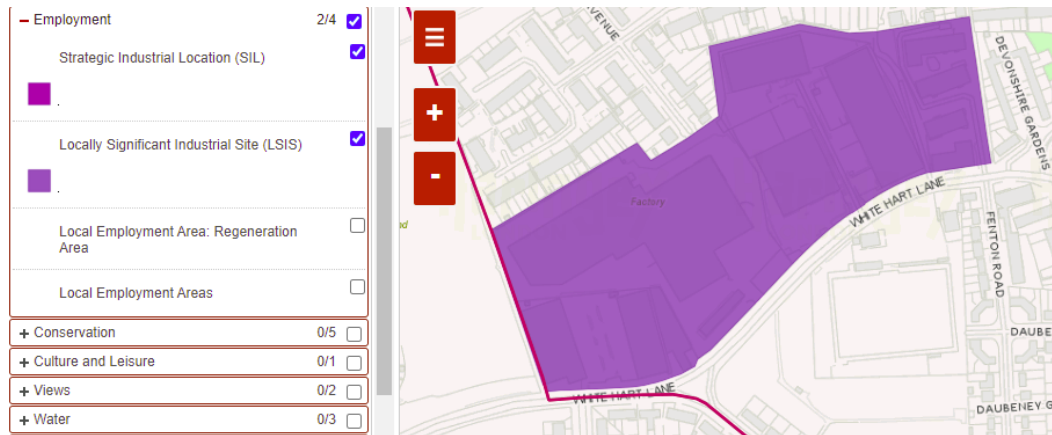
buildings on a site, which is the case in this instance.

- 4.22 Policy E1 'Managing the Supply of Employment Land' also confirms "*The Council will accommodate growth by protecting Strategic Industrial Locations...*" Policy E2 'Location of Employment Growth further stresses that most of the employment growth will be promoted in highly accessible locations that deliver sustainable travel patterns and contributes to the improvement of existing networks to reduce emissions and impacts on air quality.
- 4.23 Based on the above, it is considered that a VRES proposal would be contrary to the adopted Local Plan policies which seek to protect employment uses on SIL land and the objectives around promoting further growth and intensification at sites that benefit from good public transport connectivity (noting the site is within 10 minutes' walking distance from the forthcoming Elizabeth Line/Crossrail rail services).

White Hart Lane, Tottenham

- 4.24 The White Hart Lane is designated on the Haringey Council adopted Policies Map as a LSIS.

See screenshot below:



- 4.25 Adopted (2013 with 2017 alterations) Core Strategy Strategic Policy SP8 'Employment' confirms that the Council will protect the borough's hierarchy of employment land, SIL, LSIS, Local Employment Areas and other non-designated employment sites.
- 4.26 The policy explains the Council had/has a forecasted demand for an additional 23,800 sqm of B Use Class floorspace. This forecast demand is stated to be met through:
- 4.26.1 the re-configuration and re-use of existing employment designated land in B2 and B8 Use Classes;
 - 4.26.2 the intensification of the use of existing employment sites (where possible); and
 - 4.26.3 the protection of existing viable B Class Uses on designated and non-designated land.

4.27 Further text under the policy states the Council will safeguard the listed LSIL sites for a range of industrial uses (B1 [b], [c], B2 and B8, where they continue to meet demand and the needs of modern industry and business. The White Hart Lane LSIL is listed.

4.28 With planning permission having been secured for circa 17,000 sqm of modern warehousing space (which we understand is scheduled to reach practical completion of construction/development by February 2022), we do not consider there to be any sound planning policy justifications for a VRES proposal, which would result in the loss of this employment floorspace.

Former GSK Unit, Clayfield Way, Horton Road – Stockley Park

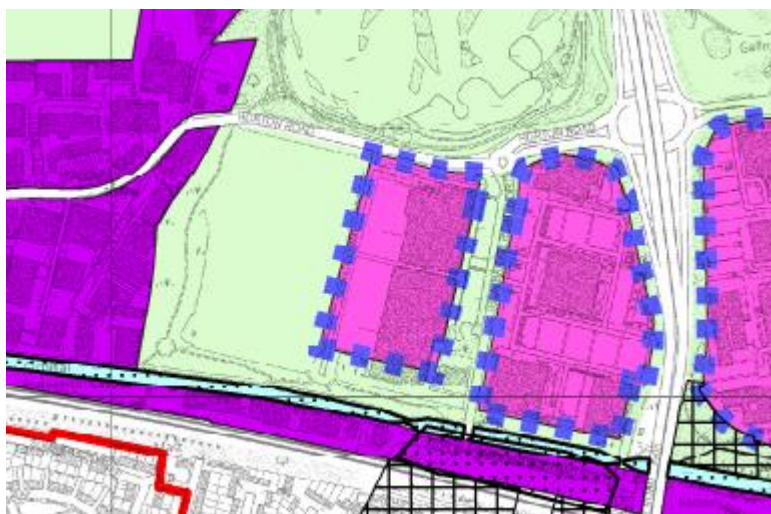
4.29 The Former GSK Unit is designated on the adopted London Borough of Hillingdon Proposals Map as:

4.29.1 a Locally Significant Employment Location;

4.29.2 an Office Growth Location; and

4.29.3 Green Belt land (on the western half of the site).

See screenshots below:



- 4.30 Planning consent has been secured (and construction has completed) under application reference: 37977/APP/2017/1634, for development on the Green Belt designated half of the site. The planning permission was for development described as):

Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full

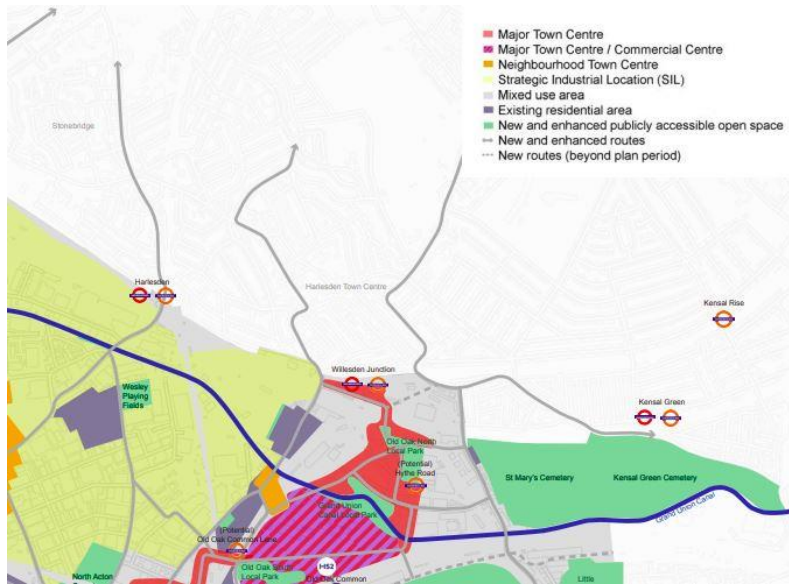
planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.)

- 4.31 The site sits directly adjacent to the Grade II Listed Stockley Park (Business Park Phases I and II and Country Park and Golf Course). The approved and now constructed Prologis Park West development will have had to have been designed to respect the settings of the Stockley Park Listed asset. This could be achieved with the symmetrical spatial layout and the high specification industrial buildings design. A VRES proposal is unlikely to be able to create a scheme design that can satisfactorily respect this immediately adjoining heritage asset.
- 4.32 With the site's LSIL, Green belt and Office Growth Location policy designations, as well as the heritage constraints affecting the site, a VRES proposal would be contrary to adopted Planning policy and would not be supported.

Vale Bashley Road

- 4.33 Policy E1 'Protecting, Strengthening & Intensifying the Strategic Industrial Land of the Second Revised Draft Old Oak and Park Royal Development Corporation ("OPDC") Local Plan states that the OPDC will protect, strengthen and intensify land within the designated SIL boundary by ensuring proposals achieve no net loss of industrial floorspace, and where feasible, intensify the use of sites.

See screenshot of the Proposals / policies below:



- 4.34 A VRES planning application on the site would comprise of a net loss of industrial floorspace and a reduction in site optimisation and intensity. Therefore the prospects for securing a MOPAC VRES consent are weak.
- 4.35 We also note that that the Main Modifications changes March 2021 (not yet consolidated) will allocate part of the site as a locally listed building (heritage asset) which would add further constraints.





Sainsburys Panattoni, Elstree

- 4.36 The Sainsburys Panattoni site at Elstree is designated on the Hertsmere Borough Council adopted Proposals Map as Policy CS8 – Scale and Distribution of Employment Land and Policy SADM5 – Employment Areas.

See screenshots below:



Employment and Economy

-  Policy CS8 - Scale and Distribution of Employment Land
Policy SADM5 - Employment Areas
-  Policy CS8 - Scale and Distribution of Employment Land
Policy SADM6 - Key Employment Site
-  Policy CS9 and SADM7 - Local Significant Employment Sites
-  Policy SADM9 - Safeguarded Land for Employment Development

- 4.37 Policy CS8 'Scale and Distribution of Employment Land' states the Council will support development proposals in appropriate locations. The focus of the policy is to *"attract commercial investment, maintain economic competitiveness and provide employment opportunities for the local community."*
- 4.38 Further wording in the policy states: *"Any releases of vacant or surplus strategically designated employment land will only be considered following an assessment of the suitability of a site for continuing employment use and as required, an employment land needs assessment."*
- 4.39 The policy position does not appear at all favourable towards a VRES proposal which would likely be considered to comprise of under-utilisation of the land and would struggle to be able to demonstrate the attraction of commercial investment, maintaining economic competitiveness, or providing employment opportunities for

