
Ref :	213386VAR	
Address:	Land And Buildings To The Rear Of The Red Lion Public House And 94 High Street Southall UB1 3DN	
Ward:	Southall Broadway	
Proposal:	Application for a Minor Material Amendment (S73a) to vary condition 2 (Approved Drawings) of planning permission ref: 192888FUL dated 05/03/2021 for: Redevelopment of the site to provide 149 residential units and 1x ground floor flexible retail/professional services/café or restaurant unit (A1/A2/A3 use classes) accommodated within three residential buildings ranging in height from four to fifteen storeys (inclusive of plant), with associated landscaping and blue badge parking (following demolition of buildings and structures on site). Amendments comprise of the following: design refinements to massing and façade design; reduction in size of the commercial unit by 37sqm.; amendment to mix of residential units to reduce the number of studios and two-bedroom units and increase the number of one bedroom and three bedroom units; reduction in height of Block B by 1 habitable floor and increase the height of Block C by 2 habitable floors; building entrances located within Block B + C accessed from central courtyard; cycle storage in blocks B + C relocated adjacent to main building entrances; cycle storage for blocks B + C relocated within the buildings.	
Drawing numbers:	As set out in Condition 2	
Type of Application:	Minor Material Amendent (Section 73a)	
Application Received:	29/04/2021	Revised:

Report by: Rohan Graham

Recommendation: That the Planning Committee GRANT approval of the minor material amendment subject to the completion of a Deed of Variation and amended Conditions of Consent and Informatives contained within Appendix A.

EXECUTIVE SUMMARY

This application was presented to Councils July Planning Committee meeting (held on the 21st July 2021) and then the September Planning Committee meeting (held on 14th September 2021).

The application was deferred from consideration in July in order for clarification to be provided on the total number of habitable rooms across the development and the proportion of those that are proposed to be affordable housing. Prior to the September meeting, one (1) additional Shared Ownership dwelling was provided.

The application was subsequently deferred from consideration in September with further clarification sought as to how the proposal provides an improved affordable housing offering.

The application has been amended since the September Planning Committee in the following manner:

- Increase of 31sqm floorspace and two (2) additional habitable rooms;
- Altered tenure mix in the following manner:
 - o Affordable Rent: One (1) additional 3-bed unit. One (1) less 1-bedroom unit.
 - o Shared Ownership: Three (3) additional 3-bed units. Three (3) fewer 1-bedroom units.
 - o Private Housing: Reduction of 145sqm floorspace and six (6) habitable rooms.
- Minor alterations to storage space, maintenance equipment and corridor widths.

These aspects are discussed further below.

Executive Summary

The proposal comprises a Section 73 'Minor Material Amendment' application for amendments to the scheme previously approved under reference 192888FUL. The previous application comprised a detailed proposal for the redevelopment of the site to provide 149 residential dwellings and one (1) ground floor flexible retail/professional services/café or restaurant unit with associated landscaping and car parking.

The previous application was presented to the Planning Committee on the 19th February 2020. Following referral to the Mayor and the completion of the Section 106 agreement, the planning permission was issued on the 2nd March 2021.

The proposals subject of this Section 73 application includes amendments to the previously agreed scheme comprising of:

- Design refinements to massing and façade design.
- Reduction in size of the commercial unit by 37sqm.
- Amendment to mix of residential units to reduce the number of studios and two-bedroom units and increase the number of one bedroom and three-bedroom units.
- Reduction in height of Block B by 1 habitable floor and increase the height of Block C by 2 habitable floors.
- Building entrances relocated within Block B + C accessed from central courtyard.
- Cycle storage in blocks B + C relocated adjacent to main building entrances.
- Cycle storage for blocks B + C located within the buildings.

The design refinements have sought to improve the overall massing, materiality and presentation of the building as viewed from Southall Park, the street scene and surrounding sites. The two taller buildings would incorporate a more logical, coherent layout and massing and utilise a more neutral colour palette, in order to allow the colour of the existing landscaping within Southall Park to resonate.

The commercial unit has been retained, albeit with a reduced size of 63sqm. Despite this reduction it is considered to retain a viable commercial unit that would help re-establish the building line on the High Street and provide an active frontage which will enhance the streetscape.

