

Ref : 214991FUL

Address: 3-15 Stirling Road, Acton, London, W3 8DJ

Ward: South Acton

Proposal: Construction of an industrial-led mixed used development comprising circa 2,000 sqm (GIA) commercial floorspace (Use Class E(g) / B2 / B8) at ground and first floor and 88no. residential units (Class C3) on upper floors within 2no. blocks (up to 10 and 14 storeys) with associated basement; landscaping; parking and servicing; cycle and refuse storage (Following demolition of existing building)

Drawing numbers: DVP-SRE_HTA-A-DR_0001 (Site Location Plan); DVP-SRE_HTA-A-DR_0002 (Existing Site Plan); DVP-SRE_HTA-A-DR_0003 (Proposed Site Plan); DVP-SRE_HTA-A-DR_0010 (Existing Ground Floor Plan); DVP-SRE_HTA-A-DR_0011 (Existing First Floor Plan); DVP-SRE_HTA-A-DR_AP0B (Proposed Basement Plan); DVP-SRE_HTA-A-DR_AP00_P01 (Proposed Ground Floor Plan); DVP-SRE_HTA-A-DR_AP01 (Proposed First Floor Plan); DVP-SRE_HTA-A-DR_AP02_P01 (Proposed Second Floor Plan); DVP-SRE_HTA-A-DR_AP03_P01-(Proposed Third-Seventh & Ninth Floor Plan); DVP-SRE_HTA-A-DR_AP08_P01 (Proposed Eighth Floor Plan); DVP-SRE_HTA-A-DR_AP10 (Proposed Tenth-Thirteenth Floor Plan); DVP-SRE_HTA-A-DR_APRF (Proposed Roof Plan); DVP-SRE_HTA-A-DR_250 (Proposed Bollo Lane Elevation); DVP-SRE_HTA-A-DR_251 (Proposed Stirling Road Elevation); DVP-SRE_HTA-A-DR_252 (Proposed Eastern Boundary Elevation); DVP-SRE_HTA-A-DR_253 (Proposed Western Boundary Elevation); DVP-SRE_HTA-A-DR_254 (Proposed Southern Building Courtyard Elevation); DVP-SRE_HTA-A-DR_255 (Proposed Northern Building Courtyard Elevation); DVP-SRE_HTA-A-DR_260 (Proposed Sections); DVP-SRE_HTA-A-DR_900 (Illustrative Landscape Plan); DVP-SRE_HTA-A-DR_2900 (General Arrangement Plan); DVP-SRE_HTA-A-DR_2901 (Levels Strategy Plan); DVP-SRE_HTA-A-DR_2902 (Planting Strategy Plan)

Supporting Documents: Agent of Change Assessment (IDOM, July 2021); Air Quality Assessment (IDOM, July 2021); Circular Economy Statement (HTA July 2021); Design and Access Statement (HTA, July 2021); Daylight, Sunlight and Overshadowing Assessment (HTA, July 2021); Drainage Strategy (Whitby Wood, July 2021); Schedule of Accommodation; Economic and Industrial Assessment (Iceni, July 2021); Energy and Sustainability Statement (HTA, July 2021); Environmental Noise Assessment, IDOM, July 2021); Concept Fire Strategy and Fire Statement; Framework Travel Plan (TPP, July 2021); Outline Construction Logistics Plan (TPP, July 2021); Planning Statement (Newsteer, July 2021); Statement of Community Involvement (The Terrapin Group, July 2021); Transport Assessment (TPP, July 2021); Whole Life Carbon

Assessment (HTA, July 2021); Geotechnical and Geo-Environmental Desk Study (Whitby Wood, July 2021)

Type of Application: Major

Application Received: 19/07/2021

Report by: Joel Holland Turner

Recommendation: Grant Permission, subject to conditions and Legal Agreement

Executive Summary:

The application seeks to demolish the existing buildings on the site and construct a building that would co-locate industrial uses with residential uses on a site designated within LSIS. The introduction of residential uses to this site is considered to be acceptable in principle by Policy E7 of the London Plan and the applicant has followed the Agent of Change process, which demonstrates, subject to conditions, that the proposed residential uses would not compromise the continued functionality of the LSIS, and future residents would be provided good quality living conditions.

The commercial space has been developed as the focus of the scheme, with a strong street presence to both Bollo Lane and Sterling Road. The commercial spaces have been designed to have open floor plans to allow for the greatest amount of flexibility and the increased floor-to-ceiling heights will also improve its useability, to accommodate a number of different industrial-type activities. Not only would the development result in no net loss of industrial floorspace, but the proposal would also result in an uplift of 57%, with an increase from 1,112sqm to 1,954sqm. The servicing and delivery arrangements for the industrial space would be from Sterling Road and the type of uses that could accommodate this space have been identified as bicycle repair shops, recording studios, art storage and auction, furniture repair and retail, plumbers, and welders.

The design of the building is considered to be high quality, with a coherent development approach that applies a distinction between types of uses. There is strong horizontal and vertical alignment within the scheme, with a high degree of variation and articulation to promote visual interest. The existing buildings have a poor relationship with both Bollo Lane, and Sterling Road, and the new building would introduce active frontages that will improve the visual amenity of the area. It would also provide integration with the emerging development occurring within the area.

The proposed residential units would provide compliant internal and private amenity areas that would provide good quality living conditions for future residents. The communal amenity spaces have been formed with the site constraints in mind and have utilised roof top spaces to provide communal amenity. A good affordable housing offering has been made, with 35% AH by habitable room, with a tenure split in favour of LAR (London Affordable Rent) at 61.5% to 38.5%.

The design has taken into consideration its impact on the proposed development at 1-9 Colville Road/1 Stirling Road, to ensure that both developments mutually would not compromise each other. The communal amenity space proposed between the two residential wings is acknowledged to not provide a high degree of sunlight, however the landscaping strategy has taken account of these constraints, with areas of light being provided as decking for communal gathering, with shaded areas being provided as children's play space.

The development does not raise any specific concerns with relation to transport, pedestrian or highway safety. The development would rely on deliveries and servicing on Sterling Road and disabled parking spaces would be provided within the street. The proposal also involves the relocation of the bus stop closer to the carriageway on Bollo Lane, which TfL has no in principle objection to. The relocation of this bus stop will require separate approval from TfL.

The development also proposes a good energy strategy, with the development resulting in side-wide carbon reductions of 56.51% beyond Part L of the Building Regulations. The site also proposes a compliant amount of cycle parking and would be car-free, which will encourage residents and workers to shift to more sustainable forms of transportation, including Acton Town Underground Station, which is within walking distance of the application site.

Overall, the development presents a sustainable form of development that would intensify the industrial capacity of this LSIS site, as well as contributing to Council's housing targets and making a good affordable housing offering. Council Officers recommend the approval of the application, subject to conditions and 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	£160,000
Healthcare provision	£110,000
Transport and Public Realm	£120,000
Bus Service Improvements (TfL)	£123,500
Children's Play Space	£28,808
Allotment Garden Improvements	£10,741
Active Ealing (Sports Infrastructure)	£50,000
Apprentice and Local Labour Scheme	£20,000
Air Quality	£28,800
Carbon Dioxide Offsetting	£132,787
Post Construction Energy Monitoring	£9,764
Total Contributions	£794,400

- Affordable housing provision of 35% by HR, with a tenure split of 61.5% to 38.5% (LAR/SO)
- Free car club membership for 3 years for all residents
- Restriction of parking permits
- Enter into a s278 agreement to provide 5 disabled parking spaces within the carriageway, with each disabled space being fitted with electric vehicle charging infrastructure. All costs shall be borne by the developer
- Implementation for a travel plan
- All contributions indexed linked

Planning Committee

Schedule Item 03

- Payment of the council's reasonable legal and professional costs in preparing the s106 agreement

AND

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

Conditions/Reasons and Informatives: refer to Annexe 1

Site Description:

The application site is a somewhat regular shaped plot, with an area of 1,291sqm and long frontages to both Stirling Road and Bollo Lane in Acton. The site is located within the South Acton Industrial Estate and is designated as a Locally Significant Industrial Site (LSIS). In terms of other restrictive planning designations, the site is also within an area with Local and District Park Deficiency and within an Archaeological Interest Area. The site does not form part of any designated Opportunity Areas or Development Sites.



