

Ref : 214611FUL

Address: 1 Stirling Road/1-9 Colville Road and 67-81 Stirling Road
Acton, W3 8DJ

Ward: South Acton

Proposal: Demolition of existing buildings and construction of a mixed use development comprising commercial floorspace (Use Class E(g)) and 237 residential units (Use Class C3) within two buildings, comprising 19 and 11 storeys, landscaping, and associated ancillary and enabling works.

Drawing numbers: Existing
 BOL002-HBA-ZZ-ZZ-DR-A-0000 rev P2 (Existing Site Location Plan); BOL002-HBA-AB-00-DR-A-0001 rev P1 (Block Plan 1-9 Colville Road); BOL002-HBA-AB-RF-DR-A-0002 rev P1 (Roof Plan 1-9 Colville Road); BOL002-HBA-JK-ZZ-DR-A-0003 rev P2 (Block Plan 67-91 Stirling Road); BOL002-HBA-JK-RF-DR-A-0004 rev P1 (Roof Plan 67-91 Stirling Road); BOL002-HBA-ZZ-ZZ-DR-A-0010 rev P1 (Existing Elevations 1-9 Colville Road); BOL002-HBA-JK-ZZ-DR-A-0020 rev P2 (Existing Elevations 67-91 Stirling Road); BOL002-HBA-0030 rev P1 (Existing Section – Bollo Lane Urban Block)

Block AB (Proposed)

BOL002-HBA-AB-00-DR-A-0100 rev P2 (Proposed Ground Floor Plan); BOL002-HBA-AB-01-DR-A-0101 rev P1 (Proposed Level 01 Plan); BOL002-HBA-AB-02-DR-A-0102 rev P1 (Proposed Level 02 Plan); BOL002-HBA-AB-03-A-0103 rev P2 (Proposed Level 03 Plan); BOL002-HBA-AB-ZZ-DR-A-0104 rev P2 (Proposed Level 04-06 Plan); BOL002-HBA-AB-07-DR-A-0105 rev P2 (Proposed Level 07 Plan); BOL002-HBA-AB-ZZ-DR-A-0106 rev P2 (Level 08-09 Plan); BOL002-HBA-AB-ZZ-DR-A-0107 rev P2 (Proposed Level 10-16 Plan); BOL002-HBA-AB-ZZ-DR-A-0108 rev P2 (Proposed Level 17-18 Plan); BOL002-HBA-AB-19-DR-A-0109 rev P2 (Proposed Roof Plan); BOL002-HBA-AB-RF-DR-A-0110 rev P2 (Proposed Parapet Plan); BOL002-HBA-AB-ZZ-DR-A-0200 rev P1 (Proposed SE Elevation); BOL002-HBA-AB-ZZ-DR-A-0201 rev P1 (Proposed SW Elevation); BOL002-HBA-AB-ZZ-DR-A-0202 rev P1 (Proposed NE Elevation); BOL002-HBA-AB-ZZ-DR-A-0203 rev P1 (Proposed NW Elevation); BOL002-HBA-AB-ZZ-DR-A-0204 rev P1 (Proposed Sections BB & CC); BOL002-HBA-AB-ZZ-DR-A-0300 rev P1 (Proposed Section AA); BOL002-HBA-AB-ZZ-A-0400 rev P1 (Proposed Bay Study);

Block JK (Proposed)

BOL002-HBA-JK-00-DR-A-0150 rev P2 (Proposed Ground Floor Plan); BOL002-HBA-JK-01-DR-A-0151 rev P2 (Proposed Level 01 Floor Plan); BOL002-HBA-JK-02-DR-A-0152 rev P1 (Proposed Level 02 Floor Plan); BOL002-HBA-JK-ZZ-DR-A-0153 rev P2 (Proposed Level 03 Floor Plan); BOL002-HBA-JK-04-DR-A-0160 (Proposed

Level 04 Floor Plan) BOL002-HBA-JK-05-DR-A-0154 rev P1 (Proposed Level 05 Floor Plan); BOL002-HBA-JK-ZZ-DR-A-0155 rev P1 (Proposed Typical Level 06-07 Floor Plan); BOL002-HBA-JK-08-DR-A-0156 rev P1 (Proposed Level 08 Floor Plan); BOL002-HBA-JK-ZZ-DR-A-0157 rev P1 (Proposed Typical Level 09-10 Floor Plan); BOL002-HBA-JK-RF-DR-A-0158 rev P1 (Proposed Roof Plan); BOL002-HBA-JK-ZZ-DR-A-0159 rev P1 (Proposed Parapet Plan); BOL002-HBA-JK-DR-A-0250 rev P1 (Proposed South West Elevation); BOL002-HBA-JK-ZZ-DR-A-0251 rev P1 (Proposed North East Elevation); BOL002-HBA-JK-ZZ-DR-A-0252 ev P1 (Proposed North West Elevation); BOL002-HBA-JK-ZZ-DR-A-0253 rev P1 (Proposed South East Elevation); BOL002-HBA-JK-ZZ-DR-A-0254 rev P1 (Proposed North West Courtyard Elevation); BOL002-HBA-JK-ZZ-DR-A-0300 rev P1 (Proposed Section AA); BOL002-HBA-JK-ZZ-DR-A-0450 rev P1 (Bay Study A); BOL002-HBA-JK-ZZ-DR-A-0451 rev P1 (Bay Study B)

Supporting Documents: Planning Statement, (prepared by DP9); Design and Access Statement, including Landscape Strategy (prepared by Hawkins\Brown Architects and Outerspace Landscape Architects); (Built) Heritage, Townscape and Visual Impact Assessment (prepared by Montagu Evans); Energy and Sustainability Assessment (prepared by Applied Energy); Overheating Assessment (prepared by Applied Energy); Transport Assessment (prepared by RPS); Framework Travel Plan (prepared by RPS); Construction Logistics Plan (prepared by RPS); Delivery & Servicing Plan (prepared by RPS); Archaeological Desk Based Assessment (prepared by Oxford Archaeology); Noise Assessment (prepared by IDOM); Phase 1 Environmental Assessment (Desk Study) (prepared by IDOM); Drainage Strategy (prepared by IDOM); Air Quality Assessment (prepared by IDOM); Agent of Change Assessment (prepared by IDOM); Daylight and Sunlight Assessment (prepared by EB7); Statement of Community Involvement (prepared by London Communications Agency); Commercial Strategy (prepared by AND); Wind Microclimate Assessment (prepared by RWDI); Circular Economy Statement (prepared by Hoare Lea); Fire Strategy (prepared by Design Fire Consultants); Circular Economy Statement (prepared by Greengage); Whole Life Carbon Assessment (prepared by Greengage); Preliminary Ecological Assessment (prepared by Greengage); and Biodiversity Impact Assessment (prepared by Greengage)

Type of Application: Major
Application Received: 06/07/2021

Report by: Joel Holland Turner
Recommendation: Grant Permission, subject to conditions and Legal Agreement

Executive Summary:

The proposed development constitutes a co-located industrial/residential scheme within a designated Locally Significant Industrial Site (LSIS), commonly known as the South Acton Industrial Estate. It forms part of an emerging character in the area, which includes residential, industrial and commercial development along Bollo Lane, in close proximity to the Acton Town Underground Station and South Acton Overground Station.

The application site consists of two separate, unconnected sites within an urban block that is bounded by Bollo Lane, Roslin Road, Sterling Road and Colville Road. The existing character of the area is predominantly low scale industrial buildings that do not contribute positively to the visual amenity of the area, although are consistent with the area's designation as an industrial site.

The proposal would demolish all the existing buildings and would result in no net loss of industrial space, with the existing space to be integrated within the proposed buildings. There is actually a small uplift in industrial space of 30sqm. The proposed industrial space would accommodate the maximum degree of flexibility possible with a wide variety of configurations, more open plans and greater floor to ceiling heights than the existing buildings. The Commercial Strategy provided in support of the application makes note of the demand for such spaces within the area that could accommodate a variety of uses to accommodate SMEs, including creative, music and film spaces, craft food and drink production, gallery space, maker spaces and hybrid combinations of these. The Commercial Strategy is supported by Council Officers and has also received support from WLB (West London Business).

The proposal also includes co-location, with the introduction of residential flats to the site. Accordingly, it is considered appropriate that the Agent of Change principles shall be followed, which has occurred in this instance. The Agent of Change assessment has identified sources of noise, vibration, dust, light and odour within the vicinity of the site, with relevant Technical Assessments provided to ensure that any existing sources of nuisance can be effectively designed out to ensure that the introduction of residential uses would not compromise the continued function of the LSIS, and future occupants would enjoy a high standard of amenity. Appropriate conditions have been recommended in accordance with Pollution-Technical Officer advice.

It is noted that the design of the buildings, particularly the Colville Road site, would introduce significant bulk, scale and massing to the area based on current circumstances. However, it is considered that the overall height, massing and scale are consistent with the emerging character of the area, taking account of existing approvals near to the site and within the surrounding area. The taller building would act as an opposing book end to this urban block, to the building already approved at 2-10 Roslin Road and its design approach utilises a high degree of articulation and variance in materiality in the overall façade design to ensure that it would make a positive contribution to the streetscape and the wider urban context. Similarly, the proposed building at 67-81 Stirling Road would have a different architectural narrative that uses strong industrial elements to reinforce the character of the area. Both buildings would introduce active frontages to the street, where they don't currently exist, and the overall design approach taken is consistent with the indicative master plan that has been used as part of other development approvals and current applications.

The principle of providing housing on the site is welcomed, given its brownfield nature and its proximity to high frequency public transport infrastructure. The 237 units proposed would alone contribute 1% to Council's 10-year housing targets as required by the London Plan. The proposal would also provide Affordable Housing at a rate of 38%, with a tenure split of 55/45 in favour of London Affordable Rent. Thus, the proposal will also make a sizeable contribution to providing Genuinely Affordable Housing to Ealing Residents. The proposal also provides a good housing mix, with several family units also proposed.

The proposal would also provide excellent amenity spaces for residents, with roof top spaces maximised to provide good quality communal spaces across both buildings. The Energy Strategy is also strongly supported by Council’s Energy Consultant with an overall site-wide cut beyond Part L of the current building regulations of at least 57.3%. The relevant carbon offsetting contribution has been recommended and the energy measures have followed the GLA hierarchy.

Overall, the proposal represents a sustainable form of development, that would provide for better quality industrial spaces and an increase in housing, with a good affordable housing offering. The proposed development, whilst a significant increase in height, bulk and massing, represents a coherent architectural narrative that would be consistent with the emerging character of the area and would improve the visual amenity of the area. Council Officers recommend the approval of the application, subject to conditions contained within Annexe 1 and the financial contributions and obligations outlined within the Heads of Terms of the legal agreement.

Recommendation:

That the committee **GRANT** planning permission subject to the satisfactory completion of legal agreements under section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure the items set out below:

Heads of Terms

The proposed contributions to be secured through a S106 Agreement are set out below.

Financial Contribution Heading	Proposed Contributions
Education Infrastructure	£400,000
Healthcare provision	£292,200
Transport and Public Realm	£291,000
Disabled Parking Bays (3)	£9,000
Bus Service Improvements (TfL)	TBC
Amenity Space	£667
Allotment Garden Improvements	£27,087
Active Ealing (Sports Infrastructure)	£111,000
Apprentice and Local Labour Scheme	£55,000
Air Quality	£64,640
Carbon Dioxide Offsetting	£320,369
Post Construction Energy Monitoring	£12,982
Total Contributions	£1,583,945 (+TBC)

- Affordable housing provision of 38%, with a tenure split of 55/45 (Habitable Room) in favour of LAR over Shared Ownership
- An early-stage Affordable Housing Viability Review mechanism to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission.
- Free car club membership for 3 years for all residents
- A s278 agreement to provide the disabled parking bays on the street as shown on the approved plans. All disabled parking bays shall be equipped with electric vehicle charging infrastructure. The s278 agreement shall also include the widening of the footpath on Colville Road
- Restriction of parking permits within the Controlled Parking Zone



Figure 02: 1-9 Colville Road

The second site has frontages to both Stirling Road and Bollo Lane and is described as 67-81 Stirling Road. This site is also within the same established industrial area and is designated as a Locally Significant Industrial Site (LSIS) and also has an Archaeological Interest Area designation and is also located within an area of Local Park Deficiency. This site has an area of approximately 1,340sqm, with a frontage to Stirling Road of 29 metres and a frontage to Bollo Lane of approximately 40 metres.



Figure 03: 67-81 Stirling Road (from Bollo Lane)

The surrounding area is predominantly consisting of industrial uses, owing to the designation of the South Acton Industrial Estate as a Locally Significant Industrial Site. However, it should be noted that

there is an emerging mixed-use character within the area, with a number of proposals recently granted permission by Council, which will result in taller buildings and co-located uses.

At the January 2021 Planning Committee, Council granted approval for a mixed-use hybrid scheme (planning permission and outline planning permission) on the stretch of land between the railway corridor and Bollo Lane. This is a phased development with Phases 1 & 2 granted planning permission, which was for 550sqm of B1(a)(b)(c) uses, 125sqm of flexible Class A uses and 200 affordable and market dwellings in a block up to 25 storeys. Phases 3 & 4 was granted outline planning permission for 1800sqm of B1(a)(b)(c) uses, 175sqm of flexible Class A uses and 700 affordable and market residential units in 8 blocks, between 8-storeys and 18-storeys in height.

Most recently, planning permission was granted for a mixed-use scheme at 2-10 Roslin Road & 29-39 Stirling Road (204553FUL) for collectively 149 residential units and 2,421sqm of flexible employment space (Class E(g)). The building at Roslin Road was approved to be 15-storeys in height and the building at Stirling Road being part 2-, part 8- and part 11-storey.

The Proposal

The proposed development involves the demolition of all existing buildings. The description of development includes the following:

Construction of a mixed-use development comprising commercial floorspace (Use Class E(g)) and 237 residential units (Use Class C3) collectively across the two buildings.



Figure 04: Proposal for 67-81 Stirling Road

The buildings would be 19 and 11 storeys and would include landscaping and associated ancillary and enabling works.



Figure 05: Proposal for 1-9 Colville Road/1 Stirling Road

Consultation:

Pre-application

Design Review Panel

The panel sees the potential of the scheme to make a positive contribution to the area, however improvement of quality is needed. The design team encourages the emerging masterplan developed for the urban block. The master plan should consider the neighbouring residential areas, how they should relate to the emerging mixed-use developments and co-located uses and how they contribute to the area.

The public realm needs to be of outstanding character and ensure that residents have access to high-quality spaces while the surroundings continue to evolve. The relationship between the commercial units and the courtyard in plots J&K with Bollo Lane is welcomed. However, there is a risk that some industrial uses and the proposed capacity for commercial use should reflect existing and potential demand within the targeted sectors. The impact on the public realm of the servicing for the commercial units on Sterling Road should be carefully considered.

More details to achieve high-quality public realm and amenity areas are required. Further thought is needed in relation to sustainable urban drainage and surface water management, as well as the capacity for increasing biodiversity on the rooftop gardens and a good management strategy.