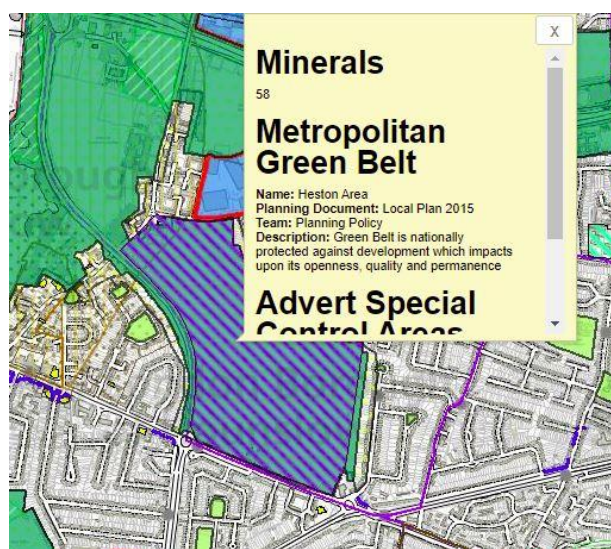
the local community.

DEVELOPMENT SITES

Rectory Farm Heston & Cranford

- 4.40 The Rectory Farm site is allocated on the London Borough of Hounslow Proposals (policies) Map as Minerals designated land and as Metropolitan Green Belt land.

See screenshot of the Proposals / policies below:



- 4.41 Policy EQ10 'Minerals' of the adopted Local Plan confirms that the allocation of Rectory Farm means that any proposals for other uses will be refused where minerals have not been extracted. Further text describes it as being allocated in the London Plan for Green Belt, minerals extraction and restored parkland. Any proposals for underground warehousing (even with a new public park above would be inappropriate development in the Green Belt.
- 4.42 There are no viable prospects of a VRES planning permission being secured on this

site.

McVities, Waxlow Road, Park Royal

- 4.43 The McVities site at Waxlow Road is designated on the Brent Council adopted Proposals Map as 'Mayoral Development Area (Old Oak and Park Royal Development Corporation)' and as SIL land.

See screenshot below:



- 4.44 Brent Council's adopted Core Strategy (2010) Policy CP20 'Strategic Industrial Locations and Locally Significant Industrial Sites' states the Council will protect SILs designated for industrial uses characterised by Use Classes B1, B2 and B8, or Sui Generic uses that are closely related, having regard for the provisions of Preferred Industrial Locations and Industrial Business Parks within the London Plan.

- 4.45 The Policy goes into detail where it states that: *"Redevelopment will be expected to:*

- *Maximise opportunities to move freight by non-road means (such as water and rail) and minimise the impact of industrial and employment use on the road network.*
- *Provide opportunities for skills training, and employment for local people.*

- *Provide new employment floor space that is fit for modern usage for a range of medium enterprises, and studios for artists and cultural and creative industries.*
- *Intensify land use, including the efficient movement and use of loading and delivery areas.*
- *Delivery significant environmental improvements in terms of the public realm and landscaping of employment areas and industrial estates; and*
- *Minimise and mitigate any impact from development upon surrounding land uses."*

4.46 A VRES proposal would struggle to be able to demonstrate compliance with any of the above requirements of Policy CP20.

4.47 Whilst Policy CP20 accepts that 'closely related or appropriate Sui generic' uses may also be considered acceptable for SILs (having regard for operational factors and the level and type of employment generated), a VRES proposal (noting that much of the site needs to be open parking space) would result in a considerable reduction in the number of employees being based on the site when measured against any operation utilising the existing large warehouse/factory buildings that take up most of the footprint of the site.

4.48 Based on the above, it is not considered that a VRES proposal could be considered to have any policy support on this site which is already a relatively intensive use of SIL land.

Twyford Abbey Tip, Abbey Road, Park Royal

4.49 The Twyford Abbey Tip site at Abbey Road, Park Royal is designated on the Brent Council adopted Proposals Map as:

4.49.1 'Mayoral Development Area (Old Oak and Park Royal Development Corporation)';

4.49.2 SIL land; and

4.49.3 Safeguarded Existing Waste Sites.

See screenshot below:



4.50 The restrictions on this site are the same as for the McVities site which shares two of the same policy designations (importantly the SIL land designation), however this site also has the added restrictions of being a safeguarded existing waste management site. Under the heading 'Dealing with Waste', paragraph 5.38 of the adopted Brent Core Strategy states that: *"London Plan Policy 4A.22 requires boroughs to safeguard existing waste management and policy 4A.23 includes criteria for identifying new waste sites. This policy will be applied unless the impact from continuing waste operations is considered to be unacceptable and/or alternative sites can be secured."*