The amended unit mix is a logical response to a slightly altered building footprint. The revised affordable housing mix is a direct result of this response. The affordable housing provision has been assessed against a variety of different measures (relative to the previous approval) and it has been determined that the proposal represents an improvement in the affordable housing offering in the following manner:

- Total affordable housing dwellings (increase from 40 up to 41 dwellings);
- Percentage of habitable rooms (increase from 35.0% up to 36.8%);
- Total floorspace (an increase from 2,417sqm up to 2,617sqm)
- Proportion of affordable floorspace (an increased from 28.6% up to 28.9% of total floorspace would be affordable);

- Total number of persons (an increase from 114 persons up to 121 persons within the affordable housing);
- Total number of bedrooms remains exactly the same (74 affordable bedrooms)

Therefore, the affordable housing offering is considered to remain equivalent to, or an improvement upon, the offering approved under planning permission 192888FUL.

Alterations to the cycle storage and building entrances would enhance the amenity space and functionality of the communal open space surrounding the development.

All other aspects of the development would remain consistent with the extant approval and are not matters for consideration within this application.

This Section 73 application has been considered against the relevant criteria set out within the London Borough of Ealing’s Protocol for minor material amendments following a Grant of planning permission (2011).

On balance the proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application. It is therefore recommended that Reserved Matters be Approved with Conditions.

SUPPORTING DOCUMENTS

This application was submitted on 29th April 2021 and supported by a full set of Architectural Drawings and other supporting documents including the following:

- Signed and dated planning application form.
- Proposed planning application drawings as set out above plus a series of bay studies submitted for illustrative purposes.
- Planning Statement Addendum.
- Design Changes Statement.
- Daylight & Sunlight Assessment Addendum.
- Wind Microclimate Report Addendum.
- Energy Assessment and GLA Carbon Emission Reporting Spreadsheet.

This was subsequently amended on a number of occasions, most recently revised Architectural Drawings were lodged on the 8th November 2021.

RECOMMENDATION

That the Planning Committee GRANT approval of the minor material amendment subject to a Deed of Variation setting out the following Heads of Terms and the following Conditions of Consent and Informatives contained within Appendix A.

Heads of Terms

The proposed financial contributions to be secured within the Deed of Variation remain the same as those secured by the original s106 agreement as set out as follows (except were amended in **BOLD**).

Contribution Heading	Proposed Contributions
Education infrastructure	£275,600
Transport infrastructure	£250,000

- Road safety schemes on the High Street and Uxbridge Road £176k	
- Traffic calming measures on residential roads north of the development £20k	
- Cycle infrastructure improvements £20k	
- CPZ consultation and implementation if required £10k	
- Disabled parking bays £24k	
Parks and open space	£248,815
Healthcare provision	£229,308
Carbon offsetting contribution	£164,870
Employment and skills contribution	£20,000
Renewable energy monitoring contribution	£6,132
Travel plan monitoring	£3,000
Total Contributions	£1,197,725 (£7,700 p/unit)

- **Affordable Housing provision of 36.8% of habitable rooms; 24% of affordable homes to be London Affordable Rent, 76% Shared Ownership;**
- Restriction of Parking Permits - all the units shall be precluded from obtaining a parking permit and visitor parking vouchers to park within the surrounding CPZs;
- Reinstatement of redundant crossover at developer’s cost
- The developer is required to produce a Local Employment & Training plan, to be developed with the support of LB Ealing Employment & Skills Officer, which will set out commitments for both the construction phase of the development and end user opportunities;
- Provision for re-allocation of contributions within the overall amount agreed to allow flexibility regarding final costs, to ensure that impacts of the development are properly met;
- All contributions to be index linked;
- Payment of the Council’s reasonable Legal and other professional costs in preparing and completing the agreement.

The Deed of Variation would seek to update the S106 to incorporate those aspects that have been amended above (as shown in **BOLD**).

SITE DESCRIPTION

The site is 0.29 hectare and primarily is a car park covered in hardstanding. A single storey shop (94 High Street) occupies the north-west corner of the site, with a frontage onto Southall High Street. Outbuildings to the rear of the listed Red Lion public house are also within the application site boundaries. Albeit the principal elements of this Grade II listed building are outside the site boundaries.

The site is within the Southall Opportunity Area and Southall Town Centre, on its eastern edge. Significantly the site forms part of the ‘SOU1 – Southall Market’ development site which is allocated for intensified development. Southall Park adjoins the site to the east, with sports courts to the south, and a public car park to the west. The nearest residential properties are residences on Boyd

Avenue to the south-west of the site, and upper floor flats on the High Street to the north-west of the site.