The panel feels that plots J&K has a good massing and height, whilst plots A&B are overdeveloped. The building heights of the main A&B block and whether it requires a gateway function require further justification. The heights should reflect the relationship of the building with the surroundings and the massing requires further justification: a standalone lower main block could improve the quality of the courtyard and flats. The density should be in accordance with the GLA matrix.

The scheme's architectural expression and materials are largely successful, and the panel welcomes the distinct character developed for the two buildings. The proposed homes and commercial spaces are exceptional but careful consideration should be given to single aspect units and overheating issues.

There should be a more explicit rationale behind the distribution of workspaces within the building at plots J&K. The panel suggests relocating some of these commercial units to the plots at A&B, in order to reduce the pressure on plots J&K and to allow for a larger courtyard.

A robust energy strategy, acoustic and sustainability assessments should be provided.

Officer Response: The applicant has presented amendments to their scheme, which will be discussed more thoroughly within the Design section of this report. The justification for the commercial spaces has been addressed within the Commercial Strategy submitted with the application. The single aspect units facing into the rear courtyard of Plot AB have been addressed through the submission documents, showing that these flats would take a narrower arrangement, allowing for greater daylight distribution into these spaces and good outlook down the emerging central courtyards on neighbouring sites.

The applicant has also submitted an Energy Strategy that has been considered to be good by Council's Energy Consultant.

<p>Neighbour Notification</p>	<p>In accordance with the requirements of Ealing Council’s Statement of Community Involvement (2015) and the Town and Country Planning (Development Management Procedure) Order 2015, the application was advertised by the way of site notice on 28/07/2021 with the consultation period expiry on 18/08/2021.</p> <p>One objection to the proposed development was received during the statutory consultation period, with another objection received outside the consultation period, with each given equal weight. A summary of the points of objection raised is provided below:</p> <ul style="list-style-type: none"> - Neighbouring properties have not been sufficiently aware of the proposal to have time to comment. - The principal objections are caused by the excessive height. - Height is out of character of the area. - Height causes loss of light. - Height causes overlooking to neighbouring properties. - Height enables excessive number of units on small plot. - Thus, it’s over development - there’s no change in local facilities, including transport, to support this. <p><u>Officer Response:</u> The points raised are noted and primarily related to the height, design and the impact on adjoining properties. These will be addressed within the relevant sections of the report below.</p>
<p>Ealing Civic Society</p>	<p>A representation was received from the Ealing Civic Society, which is characterised as neutral, with the points raised summarised below.</p> <ul style="list-style-type: none"> - Ealing Civic Society considers an Environmental Impact Assessment (EIA) to be essential for this development. In this location, the proposed height and number of residential units, together with the density and massing that would result, would have a very significant impact on all aspects of the local environment including earlier phases of the Sherwood Close development and allotments immediately opposite the site. <p><u>Officer Response:</u> A request for a Screening Opinion was received and assessed by Council under the EIA Regulations prior to the submission of this application. The conclusion of this assessment was although the proposal would fall within the provisions of Schedule 2 Development, the proposed development will not be likely to have significant effects on the environment as interpreted by the EIA Regulations 2017. The proposal would thereby not constitute EIA development requiring an Environmental Impact Statement.</p> <p>The impacts on the Sherwood Close development and the allotments can reasonably be assessed as part of a planning application. However, it is not clear what the comments relating to Sherwood Close are, as this development is located within West Ealing, whereas the proposed development is located in Acton. The allotment gardens are located some 160m away from the application site.</p>

<p>West London Business</p>	<p>West London Business (WLB) submitted a letter in support of the proposed development stating that the proposed development would offer workspaces that would support small business, a substantial contribution toward housing supply and a commitment to low/zero carbon living and WLB are fully supportive of the proposed development.</p> <p><u>Officer Response:</u> Noted and the commercial strategy is addressed within the Principle of Development section of this report.</p>
<p>External Consultation</p>	
<p>Greater London Authority (GLA)</p>	<p>The GLA were consulted as part of Stage 1 with a summary of the strategic issues being identified as follows:</p> <p><u>Land Use Principles:</u> The proposals have not been brought forward as part of a co-ordinated plan led process to warrant its release from LSIS contrary to Policy E7 of the London Plan. However, the proposals could be supported if the industrial capacity of the site is satisfactorily retained. This is predicated on the servicing arrangements being fit for purpose for industrial use. The interface between the residential and industrial uses also needs to be further addressed. The development cannot be supported in land use terms unless these issues are overcome to the satisfaction of GLA and TfL officers.</p> <p><u>Affordable Housing:</u> An affordable housing offer has been made of 38%. As the development would result in the loss of industrial capacity, the Viability Tested Route would need to be followed. However, should the issues raised in respect of the industrial replacement be addressed, the scheme could follow the Fast-Track Route.</p> <p><u>Transport:</u> The Active Travel Zone assessment needs further work, and in keeping with Healthy Streets and Vision Zero objectives, appropriate improvements/contributions should be secured. Concerns regarding the proposed servicing arrangements and disabled parking are raised. Additional improvements to active travel routes should be identified and secured. The cycle parking should be improved to comply with LCDS guidance. A contribution of £253,500 towards bus service improvements is required. Other issues on residential amenity, play space, urban design, inclusive access and sustainable development also require resolution prior to the Mayor’s Decision-Making stage.</p> <p><u>Officer Response:</u> The GLAs initial concerns with respect land use principles was in respect to the fact that the GLA considered that one of the smaller commercial units on Block AB would be located a distance away from the proposed loading bay on Stirling Road. Given the separation distance between the loading bay and this unit, the GLA initially considered that the use would not be truly industrial, leading to a net loss of industrial space. This is despite the fact the floor area proposed would be constitute a full reprovision.</p>

	<p>In accordance with Policy H4(5), where development in industrial areas do result in a net loss of industrial capacity, AH at a rate of 50% would be required. Following these comments, the applicant provided a response to the GLA on this matter</p>
<p>Transport for London (TfL)</p>	<p>The following key issues have been identified:</p> <p>Further detail/improvements are required regarding the assessment of and contributions towards Healthy Streets and Vision Zero.</p> <p>Concerns are raised in terms of servicing arrangements and cycle parking compliance.</p> <p>Review of the proposed disabled parking provision to confirm adequate to meet demands alongside meeting Vision Zero objectives.</p> <p>Additional improvements to active travel routes should be identified and secured along with those already proposed for footways and public realm adjacent to the site.</p> <p>A contribution towards bus service improvements is requested.</p>
<p>London Borough of Hounslow</p>	<p><u>Heritage matters</u></p> <p>The Authority is generally satisfied that there would not be a harmful impact on heritage assets across the London Borough of Hounslow, particularly in light of the recently consented development along Bollo Lane on Transport for London land, which if built, will largely screen the proposed blocks from the most sensitive heritage assets in the vicinity such as Gunnersbury Park / Mansions and the riverside. However, the design of the largest of the two blocks (on the corner of Colville Road/Stirling Road/Bollo Lane) is, at present, somewhat uninspired and the frontage onto Bollo Lane is particularly blank, causing a very moderate degree of additional harm to the Strand-on-the-Green Conservation Area. Whilst this harm is not significant enough to raise objections to, this aspect should be addressed through detailed discussions with the applicant.</p> <p>Additionally, officers note the recent proliferation of large-scale standalone planning applications along this section of Bollo Lane, and it would be helpful to know if there is a Masterplan or Local Plan policy designation for this area (the South Acton Trading Estate and its surrounds) to inform the likely pattern of change in the area in coming years and help to guide any future representations from LB Hounslow. This is particularly important in the context of heights: there are a number of sensitive conservation areas and other heritage assets in LB Hounslow within view of this area, and the trading estate appears to be set for significant change in the coming years; it therefore seems probable that LB Ealing has a policy document to guide this change and it would be useful if this could be shared with LB Hounslow.</p>

	<p><u>Transport matters</u></p> <p>The Council's Transport team have been consulted as part of this submission, and have issued the following comments and observations:</p> <p><i>The outline Construction Logistics Plan in the Transport Assessment shows the construction routes being directed to the north, thereby avoiding Chiswick High Road. This is welcomed.</i></p> <p><i>An Active Travel Zone map was included in the Transport Assessment but it does not appear that an ATZ survey of the routes was undertaken. We would have expected a survey of the routes to be provided to identify any barriers to active travel in the vicinity of the site, including the route to CHR and Gunnersbury Station. Notwithstanding this omission, as we are securing a contribution to enhancing the pedestrian crossing facility outside Gunnersbury Station through the Bollo Lane scheme, a proportional contribution should be sought from this proposal also.</i></p>
<p>Crossrail Safeguarding (TfL)</p>	<p>Thank you for your letter dated 23 July 2021 requesting the views of the Crossrail on the above application. I confirm that the application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction.</p>
<p>London Underground Safeguarding (TfL)</p>	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure.</p> <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> • provide Risk Assessment and Method Statement for Demolition, Piling, superstructure, Tower cranes/Mobile cranes, Scaffolding, etc • provide Lifting plans for all tall plants • accommodate the location of the existing London Underground structures- Logistic plans for material and deliveries to site during construction (impact on access to LU Frank Pick House) • information and drawings on substructure(GA) • accommodate ground movement arising from the construction thereof - Ground Movement Assessment for demolition and loading, to assess impact on adjacent buildings • mitigate the effects of noise and vibration arising from the adjoining operations within the structures - Environmental plans; Dust, noise & vibration mitigations

<p>Heathrow Airport Safeguarding</p>	<p>We have now assessed the application below against safeguarding criteria and can confirm that we have no safeguarding objections. However, we would like to make the following observation:</p> <p><u>Construction Aviation Warning Lights</u> Although it is not anticipated that the use of a crane at this site will impact Heathrow’s Obstacle Limitation Surfaces, Instrument Flight Procedures or radar. We would like to advise the developer that if a crane is required for construction purposes, then red static omnidirectional lights will need to be applied at the highest part of the crane and at the end of the jib if a tower crane, as per the requirements set out by CAP1096. https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=5705</p>
<p>Metropolitan Police (Secure by Design)</p>	<p>Should the development be granted planning permission, I request that the wording of the condition is, or similar to:</p> <p>“The development must achieve Secured by Design accreditation prior to occupation”</p> <p>This will incorporate all aspects of doors, windows, lighting, postal strategy and advice on CCTV rather than specifying them individually within the conditions.</p>
<p>Historic England</p>	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p>
<p>Highways England</p>	<p>No development shall take place until a detailed Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority and Highways England. If the detailed Construction Traffic Management Plan demonstrates that there is the potential for a severe impact on the SRN, further assessments may be required. Reason: To mitigate any adverse impact from the development on the M4. To ensure that the M4 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.</p> <p>Informative A Full Travel Plan shall be implemented in accordance with measures that promote sustainable travel and ensures the development is maintained as ‘car-free’ to ensure that there is a negligible impact on the TfL and Highways England road networks in accordance with s10 of the Highways Act 1980.</p>
<p>NHS Property (Healthcare)</p>	<p>Request contribution to be secured within the s106 agreement</p>
<p>Thames Water</p>	<p>Informatives have been recommended with regard to waste and water comments.</p>

Internal Consultation	
<p>Pollution-Technical (Noise)</p>	<p>A new manned noise survey was undertaken on Monday and Tuesday 22 and 23 March 2021, collecting noise samples for day and night times, report issued 01/06/2021.</p> <p>It should be noted that Monday and Tuesday tend to be the quietest days of the week due to people taking extended weekends. Mid- to end of week seem to show increased activity.</p> <p>A long-term measurement is said to have given only 10 hours of data.</p> <p>These noise measurements were carried out during lockdown conditions. The new report suggests that there is a small noise reduction from 30% less road traffic during the monitoring exercise. However, we require representative pre-Covid19 noise data. Data presented is long and convoluted and a new noise assessment is required. Regarding proposed room arrangements, despite previous advice given, plans indicate again that most bedrooms are to adjoin communal circulation space or other uses in separate flats, shared amenity spaces and plant rooms. The proposed layout will require enhanced sound insulation to prevent adverse living conditions due to sleep disturbance.</p> <p>I recommend the following conditions and informatives:</p> <ol style="list-style-type: none"> 1 Transport and/or commercial/industrial/cultural noise sources 2 Separation of noise sensitive rooms in neighbouring flats 3 Separation of commercial and communal uses and facilities from dwellings 4 External noise from machinery, equipment, extract/ventilation ducting, mechanical installations 5 Anti- vibration mounts and silencing of machinery etc. 6 Site and Servicing Management Plan 7 Demolition Method Statement and Construction <u>Management Plan</u> <p><u>INFORMATIVES for Demolition and Construction, Installation, Refurbishment etc.:</u></p> <ol style="list-style-type: none"> 1 Permitted hours for building work 2 Notification to neighbours of demolition/ building works 3 Dust 4 Dark smoke and nuisance 5 Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc.

<p>Pollution-Technical (Air Quality)</p>	<p>Please see the following conditions recommended for the site:</p> <p>Prior to the commencement of the development, details shall be submitted to and approved by the Local Planning Authority, for the installation in the dwellings of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air. The details to be submitted shall include the arrangements for continuously maintaining the operational efficiency of the system. The ventilation system as approved shall be completed prior to occupation and shall be retained permanently thereafter.</p> <p>All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA’s supplementary planning guidance “Control of Dust and Emissions During Construction and Demolition” dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/.</p> <p>Before the development is commenced, (including demolition and site clearance) an Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014, for the existing site and the proposed development. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works on the site.</p> <p>Please also note that s106 funding for Air quality will be requested from the development: 237 residential units * £100 = £23700 4094 m² commercial space * £10m² = £40940 Total = £64, 640</p>
<p>Pollution-Technical (Contaminated Land)</p>	<p>The submitted preliminary desk study (Ref. IDOM DS21849-21-221) recommends further site investigation. Based on the information available this is agreed with.</p> <p>Following conditions are recommended:</p> <p><u>Site Investigation</u></p> <p><u>Remediation Scheme</u></p> <p><u>Verification Report</u></p>

<p>Active Ealing (Sports Development Manager)</p>	<p>An approximate indication of the potential demand the occupiers of the new residential development will generate for existing and future sports facilities can be generated using Sport England’s Sports Facility Calculator model; based on 237 new units and an average of 2.4 people in each unit, a calculation can be made based on 569 additional residents living in the new units (these indicative figures can be changed if necessary).</p> <p>A contribution has been recommended toward sporting infrastructure through the s106 agreement.</p>
<p>Transport Services</p>	<p>Recommended relevant s106 contributions and obligations. Conditions also included in line with GLA advice.</p> <p>Revised loading arrangements for Colville Road building are acceptable, having been moved further away from the junction with Colville Road and Sterling Road.</p> <p>Recommend remove Disabled Parking Bays on the opposite side of Sterling Road and seek a financial contribution of £3000 per bay.</p>
<p>Waste and Street services</p>	<p>No response.</p>
<p>Education Services</p>	<p>Requested contribution toward education provision.</p>
<p>Landscape Architect (Leisure and Parks)</p>	<p>Amenity Space: For a development of this size a total of 3555 m2 private amenity space will be required.</p> <p>The Development will provide 3550m2 of private/communal amenity space in the form of external amenity space, private balconies and internal amenity space</p> <p>The internal amenity space has not been counted towards the overall provision because the guidance is clear that this should only be used in exceptional circumstances. In practice if deemed acceptable, this should only be used to offset any shortfall in the ‘Private Open Space’ component of the requirement, and not the supplementary provision required through local policy.</p> <p>This means the development provides a good amount of amenity space and only short of amenity provision by 5m2 and so only a small 106 payment would be required if the scheme gets approval.</p> <p>Children’s Play and Teen Play: For a development of this size a total of 837.7m2 of dedicated play space would be required.</p> <p>The application includes a total of: 642m2 of play space. This means a section 106 contribution will be required for improvements to local facilities.</p>

Allotment Space:

Ealing policy in the DPD document page 22 states that 1.7m2 of allotment space is required per person. This means a total of 773.91m2 is required within this development. As none has been provided a section 106 contribution will be required.