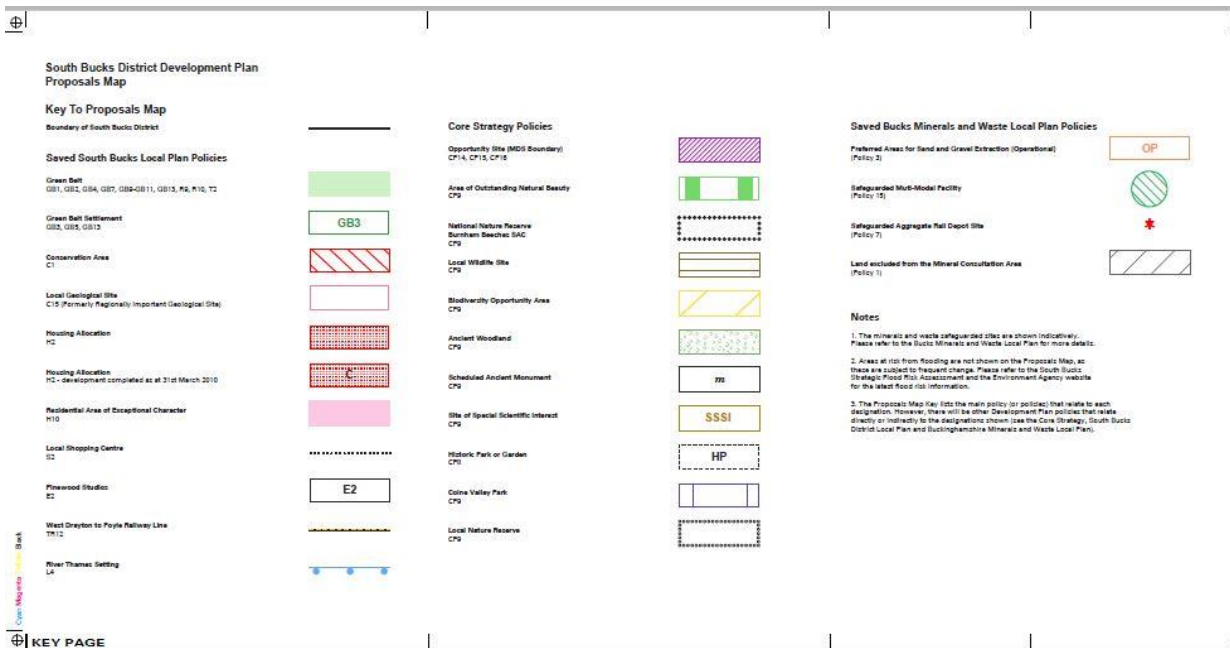
- 4.51 Based on the above, there do not appear to be any viable prospects of securing a consent on this site for a VRES proposal.

Link Park

- 4.52 The Link Park site falls within designated Green Belt land; and has the Buckinghamshire (South Bucks Area) land use policy allocations as a designated Biodiversity Area and as a 'Safeguarded Aggregate Rail Depot Site'.

See screenshot of the Proposals / policies below:



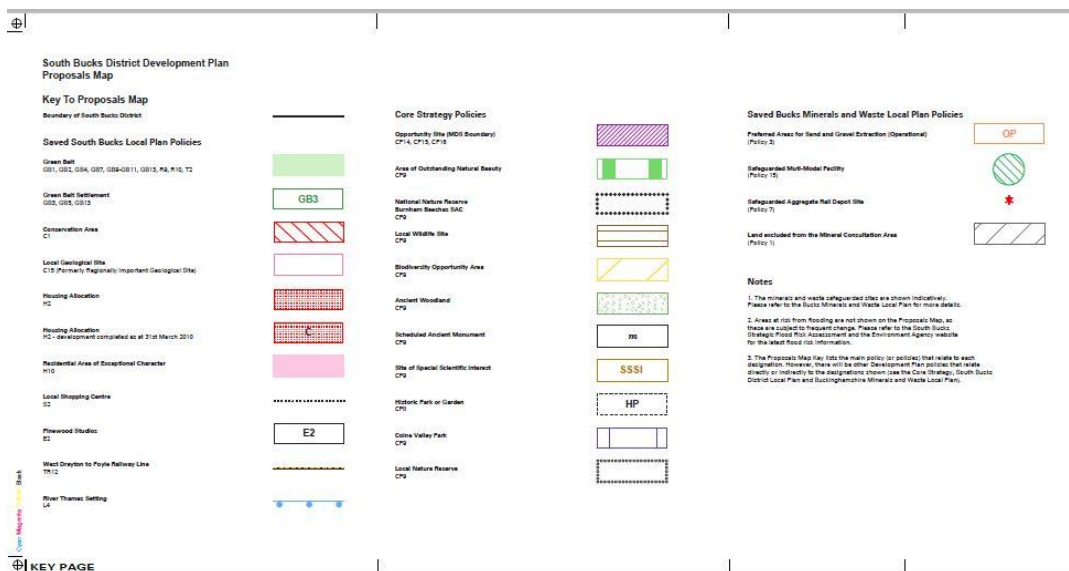


4.53 These Planning policy allocations severely restrict and reduce the prospects of MOPAC being able to secure a consent for a VRES facility. Any consent would be based on change of use, without the ability to secure Planning permission to build any additional structures that would be required on the land due to the Green Belt restrictions.