Vehicular access to the site is from two entrances from the High Street. However, it is proposed to close the entrance adjacent to the Red Lion pub to accommodate a four-storey building. The public transport accessibility level (PTAL) of the site is 4 (ranging from 0 'poor' to 6b 'excellent' connectivity). There are bus stops within a short walking distance of the site that is served by four daytime routes to various local and west London destinations. Southall national rail station is located approximately 960m south-west of the site with regular services to London Paddington. The Elizabeth Line will also serve this station once opened. An extract of the location plan is shown below in **Figure 1**.

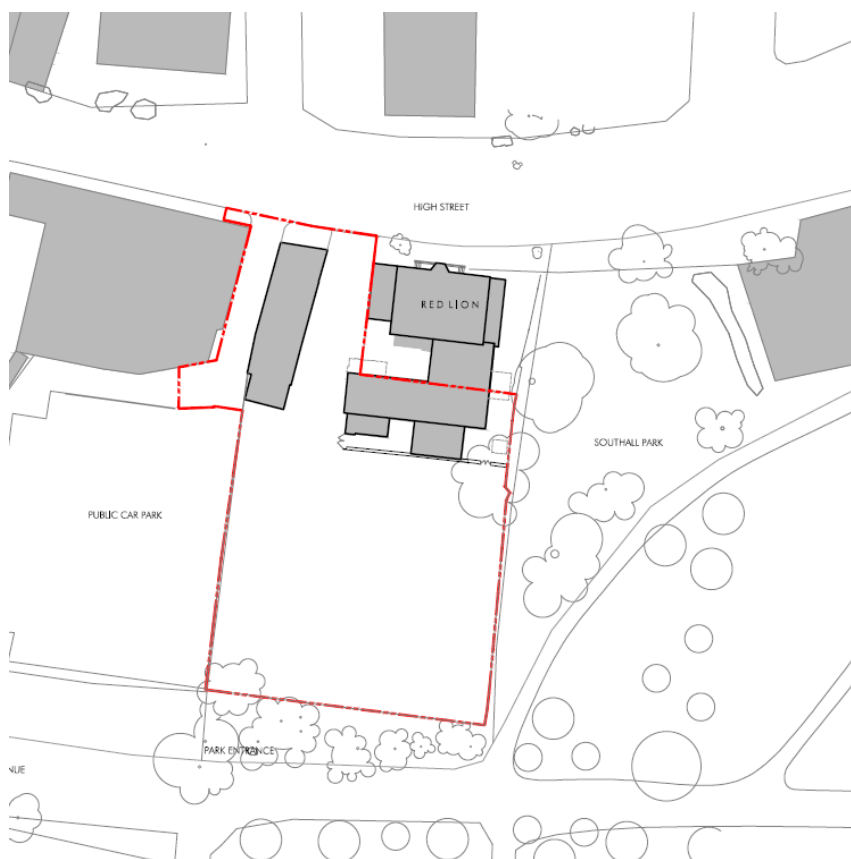


Figure 1 Site Location to the rear of the Red Lion public house and 94 High Street, Southall

RELEVANT PLANNING HISTORY

The subject site was granted Planning Permission for redevelopment into 149 residential units and 1 ground floor retail/professional services/café or restaurant unit as per application 192888FUL.

The full planning history of the site is detailed below.

Table 1 – Planning History

Reference no	Date	Details	Status
192888FUL	05/03/2021	Redevelopment of the site to provide 149 residential units and 1x ground floor flexible retail/professional services/cafe or restaurant unit (A1/A2/A3 use classes) accommodated within three residential buildings ranging in height from four to fifteen storeys	Grant with S106 Conditions

		(inclusive of plant), with associated landscaping and blue badge parking (following demolition of buildings and structures on site)	
192889LBC	03/03/2021	Demolition of single storey outbuildings adjoining the rear of the Red Lion public house; demolition of single storey building to the west of the Red Lion public house (Application for Listed Building Consent)	Grant with Conditions

THE PROPOSAL

The application is for a minor material amendment to planning permission 192888FUL. The amendments being sought by this application to the original approved development include:

- Design refinements to massing and façade design.
- Reduction in size of the commercial unit by 37sqm.
- Amendment to mix of residential units to reduce the number of studios and two-bedroom units and increase the number of one bedroom and three-bedroom units.
- Reduction in height of Block B by 1 habitable floor and increase the height of Block C by 2 habitable floors.
- Building entrances relocated within Block B + C accessed from central courtyard.
- Cycle storage in blocks B + C relocated adjacent to main building entrances.
- Cycle storage for blocks B + C located within the buildings.