Section 106 requirements:

Due to a significant lack of / play and allotment space a section 106 contribution should be requested if planning intend to recommend the scheme for approval. The contribution should be used for improvements to South Park, Mill Hill Park (Avenue Road Park) and Bollo Brook Park. As a guide we would recommend the following amount:

Amenity space contribution: £ 667
 Play space contribution: £29353
 Allotment space contribution: £27087
 Total section 106 contribution: £ 57106

In our opinion the following details should be conditioned:

- Details of children’s play areas including safety surfacing and equipment
- Details of Hard and Soft Landscaping Scheme
- Details of Boundary Treatment
- Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting
- Details of the green and brown roof construction and specification, together with a maintenance schedule
- Details of sustainable urban drainage systems to be implemented on site

Officer Response: Following issuance of this consultation response, the Council Officer, in conjunction with the Landscape Architect, reviewed the children’s play space requirement in line with the GLA’s Child Yield Calculator. It was evident that the minimum requirement for play space was incorrectly calculated, and the applicant had provided the exact provision as required by planning policy.

The s106 contribution recommended for shortfalls in children’s play space is therefore not required and has not been recommended.

Relevant Planning Policies:

The policies relevant to this application are listed in the informative section of the recommendation toward the end of this report.

Reasoned Justification:

Main Issues

The main issues in assessing this proposal are the principle of residential redevelopment of an existing employment site, the quantum and density of development, the design and impact on the character and

appearance of the area, the scale and height of the proposed buildings and their relationship with surrounding properties, the impact on amenity of adjacent uses, the quality of internal living environment for residents, the transport impact of the development, sustainability and energy aspects. Other issues to be considered include housing mix and affordable housing, crime prevention, accessibility, refuse and recycling storage, drainage and the Community Infrastructure Levy.

Principle of Development

The existing uses within the site consist of primarily industrial but also other commercial type uses. The application site consists of two separate and unconnected sites within an industrial urban block that is designated as within a Locally Significant Industrial Site (LSIS). The first site has the address of 1 Stirling Road/1-9 Colville Road and is referred to as Plots A&B, as this is the designation given by the applicant as part of their overall masterplan, which was considered under previous applications on the urban block, such as 192130FUL and 204553FUL. The other site is at 67-81 Stirling Road and is referred to on the aforementioned masterplan as Plots J&K. The image below illustrates the masterplan, however, it should be noted that this masterplan serves no strategic function and is indicative only.

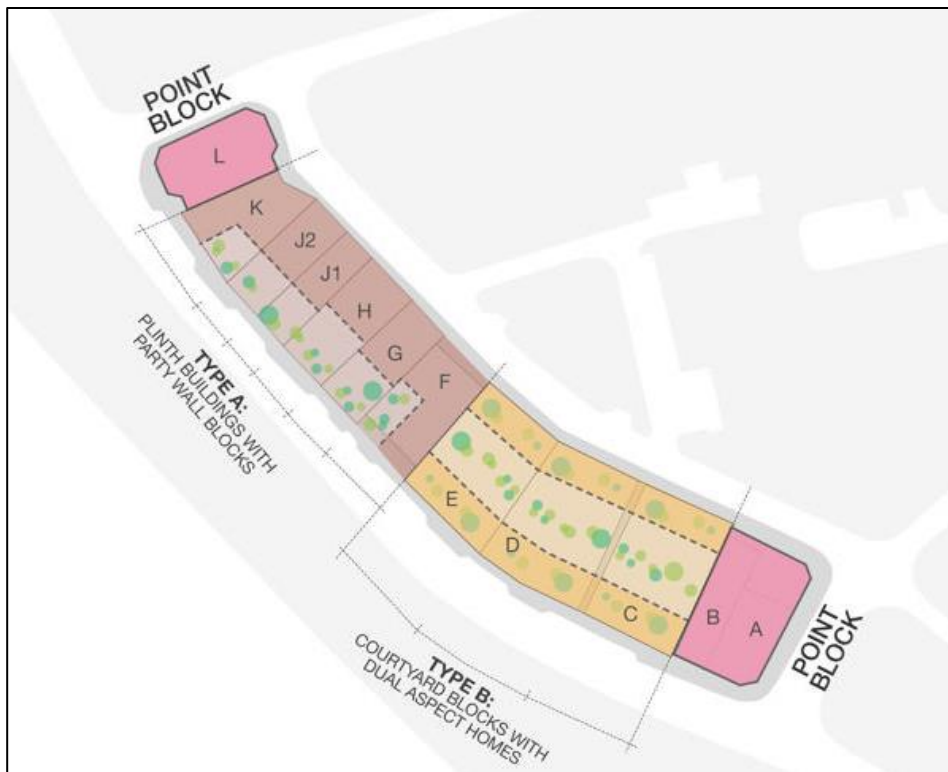


Figure 05: Indicative Master Plan

This scheme presents a co-located residential and industrial/commercial scheme within the LSIS, which is a similar type of application that previously granted on other sites within this urban block, that are referenced above. It is noted that Policy E7 of the London Plan (2021) requires that such types of development should follow a “plan-led process of SIL or LSIS intensification and consolidation...or as part of co-ordinated masterplanning process, in collaboration with the GLA, and the relevant Borough, and not through ad-hoc planning applications. This measure hasn’t been followed in its entirety as part of previous planning applications, given the complex ownership structure of this urban block. The GLA has accepted, under previous applications and the current application, the process that has been followed. Whilst this masterplan is indicative and plays no strategic role, it does give a strong

development framework for the area and has been followed as part of this application and a separate application that is also currently being considered by Council (214991FUL – Block C).

Whilst the London Plan generally supports intensification of industrial sites, as well as their co-location with other uses, the GLA initially raised strategic concern with regard to the full reprovision of industrial space on the application sites. The GLA considered that one of the proposed commercial/industrial units within Block AB was orientated toward Bollo Lane and was located a significant distance from the proposed loading/servicing area on Sterling Road. The consideration was that an industrial unit could not be classed as such, where servicing and delivery arrangements were not within reasonable distance and accordingly considered not fit-for-purpose.

As part of their submission, the applicant has provided a Commercial Strategy which outlines the rationale and demand for the intended uses of the non-residential space within both buildings. This is a process that has been followed on alternate sites. It should be noted that whilst the GLA did initially consider that there was a net loss of industrial capacity on the sites, it should be acknowledged that the non-residential floorspace in comparison to the existing situation has increased from 4,064sqm to 4,094sqm, an uplift of 30sqm. However, it was considered by the GLA that these matters could be remedied through a revised design or further justification. The applicant advised the GLA that servicing on Bollo Lane, or Colville Road would not be appropriate, and that Stirling Road currently functions as a servicing and delivery area for existing industrial premises. The proposal would continue this arrangement.



Figure 06: Commercial Courtyard 67-81 Stirling Road

In terms of the one commercial unit proposed that is of concern to the GLA, this commercial unit would be positioned toward the corner of Bollo Lane and Colville Road. It is considered that the size of this unit at 423sqm would not warrant a significant number of deliveries or servicing movements that would render this unit not-fit-for-purpose for industrial-type activities. In addition to this, this industrial unit would be

located 50sqm from the loading bay on Stirling Road which is not considered to be unreasonable. The applicant’s Transport Statement notes that across both buildings, daily deliveries would equate to 22 movements for the residential and non-residential components, which can be reasonably accommodated within the loading bays proposed. The revised statement from the GLA is that should the local planning and highway authority be satisfied with the approach of providing all servicing to Sterling Road, then this would be acceptable to TfL.

In terms of the Commercial Strategy previously referenced, it is considered that the commercial offering meets the requirements of Policy E7 of the London Plan which states that “development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8” which also includes making provision for the introduction of small units, as is proposed as part of this scheme. The proposed Class E(g) use encompasses the former B1c use and are considered to be both consistent with the site’s designation as within LSIS and compatible with residential uses. The Commercial Strategy submitted provides an evidence-based assessment of demand and need for such space within Ealing and in a wider context, West London. The assessment outlines the emerging demand for spaces that are flexible, with a minimum floor-to-ceiling height of 4 metres that are able to accommodate occupants such as artists studios, design and maker spaces, craft food and drink production, TV and music production, co-working spaces, start-up and other SME business and hybrid office/maker/gallery space. The proposed offering would provide more modern premises than the existing buildings and accordingly make the area more attractive for occupants than the existing situation.



Figure 07: 1-9 Colville Road

Whilst these don’t necessarily fall within the traditional definition and idea of industrial spaces, they fit within an emerging market that would be consistent with the objectives of LSIS areas within the London Plan. It is therefore considered that the proposal would constitute no net loss of industrial space across the two sites and create industrial accommodation that would be flexible and able to accommodate a wide range of occupants, that is supported by Council Officers. As it is of the opinion of Officers that the
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proposal constitutes full re-provision of industrial space, the proposal would be eligible for the fast-track route for Affordable Housing at 35% in accordance with Policy H4 of the London Plan (2021).

The proposal would also include the creation of 237 units across the two sites, which will make a positive contribution to Council's housing targets. In accordance with Policy H1 of the London Plan, Ealing has a 10-year housing target of 21,570 homes, to which the proposed development would contribute 1%. The development also provides for a good amount of genuinely affordable homes to the residents of Ealing, in a location centrally located between Acton Town Underground Station and South Acton Overground Station. The GLA and Council Officers are wholly supportive of the additional housing, as well as the genuinely affordable homes that the proposed development would bring to the Borough and locality.

Agent of Change

The London Plan introduces the Agent of Change principles within Policy D13, and compliance with this policy is required by Policy E7 for the co-location and intensification of industrial sites. The principles of the Agent of Change are that the responsibility for mitigating impacts from existing noise and other nuisance generating activities is placed on the new noise sensitive development.

In the context of this application and the surrounding area, the responsibility of mitigating impacts of noise and nuisance is on the new residential uses proposed as part of this application rather than existing industrial uses within the LSIS. This is as LSIS areas play an important and essential role within London's economy and new residential uses within the LSIS should be designed to ensure that existing uses can remain viable and continue to grow without unreasonable restrictions being placed upon them.

To this effect, nuisance generating activities within the LSIS include, but are not limited to, noise, vibration, dust, odour and lighting, around which the applicant's Agent of Change assessment is framed. Given the two sites being considered as part of this application are unconnected and significantly distanced from one another, they each are each surrounded by different industrial uses that possess their own constraints to the introduction of residential uses.

Within the surroundings of Plot AB, constraints include to the north-east with a commercial building occupied by Ocado, as well as a hand car wash facility. To the east of the site is an industrial premises known as Lawsons Timber and Building Facilities. In the vicinity of Plot JK is an Ealing Council Environmental Services open-air storage area, to the northeast of the site. There is also a newly constructed storage unit facility, occupied by Magenta Self Storage to the south-east. Bollo Lane is to the southwest of the site, on the opposite side of which the emerging TfL Holdings scheme will be located.

In terms of noise, the applicant has presented a Environmental Noise Assessment, which will be addressed in full within a subsequent section of this report. The only significant noise and vibration identified were transport related, including overhead aircraft noise, traffic movements along Bollo Lane and Stirling Road and frequently passing trains on the nearby Underground network. In accordance with the principles of Agent of Change and Policy D13, the applicant has proposed mitigation measures, which has been assessed by Council's Pollution-Technical Team, with appropriate conditions relating to mitigation measures being recommended.

The Agent of Change report identifies that there are no significant dust generating uses within the vicinity of the site, with the exception of the Waste Transfer Station (Acton Re-Use and Recycling Centre), operated by Ealing Council on the opposite side of Stirling Road. However, it should be noted that this transfer station is for household waste only and does not welcome trade waste. Therefore, dust generated by this use is minimal and nevertheless, on both buildings, the residential uses begin at second floor, providing a buffer between street level and the residential uses proposed. It is not considered that

the proposal would be unreasonably impacted by dust, which was also an accepted conclusion as part of the developments at 29-39 Stirling Road and 2-10 Roslin Road (204553FUL).

Similarly, to dust, the only use that presents the potential for odour is the Waste Transfer Station, however the site accepts mainly household items, with no food waste accepted. The only potential for odour generation is garden waste, however this is likely to be minimal and Council Officers have visited the site and not identified any particular odour impacts that would cause harm to future residential uses. Nevertheless, it should be noted that waste is not stored for long periods at this facility, with waste removed when collection bins are full. There is also a significant distance between the application site and this facility, and the buffer provided by the residential uses beginning at second floor level would ensure that odour impacts can be fully mitigated. Further details will be discussed within a subsequent section of this report on Air Quality and appropriate conditions have been recommended.

In terms of lighting, it is not considered that there are any significant lighting impacts, apart from existing street lighting that would impact the proposed residential uses. It can therefore be concluded that the proposal can effectively mitigate the impact of surrounding industrial uses to ensure that the residential amenity of future residents will be protected and would not put unreasonable restrictions on existing industrial uses, that would compromise their functionality and continued use post-development. The GLA has acknowledged the applicant’s submission of an Agent of Change Assessment and broadly supports its conclusions, however states that “given that residential uses would be directly above industrial units, it is expected that appropriate noise and vibration mitigation is designed into the scheme to ensure that any noisy activities would not adversely affect the amenity of the residential units above”. These matters have been assessed by Council Officers, with a full assessment provided within subsequent sections of this report and appropriate conditions recommended.

Mix of Residential Units

As indicated in the table below, the proposed development would provide for a healthy mix of housing-types with a mix of 1-, 2- and 3-bedroom units.

Quantum of Proposed Residential Provision					
Housing Type	Stirling Road/1-9 Colville Road (Block AB)	67-81 Stirling Road (Block JK)	Total	Percentage	
Studio	3	0	3	1.2%	
1-bedroom	79	44	123	51.9%	
2-bedroom	65	31	96	40.6%	
3-bedroom	3	12	15	6.3%	
Total	150	87	237	100%	

Table 1 – No. of Units by Size

Affordable Housing

In relation to affordable housing, Council and London Plan objectives are to maximise the delivery of affordable housing, which is guided by Policies H4 and H5 of the London Plan (2021). Policy H5 sets a minimum threshold of 35%, which is calculated by habitable room. On sites that result in a net loss of industrial capacity, a higher threshold of 50% is identified. Whilst the GLA have raised concerns with the re-provision of industrial floorspace, Council Officers are of the view that the proposed development results in no net loss of industrial floor space and therefore the fast-track route of 35% by habitable room can be followed.