Mansfield Farm

4.54 The Mansfield Farm site falls within designated Green Belt land and has the Buckinghamshire (South Bucks Area) land use policy allocation as a designated Biodiversity Area.

See screenshot of the Proposals / policies below:



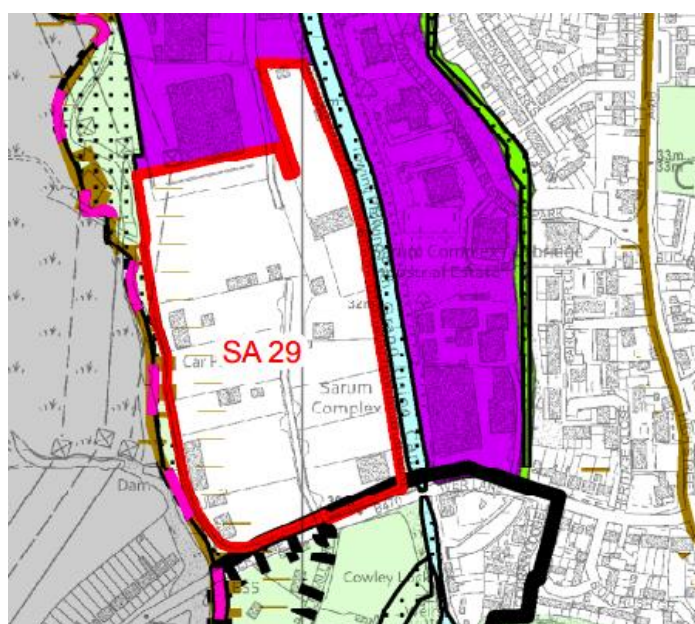
4.55 These Planning policy allocations severely restrict and reduce (or eliminate) the prospects of MOPAC being able to secure a consent for a VRES facility on the land, which would comprise of inappropriate development in the Green Belt without there being any apparent very special circumstances.


Former Cape Boards, Iver Lane, Uxbridge

4.56 The Former Cape Boards site at Iver Lane, Uxbridge is designated on the Hillingdon

Borough Council Local Plan Proposals Map as a 'Site Allocations, Minerals and Transport Designations'.

See screenshots below:



 Site Allocations, Minerals and Transport Designations

4.57 The Policy 29 Allocation 'Cape Boards Site, Iver Lane, Cowley' stipulates that given the location and surrounding land uses it is considered suitable for residential-led mixed use redevelopment. The key principles are listed as:

- 20% of the site (2.5 hectares) should accommodate a mix of commercial uses including B1, B2 and B8 development;
- The site is not considered suitable for access by heavy goods vehicles;
- 70% of the site (9 hectares) should accommodate residential uses;
- 10% (1.5 hectares) should accommodate publicly accessible open space;
- Higher densities should be located adjacent to the canal;

- Development proposals should incorporate canal side improvements to be agreed with the Council; and
- Proposals should not prejudice the proposed waste related use to the north east of the site.

4.58 Based on the Policy allocation for the site, which expects 80% of land coverage to be apportioned to residential and publicly accessible open space and 20% of the site to accommodate a mix of commercial uses including B1, B2 and B8, there do not appear to be any viable prospects of securing a consent on this site for a VRES facility.

International Trading Estate, Trident/Boeing Way, Southall

4.59 The site forms part of the London Borough of Ealing's designated LSIS land and part of the designated Southall Opportunity Area. The Southall Opportunity Area Planning Framework sets out how new development, accelerated by Crossrail, can be managed to maximise the potential of the area (noting the intention to deliver at least 6,000 new homes and 3,000 new jobs. The policy sets out to provide a balanced mix of premises on industrial land focused on business growth from heavy industry to flexible managed workspace for small to medium enterprises.