The proposed buildings would be refined from the originally approved scheme. Block A would remain a four (4) storey building whilst Block C would be increased in height from 12 habitable storeys up to 14 habitable storeys (with the top floor being stepped back to half of the floorplate) whilst Building B would be decreased from 14 habitable storeys down to 14 storeys (with the top floor being stepped back).

The amended proposal emphasises the horizontality of the scheme whilst providing a clear and ordered elevation. There would be clearer sightlines and amenity space in between Blocks B and C. Face brickwork and metal, projecting balconies are to remain the predominant materials.

The commercial units fronting the High Street has been retained albeit with a slightly reduced floor area of 63sqm (reduction of 37sqm).

The revised scheme retains three main blocks with the same number of residential dwellings proposed (149). However, this takes the form of a slightly revised mix of units, including less studios and two-bedroom units and more one-bedroom and three-bedroom dwellings.

The entrances for Buildings B and C would be accessible from the central courtyard. Cycle storage locations would be relocated adjacent to the main building entrances for Buildings B and C. The cycle storage for Building A would remain within the same location.

All other aspects of the development remain as previously approved.

STATUTORY CONSULTATION

Neighbour Notification:

The application has been advertised as a major planning application, affecting an area of wider interest. Site notices displayed on 17/06/2021 (expired on 01/07/2021). It was published in the Ealing Gazette on the 26th May 2021. Southall Broadway Councillors were notified of the application on the 20th May 2021.

No written representations have been received.

External

Letters sent on 20/05/2021 (expired on 03/06/2021) to:

- Historic England
- Historic England Arch. Advisor (GLAAS)
- Greater London Authority
- Transport for London (TFL)
- Crossrail Limited
- Designing Out Crime
- Metropolitan Policing Service
- Environment Agency
- Highways England Company Ltd
- Thames Water Utilities Ltd
- NHS Property Services
- Ealing Civic Society
- London Fire and Emergency Planning Authority
- National Grid Plant Protection

Five (5) written representations were received. These are outlined below.

Table 2: External Referral Responses

Written representation	Case Officers response
<p><u>Greater London Authority</u></p> <ul style="list-style-type: none"> - The proposals constitute minor amendments to the building layout, height and architectural design which do not fundamentally alter the nature of the development. - The revised unit mix should be agreed with the council, in line with local demand. - The quantum of affordable housing remains the same as the consented scheme, comprising 35% by habitable room. Due to the revised unit mix, the proposed tenure split of affordable homes would be slightly amended from 29% London Affordable Rent and 71% shared ownership, to 28% London Affordable Rent and 71% shared ownership. Given the approved quantum of affordable homes would be maintained, the minor amendment to the tenure mix is not of strategic concern. - Accordingly, I have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues. <p>Therefore, under article 5(2) of the above</p>	<p>Noted.</p>

<p>Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.</p>	
<p><u>Highways England</u> We previously responded to the full planning application (192888FUL) on 20 August 2019. We stated that, due to the minimal traffic impact arising from the development, the impact would be negligible on the SRN and therefore, Highways England offered no objection to the proposal. The proposed minor material amendments would not alter this conclusion and we therefore have no objection to the new proposal.</p>	<p>Noted.</p>
<p><u>Crossrail</u> I confirm that the application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction. The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited does not wish to make any comment on the application as submitted.</p>	<p>Noted.</p>
<p><u>Historic England</u> On the basis of the information available to date, we do not wish to offer any comments.</p>	<p>Noted</p>
<p><u>TfL</u> The site of the proposal is on A4020 High Street, which forms part of the Strategic Road Network (SRN). Having reviewed the case documents, TfL have the following comments to make:</p> <ul style="list-style-type: none"> - It is welcomed that long-stay cycle storage has been relocated to more convenient and secure locations. - It is noted that the final approval of cycle parking details are subject to the discharge of Condition 19 of 192888FUL. Details of short-stay and commercial cycle parking must be submitted and all cycle parking must be designed and laid out in accordance with the London Cycle Design Standards (LCDS), providing at least 5% wider bays for non-standard cycles. - The revised proposal for refuse access / collection would require an additional reversing manoeuvre along the access to the adjacent public car park. 	