The proposal would involve an affordable housing provision of 38% by habitable room, which exceeds the minimum Affordable Housing threshold. In this instance, all of the proposed affordable housing would be located within the Plot JK building (67-81 Stirling Road), with all private market housing being located in the Plot AB building (1-9 Colville Road, 1 Stirling Road). This therefore means that by ratio, there would be 150 units within Plot AB and 87 units within Plot JK.

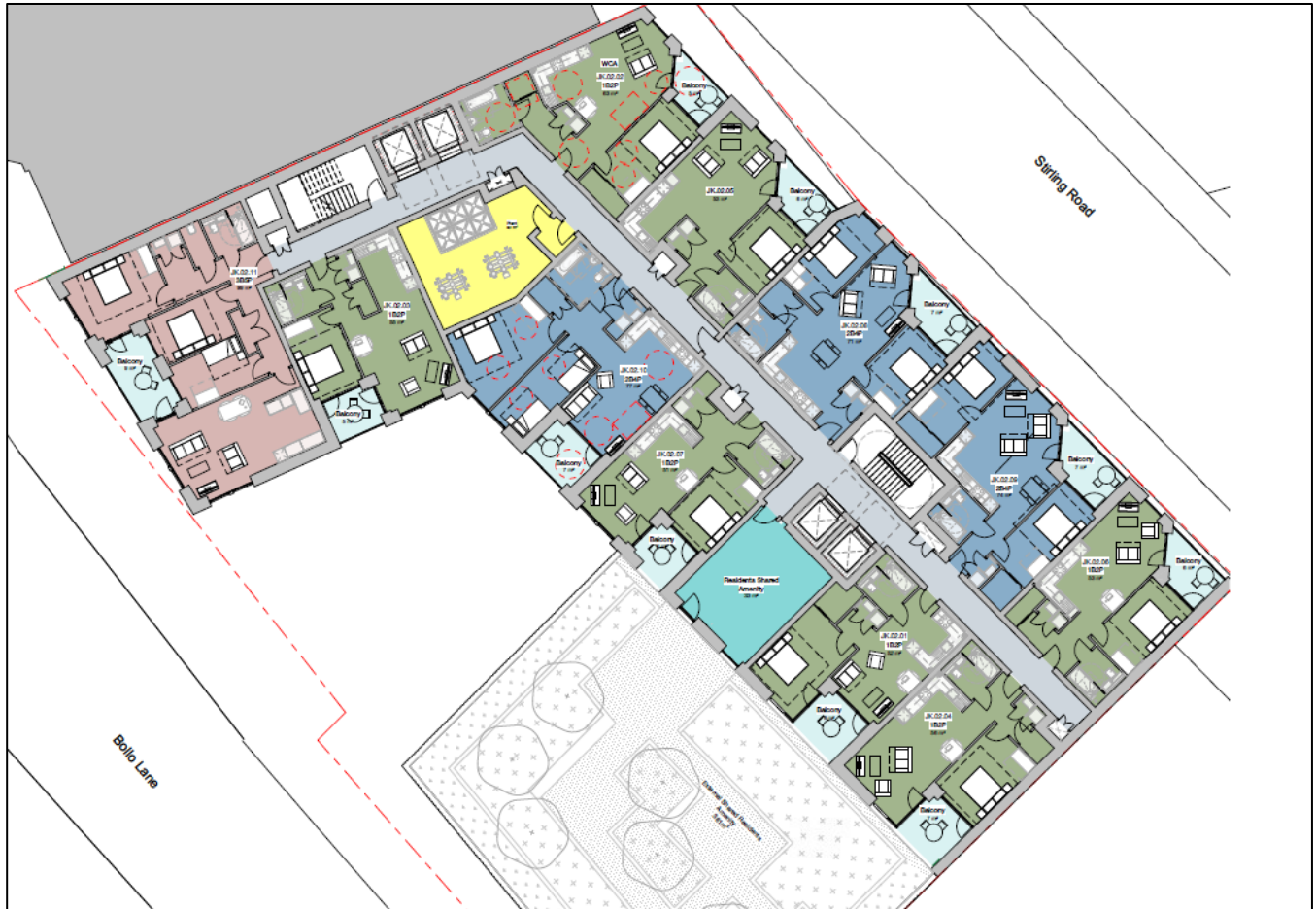


Figure 09: Second Floor Plan, 67-81 Stirling Road

The mix of the Affordable Housing would provide for a range of occupiers, with 50% of the Affordable Housing being 1 bedroom, 36% being 2 bedroom and 14% being 3 bedrooms. Council’s objective for Affordable Housing tenure is in favour of LAR tenure over Intermediate products at a rate of 60/40. In this instance the tenure split would equate to 55/45 LAR to Intermediate products. Whilst this is not strictly compliant with Council tenure split objectives, it is still a good affordable housing offering that would deliver genuinely affordable homes for residents.

The applicant also notes that the proposal is providing for AH in excess of the fast-track route requirement and were the applicant to reduce AH to 35% in accordance with policy, the 60/40 tenure split could be achieved. Thus, the additional housing provision over the 35% has skewed the ratio calculation toward Intermediate products. It is therefore considered more appropriate to secure the additional affordable housing over 35% which offsets the small non-compliance with tenure split objectives. The tenure split with housing mix is illustrated within the table below.

Flat Type	London Affordable Rent (Unit)	London Affordable Rent (HR)	Shared Ownership (Unit)	Shared Ownership (HR)
1b2p	21	42	23	46
2b4p	20	60	11	33
3b5p	6	24	6	24
Total	47	126	40	103
Ratio		55%		45%

Table 2: Affordable Housing Split by Tenure

In terms of the Affordable Housing provision being located within a separate building to the private market housing, this is considered to be acceptable in this instance. Both buildings are considered to be of a high-quality design and there is no discernible difference between the quality of the finishes of both buildings. In addition, the building which will contain Affordable Housing will have access to a greater amount of communal amenity space over and above the private market housing building. The Affordable Housing is also located geographically closer to Acton Town Underground Station, which will benefit the affordable residents in terms of their accessibility to public transport.

The affordable housing provision is therefore considered to be a good offer and Council Officers are supportive of the AH proposals.

Design, Character and Scale

Section 12 of the NPPF, London Plan Policies D1, D3 and D4 of the London Plan (2021) and Ealing Local Variation Policy 7.4 and Policy 7B of the Ealing Development Management DPD (2013) require new buildings to complement their street sequence, building pattern, scale, materials and detailing and to have high quality architecture. New buildings should also conform to the height, scale and proportions of existing forms of development within the immediate area, in order to define a sense of place.

The NPPF demands that development shall achieve well designed spaces and encourages early engagement with Council’s to develop designs that respond positively to the local area to create “high quality, beautiful and sustainable buildings”. Similarly, Policy D4 of the London Plan states that developments should be given scrutiny at an early stage through the use of Design Review Panels (DRPs), which has occurred in this instance. The applicant has also sought advice from the GLA through their pre-application process prior to submission.

The DRP met on the 5th of March 2021 and were broadly supportive of the proposal and recognised the challenges of development within this area. Comments were provided on the emerging masterplan presented, public realm, landscaping, density, height and massing, architecture, layout and sustainability. The DRP did feel that some further refinement and justification would be required and did note that Plots AB did feel slightly overdeveloped but welcomed the architectural expression and distinction in architectural form between the two buildings.

Further justification was required on the building height and massing of Blocks AB as to whether this site forms a gateway function and its relationship with the existing and emerging context of the area. The Panel questioned whether Blocks AB would be better served as a standalone building to more successfully allow better daylight into the central courtyards running through the urban block, part of the emerging pattern of development. On plots JK, the Panel considered that the development was successful in its massing and stepped height approach that integrates positively into the urban context and creates a human scale.

The applicant has accordingly considered these comments prior to submission of their application. This has resulted in adjustments to the massing of Plot AB. This has created a greater distinction in height on the elevation fronting Colville Road, with a portion of this elevation dropped, with the taller element creating a more slimline appearance to the junction of Bollo Lane/Colville Road and reducing its massing toward the corner of Colville Road/Stirling Road. The building proposed at Block AB is itself to provide a high-quality building visually that uses a high degree of visual interest and articulation that will possess its own distinct character. The Colville Road façade presents a grid format that is formed by precast frames that contrast with ribbed precast panels that have a defined horizontal and vertical alignment. Inset balconies will continue the coherent pattern within the façade, which will also include the contrast of darker coloured metal framework around windows, doors, and the balconies.



Figure 10: Emerging Development Context with Proposed Development in Pink

It is noted that this building presents a significant increase in height and massing to the area based on the existing conditions of the surrounding area. However, the overall concept of this building needs to be viewed through the emerging context of the area, which is undergoing an evolutionary change. The building height of up to 19 storeys, would fall generally in line with that of the TfL scheme. The Plot AB building's positioning in relation to the approved TfL scheme is that directly to the south, the masterplan will allow for a building of up to 18 storeys in height (described as Plot 2F on the hybrid planning approval for the TfL scheme). To the southeast of the site, Plot 3A of this scheme will see a 25-storey building constructed here.

Policy LV7.7 of the Ealing Development Management DPD defines a tall building as “those that are substantially taller than their neighbours and/or which significantly change the skyline”. Whilst the proposal for Block AB would be classified as a tall building within the context of the existing situation, when considering the emerging character of the area, the proposal for a height of 19 storeys would be considered as part of the prevailing and emerging character of the area.

It should be noted that the overall design principles of the building AB are to provide a bookend to the developing urban block that is bounded by Bollo Lane, Stirling Road, Roslin Road and Colville Road. This building would be located at the opposing end of this block to the 15-storey scheme at the other end that was approved as part of planning application 204553FUL.

The other building proposed as part of this application on Plots JK has an overall form and design that is consistent with the overall masterplan developed by the applicant. This building would provide visual relief on the Bollo Lane side, with the highest element being placed to the Stirling Road frontage of the development. The development would again provide a high degree of visual interest in its design, with the materiality used being high quality, with good amount of articulation and variation within the façade. The material palette is distinctively different to that of the approved building at 2-10 Roslin Road neighbouring the site. The building also contains a different architectural approach within its own façade to distinguish between the industrial and residential uses of the site. The ground and first floor levels provide for more open fenestration whereas the residential component follows a more traditional approach with inset balconies and metal framed windows. The clear distinction between the two uses through its design ensures that the proposal represents an industrial-focussed scheme that is consistent with the prevailing character of the site and the surrounding area.

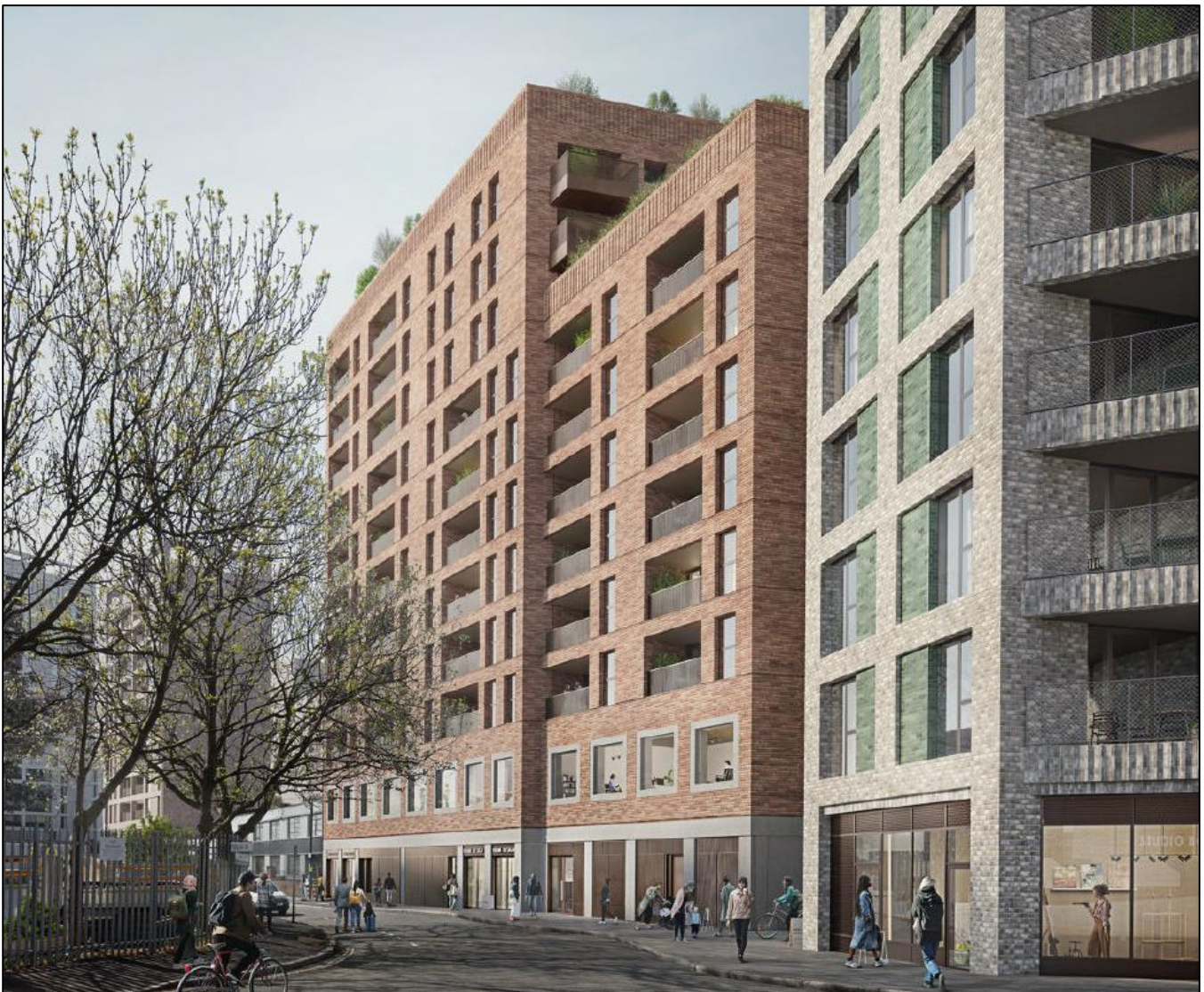


Figure 11: 67-81 Stirling Road (viewed from Sterling Road)

One of the most unique features of the scheme is the inset courtyard from the Bollo Lane side, which creates a welcoming environment and provides an element of visual relief within the street scene. A feature of this space is the suspended walkway at first floor level, which has the dual function of defining the space and providing an external connection point between industrial spaces at first floor level. The

overall design approach of this, with its metallic structure and earthy colouring provides reference to the industrial character of the area. The courtyard provides for a communal space for the employment and residential uses, however the industrial and residential areas to the building are clearly defined within the space.

Rooftop spaces are maximised throughout the development with residential communal amenity areas providing options for outdoor recreation as well as contributing the urban greening of the area. The GLA, in their Stage 1 response, have been supportive of the overall height, scale and massing of the proposed developments and the design approach taken.

Impact on Heritage

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for managing designated heritage assets in planning decisions. In relation to conservation areas, a local planning authority must pay special attention to “the desirability of preserving or enhancing the character or appearance of that area”.

Government guidance on how to carry out those duties is found in the National Planning Policy Framework (NPPF). At the heart of the framework is a presumption in favour of ‘sustainable development’ of which protecting and enhancing the historic environment in a manner appropriate to its significance is established as an environmental objective.