See screenshot of the Proposals / policies below:



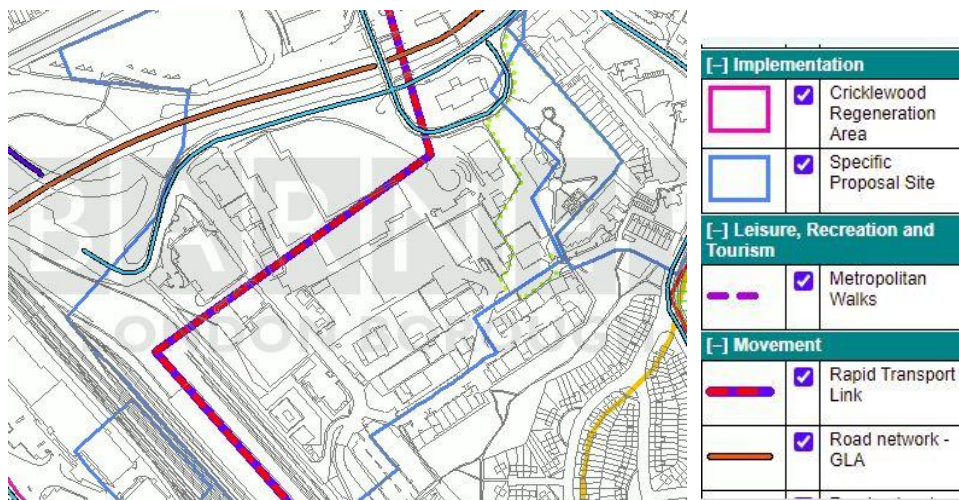
- 4.60 The adopted Local Plan Policy 4A 'Ealing Local Policy – Employment Uses' makes clear that the default policy position is the resistance against the loss of any employment uses. The Policy states that change of use from employment uses, or the redevelopment of a site for a non-employment use may be permitted (on non SIL or LSIS designated land), it does not offer this allowance for SIL or LSIS land.
- 4.61 The site is LSIS land, therefore the protection against loss of employment use is applicable.
- 4.62 The prospects of securing a Planning consent for a MOPAC VRES facility on the site appear very weak, given that the site is subdivided (with complex ownership and occupancy structures); and the proposals would require demolition of existing buildings on the land that would result in a net loss of employment floorspace, contrary to Policy 4A 'Employment Uses'.

NON-INDUSTRIAL TRANSACTIONS

Brent South Retail Park

- 4.63 The site is earmarked in the London Borough of Barnet's 'Brent Cross Cricklewood Development Framework' for redevelopment in the form of a new commercial district with "new buildings that will be of the highest architectural quality". This forms part of a far larger and wider major redevelopment area which will include the development of thousands of new homes.

See screenshot of the Proposals / policies below:



- 4.64 The site sits centrally within the Brent Cross Development Framework Area. As far back as October 2010 outline planning consent was secured under application ref: C/17559/08, with subsequent amendments approved in 2014 (application ref: F/04687/13). The development specifics for the site are significantly progressed and have never included a VRES (or VRES type of) land use, which would ultimately result in the loss/coverage of a large area of the land. The focus for the site is the creation of a new town centre, the creation of new homes and new jobs built to the

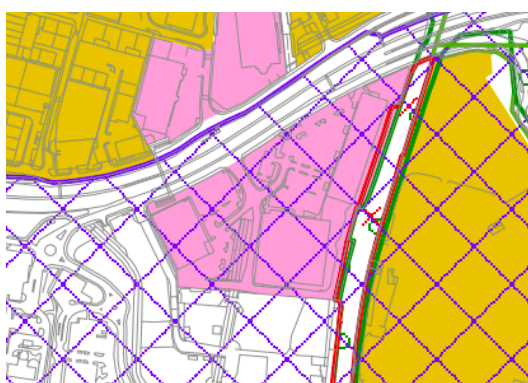
highest environmental and sustainability standards.

- 4.65 There are no viable prospects of a VRES (high car usage) proposal securing a planning permission on this site.

Ravenside Retail Park, Ravenside Close, Edmonton

- 4.66 The Ravenside Retail Park in Edmonton is designated on the adopted Enfield Proposals Map as a 'Retail Park' and a 'Place Shaping Priority Area / Regeneration Priority Area'.

See screenshots below:



- Retail Park
- North Circular Area Action Plan Opportunity Sites
- Land covered by Area Action Plan
- Place Shaping Priority Area / Regeneration Priority Areas

- 4.67 Adopted Core Strategy (2010) Core Policy 18 'Delivering Shopping Provision Across Enfield' states the Council will protect existing retail uses in the Borough's centres.
- 4.68 Core Policy 38 'Meridian Water' states that based on the evidence of initial growth scenarios in the Meridian Water Place Shaping Priority Area, the objectives of new development will be to create a new community by 2026 with up to 5,000 new