Figure 01: Site Location

The surrounding area is predominantly consisting of industrial uses, which is owing to the site's designation as an LSIS. There are residential areas nearby to the application site, including the Acton Gardens development, which is predominantly north of the application site, as well as residential areas that exist on the southern side of the railway. Whilst the character is currently predominantly industrial, its emerging character of the immediate vicinity is that of co-located light industrial/employment uses with residential accommodation on floors above.

Examples of this type of emerging development is the TfL scheme which was approved by 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 (subject to legal agreement), 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.



Figure 02: Site Photo (viewed from Sterling Road)



Figure 03: Site Photo (viewed from Bollo Lane)

Most recently, planning permission was granted (subject to legal agreement) 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 proposal involves the demolition of existing buildings and the construction of a part 2-storey, part 10-storey, part 14-storey building, with the 10-storey element facing Bollo Lane, the 14-storey element facing Sterling Road and a two storey base through the site.



Figure 04: Aerial View of Proposal

The first two levels would be occupied by approximately 2,000sqm of commercial employment space with the classes Class E(g)/B2 and B8. The two higher elements would accommodate 88 residential flats collectively.

The development would also comprise a basement, with landscaping and communal amenity areas, cycle parking, refuse storage and loading bay and parking within the street.

Consultation:

Preapplication

Design Review Panel	In general, the Design Review Panel supports the overall design approach of the scheme, the initial areas of further design consideration noted were,
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microclimates and the way that the design, especially facades and material quality reflect this, this includes the shaded children’s play area. This linked to sunlight and daylight which needs to be a key informant of the design especially given the adopted masterplan requirements and restrictions. The façades and materials are generally well articulated but should respond to the different microclimate conditions and the individual character and hierarchy of the two streets. The proposed painted sign on the flank wall is welcomed and has the potential to become a landmark in the area and there is a possibility explore the potential for combining the refuse stores of both blocks on the ground floor to allow for a greater active frontage.

Clarification of the commercial uses on the ground floors and the relationship to the rest of the building, the new surrounding developments, and the public realm. The proposed uses will require engagement with the local council and community to define realistic light industrial uses for this area.

The efforts to integrate the main amenity space with the adjacent building are welcomed, but the design should refine the boundary treatments between private and shared areas. The rooftop terrace in the affordable block is a positive move, and the panel welcomes the decision to locate this on the affordable block, with access available to all residents.

Establish clear sustainability targets need to be defined and incorporate them early in the design process. This includes opportunities to reduce embodied carbon especially in the façade, structure, and podium. The width of the columns, for example, could be revisited, which could also help increase the sunlight provision of the apartments.

There is a need to demonstrate the impact of proposed density on the existing public realm, including consideration of aspects such as night-time security and the relationship between the entrances and the street.

Officer Response: Council Officers are also supportive of the overall design approach of the development. The application is supported by a Commercial Strategy, which effectively outlines demand for spaces and the layout of the industrial space is considered to be acceptable to maximise the flexibility of the space for a wide variety of occupants. This would also allow for the subdivision of the space into smaller units should demand require.

The balconies overlooking the street, as well as the more open frontages to the industrial space will improve the amenity of the area. The applicant has agreed with the Metropolitan Police to achieve Secure by Design Accreditation.

Public Consultation – Summary

Neighbour Notification	In accordance with the requirements of Ealing Council’s Statement of Community Involvement (2015) and the Town and Country Planning
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(Development Management Procedure) Order 2015, the application was advertised by the way of site notice on 18/08/2021 with the consultation period expiry on 08/09/2021.

One neutral representation was provided from a representative of the adjoining landowner (Innovation House). The key points raised within this representation are outlined below.

- Client has no current plans to develop his property, I note that No. 3-15 has been designed with the possible redevelopment of No. 17-27 in mind. I have reviewed the applicant’s Daylight and Sunlight Assessment in connection with the application for No. 3-15.
- The assessment of the light levels within the development has been undertaken based on the existing site context without allowing for the neighbouring developments
- The applicant should remove windows and balconies in positions close to the boundary
- Daylight/Sunlight Assessment should be updated to demonstrate that future occupants of no. 3-15 Stirling Road would maintain adequate light notwithstanding cumulative impacts.

Officer Response: It is not clear whether the representation being received is referring to the existing situation of Innovation House or any potential future development. The Report references an assessment of the studio flats that exist at Innovation House and any future development of the neighbouring site will need to take account of any existing development or extant planning permissions in place at the time.

Notwithstanding this, the adjoining site is considered within the context of the indicative masterplan for this block and it is not considered that the proposed development would compromise any future developability of this site.

External Consultation

Thames Water

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Officer Response: The full response from Thames Water included recommended conditions, which have been provided in full within the conditions section of this report under ‘Infrastructure’.

<p>London Borough of Hounslow</p>	<p>Having considered the proposals, the London Borough of Hounslow has no objection to the application.</p>
<p>Greater London Authority (GLA)</p>	<p><u>Land Use Principles:</u> The application does not fully comply with London Plan Policy E7 because the site’s redevelopment is not being progressed as part of a plan-led process of LSIS intensification and co-location. Notwithstanding this, GLA officers consider that the proposals (which would provide a net increase in light industrial floorspace) could, on balance, meet the criteria set out in Part D of London Plan Policy E7 and could therefore be supported. However, the concerns regarding site access, delivery and servicing and road safety should be addressed.</p> <p><u>Housing and affordable housing:</u> 35% affordable housing is proposed (by habitable room), with a 61.5:38.5 tenure split between London Affordable Rent and intermediate shared ownership. This complies with the Fast Track Route criteria, subject to the appropriate light industrial floorspace being secured. The housing affordability should be clarified and secured. Play space provision should also be secured, with the shortfall in play space provision on-site mitigated through a financial contribution towards improved play space facilities</p> <p><u>Urban design, heritage and tall buildings:</u> The site is not within a location which is specifically identified as suitable for tall buildings, so the application is contrary to Part B of Policy D9. However, the overall layout, design and massing is supported (with some improvements to the alignment of the buildings), taking into account the existing and emerging surrounding context. The architectural quality and materiality of the scheme is generally supported. The application should demonstrate that no harm heritage assets or give rise to any unacceptable visual, environmental or cumulative impacts, in addition to any functional issues associated with deliveries and servicing being addressed and resolved.</p> <p><u>Transport:</u> Financial contributions are required for transport improvements. Concerns regarding the delivery and servicing arrangements should be addressed, including submitting a delivery and servicing plan. Further work is required to improve the Active Travel plan and how the development delivers Healthy Streets improvements.</p> <p><u>Sustainability and Environmental Issues:</u> Additional information is required to ensure energy, circular economy, whole life carbon, urban greening, biodiversity, drainage, air quality strategies are acceptable. Noise mitigation measures should be secured.</p>
<p>Healthcare Property) (NHS</p>	<p>Requested contribution to be secured through a s106 agreement</p>
<p>Internal Consultation</p>	
<p>Pollution-Technical (Noise)</p>	<p>The site is at a busy road junction and exposed to existing industrial noise sources as well as road and rail noise, including at upper overlooking floors.</p> <p>Plant is proposed in the basement as well as on various floors.</p>

I recommend the following conditions and informatives:

1 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 7.15 of The London Plan (2015), Ealing SPG10 and the National Planning Policy Framework (2019).

2 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 Policies ... Standard 30 of the Housing SPG and Policy 7.15 of the London Plan

3 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 Policies ... Standard 30 of the Housing SPG and Policy 7.15 of the London Plan

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

Prior to commencement of the development, 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 7.15 of the London Plan (2016), the National Planning Policy Framework (2019) and Interim guidance SPG 10 'Noise and Vibration'

5 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), policies and 7.15 of the London Plan (2016), the National Planning Policy Framework (2019) and Interim guidance SPG 10 'Noise and Vibration'

6 Site and Servicing Management Plan

Prior to commencement /use of the development, a Servicing Management Plan shall be submitted to the Council for approval in writing. Details shall include management of communal amenity area use, times and frequency of commercial/industrial activities, location of loading bays, deliveries and collections, vehicle movements and silent reversing and loading/unloading methods, etc. The assessment shall be based on standards of the Council's SPG10. 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/ surrounding premises is not adversely affected by noise, fumes, etc. in accordance with Policies ...

7 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 ...

Please consult Sneha with regard to control of emissions from non-road mobile machinery.

INFORMATIVES for Demolition and Construction, Installation, Refurbishment etc:

1 Permitted hours for building work

Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays.