Figure 12: View from Gunnersbury Park

Section 16 of the NPPF sets out how the historic environment should be conserved and enhanced and makes it clear at Para 193 that when considering the impact of a proposed development on a heritage asset, local planning authorities should give ‘great weight’ to preserving the asset’s significance,

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

Policy HC1 of the London Plan (2021), states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets. Policy 7C of the Ealing Development Management DPD also states that development within of affecting the setting Conservation Areas should retain and enhance characteristic features and avoid undermining the significance of the Conservation Area. In addition, as stated within Policy 7.7 of the DPD, tall buildings can have a greater impact on their surroundings and the Borough, including the heritage context and local heritage assets and must be held to higher standards.

Whilst the height of the development, up to 19 storeys, will change the skyline in its existing context and would be visible from wider areas that would encompass heritage assets, the proposal must be seen within its emerging context with significant height on adjoining sites being either consented or proposed. To this end, the applicant's Heritage, Townscape and Visual Impact Assessment has focussed on the emerging context of the area. The assessment provided is comprehensive and based on the assessment provided, which reviewed the immediate areas, as well as heritage assets such as Kew Gardens, Gunnersbury Park as well as Conservation Areas within the London Boroughs of Ealing and Hounslow. The details provided clearly demonstrate that the proposal would represent 'less than substantial harm' to existing heritage assets. The GLA and the LB Hounslow are in agreeance on this aspect of the proposal.

In accordance with Chapter 16, Part 202 of the NPPF (2021), it states that where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, any harm should be weighed against the public benefits of the proposal including, where appropriate securing its optimum viable use. It is considered that the public benefits of the proposal are clear in the provision of better quality employment space on the site, as well as the contribution that the development would make to Ealing's housing targets and the overall affordable housing provision that would be provided. It is also considered that the proposal would improve the character and appearance of the local area, through the improved pedestrian experience, which is currently poor and unwelcoming.

Impacts on Neighbouring Properties

Policy 7B of the Ealing Development Management DPD seeks to ensure that new residential development does not materially harm the living conditions of neighbouring properties. Policy D6 of the London Plan (2021) also requires that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

In the current situation, both developments are not surrounded in their immediate context by any residential development, where the living conditions of any existing residents would be unduly impacted. However, it is noted that as this application is being considered as part of the emerging context of the area, Council Officers have advised developers to consider their schemes with other development proposals in this area.

To this end, the proposal for Blocks AB would adjoin a development proposal that is also currently under consideration by Council. This adjoining site is described as 3-15 Stirling Road, with the application reference of 214991FUL, and is referred to on the masterplan above as Plot C. This adjoining development is formed by a two-storey podium with two higher wings, one to Bollo Lane and the other to Stirling Road. With the implementation of Block AB at 19 storeys, Council Officers originally raised concerns with respect to the impact that the height of this building could have on daylight and sunlight to this adjoining development, as well as the central courtyard that is proposed as part of this development.

The report provided includes an assessment of the development against BRE (Building Research Establishment) guidance, which includes different measurements, including Vertical Sky Component (VSC), No-Sky-Line (NSL) and Average Daylight Factor (ADF). It is noted that the two applicants of these adjoining schemes have proactively worked collaboratively prior to submission of their respective applications, to ensure that impacts relating to daylight and sunlight can be minimised.

As the assessment provided notes, VSC and NSL are primarily used to assess impacts on existing residential properties as their calculations are based on an acceptable reduction based on existing values. This is not the case in this instance. The ADF measurement is considered to be the most relevant in this case as this assessment. Based on BRE Guidance, the ADF levels should be 1% for bedrooms, 1.5% ADF for living/dining rooms, 2% for kitchens, 2% for studios and 1.5% for studies. Based on the indicative layout provided to the applicant of this neighbouring development, there is demonstrated compliance with ADF guidance. The assessment was taken at the lowest residential level of this development, based on implementation of this proposal, a living/kitchen dining area would achieve an ADF of 1.9% and a bedroom 1.5%, both exceeding their minimum requirements. It is reasonable to conclude that residential levels above this would also comply with ADF guidance.

Another consideration within this scheme is the proposed communal amenity area on this neighbouring development, which will be located above the two-storey podium and centrally located between the two wings of the proposal. Overshadowing diagrams were presented, which show on the 21 March, that the communal amenity space between the two wings at 3-15 Stirling Road would have limited areas that see at least 2 hours of sunlight. It should however be noted that as the transient shading assessment shows, the lack of sunlight within this space would be primarily due to the proposed building on this adjoining site, rather than the development that is the subject of this application. The diagrams show that the primary cause of shadowing of this space that is the cause of the proposed development is the measurements at 8am and 9am, with shadowing at all other times of the day caused primarily by the sites own proposed development. It should also be noted that overshadowing of this space at 8am and 9am would occur regardless of the height of the development at Plots AB and there overshadowing should not be attributed to the height of the proposed development.

This adjoining scheme at 3-15 Stirling Road also utilises their roof spaces, for sustainability measures, as well as further landscaped areas that would be accessible to residents of this adjoining development. The overshadowing study demonstrates full compliance with BRE guidance relating to seeing at least 2 hours of sunlight on 21 March. Other communal amenity areas would therefore provide somewhat of a substitute for the podium communal space on this adjoining development.

Other considerations are the impact that the proposal at Plots JK would have on the consented scheme at 2-10 Roslin Road. It should be noted that the developer of both schemes is the same and accordingly, the two developments have been designed in order to not impact one another. Nevertheless, given the orientation and design of the proposal at Plots JK, the proposal would not impact the living conditions of future residents at 2-10 Roslin Road.

The Daylight and Sunlight Assessment also took account of other developments within the vicinity including Austen Court and Hopkins Court, which are part of the Acton Gardens development, as well as Innovation House, which has a collection of studios fronting Bollo Lane (approved under the prior approval process), which in the context of the masterplan above, is referred to as Plot D. It should be noted that the proposed buildings are located a significant distance away from these properties and nevertheless, the assessment provided broadly demonstrates compliance with BRE Guidance, including VSC and NSL. Whilst there are small areas of non-compliance for windows to Innovation House, these are typically to bathrooms and stairwells, with the studios within this development primarily facing into a centralised courtyard and onto Bollo Lane. In any case BRE Guidance is largely aspirational and should

not be applied in a mechanicalistic way, with full compliance being near impossible to achieve. Based off the assessment above it is considered that the proposed buildings would not unreasonably impact the living conditions of existing and future developments within the area and would therefore not unreasonably harm the living conditions or existing and future residents.

Quality of Residential Accommodation

Policy D6 of the London Plan outlines minimum internal space standards for new residential development. These standards are based on the number of bedrooms within a proposed residential unit as well as its occupancy, which is based on whether a bedroom is classed as single or double based on the Technical Housing Standards. The proposed development provides a wide variety of accommodation, and a significant amount of units and therefore the assessment is provided within a summarised form below.

1 Stirling Road/1-9 Colville Road

Configuration	No. of Units	Required	Proposed	Complies?
1b1p	3	39sqm	40-45sqm	Yes
1b2p	79	50sqm	50-58sqm	Yes
2b3p	14	61sqm	64-66sqm	Yes
2b4p	51	70sqm	71-78sqm	Yes
3b5p	3	86sqm	94sqm	Yes

67-81 Stirling Road

Configuration	No. of Units	Required	Proposed	Complies?
1b2p	44	50sqm	51-63sqm	Yes
2b4p	31	70sqm	70-77sqm	Yes
3b5p	12	86sqm	86-99sqm	Yes

Table 3: Assessment against Minimum Internal Standards

As demonstrated by the table above, the proposed residential accommodation would meet or exceed the minimum standards outlined within Policy D6 of the London Plan, which are also contained within the Mayor’s Housing SPG. The internal living space would therefore comply with minimum standards.

In terms of the quality of the internal living spaces proposed, there is a mix of housing styles with different orientations and layouts. It is noted that within the Plot AB development there are a number of units that have a predominantly north-eastern orientation. These are positioned to the Stirling Road/Colville Road part of the building. They are not in themselves considered in their traditional sense to be single aspect as glazing around the balconies would face in different directions at a perpendicular angle, the orientation within 45 degrees of due north has previously raised some concerns from Council Officers.

To respond to Council’s concerns, the design has been submitted that maximises the glazing around the northeast facing balconies to allow for the greatest protrusion of light into the living spaces proposed. Another key consideration with these particular flats would be that the northeast elevation has its aspect primarily over the surrounding industrial area, which may lead to a poor quality of outlook from these flats. The applicant’s Design and Access Statement included viewpoints from these flats over this industrial area and given that residential units within the building do not commence until the second floor, even at its lowest point, these northeast facing units would benefit from longer range views that would rise above the adjacent industrial area.

Private Amenity Space

In accordance with Policy 7D of the Ealing Development Management DPD, new residential development shall make provision for private amenity space. In developments such as the proposed, it is most common for private amenity space to be provided in the form of a balcony. The policy requires that the size of the balcony should be 5sqm per 1 and 2-person unit, with an additional 1sqm per additional occupant. It should be noted that within the proposed development, each unit would be provided with its own balcony. In terms of the compliance with the aforementioned space standards, this is demonstrated within the table below.

Configuration	Required	Proposed	Complies?
1b1p	5sqm	5-6sqm	Yes
1b2p	5sqm	5-7sqm	Yes
2b3p	6sqm	6-7sqm	Yes
2b4p	7sqm	7sqm	Yes
3b5p	8sqm	8-10sqm	Yes

Table 4: Assessment against Private Amenity Standards

As the above table demonstrates, the proposal would provide for compliant private amenity spaces in accordance with minimum requirements.

Communal Amenity Space, Landscaping and Children’s Play Space

Both buildings within the proposal seeks where possible to maximise rooftop areas to provide for communal amenity spaces, sustainability measures and children’s play space. The Plot AB development include a resident garden area from the proposed communal workspace area at second floor level, an external rooftop garden area at seventh floor which is accessed from a resident’s lounge, a rooftop garden at the 17th floor and another on the 19th floor.

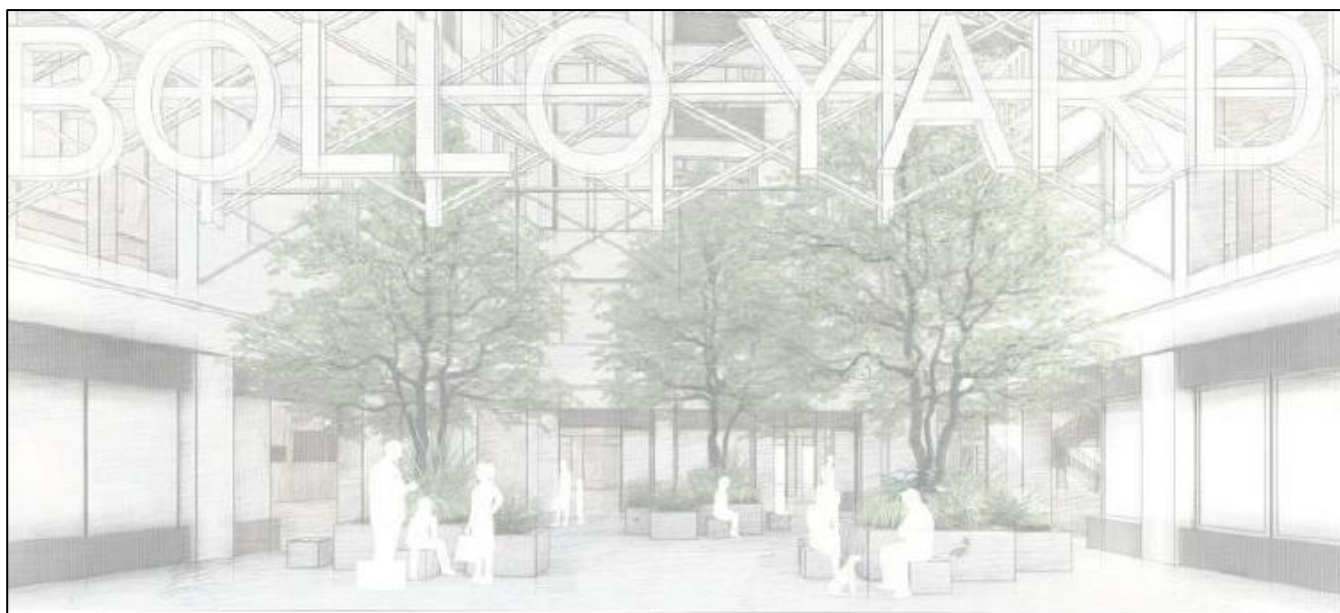


Figure 13: Commercial Indicative Landscaping for 67-81 Stirling Road

For plot JK, residential amenity will be provided at second floor level with a large garden provided that would be accessed from a shared internal amenity area, that could be used for workspaces or a resident lounge. Another large external rooftop garden would be provided on the eighth floor and another rooftop

garden at the eleventh floor. This development would also include a communal courtyard at ground floor level that would be accessible to the residential and commercial elements of the development, as well as the general public. On top of this, each individual flat would be provided with their own private balcony space, which would comply with Policy 7D of the Ealing Development Management DPD.

The table below illustrates the communal amenity space for residents that would be attributed to each of the buildings.

Block	External Garden Space	Internal Amenity Space	Total
AB (1-9 Colville Road)	773sqm	95sqm	868sqm
JK (67-81 Stirling Road)	1,194sqm	33sqm	1,227sqm
	1,967sqm	128sqm	2,095sqm

Table 5: Communal Amenity Standards

Based on Policy 7D of the Ealing Development Management DPD, amenity space provision should be provided at a rate of 15sqm per flat. Based on a development consisting of 237 flats, the minimum total amenity space provision should be 3,555sqm. Combining the private amenity space with the communal space areas, the development would provide for 3,550sqm, falling 5sqm short of the requirement. This 5sqm will be made up for through s106 contribution, which has been recommended.



Figure 14: Roof Garden Concept for 67-81 Stirling Road

The overall landscaping strategy of the development includes hard and soft elements that connect residents to nature and additionally contribute to the overall urban greening of the area. Places to sit and observe will be commonplace throughout the proposed amenity spaces to encourage interaction and socialisation. The amenity space areas would integrate children’s play spaces that would be age appropriate to the development and vegetation would be provided in dense format and incorporate areas

for food production. Overall, Council’s Landscape Architect is satisfied that the proposed scheme presents an attractive offering for future residents and has accordingly requested conditions that relate to details of hard and soft landscaping, boundary treatments, landscape management and maintenance, green roofs and SUDS.

Integrated within the landscaping and amenity spaces would be children’s play space. The child yield for a particular development is generated by the GLA Child Yield Calculator, which takes into account the size of units proposed, affordable housing tenure split and its geographical location. In accordance with the calculator, the child yield for this development would be 64.2 children. In accordance with Policy 7D of the Ealing Development Management DPD and Policy S4 of the London Plan (2021), children’s play space is required to be provided at a rate of 10sqm per child, generating a total requirement of 642sqm. This exact amount would be provided through the development.