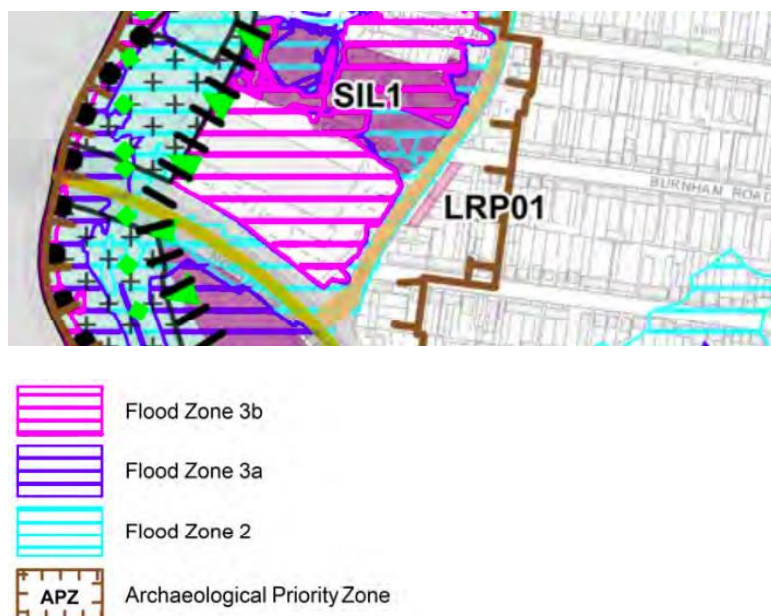
homes, 1,500 new jobs and all the necessary infrastructure to support community and attract families and new employers to the area.

- 4.69 The Policy sets out in detail a whole range of requirements that will need to be developed in order for this strategic objective to be delivered. Of particular note, the Policy requires that 80% of the area should comprise a mix of residential, retail, community uses and open spaces, with 20% of the area as revitalised employment uses, integrated into the wider development.
- 4.70 A high-quality public realm is also required interlinking the different component parts of the wider development. Higher density development is also expected at the waterfront locations (noting that much of the site fronts directly onto the River Lee Navigation waterway).
- 4.71 Based on the future Meridian Water development proposals, a VRES facility proposal would not be considered appropriate for this location which is expected to accommodate more dense, intensified residential and employment generating use of the land in accordance with Core Policy 38.

Cork Tree Retail Park, Chingford

- 4.72 The adopted Waltham Forest Borough Council Proposals Map is somewhat pixelated, but it appears that the Cork Tree Retail Park is designated as Flood Zone 3b land and as a designated Archaeological Priority Zone.

See screenshots below:



- 4.73 The site does not appear to have any policy designations that restrict or prevent any particular land uses.
- 4.74 The site itself does not appear to be a heritage asset of any description but any redevelopment on the land would need to be done in accordance with the requirements of adopted Core Strategy (2012) Policy CS12 'Protecting and Enhancing Heritage Assets'.
- 4.75 As above, any proposals on the land will need to demonstrate compliance with the flood risk and impact requirements of Core Strategy Policy CS4 'Minimising and Adapting to Climate Change'.
- 4.76 The site has a Public Transport Accessibility Level rating of 1b on the Transport for London web database, noting that 1a is the lowest score. A 1b rating is very poor and does not conform to MOPAC's requirement for the site to be accessible for

members of the public being able to access the facility easily via public transport / sustainable travel means.