	<p>2 Notification to neighbours of demolition/ building works 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.</p> <p>3 Dust Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.</p> <p>4 Dark smoke and nuisance No waste materials should be burnt on site of the development hereby approved.</p> <p>5 Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc. Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.</p>
<p>Pollution-Technical (Air Quality)</p>	<p>Whilst, the AQ assessment did consider cumulative effects of other developments in the area this wasn't really quantified.</p> <p>I would class it as 'Medium' to 'High' risk site for dust impact for the construction phase, the site will be required to install Air quality monitors prior to any activities onsite. Further, they will be required to contact Pollution technical team to agree on position of the monitors, limits to be set etc..</p> <p>Please note that the following conditions are recommended, please set out condition 2 as standalone condition</p> <ol style="list-style-type: none"> 1. 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>2. 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>3. 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>s106 funding for Air quality is also requested for the development Residential units = 88 *£100 =£8,800 <u>Non-residential space= 2000m²*£10 =£20,000</u> Total = £28,800</p>
<p>Pollution-Technical (Contaminated Land)</p>	<p>I have reviewed the submitted desk study - (Ref. P450688-REP-002) and am in general agreement with the findings based on the information available. A site investigation is recommended, and this is agreed with.</p> <p>The following conditions are requested - the first has some site specific text in bold.</p> <p>DC_CON ENVH10 Site Investigation</p> <p>Prior to the commencement of any works on site (other than demolition and site clearance), and based on an approved conceptual site model (contained within the approved desk study phase 1 report (Ref. Whitby Wood P450688-REP-002) 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.</p>

	<p>Reason: To ensure the land contamination issues are addressed in accordance with policy1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), policy 5.21 of the London Plan 2015 and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.</p> <p>DC_CON ENVH11 Remediation Scheme</p> <p>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.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with policy1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), policy 5.21 of the London Plan 2015 and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.</p> <p>DC_CON ENVH12 Verification Report</p> <p>Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority before occupation of the development. The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with policy1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), policy 5.21 of the London Plan 2015 and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.</p>
Transport Services	Contributions toward local projects to improve connectivity requested, in line with GLA Comments
Waste and Street services	No response.
Economic Development Officer	No response
Education Services	Contributions have been recommended to secure finance for educational provision.

<p>Energy Consultant</p>	<p>Energy & Sustainability Statement prepared by HTA Design in July 2021 (v2).</p> <p>The Council is very supportive of the proposed energy strategy.</p> <p>The Energy Strategy has been assessed against the draft SAP10 benchmark and follows the standard energy hierarchy of “Lean, Clean, Green”, and is in line with London Plan policy SI2 & SI3, and Ealing DPD policy 5.2.</p> <p>An Overheating/Cooling analysis with proposed mitigation measures has been carried out.</p> <p>The size and type of development is not suitable for CHP and the Council confirms that there is no available “Clean” district heat network (DHN).</p> <p>The development is all electric with no gas infrastructure on-site.</p> <p>The application proposes a communal site-wide low-temperature (LTHW 52/47°) (air-to-water) Air Source Heat Pump distribution loop with dwelling heat exchangers. The HIUs will feed underfloor or panel radiators at 50/40°, and DHW (up to 60°) will be provided by dwelling immersion tanks. The commercial units will have VRF (air conditioning) heating/cooling, with DHW from direct electric or immersion tanks.</p> <p>Also proposed is a small PV array on the west wing roof with a capacity of 5.1.</p> <p>Currently, the overall site-wide CO₂ emissions will be cut by at least 56.51%, with 12.66% carbon reduction through “Lean” efficiency measures, and 43.85% through “Green” renewable energy measures.</p> <p>There is a shortfall of 1,398 tonnes CO₂ (over 30 years) in the zero-carbon that will be mitigated through an “offset” S106 payment at £95 per tonne to the Council of £132,787. <i>This figure may be amended prior to the completion of the Legal Agreement.</i> . The Council’s Carbon Offset price was set at £95 p/tonne on 1st April 2020. For information, the carbon offset amount saved through the Clean/Green energy equipment is £133,890.</p> <p>If after three years of in-situ monitoring the renewable/low-carbon energy systems do not deliver the carbon reductions predicted in the approved Energy Strategy then the Developer will need to pay an additional Carbon Offset contribution to mitigate any shortfall.</p> <p>The new London Plan (policy SI2) introduces a fourth step to the existing (be Lean, Clean, Green) energy hierarchy of “be Seen”. In addition to the GLA 'be Seen' reporting requirements Ealing Council requires the physical monitoring and performance analysis of the renewable/low-carbon energy equipment and associated systems. Ealing already implements this “be Seen” requirement through its 2013 DPD policy E5.2.3. The monitoring is carried out by the Council’s chosen provider (Emergence Ltd) using the Automated Energy Monitoring Platform (AEMP). A S106 payment shall be sought for the implementation of the energy monitoring policy.</p> <p><i>In line with this Ealing Council will require the monitoring of the PV array and the communal Air Source Heat Pump loop to identify their performance efficiency. Monitoring the heat pumps will involve metering the heat output and the combined parasitic loads. Suitable monitoring</i></p>
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	<p>devices must be fitted by the Applicant to achieve this. Ealing Council will supply some of the monitoring equipment (through a S106 contribution) and the Developer will need to source the remainder in consultation with Ealing/Energence.</p> <p>The energy monitoring devices to be supplied by <u>Ealing/Energence</u> through the S106 contribution (subject to final confirmation) are:</p> <p>PV (GPRS) smart meters x1. ASHP loop heat meter (M-Bus connect) x1. ASHP (loop heat meter) datalogger x1. ASHP electric parasitic load (GPRS) smart meters x4.</p> <p><i>If there are more than x4 ASHP collectors then the Developer must provide suitable parasitic load smart meters for each additional collector. If collectors are wired into a single (or several combined) supplies then the Council will reimburse the Developer for the unused meters.</i></p> <p>SIM card and data processing (4 years) x 6.</p>
<p>Landscape Architect (Leisure and Parks)</p>	<p>Children’s Play and Teen Play: For a development of this size a total of 374.1m2 of dedicated play space would be required. The application includes a total of: 182sqm “formal” and 290sqm informal. Although only the formal part has been included in the calculation as an area of play needs to be dedicated as per the Mayors SPG.</p> <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 306.88m2 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.</p> <p>The contribution should be used for improvements to South Acton, Southfields. As a guide we would recommend the following amount: Play space contribution: £28808 Allotment space contribution: £10741 Total section 106 contribution: £ 39549</p>
<p>Active Ealing</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 88 new units and an average of 2.4 people in each unit, a calculation can be made based on 211 additional residents living in the new units (these indicative figures can be changed if necessary). A s106 obligation towards sporting infrastructure provision has been recommended.</p>

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 building on the site is predominantly single storey, with a two-storey element that fronts Stirling Road. The existing building appears to be occupied by a business called “Science Projects”, which provides services for educational exhibitions. The current building turns its back on Bollo Lane, with sole access to the building provided from Sterling Road. The existing building is setback from the Bollo Lane frontage, and this setback provides for informal and ad-hoc vehicular parking. Whilst the existing site provides for useable industrial space, the opportunity exists to provide additional space for the site that is more fit-for-purpose for similar industrial-type uses, thereby intensifying the use of this brownfield industrial site.