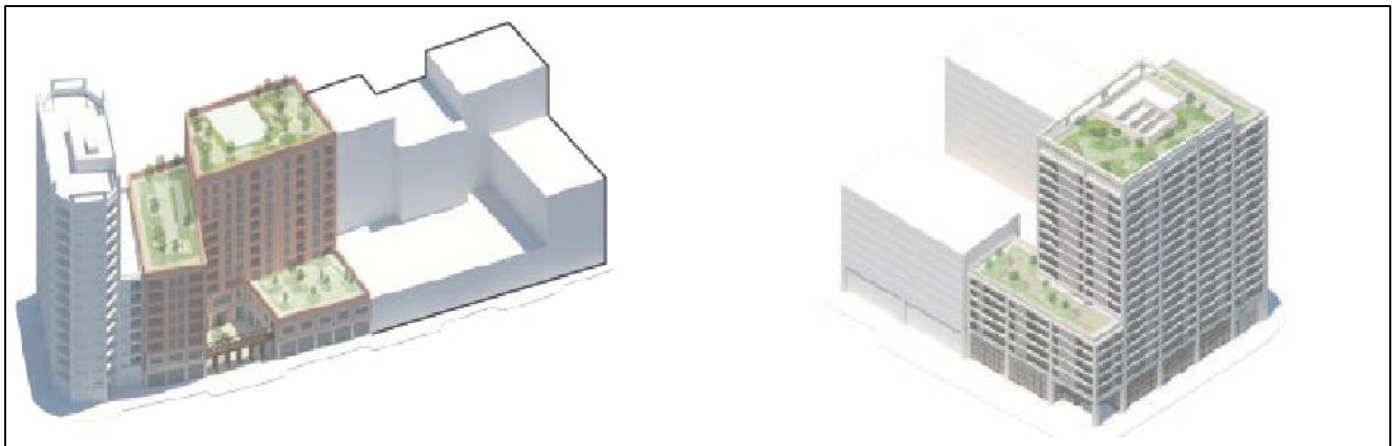


Figure 15: Rooftop Communal Amenity Areas

The child age split generated by the calculator is provided below in percentage terms:

Age Group	Percentage (%)
0-4 years	49.5
5-11 years	34.3
12-15 years	10.6
16-17 years	5.6

Table 6: Child Play Space Split

The Landscape Architect has requested details of the children’s play space to be provided which have been recommended as a condition. A consideration of the discharge of this condition in the future, the developer will need to demonstrate how the proposed children’s play space proposed would meet the needs of the likely child yield split demonstrated above.

Transport & Highways

Policy T5 of the London Plan seeks to ensure that new development provide for adequate cycle parking to encourage a modal shift to more sustainable forms of transportation. Cycle parking for residential uses shall be provided at a rate of 1 space per 1 person flat, 1.5 spaces per 1b2p flat and 2 spaces for all other flats. Based on this requirement, an assessment of the quantum of cycle parking spaces proposed is provided within the table below.

Building	Required	Proposed	Complies
Plot AB	258	262	Yes
Plot JK	152	153	Yes
Total	410	415	Yes

Table 7: Cycle Parking Standards

Council Officers and TfL agree that the quantum of cycle parking spaces for the residential component would be acceptable. However, concern has been raised as to how the proposed cycle parking would meet London Cycle Design Standards (LCDS). Therefore, detailed drawings will be required from the applicant as to how these standards will be met, including minimum aisle and corridor widths, spacing between the stands and the number of doors that must be navigated. Subject to the successful discharge of this condition, the long-term cycle parking arrangements for the residential use would be acceptable.

A further 50 spaces would be proposed for short term use and for the commercial uses within the development and their locations and quantum are acceptable.

A key initial concern of TfL was that the delivery and servicing arrangements, which proposed a loading bay on Sterling Road, close to the junction of Colville Road. The GLA’s initial concerns related to the distance from the loading bay to commercial/industrial units that face Bollo Lane. Without close proximity to the loading bay, the GLA considered that this would not equate to full reprovision of the industrial space due to poor servicing arrangements. Council Officer’s view on this was that as the Commercial Strategy showed the typical uses that may acquire this space would not need intensive delivery arrangements and would still allow for industrial type uses to occupy the space, that this arrangement was acceptable. Council Officers also considered that the distance between the loading bay and these spaces was overstated, and the loading bay would be in close proximity. Thus, the delivery and servicing arrangements are considered acceptable in principle, subject to a condition requiring the submission of a Deliveries and Servicing Plan.

Council’s concerns with the loading bay were its proximity to the Colville Road/Sterling Road junction. As such, amended plans have been received to move the loading bay further along Sterling Road, providing greater space away from the junction. The GLA advised that a co-ordinated approach to deliveries and servicing with the adjacent proposal at 3-15 Stirling Road. However, Council considered that this would be difficult, as each site should be capable of serving itself and as the two proposals form part of two applications. Therefore, if one proposal did not proceed, then any co-ordinated arrangement would be lost.

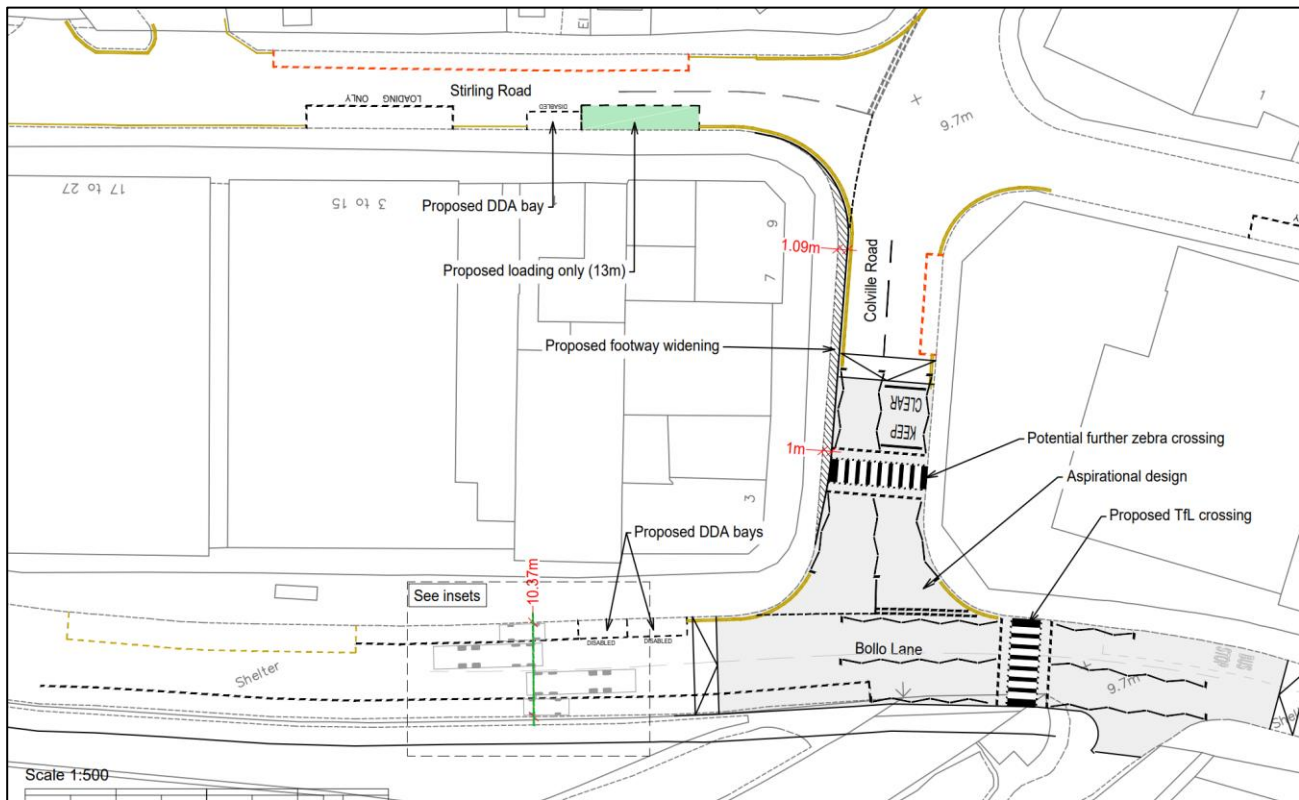


Figure 16: Revised Loading/Parking Strategy

Policy T6 of the London Plan also requires that disabled parking be provided at a rate of 3% the total number of units from the outset, with provision made for an additional 7%. As the proposal represents a car free development with no off-street spaces. It is not possible to propose these spaces off-street and the applicant is intending to use the carriageway, with disabled parking spaces to be secured through the s278 agreement.

Based off the no. of units proposed, the development would be required to provide 7 disabled parking spaces. The applicant initially proposed 10 spaces, which would have been provided from the outset. However, because of the loading bay being shifted further down Sterling Road, the acceptability of disabled parking spaces that were initially proposed on the outside of Plot AB on the opposite side of Sterling Road would have been unacceptable, as no safe means of crossing the road would have been provided. The applicant was also to take up existing pay and display parking within the street, which may have contributed to increased parking stress in the area. As such, the applicant removed the 3 spaces they were initially proposing in this location and agreed to a s106 agreement of £3000 per space. All spaces, in accordance with policy will need to provide for electric vehicle charging infrastructure as part of the legal agreement.

The development will otherwise be car free and future residents will be restricted from obtaining a parking permit through the s106 agreement.

The GLA also raised concerns with regard to Active Travel Arrangements. In this instance, the applicant has committed to Transport financial contributions that have calculated based off contributions to specific projects within the area that will seek to improve connectivity for pedestrians, cyclists and public transport users and will help contribute to the Vision Zero objectives.

Another element of the proposal is to create a wider footpath on Colville Road. This will aid in increasing the size of the public realm and reinforcing the role of the application site as a gateway site into the industrial space. It will also improve the safety of pedestrians and contribute to improving the public realm to a standard that is more commensurate with the more intensive industrial and residential uses proposed. This element of the proposal is supported by Council Officers.

Environmental Pollution (Noise, Air Quality and Contaminated Land)

London Plan policies D14 and SI 1, Ealing Development (or Core) Strategy policies 1.1 (e) and (j); Ealing Development Management policies LV5.21 and 7A are relevant with regard to noise, air quality and contaminated land issues.

Council's Pollution-Technical Officers have reviewed the submitted details, with responses provided by specialist officers in the areas of noise/vibration, air quality and contaminated land. With relation to noise and vibration, the Officer Response notes that the Environmental Noise Assessment states that noise sources in the area were focussed primarily on road traffic noise from HGV, buses, car and motorbike movements. Passing pedestrians, trains, overhead aircraft, as well as the movement of vehicles associated with the nearby recycling centre were also noted as a source of noise. No major noise impacts were associated with any intensive industrial activities in the surrounding area.

The Officer has noted that noise assessments were undertaken on a Monday and Tuesday, which tend to be quieter parts of the week and may not present an accurate picture of the acoustic environment as a worst-case scenario. The timing and results of the environmental noise assessment also suggest to the Officer that results were taken in a lockdown environment with restrictions on movement, which may not give an accurate depiction of the surrounding area. Other noise assessments taken in the near vicinity mention other noise sources that have not appeared within this assessment.

The Officer notes that also the layout of the proposed residential accommodation show residential areas that adjoin communal circulation spaces, rooms with noise generating uses within other flats, shared amenity spaces or plant rooms and accordingly enhanced sound insulation will be required to mitigate any noise transference through walls.

The Officer has therefore recommended a significant number of conditions in relation to noise and vibration, which include the resubmission of a noise assessment with appropriate sound insulation values to be presented that ensure that the future residential accommodation would meet national standards. This condition also includes an in-built method of ensuring compliance with national standards, requiring the applicant to undertake post installation noise testing to ensure that the findings of the noise assessment are complied with. The key point with this condition is that any adverse impacts relating to noise and vibration can be designed out and can be assessed by Council Officers through the discharge of conditions as to whether the details submitted are acceptable. Conditions have also been recommended in relation to the sound insulation required internally within the building, particularly the separation between commercial and residential uses, as well as communal spaces and residential uses.

Council's Contaminated Land Officer has also reviewed the scheme who has advised that the conclusions of the report are agreed. These conclusions include a desktop study of contamination risks for the site, which has existing industrial uses, and which have the potential to cause harm to human health. The Report recommends a Phase II intrusive study be undertaken, which would include a chemical analysis of soil and groundwater and hazardous gas monitoring. A pre-demolition asbestos survey shall also be undertaken. To this end, the Officer has recommended conditions relating to the submission of the Phase II study, a remediation scheme and a verification report following completion of the necessary works.

Council's Pollution-Technical Officer relating to Air Quality has noted the submission of the Air Quality Assessment and has reviewed these accordingly. Whilst overall the submission is acceptable, it is deficient in certain areas that the officer has pointed out. Whilst the report states that the impact to human health is low within the development, the report fails to take account of the cumulative impacts of forthcoming development in area, including but not limited to the TfL scheme on the opposite side of Bollo Lane. The report fails to quantify emissions that will be generated as a result of the construction phase of this scheme, including highly polluting HGV vehicles. This needs to be quantified as this will form the type of mitigation measures that are proposed.

The applicant will therefore be required to provide a comprehensive Air Quality and Dust Management Plan, which the officer has recommended as a condition and has been agreed by the applicant. The applicant will also be required to install AQ monitors with the location and trigger levels approved by Council's Pollution-Technical Team. Monitoring will also be required prior to any works to determine the baseline concentrations to which all future measurements will be measured from. In addition to this, a s106 contribution has been recommended for air quality monitoring and mitigation.

The details of a fresh air ventilation system throughout the development have also been requested by condition and the system proposed will need to be capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external area.

Energy/Sustainability

The provision of sustainable development is a key principle of the National Planning Policy Framework (2021), which requires the planning process to support the transition to a low carbon future. Ealing Council declared a climate emergency on April 2019 and adopted the Climate and Ecological Emergency Strategy in January 2021, which states that "the council will also use its planning powers to shape the quality of the development of new buildings and infrastructure in a way which minimises its impact on climate change and increases its resilience to it".

Policy SI 2 of the London Plan, which relates to minimising greenhouse gas emissions, states that major development proposals should include a detailed Energy Strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy, which is be lean, be clean, be green and be seen. Council's Energy Consultant has reviewed the proposed strategy and is broadly supportive. The hierarchy has been followed with measures identified within the categories of lean, clean and green.

The non-residential element of the proposal would achieve a BREEAM score of very good, between 59.3% and 59.7%. The residential element of the development would achieve an overall site-wide cut beyond Part L of the current building regulations of at least 57.3%, which will be achieved through lean efficiency measures (12.06%) and green renewable energy measures (45.23%). This exceeds the minimum requirement under Policy SI 2 of 35%. The shortfall of 3,372 tonnes of CO2 emissions (over a period of 30 years) will be mitigated through a s106 payment of £320,369 (calculated at £95 per tonne), which has been included within the recommendation.

In terms of meeting the "be seen" element of the hierarchy, Ealing Council requires the physical monitoring and performance analysis of the renewable/low carbon energy equipment, and the applicant is expected to contribute to monitoring through a s106 payment, which has been included in the recommendation. In this instance, Council, through its external provider, will be monitoring the PV arrays and two communal ASHP loops.