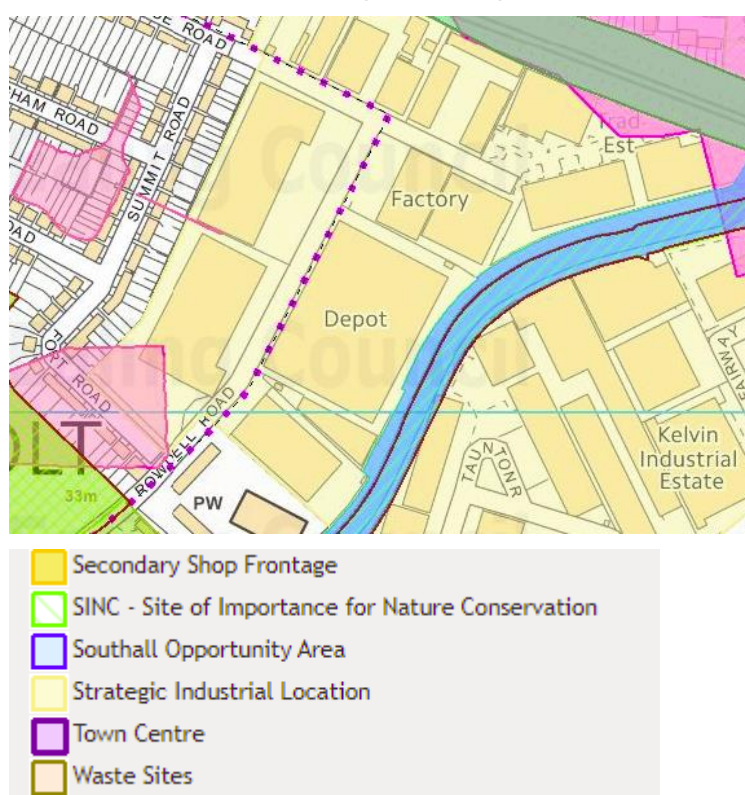
CONCLUDING REMARKS ON THE SEGRO SUGGESTED ALTERNATIVE SITES

- 4.77 I have reviewed the suggested alternative sites put forward by SEGRO and confirm, that for the reasons set out above, not a single site identified would be suitable for a VRES facility use. This is due to the land use planning constraints, which are largely focused around the default policy position protecting against the net loss of B2 and B8 industrial (employment land) floorspace, as well as the general industrial land policy priorities that focus towards increased optimisation and intensification of employment land.
- 4.78 Any VRES facility proposal on the sites identified would comprise of reduced optimisation and lesser intensification of the sites which is contrary to the economic policies and priorities of each of the respective Local Planning Authorities.
- 4.79 I also note that none of the sites identified have a Sui generis (car pound) Use Planning permission already in place. Therefore, change of use Planning consent would be required just to secure the lawful use of land for the purposes of the VRES.
- 4.80 There are no guarantees (nor are there any favourable looking prospects when assessing the land use Planning policies in place) that any of the respective Local Planning Authorities would see the merits of granting this very specific type of planning permission.
- 4.81 There are no very special sets of circumstances where MOPAC would be able to demonstrate that benefits of a VRES facility proposal would outweigh impacts and economic harm associated with the net loss of employment use floorspace.

5 PLANNING POLICY REVIEW IN RELATION TO SUGGESTED ALTERNATIVE SITES AT NORTH WEST OF ROWDELL ROAD, NORTHOLT

- 5.1 The sites at the north west of Rowdell Road (the "**Northolt Sites**") form part of land that all falls within land that is designated as SIL land on the adopted Ealing Council Proposals Map.

See screenshots of the Proposals Map below:



- 5.2 The adopted Local Plan Policy 4A 'Ealing Local Policy – Employment Uses' makes clear that the default policy position is the resistance against the loss of any employment uses. The Policy states that change of use from employment uses, or the redevelopment of a site for a non-employment use may be permitted (on non SIL or LSIS designated land), it does not offer this allowance for SIL or LSIS land.
- 5.3 The sites all form part of SIL land, therefore the protection against loss of

employment use(es) is applicable.

- 5.4 Based on the above and with all of the existing building footprints (each one taking up nearly the entirety of their respective sites) likely to be able to accommodate a significantly greater number of employees than a VRES use over that requires most of the site to be open, outdoor hard standing for car parking spaces, I do not consider that a VRES proposal would be supported by Ealing Council on this site.

6 SUMMARY AND CONCLUDING REMARKS

- 6.1 Having reviewed Ben Gomez Baldwin's proof of evidence dated 20 April 2021 supported by Mr Alexander Kington's rebuttal evidence dated 4 May 2021 of Altus Group which includes the suggested alternative sites (including the Northolt Sites whether in isolation or as any form of a combined land holding), I have concluded that none of these suggested alternative sites offer a realistic, viable alternative to the Order Land upon which this very specific operational use is already established.
- 6.2 The industrial land development aspirations that SEGRO have, can indeed be accommodated elsewhere across the over 7,000 hectares of industrial land across Greater London (as recorded in the London Industrial Land Demand 2017 research paper), with clear and defined policy support at Borough / local level, at the London Plan level and at the National Planning Policy Framework level.
- 6.3 It is my view that the planning justifications for relocating MOPAC's VRES facility onto any of the suggested alternative sites, including the Northolt Sites (which are clearly an optimal usage of the land with the building footprints all covering nearly the entirety of their respective sites), are weak when assessed against the respective Local Plan policies, and when assessing the site-specific planning characteristics and the policy protected existing uses.
- 6.4 I have reviewed the alternative sites and assessed the prospects (or lack thereof) of a Planning consent being secured for MOPAC's VRES facility on each of them and have demonstrated in this proof of evidence that the sites are not viable in land use Planning terms for the reasons set out above.

7 EXPERT DECLARATION AND STATEMENT OF TRUTH

- 7.1 I confirm I have made clear which facts and matters referred to in this Proof of Evidence are within my own knowledge and which are not. Those that are within my knowledge I confirm to be true.
- 7.2 I confirm that I have complied with my duty to the Public Inquiry as an Expert Witness which overrides any duty to those instructing or paying me.
- 7.3 I can confirm that I am not instructed under any conditional or other success related fee arrangement.
- 7.4 I can confirm I have no conflicts of interest.
- 7.5 I confirm I am aware of and have complied with the requirements of the rules, protocols and directions of the Public Inquiry.
- 7.6 I confirm that my proof complies with the guidance and requirements set out in the RTPI Code of Professional Conduct, being based around the five core principles: competence, honesty and integrity, independent professional judgement, due care and diligence, equality and respect, and professional behaviour. I confirm that the opinions expressed are my true and professional opinions.

A handwritten signature in black ink, appearing to read 'TJB', written over a horizontal line.

Signed

Thaddaeus Jackson-Browne

Dated 6 August 2021