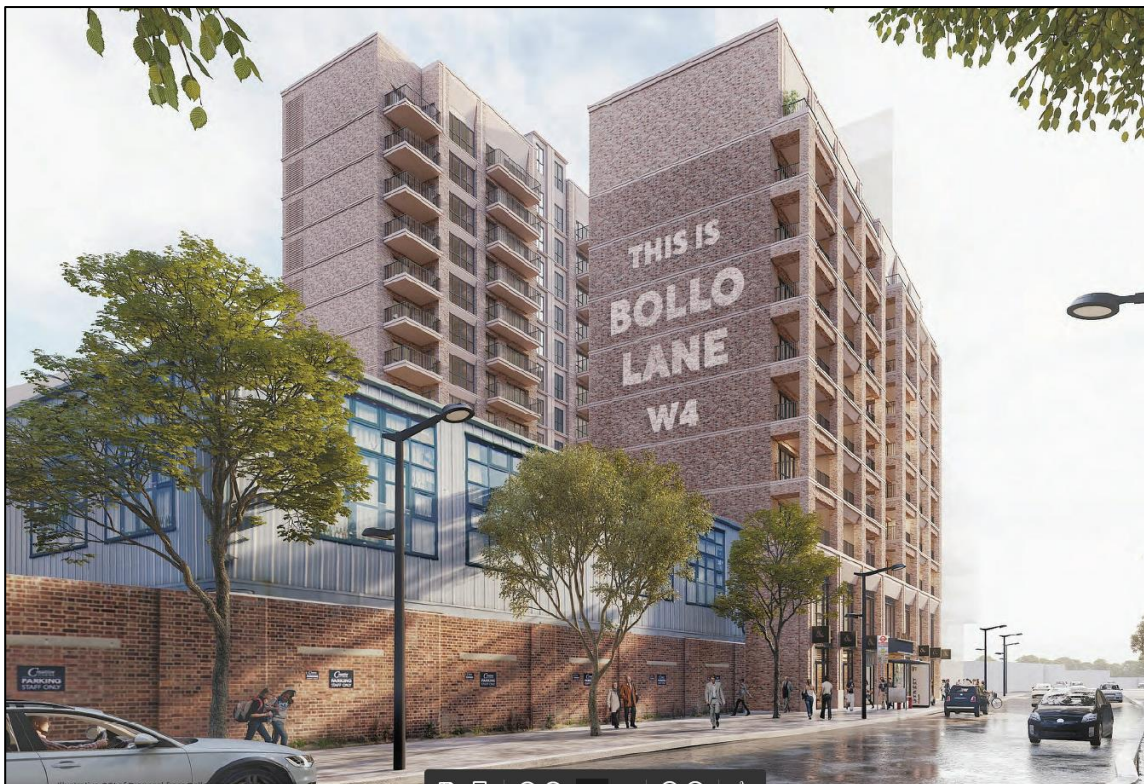


Figure 05: Development Viewed from Bollo Lane

Initial presentations of a proposal for the application site consisted of a single-storey industrial space, with residential above, that met the minimum requirements of no loss of industrial space within LSIS locations. The applicant was advised to reconsider this element of the proposal to dramatically increase the industrial floorspace to be consistent with the emerging character of this urban block. This proposal therefore provides for two storeys of industrial space, increasing the amount of floorspace from 1,112sqm to 1,954sqm, an uplift of 842sqm or 57% based on the existing floor area. This is a welcome addition to the scheme, which places industrial uses as the focus of this proposed development within a Locally Significant Industrial Site.

It is therefore considered that the proposal be wholly compliant with the provisions of Policy E7 of the London Plan that seek to ensure that development proposals are proactive and encourage the intensification of business uses within Classes B1c (now E(g)), B2 and B8, as well as encourage the introduction of small units and multi-storey schemes. It should be noted within their Stage I response, that the GLA are concerned with the delivery and servicing strategy proposed by the applicant.

The GLA has also advised that the proposal does not comply with the provisions of Policy E7 that require development for co-location of uses in industrial areas follow a “plan-led or co-ordinated master planning process of intensification and consolidation” within the LSIS. The development considered as part of this application has followed a master planning exercise that was considered by Council as part of previous planning applications on 29-39 Stirling Road/2-10 Roslin Road (192130FUL and 204553FUL). This indicative masterplan has also been referenced within planning application 214611FUL (1 Stirling Road/1-9 Colville Road and 67-81 Stirling Road). The key issue here is that the indicative masterplan presented has no statutory function and does not form part of the local Development Plan. The GLA Officers have however taken a balanced assessment of the proposal, noted the indicative master plan, and stated that subject to issues around deliveries and servicing being resolved, then the application could be supported by the GLA in accordance with Policy E7.



Figure 06: Commercial Frontage to Bollo Lane

The Economic and Industrial Assessment document provided with the application, notes that the existing building and its use has the capacity to provide employment up to 22 jobs. The analysis provides an insight into employment spaces and jobs within the Borough. It concludes that since 2011, Ealing has seen growth in jobs in the sectors of food product manufacturing, office administration and professional services and retail. Despite a loss of jobs in the wholesale and trade sector, this still remains a key performer in Ealing's economy.

An analysis of the local area, backed up with data, shows that the most in demand uses being for plumbers, MOT garages or welding spaces between 1,000sqft and 5,000sqft (approximately 93sqm to 464sqm), given the site's proximity to the local resident population. However, an analysis of existing

uses shows bicycle repair shops, recording studios, art storage and auction, furniture repair and retail wholesale, which illustrates the type of uses in demand in the area. The analysis shows that based on an assessment of existing planning consents, there is an impending loss of 42,206sqm of employment floorspace within the Borough and the proposal to increase the industrial floorspace would be a counter to this trend, given the increase in floorspace that this proposal would involve.

The overall provision of the commercial floorspace affords the development the flexibility to accommodate a wide range of uses, whether these be within smaller units or as a larger floorplate. This flexibility to provide for a range of uses and occupiers is also supported by the minimum 4.5 metre floor to ceiling heights and its proximity to existing public transport infrastructure ensures that future occupants can access the site sustainably.

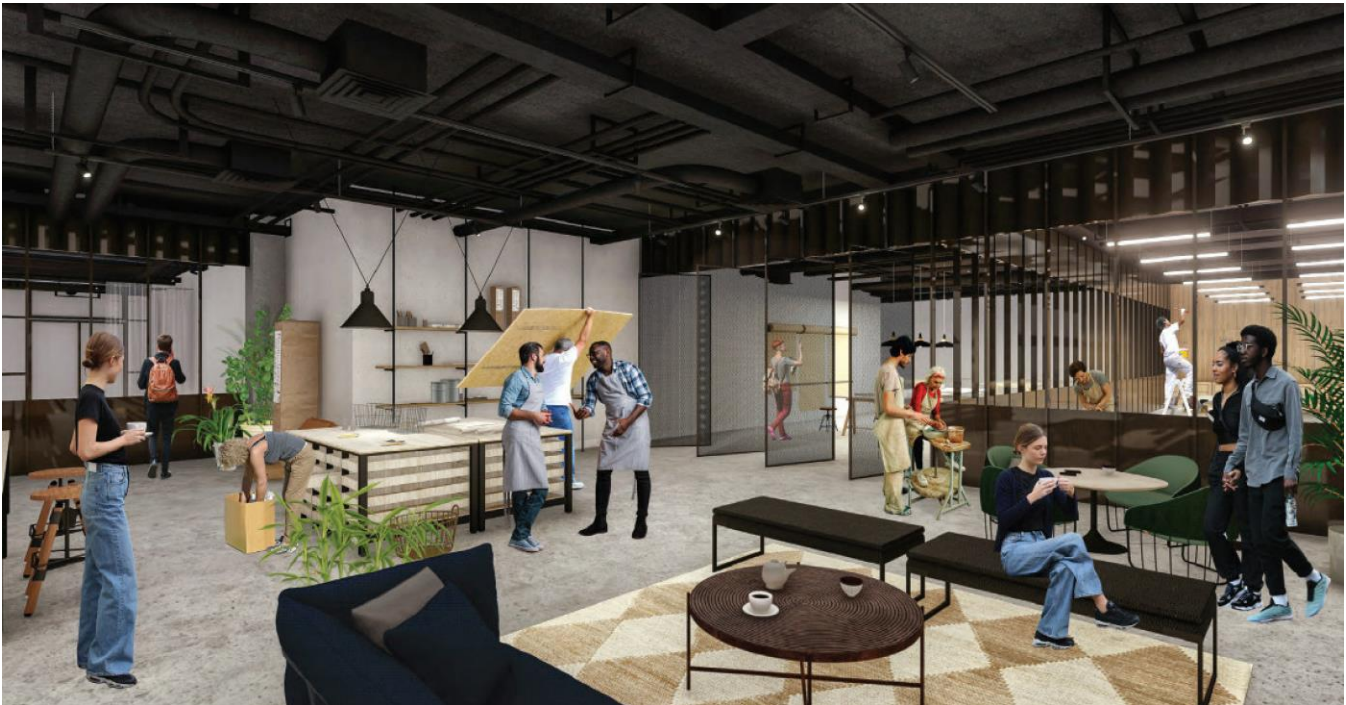


Figure 07: Interior Concept for the Proposed Industrial Space

In addition to the increase in industrial floorspace and accordingly the employment capacity of the site, the proposal would include its co-location with new residential development. This is supported in principle, by Policy E7 of the London Plan, provided that existing and emerging industrial and related activities within the LSIS are not compromised in terms of their continued operation and functionality where residential is proposed. To this end, a full Agent of Change assessment has been provided which will be separately addressed, along with arrangements relating to the layout of the spaces, design, noise and vibration, air quality and delivery and servicing. As will be outlined within the report, it is not considered that the proposal would cause undue harm to the continued operation of activities within the LSIS.