The Energy Strategy submitted by the applicant is therefore considered acceptable to Council Officers and the proposal would represent a sustainable form of development, in a highly connected brownfield site within the Borough.

Crime Prevention

The NPPF (2021) states that “Planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion” and “Planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.

The Metropolitan Police’s Designing Out Crime Officer has reviewed the scheme and made note that they have discussed the proposal with the applicant, who have expressed the desire for the development to achieve SBD (Secure by Design) Accreditation. Accordingly, the Officer has recommended a condition requiring this to be achieved. This is a common type of condition for developments such as this and accordingly is considered to be reasonable, relevant and in accordance with the objectives of the NPPF.

Refuse & Recycling Storage

In accordance with Council’s Waste Management Guidelines, the table below outlines the minimum requirements for each of the buildings. It should be noted that for the commercial waste storage areas, the closest definition that would relate to offices which should provide capacity of 50L per employee. At this stage, the types of occupants and number of employees is undetermined, however the Commercial Strategy gives an indication of the potential number of employees across the development. Residential waste storage is therefore calculated in accordance with the formula provided within Council’s Waste Management guidelines and the commercial capacity is based on worst case scenario of no. of employees.

	Residential	Commercial	Total
Plots AB (Colville Road Proposal)	26,600L	5,475L	32,075L
Plots JK (Stirling Road Proposal)	16,810L	5,475L	22,285L

Table 8: Total Requirements for Waste Storage

Plots AB will have a resident’s bin store providing 24 x 1100L bins, providing a capacity of 26,400L. This is just shy of the minimum requirement, however the shortfall is not considered to be significant and is acceptable. Plots JK would have 16 x 1100L bins, providing a capacity of 17,600L exceeding the minimum requirement.

Commercial bin storage would be provided within both buildings

Mayor’s Community Infrastructure Levy (CIL)

In accordance with the Community Infrastructure Levy (CIL) regulations the commercial and market housing elements of the development would be liable to pay CIL at £60 per square metre (rate as of 2020 and subject to indexation).

Taking into consideration credits received from the existing use, the total charge for the proposed development would be £825,013.

However, this is an indicative figure, and the final calculation will be provided by Council's CIL Collections Officer.

Conclusion

As the assessment above has demonstrated, the proposed development presents a design that is consistent within the emerging pattern of development in the area. The heights, scale and massing are consistent with this emerging pattern and the overall architectural narrative presented shows a design that will make a positive contribution to the character, appearance and visual amenity of the area.

The proposal will result in no net loss of industrial capacity on this LSIS site, and the housing provision proposed would make a positive contribution to Council's 10-year housing targets. The affordable housing offering is also considered to be good, making the development eligible for the fast-track route and providing a good share of genuinely affordable housing that would contribute to meeting the demands of Ealing residents. The housing mix proposed is also considered to be acceptable.

The introduction of residential uses into an established industrial area has been considered against the Agent of Change principles and it is considered that, subject to conditions, that the residential uses would not compromise the continued function of the LSIS and would ensure that future residents have good quality living conditions.

The development would represent a sustainable development, that would utilise an existing brownfield site close to public transport infrastructure, would be car free and would decrease site-wide carbon emissions by just shy of 60% in comparison to Part L of Building Regulations.

Overall, the development is considered acceptable to Council Officers, subject to conditions and s106 agreement, and it is accordingly recommended that the application be approved.

Human Rights Act:

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

Public Sector Equality Duty

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

A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act

B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).

C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

2. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

3. The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149 which is only one factor that needs to be considered and may be balanced against other relevant factors.

4. It is considered that the recommendation to grant planning permission in this case would not have a disproportionately adverse impact on a protected characteristic.

Fire Safety

Large schemes may require several different consents before they can be built. For example, Building Control approval needs to be obtained to certify that developments and alterations meet building regulations. Highways consent will be required for alterations to roads and footpaths; and various licenses may be required for public houses, restaurants and elements of the scheme that constitute 'house in multi-occupation'.

The planning system allows assessment of several interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application, or they may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of residents.

The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although the standards will vary between residential and commercial uses, and in relation to new build and change of use/conversions. The regulations cover a range of areas including structure and fire safety.

Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure that the requirements of the Building Regulations are met. The BCB would carry an examination of drawings for the proposed works, and carry out site inspection during the work to ensure that the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations. In relation to fire safety in high rise residential developments, some of the key measures include protected escape stairways, smoke detection within flats, emergency lighting to commons areas, cavity barriers/fire stopping and the use of sprinklers and wet/dry risers where appropriate.

ANNEXE 1

Conditions/Reasons:

1. Statutory Timeframes

The development permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans and Documents

The development hereby approved shall be carried out in accordance with drawing title numbers:

Existing

BOL002-HBA-ZZ-ZZ-DR-A-0000 rev P2 (Existing Site Location Plan); BOL002-HBA-AB-00-DR-A-0001 rev P1 (Block Plan 1-9 Colville Road); BOL002-HBA-AB-RF-DR-A-0002 rev P1 (Roof Plan 1-9 Colville Road); BOL002-HBA-JK-ZZ-DR-A-0003 rev P2 (Block Plan 67-91 Stirling Road); BOL002-HBA-JK-RF-DR-A-0004 rev P1 (Roof Plan 67-91 Stirling Road); BOL002-HBA-ZZ-ZZ-DR-A-0010 rev P1 (Existing Elevations 1-9 Colville Road); BOL002-HBA-JK-ZZ-DR-A-0020 rev P2 (Existing Elevations 67-91 Stirling Road); BOL002-HBA-0030 rev P1 (Existing Section – Bollo Lane Urban Block)

Block AB (Proposed)

BOL002-HBA-AB-00-DR-A-0100 rev P2 (Proposed Ground Floor Plan); BOL002-HBA-AB-01-DR-A-0101 rev P1 (Proposed Level 01 Plan); BOL002-HBA-AB-02-DR-A-0102 rev P1 (Proposed Level 02 Plan); BOL002-HBA-AB-03-A-0103 rev P2 (Proposed Level 03 Plan); BOL002-HBA-AB-ZZ-DR-A-0104 rev P2 (Proposed Level 04-06 Plan); BOL002-HBA-AB-07-DR-A-0105 rev P2 (Proposed Level 07 Plan); BOL002-HBA-AB-ZZ-DR-A-0106 rev P2 (Level 08-09 Plan); BOL002-HBA-AB-ZZ-DR-A-0107 rev P2 (Proposed Level 10-16 Plan); BOL002-HBA-AB-ZZ-DR-A-0108 rev P2 (Proposed Level 17-18 Plan); BOL002-HBA-AB-19-DR-A-0109 rev P2 (Proposed Roof Plan); BOL002-HBA-AB-RF-DR-A-0110 rev P2 (Proposed Parapet Plan); BOL002-HBA-AB-ZZ-DR-A-0200 rev P1 (Proposed SE Elevation); BOL002-HBA-AB-ZZ-DR-A-0201 rev P1 (Proposed SW Elevation); BOL002-HBA-AB-ZZ-DR-A-0202 rev P1 (Proposed NE Elevation); BOL002-HBA-AB-ZZ-DR-A-0203 rev P1 (Proposed NW Elevation); BOL002-HBA-AB-ZZ-DR-A-0204 rev P1 (Proposed Sections BB & CC); BOL002-HBA-AB-ZZ-DR-A-0300 rev P1 (Proposed Section AA); BOL002-HBA-AB-ZZ-A-0400 rev P1 (Proposed Bay Study);

Block JK (Proposed)

BOL002-HBA-JK-00-DR-A-0150 rev P2 (Proposed Ground Floor Plan); BOL002-HBA-JK-01-DR-A-0151 rev P2 (Proposed Level 01 Floor Plan); BOL002-HBA-JK-02-DR-A-0152 rev P1 (Proposed Level 02 Floor Plan); BOL002-HBA-JK-ZZ-DR-A-0153 rev P2 (Proposed Level 03 Floor Plan); BOL002-HBA-JK-04-DR-A-0160 (Proposed Level 04 Floor Plan) BOL002-HBA-JK-05-DR-A-0154 rev P1 (Proposed Level 05 Floor Plan); BOL002-HBA-JK-ZZ-DR-A-0155 rev P1 (Proposed Typical Level 06-07 Floor Plan); BOL002-HBA-JK-08-DR-A-0156 rev P1 (Proposed Level 08 Floor Plan); BOL002-HBA-JK-ZZ-DR-A-0157 rev P1 (Proposed Typical Level 09-10 Floor Plan); BOL002-HBA-JK-RF-DR-A-0158 rev P1 (Proposed Roof Plan); BOL002-HBA-JK-ZZ-DR-A-0159 rev P1 (Proposed Parapet Plan); BOL002-HBA-JK-DR-A-0250 rev P1 (Proposed South West Elevation); BOL002-HBA-JK-ZZ-DR-A-0251 rev P1 (Proposed North East Elevation); BOL002-HBA-JK-ZZ-DR-A-0252 ev P1 (Proposed North West Elevation); BOL002-HBA-JK-ZZ-DR-A-0253 rev P1 (Proposed South East Elevation); BOL002-HBA-JK-ZZ-DR-A-0254 rev P1 (Proposed North West Courtyard Elevation); BOL002-HBA-JK-ZZ-DR-A-0300 rev P1 (Proposed Section AA); BOL002-HBA-JK-ZZ-DR-A-0450 rev P1 (Bay Study A); BOL002-HBA-JK-ZZ-DR-A-0451 rev P1 (Bay Study B)

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

3. Details of Materials - Building

Details of the materials and finishes to be used for all external surfaces of the buildings hereby approved shall be submitted to and approved in writing by the local planning authority before any part of the super structure is commenced and this condition shall apply notwithstanding any indications as to these matters which have been given in this application. The development shall be implemented only in accordance with these approved details.

Reason: To ensure that the materials and finishes are of high quality and contribute positively to the visual amenity of the locality in accordance with policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies D1 and D4 of the London Plan (2021) and the National Planning Policy Framework (2018).

4. Restriction to class E(g) only

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order, 1995 as amended, or any future amendments, the industrial workspace hereby permitted shall be used only for purposes within Use Class E(g) of the Town & Country Planning (Use Classes) Order 1987 as amended, and for no other purpose, without the prior written permission of the local planning authority. The industrial workspace must be completed in full prior to the occupation of the proposed residential flats.

Reason: To safeguard the industrial uses on the site in accordance with Policy 1.2(b) of the Ealing Development (Core) Strategy 2012 and Policy E7 of the London Plan (2021)

CONTAMINATED LAND

5. Site Investigation

Prior to the commencement of any works on site (other than demolition - NOTE type 3 asbestos surveys must be carried out and site clearance), and based on an approved conceptual site model (contained within IDOM preliminary risk assessment / desk study report IDOM DS21849-21-221) a site investigation (undertaken in accordance with BS1075:2011+A1:2013 and LCRM) shall investigate the site and any previously inaccessible ground. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors up dated. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation and proposed remedial options shall be submitted to the Local planning authority for approval in writing prior to any remedial works commencing and any development works commencing.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012) and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

6. Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The

approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation works.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

7. Verification Report

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority before occupation of the development. The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012) and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

ENVIRONMENTAL HEALTH – NOISE

8. Transport and/or commercial/industrial/cultural noise sources

Prior to commencement of the development, a noise assessment of the sound insulation required for the building envelopes shall be submitted for approval by the Council in writing, clearly and concisely demonstrating compliance with the noise limits specified in BS8233:2014, also having regard to the assessment standard of SPG10. Details shall include the glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-noise). A post installation sound assessment shall be carried out where required to confirm compliance with the noise criteria. Details of the post installation test shall be submitted for the Council's approval before the premises are occupied and additional steps shall be taken as necessary to minimise noise. Details of best practicable mitigation measures shall also be submitted for external amenity spaces to achieve these criteria. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policy D14 of The London Plan (2021), Ealing SPG10 and the National Planning Policy Framework (2019).

9. Separation of noise sensitive rooms in neighbouring flats

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, of an enhanced sound insulation value of at least 5dB above the maximum Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings/areas, eg. kitchen/living/dining/bathroom above/below/adjoining bedroom of separate dwelling. The assessment and mitigation measures shall be based on standards of the Council's SPG10 and the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Standard 30 of the Housing SPG and Policy D14 of the London Plan (2021).

10. Separation of commercial and communal uses and facilities from dwellings

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, of enhanced sound insulation of at least 10/15/20dB, as necessary, above the Building Regulations value for residential use, of the floor/ceiling/walls separating the non-residential uses from dwellings (eg. commercial, industrial, community uses/ plant rooms/locations, car parking/ lifts/ communal spaces and main entrances/staircase, bin/cycle storage etc.) . Where noise emissions include characteristic features, the Noise Rating level shall not exceed NR25 Leq 5mins (octaves) or NR20 Leq 5mins (1/3 octaves) inside a bedroom and NR30 Leq 5mins (octaves) or NR25 Leq 5mins (1/3 octaves) inside a living room. Details of mitigation measures shall include the installation method, materials of separating structures and the resulting sound insulation value and internal sound/rating level. The assessment and mitigation measures shall be based on standards and noise limits of the Council's SPG10 and BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Standard 30 of the Housing SPG and Policy D14 of the London Plan (2021)

11. External noise from machinery, equipment, extract/ventilation ducting, mechanical installations

Prior to installation, details shall be submitted to the Council for approval in writing, of the external rating noise level emitted from plant/machinery/equipment/ducting/air in- and outlets/mechanical installations, together with mitigation measures as appropriate. The measures shall ensure that the external rating noise level LAeq emitted will be lower than the lowest existing background sound level LA90 by 10dBA at the most noise sensitive receiver locations at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014, with all plant/equipment operating together at maximum capacity. A post installation sound assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation/ use of plant/ machinery/ equipment and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policies and D14 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'

12. Anti- vibration mounts and silencing of machinery etc.

Prior to use, machinery, plant or equipment/ extraction/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'

13. Demolition Method Statement and Construction Management Plan

Prior to commencement of the development hereby approved, a demolition method statement/ construction management plan shall be submitted to the Council for approval in writing. Details shall include control measures for:-

- noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014),
- dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition),
- lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals),
- delivery locations,
- hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays),
- neighbour liaison, notifications to interested parties and
- public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the site, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14, T1, T3 and T4 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'

AIR QUALITY

14. Filtered Fresh Air Ventilation System

Prior to the commencement of the development, details shall be submitted to and approved by the Local Planning Authority, for the installation in the dwellings of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air. The details to be submitted shall include the arrangements for continuously maintaining the operational efficiency of the system. The ventilation system as approved shall be completed prior to occupation and shall be retained permanently thereafter.

Reason: To minimise exposure to existing poor air quality, and provide a suitable internal living environment for future occupiers, in accordance with policy SI 1 of the London Plan 2021, policy 1.1(j) of the Ealing Development Strategy 2026 DPD (2012); and policy 7A of the Ealing Development Management DPD (2013).

15. Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

16. Air Quality and Dust Management Plan (AQDMP)

Before the development is commenced, (including demolition and site clearance) an Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014, for the existing site and the proposed development. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works on the site.

TRANSPORT

17. Cycle Parking

Notwithstanding the submitted documents, details shall be submitted prior to the first occupation of the development to demonstrate how the cycle parking as shown on the approved plans will be implemented according to the specifications and adopted standards of the London Plan and the Local Planning Authority.