<p>However, the final approval of details, within a Delivery and Servicing Management Plan, are subject to the discharge of Condition 18 of 192888FUL. Access arrangements for delivery / servicing vehicles should be coordinated with the approved adjacent development.</p> <p>Given the above, TfL have no objection to the application.</p>	
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Internal Consultees:

Two (2) internal referral responses were received. These are outlined below.

Table 3: Internal Referral Responses

Consultee	Comments
Pollution Technical	<p>It appears that the proposed room arrangement and stacking remains unsuitable in several areas where bedrooms are located adjoining, below or above other types of uses. This kind of arrangement is very likely to cause adverse living conditions due to sleep disturbance, unless enhanced sound insulation is provided.</p> <p>Under the circumstances, I do not propose any new conditions. The conditions that I have previously included in my response to application ref. 192888FUL remain valid.</p>
CCTV Systems Manager	<p>Request Section 106 funds for upgraded CCTV. £30K should assist with the upgrade and ducting infrastructure needed.</p>
Housing	<p>Councils need is for family sized accommodation, so we don't want one beds in place of two beds. We are keeping the same number of 3 beds for affordable rent so that is positive.</p> <p>So, we are losing the larger units and gaining one beds which does not help as much as the previous consented scheme towards the housing bed sizes we require to meet the housing needs of those on the councils waiting list.</p> <p>With respect to the shared ownership units, we are now getting 0 x 3 beds and more 1 beds. We would not object to changing the 3 bed shared ownership units to rented units.</p> <p>We would ask, if it is not already in the s106 that the shared ownership units are not all offered at the top end of the income range, but should instead be pitched closer to the local average income levels.</p>

Officers Response:

The responses raised above will be taken into consideration within the planning assessment. It is noted that a contribution towards CCTV infrastructure was not sought within the initial application and no amendment to this application would otherwise justify the introduction of a £30k contribution towards this infrastructure.

REASONED JUSTIFICATION PLANNING CONSIDERATIONS

This Section sets out the background in terms of the extant permission, the policy situation and other factors before turning to assessment of the criteria whether the application can be considered a Minor Material Amendment (MMA) under s73.

Having assessed the application, the GLA concluded that as it proposes minor amendments to the building layout, height and architectural design, and given the approved quantum of affordable homes would be maintained, the proposals constitute a minor amendment to the approved scheme. Additionally, it was determined that the amendments do not give rise to any new strategic planning issues and the Mayor does not wish to be consulted further. Therefore, the application rests with LBE to determine.

Extant Permission

As noted earlier in the Report, extant permission 192888FUL was granted on the 2nd March 2021. This planning permission was described as *'The redevelopment of the site to provide 149 residential units and 1x ground floor flexible retail/professional services/café or restaurant unit (A1/A2/A3 use classes) accommodated within three residential buildings ranging in height from four to fifteen storeys (inclusive of plant), with associated landscaping and blue badge parking (following demolition of buildings and structures on site) (Application for Planning Permission).'*

A Listed Building Consent (192889LBC) was granted concurrently.

This is a material planning consideration to the present proposals. It represents not only the 'fallback' position but also provides the requisite context by which to enable assessment of the differences with the present s73 scheme, particularly in relation to comparing the different impacts where any arise. These are addressed later in this report.

Planning Assessment:

Development proposals are assessed in terms of their potential impact on the local and wider environment, on the amenities of the occupiers of surrounding development, taking into account the relevant development plan policies for the area and all other material planning considerations.

The key determining issues in considering this Section 73 application are:

- Consideration of S.73 against Assessment Criteria;
- The Principle of the Development;
- Residential Density;
- Design and Appearance;
- Impact on the Heritage Listed Red Lion Public House;
- Unit Mix and Affordable Housing;
- Standard of Accommodation;
- Neighbouring amenity;
- Traffic, Transport and Parking;
- Energy/Sustainability; and
- Planning obligations and the Mayor's Community Infrastructure Levy.

Consideration of S73 against Assessment Criteria

Section 73 of the Town and Country Planning Act 1990 allows a developer to apply to remove or vary a condition attached to a permission, and the Local Planning Authority can only consider the question of the conditions requested to be varied. S73 applications (also known as applications for Minor Material Amendments) are subject to assessment against the development plan, any material planning considerations and the normal consultation requirements of a standard application.