The proposal would accordingly provide for increased housing supply on a well-connected brownfield site, which is considered to be sustainable and would improve the visual amenity of the area. Council has an obligation to increase housing supply in accordance with Policy H1, with a 10-year target of 21,570 homes. Residents would benefit from well-designed flats and communal areas and the proposal would provide a good affordable housing offering that would provide genuinely affordable homes to Ealing residents. Based on the above and subject to the assessment outlined within this report, it is considered that the principle of development is acceptable in its entirety.

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, the applicant's Agent of Change assessment outlines that nuisance caused by existing industrial activities would be categorised within either noise, vibration, dust, odour and lighting. Recognition of these factors is necessary to determine what mitigation measures would be required within the residential part of the development to ensure that unnecessary limitations would not be places on existing industrial activities and the quality of life of new residents would be satisfactory.

The impacts relating to noise nuisance were identified as being predominantly transport related, including the surrounding road network, passing trains and overhead aircraft. The report also identifies that noise producing extractor fans at the Ocado Warehouse were present opposite the site, however, were not audible within the site. Intermittent noise was also identified from the hand car wash near to the site. The results of the noise assessment are contained within the Environmental Noise Assessment, with appropriate mitigation measures recommended. A full assessment, including the Council Pollution-Technical Officer comments are contained within a subsequent section of this report.

No existing sources of vibration were identified within the LSIS site itself, with the only impacts identified being from the surrounding road network, in particular Stirling Road and Bollo Lane.

As with other applications in the vicinity of the application site, the Agent of Change assessment has only noted the Waste Transfer facility as a source of dust. However as has been noted and concluded as part of this assessment and other assessments, this facility only handles household waste, is surrounded by a brick wall and the residential uses proposed within the development commence at second floor, providing a reasonable buffer between any dust impacts and proposed residential uses.

The Waste Transfer station has also been identified as a source of odour, however the only household items permitted at the station include glass, cans, cardboard, paper, textiles, shoes, plastics, metal, garden waste, engine oil, books, small electrical items and carpet. No food waste is permitted here. The only source of odour is said to be garden waste, however, as has been noted and accepted by Council on previous occasions, waste skips are removed once full, minimising any long-term exposure. However, it should be noted that this has only been identified as a risk, which is considered to be low, as both the applicant and Council Officers have not identified any sources of odour during separate visits to the application site.

The only source of lighting, aside from street lighting on the surrounding road network, was identified to be the Council depot, however this area was not lit by any flood lighting or security lighting that could impact future residents.

Based on the Agent of Change assessment above and the subsequent Environmental Noise Assessment, it is not considered that the introduction of residential uses to the site would compromise the continued function and operation of the LSIS, and new residential occupants would be afforded a satisfactory level of living conditions.

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.

Housing Type	Quantum	Percentage
1-bedroom	45	51%
2-bedroom	31	35%
3-bedroom	12	14%

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.

Of the proposed affordable housing units, 26 of the proposed 88 homes would be classed as affordable. On the basis of units this represents a AH provision of 29%. However, as per Policy H5 of the London Plan “the percentage of affordable housing should be measured in habitable rooms” to ensure that the affordable housing offering delivers a range of sizes of affordable homes. To this end, the proposal would equate to exactly 35% affordable housing by habitable rooms. It is therefore considered that as Council Officers consider the proposal would not result in a net loss of industrial floor space, then the proposal would be eligible for the fast-track route of 35% Affordable Housing.

In terms of the tenure split proposed, the proposal makes a very good contribution toward providing genuinely affordable homes within the Borough, as illustrated by the table below.

Tenure	Percentage (%)
London Affordable Rent	61.5%
Intermediate (Shared Ownership)	38.5%

In accordance with Policy 3A of the Ealing Development Management DPD, Ealing Council’s preferred tenure split for AH is 60:40 in favour of London Affordable Rent over Intermediate products. The proposal provides LAR homes in excess of this requirement making a good contribution to genuinely affordable homes within the Borough.

It is noted that there would be separation within the building of the affordable and private sale units, with the affordable block contained within the wing facing Sterling Road and the private sale units being contained within the wing facing Bollo Lane. There are also private sale units within the block containing Affordable Units and therefore a level of integration, and no clear distinction, is provided. It should be noted though that within the building, any resident would be able to make use of either entrance to the building (from Bollo Lane or Sterling Road) and accordingly, there would be equitable

access for all residents. The design and materiality of the building makes no clear distinction between housing tenure. Communal spaces would also have communal access regardless of the type of housing and, in fact, the affordable units would have closer access to the rooftop communal gardens in comparison to the private sale housing in the southern block.

It should also be noted that the affordable housing offer provides for a good mix of housing. There are to be 12 x 3-bedroom units within the building, with 7 of these flats dedicated as affordable housing within the LAR tenure. The proposal would therefore provide much needed genuinely affordable family housing to Ealing residents. Overall, the housing mix provided for Affordable Housing is considered to be good, with a mix of 1-, 2- and 3-bedroom units.

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 Design Review Panel on this application met on 1 June 2021 which followed on from pre-application discussions with Council Officers. The panel was generally supportive of the design approach taken by the applicant's and the overall articulation of the massing was considered to be successful. It acknowledged that the scheme was quite dense in terms of the lack of greenspace in the area, however also acknowledged the limitations of the site and the prevailing masterplan. It considered that the maximise use of roof spaces for private and shared amenity spaces somewhat addresses this issue. The Panel also referred to the high-quality design of the façade, which blends industrial characteristics with brick and responds positively with the emerging TfL scheme. Consideration was recommended to be given to ensure the design of the building responds better to the hierarchies of the street.

The GLA, within their Stage 1 response were supportive of the overall design approach taken with the scheme, in terms of its layout, design, massing, architectural quality and materiality.

Preapplication discussions were held with Council Officers and initially, the proposal presented a single-storey podium of industrial space, with residential above. The applicants were initially advised of the unacceptability of this as, although it would provide no net-loss of industrial space on the site, a single-storey podium would have been at odds with the emerging character of the development of this urban block. The revised proposal presented, which is consistent with the approach of this scheme, a two-storey podium, resulting in a significant increase in commercial space within the scheme in comparison to the existing building.

The differential between the commercial and residential uses within the façade are clearly identified with a different architectural approach. The role of the industrial frontages is emphasised, which is important given the site's LSIS designation, through the open glazing, decorative metalwork and

chamfered stone lintels which frame the large openings proposed at ground floor and first floor. The residential uses above take on a more subordinate and standard design, with clear horizontal and vertical alignment created through the balconies and the pattern of fenestration. Articulation is created by the balconies that come forward, leaving a central vertical line, setback into the building, that runs up the façade. The overall design approach taken ensures that the building would present a significant improvement to the visual amenity of the area in comparison to the existing situation.

The overall massing of the development is formed out of two clear wings, one facing Bollo Lane and the other Stirling Road. This is generally consistent with the indicative masterplan that has been formulated for this urban block. This is also consistent approach with an existing approval on 29-39 Stirling Road. The two wings rise above the two-storey podium, creating a space between both rising elements. The proposal intends to use this space as communal amenity space, with an indicative design presented as part of this application, which has been reviewed by Council's Landscape Architect.

The height of the two wings would be different with the lower part to face Bollo Lane. The height to this wing would be 10 storeys, with the higher part facing Sterling Road at 14 storeys. The applicant has developed their scheme in conjunction with the architects for the adjacent sites, with the proposed building connecting to the lower shoulder levels of the adjacent sites. Overall, the heights of the building are considered to be highly consistent with the emerging context, whereby tall buildings have been either approved or proposed at similar heights on nearby sites. On both wings, the top storey has been setback from the predominant front building line, further reducing its impact on the public realm and ensuring that there is an architecturally clearly defined base, middle and top.

Overall, the design presented achieves the objectives of an increase in commercial space, increase in housing stock and good affordable housing offering and at the same time, presents a building that would be a positive introduction to the character, appearance, and visual amenity of the area.