The approved details shall be brought into first use prior to occupation and retained permanently.

Reason: To ensure adequate cycle parking is provided within the development in pursuance of the objectives of sustainability and encouraging the use of modes of transport other than private motor vehicles in accordance with policy T5 of the London Plan (2021), policies 1.1(k) and (g) of Ealing's adopted Development (or Core) Strategy (2012), and Ealing's Sustainable Transport for New Development SPG.

18. Travel Plan

A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use for the residential and industrial uses of both buildings. The detailed Travel Plan shall be prepared in accordance with Ealing's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out in accordance with the approved Travel Plan.

Reason: To promote sustainable modes of transport, and to ensure that the development does not exacerbate congestion on the local road network, in accordance with policies 1.1 (f) (g) of the Ealing Development Strategy 2026 (2012); policies T1, T3, T4, T5 and T6 of the London Plan (2021) and Ealing's Sustainable Transport for New Development SPG.

19. Delivery and Servicing Plan

A Delivery and Servicing Plan (DSP) for the development detailing servicing arrangements, times and frequency and operational details shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The DSP should clearly identify how the on-street loading bay will be managed to ensure that, as far as possible, that space is continually available for deliveries. No deliveries or servicing shall occur within the proposed disabled bays or on Bollo Lane.

The servicing of the development shall be operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority obtained through the submission of a planning application.

Reason: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on adjoining uses and highway safety and the free flow of traffic in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012 and policy T3 and T4 of the London Plan (2021).

20. Opening of Doors

Doors to all buildings should be fixed to ensure that they do not open onto the public highway, except for doors for the purposes of fire escape and access to electricity stores.

Reason: To protect pedestrian safety in accordance with policies T1, T3 and T4 and of the London Plan 2021.

ENERGY AND SUSTAINABILITY

21. Energy and CO₂

- a) Prior to construction completion and occupation, the permitted development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO₂ emissions against SAP10 standards of at least 57.3% (equating to 150,822 tonnes of CO₂ per year) beyond Building Regulations Part L 2013. These CO₂ savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the Energy Statement prepared by Applied Energy in June 2021 including:
 - i. Lean, passive design measures to achieve an annual reduction of at least 12.55% equating to at least 27.462 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2013 for the residential development, and at least 9.67%, equating to at least 4.294 tonnes, over Part L 2013 for the non-residential space.
 - ii. Green, renewable energy equipment including the incorporation of two photovoltaic arrays with a combined total capacity of at least 27.6 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 45.23%, equating to 119,066 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2013.
 - iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (COP) of the heat pumps including the heat generation and the combined parasitic loads of the heat pumps.
- b) Within 6 months of construction, details of the specifications including manufacturers performance data sheets, design, and layout of the proposed low and zero-carbon (LZC) energy equipment, and the associated monitoring devices required to identify their performance/efficiency (COP) shall be submitted, to and approved in writing, by the Council. The development shall be implemented only in accordance with the approved details.
- c) Prior to construction completion, details of the installation of the renewable/low-carbon energy equipment technical details of the equipment shall be submitted to the Council for approval. The details shall include the exact heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
- d) On completion of the installation of the LZC equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
- e) All boilers to serve the energy requirements of the development detailed in the approved energy strategy should be specified with NO_x emissions (g/m²) that are compliant with or better than the ultra-low NO_x (g/m²) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG.
- f) Within three months of the occupation/first use of the development the relevant Energy Performance Certificate (EPC) and detailed SAP Worksheets showing clearly the TER and DER, and/or the Display Energy Certificates (DEC's), accompanying Advisory Reports and detailed BRUKL modelling output reports showing clearly the TER and BER from the 'as built

stage' following completion of the development, shall be submitted to, and approved by, the Local Authority in order to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy. The development shall be carried out strictly in accordance with the approved details.

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

22. Overheating and Cooling

The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE TM49 and/or TM52 guidance and detailed in the Overheating Assessment submitted by Applied Energy in June 2021.

Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy 5.9 of the London Plan; Ealing's Development (Core) Strategy, and Development Management DPD.

23. Post-construction Energy Equipment Monitoring

In order to implement Ealing Council DPD policy 5.2.3 (post-construction energy equipment monitoring), and key parts of London Plan policy SI2 ("be Seen"), the developer shall:

- a) Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO₂ Condition(s).
- b) Upon final construction of the development, or relevant phases of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency (COP) of any renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Energence Ltd) on commencement of construction to facilitate the monitoring process.
- c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational.

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

24. Post-construction energy use monitoring (Be Seen)

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

- a) Prior to commencement of the development, the Owner is required to submit to the GLA accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, for the consented development. This should be submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.
- b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new legal owner, if applicable), the legal Owner is required to provide updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance. All data and supporting evidence should be uploaded to the GLA's monitoring portal. In consultation with the Council's chosen Automated Energy Monitoring Platform provider the owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document.
- c) Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document. All data and supporting evidence should be uploaded to the GLA's monitoring portal. This condition will be satisfied after the legal Owner has reported on all relevant indicators included in Chapter 5 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document for at least five years.

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

In the event that the in-use evidence submitted shows that the as-built performance estimates have not been or are not being met, the legal Owner should use reasonable endeavours to investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'be seen' spreadsheet. Where measures are identified, which it would be reasonably practicable to implement, an action plan comprising such measures should be prepared and agreed with the Local Planning Authority. The measures approved by the Local Planning Authority should be implemented by the legal Owner as soon as reasonably practicable.

25. Non-Residential BREEAM energy/CO2 Accreditation

- a) The non-residential element of the development shall be registered with Building Research Establishment (BRE) and achieve BREEAM Rating Very Good with a score of at least 59.3% (based on the latest BREEAM NC Technical guidance).

- b) Within 3 months of each non-residential element of the development, Interim BREEAM NC Assessment and related Certification verified by the BRE shall be submitted to the Local Planning Authority for written approval.
- c) Within 3 months from the date of first occupation of each non-residential element of the development, BREEAM 'Post Construction Stage' Assessment and related Certification verified by the BRE should be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.
- d) Following any approval of a 'Post Construction Stage' assessment and certificate of the development, the approved measures and technologies to achieve the BREEAM Very Good or higher standard shall be retained in working order in perpetuity.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies Si2 and Si3 of the London Plan (2021), and the relevant guidance notes in the GLA Energy Assessment Guidance 2020, policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012, policies LV5.2 and 7A of the Ealing Development Management DPD 2013, and Policies 1.1(k) and 1.2(f) of the Ealing Development (Core) Strategy 2012.

26. Whole Life-Cycle Carbon Assessment

Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk. The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI 2 (F) of the London Plan.

INFRASTRUCTURE

27. Foul Water

No development shall be occupied until confirmation has been provided that either, capacity exists off site to serve the development or a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or all wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

28. Surface Water

No development shall be occupied until confirmation has been provided that either capacity exists off site to serve the development or a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or all wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning

29. Water Network

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

30. Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

31. London Underground Safeguarding

The following details shall be submitted to the Local Planning Authority, in consultation with London Underground, prior to the commencement of construction.

- Risk Assessment and Method Statement for Demolition, Piling, superstructure, Tower cranes/Mobile cranes, Scaffolding, etc
- Lifting plans for all tall plants
- Accommodate the location of the existing London Underground structures- Logistic plans for material and deliveries to site during construction (impact on access to LU Frank Pick House)
- Information and drawings on substructure(GA)

- Accommodate ground movement arising from the construction thereof - Ground Movement Assessment for demolition and loading, to assess impact on adjacent buildings
- Mitigate the effects of noise and vibration arising from the adjoining operations within the structures - Environmental plans, Dust, noise & vibration mitigations

Reason: To ensure that London Underground infrastructure is sufficiently protected during construction.

LANDSCAPING

32. Details of Children's Play Areas, Landscaping, Boundary Treatments, Green Roof and Surface Drainage

Prior to first occupation or use of the proposed development hereby approved, the following details shall be submitted to and approved in writing by the local planning authority. The development shall be implemented only as approved and retained thereafter.

- Details of children's play area including safety surfacing and equipment.
- Details of hard and soft landscaping scheme, including landscape design.
- Details of boundary treatments.
- Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting (specify only for applications with significant public aspect, important habitat qualities & opportunities or communal spaces in larger residential developments).
- Details of the green roof construction and specification, together with a maintenance schedule.
- Details of sustainable urban drainage systems to be implemented on site.

Reason: To ensure that there is suitable provision for landscaping, play facilities and drainage within the site in accordance with policies 1.1 (e), 2.1 (c) of the Ealing Core Strategy (2012), policies LV 3.5 and 7D of the Ealing Development Management Development Plan Document (2013), policies D6, S4 and G5 of the the London Plan (2021), SPG on Children's Play and Recreation, and the National Planning Policy Framework (2021).

OTHER

33. Secure by Design

The design of the building shall comply with the aims and objectives of the Secured By Design standards before the first occupation of the development, and shall be permanently retained.

Reason: To ensure that the development incorporates crime prevention measures to help prevent crime and disorder in accordance with policies 1.1 (h) of the Ealing Development (Core) Strategy (2012), policy LV 7.3 of the Ealing Development Management Development Plan Document (2013) and Policy D10 of the London Plan 2021.

34. Former Adaptable wheelchair housing

10% of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(3) (Wheelchair user dwellings) of Building Regulations 2015, or other such relevant technical standards in use at the time of the construction of the development.

Reason: To ensure the provision of wheelchair housing in a timely fashion that would address the current unmet housing need; produce a sustainable mix of accommodation; and provide an appropriate choice and housing opportunity for wheelchair users and their families, in accordance with the

objectives of Policy D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development (or Core) Strategy 2012.

35. Refuse Storage

Each of the refuse and recycling storage facilities hereby approved for the residential development shall be implemented and operational before the first occupation of the relevant residential section they would serve, and permanently retained thereafter.

Reason: In the interests of the adequate disposal, storage and collection of waste and recycling, to protect the living conditions of occupiers of the area and in the interests of highway and pedestrian safety all in accordance with policies policies 1.1 (e) and 6.1 of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy SI8 of the London Plan (2021) and the National Planning Policy Framework (2021).

36. Passenger Lifts

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

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

37. No masts/satellite dishes or external equipment

No microwave masts, antennae or satellite dishes or any other plant or equipment shall be installed on any elevation of the buildings hereby permitted without the prior written permission of the Local Planning Authority obtained through the submission of a planning application.

Reason: To safeguard the appearance of the buildings and the locality in the interests of visual amenity policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4, 7B and 7C of the Ealing Development Management Development Plan Document (2013), policies D1 and D4 of the London Plan (2021).

INFORMATIVES

1. The decision to grant planning permission has been taken having regard to the policies and proposals in National Planning Policy Guidance, the London Plan (2021), the adopted Ealing Development (Core) Strategy (2012) and the Ealing Development Management Development Plan Document (2013) and to all relevant material considerations including Supplementary Planning Guidance:

National Planning Policy Framework (2021)

London Plan (2021)

GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG3 Creating a healthy city
GG4 Delivering the homes Londoners need
GG5 Growing a good economy
GG6 Increasing efficiency and resilience
D1 London's form, character and capacity for growth

D2 Infrastructure requirements for sustainable densities
D3 Optimising site capacity through the design-led approach
D4 Delivering good design
D5 Inclusive design
D6 Housing quality and standards
D7 Accessible housing
D8 Public realm
D9 Tall buildings
D11 Safety, security and resilience to emergency
D12 Fire safety
D13 Agent of Change
D14 Noise
H1 Increasing housing supply
H4 Delivering affordable housing
H5 Threshold approach to applications
H6 Affordable housing tenure
H7 Monitoring of affordable housing
H10 Housing size mix
S4 Play and informal recreation
E6 Locally Significant Industrial Sites
E7 Industrial intensification, co-location and substitution
E8 Sector growth opportunities and clusters
HC1 Heritage conservation and growth
HC5 Supporting London's culture and creative industries
G1 Green infrastructure
G4 Open space
G5 Urban greening
G6 Biodiversity and access to nature
SI 1 Improving air quality
SI 2 Minimising greenhouse gas emissions
SI 3 Energy infrastructure
SI 4 Managing heat risk
SI 7 Reducing waste and supporting the circular economy
SI 8 Waste capacity and net waste self-sufficiency
SI 12 Flood risk management
SI 13 Sustainable drainage
T1 Strategic approach to transport
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T6.1 Residential parking
T6.5 Non-residential disabled persons parking
T7 Deliveries, servicing and construction
T9 Funding transport infrastructure through planning
DF1 Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

Accessible London: achieving an inclusive environment
Mayor's Sustainable Design and Construction SPD April 2014
The Mayor's transport strategy

The Mayor's energy strategy and Mayor's revised Energy Statement Guidance April 2014
The London housing strategy
The London design guide (interim edition) (2010)
Draft shaping neighbourhoods: Children and young people's play and informal recreation (2012)
Planning for equality and diversity in London
Housing - Supplementary Planning Guidance (2012)
Housing SPG (March 2016)
Energy Planning (March 2016)
Children and Young People's Play and Informal Recreation SPG (September 2012)
Crossrail Funding: Use of Planning Obligations and the Mayoral Community Infrastructure Levy SPG (March 2016)
Affordable Housing & Viability- Supplementary Planning Guidance (2017)

Ealing's Development (Core) Strategy 2026 (2012)

1.1 Spatial Vision for Ealing 2026 (a), (b), (c), (d), (e), (f), (g), (h), (j) and (k)
1.2 Delivery of the Vision for Ealing (a), (c), (d), (e), (f), (g), (h), (k) and (m)
5.5 Promoting parks, local green space and addressing deficiency (b) and (c)
6.1 Physical infrastructure
6.2 Social infrastructure
6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document (2013)

Ealing local variation to London Plan policy 3.4: Optimising housing potential
Ealing local variation to London Plan policy 3.5: Quality and design of housing development
Policy 3A: Affordable Housing
Policy 4A: Employment Uses
Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions
Ealing local variation to London Plan policy 5.10: Urban greening
Ealing local variation to London Plan policy 5.11: Green roofs and development site environs
Ealing local variation to London Plan policy 5.12: Flood risk management
Ealing local variation to London Plan policy 5.21: Contaminated land
Ealing local variation to London Plan policy 6.13: Parking
Policy 7A : Operational amenity
Ealing local variation to London Plan policy 7.3 : Designing out crime
Ealing local variation to London Plan policy 7.4 Local character
Policy 7B : Design amenity
Policy 7D : Open space

Adopted Supplementary Planning Documents

Sustainable Transport for New Development

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality
SPG 4 Refuse and recycling facilities (draft)
SPG 10 Noise and vibration

2. Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on

Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

3. At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.
4. Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.
5. No waste materials should be burnt on site of the development hereby approved.
6. Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.
7. Although it is not anticipated that the use of a crane at this site will impact Heathrow's Obstacle Limitation Surfaces, Instrument Flight Procedures or radar. We would like to advise the developer that if a crane is required for construction purposes, then red static omnidirectional lights will need to be applied at the highest part of the crane and at the end of the jib if a tower crane, as per the requirements set out by CAP1096.
<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=5705>