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.

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.

Based on the existing situation, at a height of up to 14 storeys, the proposal would constitute a tall building in accordance with Policy LV7.7 as it would be higher than the predominantly low-rise industrial area. However, within its emerging context, the height and massing proposed would be generally consistent with the emerging built form on Bollo Lane, where larger development is either proposed or approved. There are no heritage assets within the immediate vicinity of the application site, however given its height, it is important to consider the impact that the proposal would have on Conservation Areas, Listed Buildings and World Heritage Sites, from which the proposed development may be visible.

These would include Conservation Areas within Acton, as well as within the neighbouring London Borough of Hounslow, Gunnersbury Park and Kew Gardens. However, it is clear that the development would be justifiably screened from view from neighbouring development, which include development on neighbouring sites and the larger TfL scheme on the opposing side of Bollo Lane.

In accordance with Chapter 16, Part 202 of the NPPF (2021) 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.

The applicant was requested by Council Officers to ensure that the development would not compromise the developability of neighbouring sites, including 1-9 Colville Road, which adjoins the site to the southeast and is currently under consideration for development under ref: 214611FUL. Both of these applications have concluded that ADF (Average Daylight Factor) as the most appropriate assessment for daylight and sunlight. Based on BRE Guidance, the ADF levels should be 1% for bedrooms, 1.5% ADF for living/dining rooms and 2% for kitchens.

The ADF assessment undertaken shows that there would be a higher level of compliance on this adjoining proposed development on upper levels that lower levels, which is to be expected. On floors 2 to 5 of the neighbouring proposed development, 17 of the 22 windows tested (77%) would meet BRE requirements. On floors 6-8, 18 of 22 (82%) would meet BRE guidance and on levels 9-10, 11 out of 12 windows tested would meet minimum BRE guidance. All other windows on floors above this would achieve 100% compliance. It should be noted that BRE guidance should not be applied in an mechanicalistic way, and it is extremely difficult to achieve 100% compliance, particularly in urban environments such as this. Therefore, the level of compliance achieved is considered to be good and will lead to good living conditions on the future development of this neighbouring site. It should be also noted that where there is non-compliance, in most cases this is to a small degree and considered to be marginal.

To the northwest of the site lies 17-27 Stirling Road, which is commonly referred to as Innovation House. To the rear of this site toward Bollo Lane, a number of studio units have been built, which will adjoin this site. The approval of this was under the prior approval process (174187PRDIS), which was for the lawful conversion from Class B8 to residential units (Class C3). The arrangement of these units is predominantly located around a central courtyard within the site; however, it is noted that there are five smaller windows within the flank elevation that look over the application site. Although, it must be acknowledged that the approved plans for this application do not show any windows approved here, facing into the application site.

The proposed development would completely obstruct these existing windows, however as noted, the primary source of light to these studio flats is from the central courtyard. It is also reasonable to expect that this site may come forward for development within the coming years as this adjoining site does form part of the indicative masterplan for this urban block.

Based off the above, the Daylight/Sunlight Assessment presented is considered satisfactory and future occupants of adjacent developments would have satisfactory access to daylight post-development.

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 number of units and therefore the assessment is provided within a summarised form below.

Configuration	No. of Units	Requirement	Proposed	Complies?
1b1p	8	37sqm	37sqm	Yes
1b2p	37	50sqm	50-58sqm	Yes
2b3p	11	61sqm	61sqm	Yes
2b4p	20	70sqm	75-80.5sqm	Yes
3b5p	12	86sqm	98sqm	Yes

Therefore, all proposed units would meet or exceed minimum London Plan standards as demonstrated within the table above. It should also be noted that all of the proposed flats would be dual aspect flats, ensuring that all flats benefit from the inherent benefits of natural light and ventilation. The way that dual aspect flats are achieved is unconventional and relates to the way in that each flat is accessed. In many cases, flats in both wings would be accessed via an external elevated walkway that would be shared between two flats at a maximum.

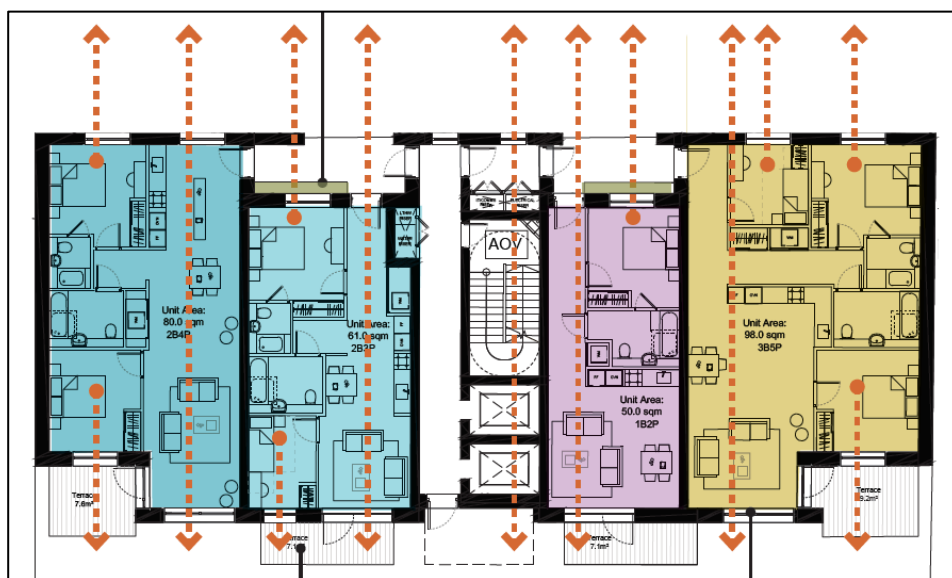


Figure 08: Typical Floor Layout (Northern Block)

Council Officers were initially concerned of the privacy impacts that this may have, with a window of one flat facing onto a communal external walkway. However, defensible space has been built into the scheme around affected windows and the communal access areas would only ever be accessed by two flats. The likelihood of significant privacy impacts is accordingly minimal, and the benefits brought by all flats being dual aspect would outweigh all other impacts in this regard.

It should be noted that the space between the two wings, and accordingly between windows, would vary but would predominantly be a minimum of 17.5 metres. A separation distance of this amount would ensure that there would be no significant impact relating to overlooking or privacy.

Overall, the proposed scheme provides for good quality residential accommodation that meets or exceeds minimum standards and is therefore considered to be acceptable.

Private Amenity Space

Policy 7D of the Ealing Development Management DPD seeks to ensure that new residential development provide for private amenity space. For developments such as the one proposed, the most common form of private amenity space is in the form of a balcony that should be provided at a minimum rate of 5sqm per 1-2 person flat, with 1sqm for each additional occupant. The below table will demonstrate compliance with this criterion.

Configuration	No. of Units	Requirement	Proposed	Complies?
1b1p	8	5sqm	5-6.9sqm	Yes
1b2p	37	5sqm	6.8-7.8sqm	Yes
2b3p	11	6sqm	7.1sqm	Yes
2b4p	20	7sqm	13.7sqm	Yes
3b5p	12	8sqm	9.2sqm	Yes

Therefore, all flats would be afforded an adequate amount of private amenity space in accordance with Policy 7D.

Communal Amenity Space, Landscaping and Children’s Play Space

The development aims to maximise the rooftop spaces, including the space created over the podium, between the two residential wings. The rooftop of the wing facing Sterling Road has also been utilised as an opportunity to increase the communal space within the development. Overall, the provision provided exceeds the minimum requirement, providing communal and private amenity space that is in excess of requirements. The private amenity space provided, with the communal amenity space provides for 1,503sqm of space, exceeding the minimum requirement of 1,320sqm. No contribution towards off-site provision has therefore been requested.

It is noted that the Daylight and Sunlight Study shows significant shadowing of the central courtyard amenity space. No meaningful design changes could be implemented to increase the sunlight into this space and accordingly the Landscape Strategy responds to this. The elements that would receive direct sunlight at times would be the two north eastern corners of the central podium, where morning and afternoon seating areas would be provided. The other areas of the site would be dedicated as children’s play space. These areas would provide more shade tolerant vegetation and overall, the landscaping strategy is reflective of the constraints that exist within the site.



Figure 09: Landscaping and Children’s Play Space Proposals

The northern block (facing Sterling Road) would also have a rooftop communal amenity space that would provide more space for residents and would receive full sunlight. The overall landscaping strategy and amenity space provision is considered acceptable.

The children's play space provided will be focussed toward the 0–4-year age group. Whilst the proposal would fulfil the requirements for this age group, no children's play space would be provided for other age groups. The GLA population yield calculator puts the child yield as shown within the following table:

Age Group	Percentage (%)
Ages 0-4	45.8%
Ages 5-11	33.6%
Ages 12-15	13.4%
Ages 16-17	7.2%

As the above table demonstrates, the child yield is skewed in favour of Ages 0-4, which the children's play space provision proposed caters for. The Landscape Architect has requested a s106 contribution for the shortfall in children's play space of £28,808, which would be used to improving South Acton Park and Southfields.

Contributions toward improving allotment space have also been secured through the s106 recommendations, in line with the requirements of Policy 7D of the Ealing Development Management DPD.

Transport & Highways

Policy T5 of the London Plan outlines minimum standards for cycle parking provision in new developments. The residential provision should provide 1 space per 1 person flat, 1.5 spaces for 1b2p flats and 2 spaces for all other flats. Based on this calculation and the housing mix proposed, the proposed residential accommodation would require the cycle parking provision for the residential component of the development to equate to 150 spaces. The proposal would provide for 92 spaces within the basement and 68 bikes on the first floor providing for a total of 160 spaces, exceeding the minimum requirement. Both bike storage areas would be located in close proximity to elevators which can accommodate the size of bikes and would accordingly be easily accessible to the ground floor.

The GLA are supportive of the quantum of spaces proposed, for the residential bicycle spaces, as well as the commercial bicycle parking spaces. The commercial spaces would be located within their own storage area that would be accessible from the commercial lobby. TfL, however, advises that further information is required regarding the corridor and aisle widths, suitability of spaces for large bicycles and adapted bicycles, in accordance with London Cycle Design Standards. This has been recommended by way of condition.

With regard to deliveries and servicing, the development will utilise an existing loading bay that benefits the existing building on Sterling Road. Council and TfL Officer however raised concerns with the applicant with regard to the statement within their Transport Assessment that disabled parking bays could be used for loading and servicing on Bollo Lane. This was not accepted by Council Officers and TfL, due to it being contrary to Policies T4 and T6.1 of the London Plan.

The trip generation data provided by the applicant and based off TRICS data showed that the expected deliveries per day for a development such as this would equate to up to 8 per day for the residential element and 10 per day for the commercial). The length of the loading bay is 10 metres and many of the deliveries would be made within vans rather than large HGVs, that could also fit within the space provided.

TfL also suggested that the applicant should investigate ways of creating a servicing/loading arrangement with the adjacent proposed development at 1 Sterling Road/1-9 Colville Road

(214611FUL). However, this is not considered to be a feasible option as the two applications are being assessed independently and must have their own arrangements in place for deliveries and servicing, particularly if one of the developments did not proceed.

In any case, the proposed loading area is considered to be adequate capacity to accommodate the intended deliveries and servicing of the proposed development on its own. A Delivery and Servicing Plan will be required by way of condition, where details will be provided on how the proposed loading arrangements will be conducted. The Delivery and Servicing Plan must illustrate how delivery vehicles will be deterred from using the proposed disabled parking bays.

The proposal is considered to be a car free development, which is appropriate given the site's PTAL Score, its high-density arrangement and its proximity to public transport nodes. Parking permits for future residents shall be restricted through the s106 agreement to avoid parking stress in the area and encourage more sustainable forms of transportation. The developer will also be required to provide free car memberships to all residents for a period of 3 years. These measures will avoid excessive parking and private vehicle movements as a result of the proposed development.

Policy T6.1 requires that disabled parking spaces should be provided at a rate of 3% of the total number of units from the outset. An additional requirement is that it should be demonstrated how a further 7% of dwellings can be provided with disabled car parking. The first requirement would be 2.64 (rounded up to 3), and the second requirement would be for it to be demonstrated how an additional 6 spaces could be provided. No off-street area is available to accommodate disabled parking and therefore all disabled parking spaces are proposed to be accommodated within the street. This will need to be undertaken through a s278 agreement, with all costs to be met by the applicant. In accordance with this policy, the applicant is providing 5 disabled spaces, with no feasible option to provide more. However, the Council could implement further disabled parking spaces within the street should demand necessitate. As required by the Policy, all disabled parking spaces must be fitted with electric vehicle charging infrastructure, the costs of which will need to be borne by the developer.

The proposal also involves the relocation of the bus stop at the front of the site to be closer to the kerbside. This is welcomed as it would open up the footpath better to pedestrians. TfL have no in principle objection to this, and the applicant will first need to apply to TfL to undertake this work, with all costs associated to be paid by the developer.

The GLA have advised that the ATZ (Active Travel Zone) assessment requires additional work and better needs to identify how Vision Zero objectives would be met and better identify active travel routes. Council's Transport Officer has secured agreement to s106 financial contributions toward existing and planned projects within the area, to improve the public realm and encourage active travel to nearby amenities and public transport.

Based off the assessment above, the application raises no specific highway or pedestrian safety concerns, and the transport arrangements are considered acceptable subject to s106 obligations and conditions.

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 regard to

Noise and Vibration, the Officer has reviewed the submitted Environmental Noise assessment and acknowledged the constraints of the site, including the fact that the site is at a busy road junction, exposed to existing industrial noise sources, as well as road and rail noise. As with other applications in the area, the Officer has recommended by conditions relating to sound insulation that will mitigate the impacts of the external acoustic environment on the proposed residential accommodation. The Noise and Vibration Officer generally accepts the observations and methodology that was given to the calculations provided, given potentially reduced noise levels due to partial COVID-19 restrictions at the time of the assessment.

The overall conclusion of the officer was that the applicant had presented an acceptable Environmental Noise Assessment and accepted the conclusions of the acoustic consultant that a 'closed window' solution would need to be provided for the majority of units, together with suitable ventilation and an overheating strategy that accommodates windows being closed for the majority of the time. The conclusions of the report also state that upgraded acoustic glazing will be required for bedrooms on the southwest, northwest and northeast of the southern block. Whilst this was accepted, the Officer noted that the details of the proposed sound insulation of the building envelope were not provided. This has accordingly been recommended by condition.

Standard conditions have also been recommended relating to the sound insulation between the residential units and communal and commercial areas, as well as sound insulation between sensitive rooms on neighbouring flats. A full list of conditions is provided within the recommendation.

Council's Air Quality Officer has also reviewed the submitted details and as with other developments in the area, there is the concern that the amount of development occurring in the area, and the resultant long-term construction, that emissions from construction activities and increased HGV movements may lead to localised poor air quality. Whilst the applicant acknowledged the cumulative effects of other nearby developments within their Air Quality Assessment, this was not particularly quantified as part of the details submitted.

The Officer considers this development to medium to high risk within the construction phase and as such, the development would be required to install air quality monitors to the site during construction and the positioning and number of these will need to be agreed with Council's Pollution-Technical Team. This would be agreed as part of the recommended condition for an Air Quality and Dust Management Plan. Also recommended as conditions is the requirement for the submission of details relating to a Filtered Fresh Air Ventilation system to mitigate elevation concentrations of nitrogen oxides and particulate matter, as well as a condition relating to the use of non-road mobile machinery.

The Contaminated Land Officer has reviewed the submitted Contaminated Land study and agrees with the findings of the report. The report recommends a full site investigation of previously inaccessible ground levels, which the officer agrees with. Accordingly, conditions relating to a site investigation, remediation scheme and verification report have been recommended.

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 very supportive. The hierarchy has been followed with measures identified within the categories of lean, clean and green.

The development would achieve an overall site-wide cut beyond Part L of the current building regulations of at least 56.51%, which will be achieved through lean efficiency measures (12.66%) and green renewable energy measures (43.85%). The shortfall on the basis of zero-carbon would be 1,398 tonnes over 30 years and this would be mitigated against through a s106 payment of £132,787 (which is calculated based on £95 per tonne).

The development would use an Air Source Heat Pump (ASHP) distribution loop and will also utilise part of the roof space for PV panels on the western wing of the development.

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 this recommendation. In this instance, Council, through its external provider, will be monitoring the PV arrays and 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

London Plan Policy 7.3 (Designing out Crime) requires any form of development to provide safe, secure and appropriately accessible environments that aim to reduce criminal behaviour. Routes of access and communal spaces should be legible and well maintained and there should be a clear distinction between private, semi-public and public spaces, with natural surveillance of public spaces and their access.

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.

The Officer has made note of one concern with the proposal being the alleyway between the application site and the existing building on the adjacent site (it is assumed that the Officer is referring to Innovation House). There is a gate at both ends, however the Officer considers that the gate to Bollo Lane is too low and utilises barbed wire to the top, which may suggest an existing crime issue. The Officer recommends 2m high gates on this alleyway. This is considered to be a matter that can be addressed as part of the SBD process, which has been recommended by condition.

Refuse & Recycling Storage

Refuse and recycling requirements for new development are assessed in accordance with Council's Waste Management Guidelines. 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.

Based on the formula provided by the Waste Management Guidelines, the minimum refuse storage capacity would equate to 16,940L. The proposal would provide refuse storage for the residential uses within two separate bin stores, with a total capacity of 16 x 1,100L eurobins (17,600L). This would meet the minimum capacity requirement and would be both conveniently located for residents and to their respective collection points on Bollo Lane and Sterling Road.

Refuse storage for the commercial/industrial side of the building is also proposed and appropriately located, with 6 x 1,100L eurobins provided (6,600L), which is adequate capacity based on all available information.

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 £378,143.

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

Conclusion

This development application presents a form of development that maximises the opportunity to provide flexible industrial and employment space, with a net increase to the existing situation. The development also provides an opportunity to increase housing supply in a well-connected, urban location that would, subject to conditions, not compromise the functionality of the LSIS and would provide a good standard of amenity to future residents. The affordable housing offering also includes a proposal for genuinely affordable homes that complies with London Plan policy, with respect to utilising the fast-track route, and Ealing Council policy with respect to tenure split.

Although the proposal has not followed the master plan process, as required by Policy E7, the application follows the indicative masterplan, which has been referenced on other applications with this urban block, and the GLA is accepting of the process taken, given extant planning permissions in the area.

The commercial uses are the focus of the scheme, with an impressive frontage to both Stirling Road and Bollo Lane, that gives these uses prominence within the street scene. The height, massing and scale of the building proposed is consistent with the emerging pattern of development occurring on Bollo Lane, would improve the visual amenity of the area and would not cause harm to any heritage assets.

The internal residential accommodation would meet all relevant standards and provide all dual aspect dwellings that would provide for good quality living conditions. All residential units would have their own

balcony and the communal amenity spaces proposed would provide good opportunity for outdoor recreation and children's play space.

The proposal represents a sustainable form of development that makes appropriate provisions for transport to and from the site and would not cause harm to pedestrian or highway safety. Overall, the development is considered to be acceptable by Council Officers and it is recommended that the application be approved, subject to conditions and legal agreement.

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:

GENERAL

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:

DVP-SRE_HTA-A-DR_0001 (Site Location Plan); DVP-SRE_HTA-A-DR_0002 (Existing Site Plan); DVP-SRE_HTA-A-DR_0003 (Proposed Site Plan); DVP-SRE_HTA-A-DR_0010 (Existing Ground Floor Plan); DVP-SRE_HTA-A-DR_0011 (Existing First Floor Plan); DVP-SRE_HTA-A-DR_AP0B (Proposed Basement Plan); DVP-SRE_HTA-A-DR_AP00_P01 (Proposed Ground Floor Plan); DVP-SRE_HTA-A-DR_AP01 (Proposed First Floor Plan); DVP-SRE_HTA-A-DR_AP02_P01 (Proposed Second Floor Plan); DVP-SRE_HTA-A-DR_AP03_P01-(Proposed Third-Seventh & Ninth Floor Plan); DVP-SRE_HTA-A-DR_AP08_P01 (Proposed Eighth Floor Plan); DVP-SRE_HTA-A-DR_AP10 (Proposed Tenth-Thirteenth Floor Plan); DVP-SRE_HTA-A-DR_APRF (Proposed Roof Plan); DVP-SRE_HTA-A-DR_250 (Proposed Bollo Lane Elevation); DVP-SRE_HTA-A-DR_251 (Proposed Stirling Road Elevation); DVP-SRE_HTA-A-DR_252 (Proposed Eastern Boundary Elevation); DVP-SRE_HTA-A-DR_253 (Proposed Western Boundary Elevation); DVP-SRE_HTA-A-DR_254 (Proposed Southern Building Courtyard Elevation); DVP-SRE_HTA-A-DR_255 (Proposed Northern Building Courtyard Elevation); DVP-SRE_HTA-A-DR_260 (Proposed Sections); DVP-SRE_HTA-A-DR_900 (Illustrative Landscape Plan); DVP-SRE_HTA-A-DR_2900 (General Arrangement Plan); DVP-SRE_HTA-A-DR_2901 (Levels Strategy Plan); DVP-SRE_HTA-A-DR_2902 (Planting Strategy Plan)

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 7.4 and 7.6 of the London Plan (2016) and the National Planning Policy Framework (2018).

4. Restriction to class E(g)/B2 and B8 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)/B2 and B8 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 retail uses on the site in accordance with Policy 1.2(b) of the Ealing Development (Core) Strategy 2012.

CONTAMINATED LAND

5. Site Investigation

Prior to the commencement of any works on site (other than demolition and site clearance), and based on an approved conceptual site model (contained within the approved desk study phase 1 report (Ref. Whitby Wood P450688-REP-002) 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), policy 5.21 of the London Plan 2015 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), policy 5.21 of the London Plan 2015 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), policy 5.21 of the London Plan 2015 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, details shall be submitted for approval by the Council in writing, of the sound insulation for the building envelope, including 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), in accordance with the noise assessment by IDOM ref. ENA-22298-21-247, dated July 2021 and with the noise limits specified in BS8233:2014, also having regard to the assessment standard of SPG10. 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 (2015), Ealing SPG10 and the National Planning Policy Framework (2021).

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 commencement of the development, 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 Policy 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 Policy 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'

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 Policy 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'

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.

15. Air Quality and Dust Management Plan

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.

16. 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/>.

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, the London Cycle Design Standards, 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. 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).

19. 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 Policy T4 and of the London Plan (2021).

ENERGY AND SUSTAINABILITY

20. Energy and CO₂

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 56.51% (equating to 60.54 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 approved Energy & Sustainability Statement prepared by HTA Design in July 2021 (v2) including:

- i. Lean, passive design measures to achieve an annual reduction of at least 9.62% equating to at least 8.43 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2013 for the residential development, and at least 26.21%, equating to at least 5.14 tonnes, over Part L 2013 for the non-residential space.
- ii. Green, renewable energy equipment including the incorporation of a photovoltaic (PV) array with a capacity of at least 5.1 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 43.85%, equating to 46.98 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.
 - a) Prior to commencement 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.
 - b) Prior to 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 number of heat pump collectors, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact kWp capacity of the PV 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.
 - c) 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.
 - d) 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.

21. Overheating and Cooling

The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE guidance and detailed in the Energy & Sustainability Statement prepared by HTA Design in July 2021 (v2).

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.

22. 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.

23. 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) Within four weeks of planning permission being issued by the Local Planning Authority, the Owner is required to submit to the GLA accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, for the consented development. This should be submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.
- 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.

24. Sustainable Design and Construction

Prior to completion the sustainability measures detailed in the approved Energy & Sustainability Statement prepared by HTA Design in July 2021 (v2) shall be implemented and maintained. The measures shall meet the requirements of local and regional planning policies and be in line with the Mayor's Sustainable Design and Construction SPG. The development shall be constructed in line with the approved energy and sustainability measures.

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), 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 and Mayor's Sustainable Design and Construction SPG.

25. 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

26. 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 sewerage 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 sewerage utility infrastructure and underground water utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground 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. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

OTHER

27. 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), Policy 7.3 of the London Plan (2015) and Policy D10 of the Draft London Plan.

28. 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 policies: 3.5, 3.8 and 3.9 of the London Plan (2016); and policy 1.1(h) of the Ealing Development (or Core) Strategy 2012.

29. 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 5.16 of the London Plan (2016) and the National Planning Policy Framework (2018).

30. 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), policies 3.8 and 7.2 of The London Plan (2016), and the National Planning Policy Framework (2018).

31. 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 7.4, 7.6 and 7.8 of the London Plan (2016), section 7 and 12 of the National Planning Policy Framework (2018).

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. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section
8. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are 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