This exercise has been carried out in the preceding paragraphs of this Report and it is shown that the amendments proposed comply with the development and national policy guidance.

A decision to grant permission under s73 creates a 'new' planning permission which offers an alternative to the earlier permission. In so doing, it does not invalidate the earlier permission but rather, if the developer relies on the new s73 permission (i.e. the amended condition(s) is/are complied with rather than those imposed on the earlier permission) then the earlier permission expires without being implemented.

The following addresses each of the criteria relevant to the assessment of whether a development satisfies the MMA requirements set out in the LBE Protocol for minor material amendments following a Grant of planning permission (2011).

Is the proposed change material/significant in terms of its scale (magnitude, degree etc) in relation to the original approval?

The amended proposal seeks a development of the same total number of dwellings within three buildings of a similar scale to originally approved. The changes to height seeks to transfer height from Block B onto Block C. Therefore, the massing and magnitude of development remains materially the same as the original approval.

The GLA reinforced this position within their response that the proposal constituted '*minor amendments to the building layout, height and architectural design which do not fundamentally alter the nature of the development*'.

Does the proposed change modify any use the development originally approved?

The application retains the same uses as previously approved.

Would the proposed change result in a materially detrimental impact either visually or in terms of amenity?

The application site would effectively transfer height from the top of Block B onto Block C. In this regard, the proposed massing of buildings on the site would remain similar to that previously approved.

Would the interests of any third party or body who participated in or were informed of the original application be disadvantaged in any way?

The application was notified and advertised as set out above. No objections were received from nearby residents.

As such, residents and the community have been appropriately notified of the application and have not been disadvantaged in anyway.

Would the amendment be contrary to any relevant development plan policy?

As set out within the planning assessment below, it is considered the application complies with the relevant parts of the London Plan as well as Ealing's Core Strategy and Development Sites DPD.

Is the proposed change contrary to a restrictive condition on the original approval?

The proposal is not contrary to any restrictions on the extant permission nor the accompanying legal agreement.

Would there be significant increases in site coverage, height of building or site levels?

The site coverage and site levels would remain similar to the previously approved scheme. As discussed above, the height of the buildings would effectively transfer height from the top of Block B onto Block C.

As such, there is not considered to be significant increases to site coverage, height of buildings or site levels.

Would there be additional and/or repositioned windows/doors/openings that will have an impact on neighbouring properties?

The blocks have been designed to avoid any overlooking between the re-designed buildings. Having regard to the sites location (adjacent to Southall Park) and the redeveloping nature of the surrounding sites, the building is not considered likely to have an impact on neighbouring properties.

Would there be any change to the external materials which would adversely affect the character or appearance of the development or erode the quality of what was originally approved?

The proposal seeks to alter the external materiality to improve the appearance of the development. This has been further assessed within the 'Design and Appearance' section below.

Would the amendments reverse design improvements secured during the processing of the original application?

No design improvements are reversed. The proposed scheme (as amended) has been designed with improvements to the originally approved scheme.

Would there be increased impact on existing trees or any proposed landscaping scheme?

No existing trees are affected. A high-quality landscaping plan for the scheme is retained.

Would there be any alteration to the application site boundary (red line)?

There are no changes to the red line site boundary.

Conclusion on s73 Criteria

The above assessment shows that whilst there are different impacts from additional building heights and external alterations and changes to the entrances and cycle storage, none are so materially significant or harmful as to indicate that the application cannot reasonably be held to comply with the requirements as an MMA development.

The Principle of the Development

Section 6 of the National Planning Policy Framework ('delivering a wide choice of high-quality homes') encourages the identification of suitable locations and developable sites or broad locations for growth, in terms of housing. It also states that the priority should be previously developed land and vacant buildings. Furthermore, it acknowledges that local authorities should resist inappropriate development of residential gardens where development would cause harm to the local area.

Policy GG4 of the London Plan (2021) recognises the importance of housing delivery with a key aim to ensure that more homes are delivered. Specifically, this plan identified (at 4.1.1) that there is a need for 66,000 additional homes per year including 21,570 within Ealing across the next 10 years.

This strategic demand for housing is recognised locally by policies 1.1(a) and 4.1(a) of the Ealing Development (Core) Strategy (2012) which seeks the provision of 14,000 additional homes within the borough by 2026 - at least 3,000 of these to be specifically located within the A40 Corridor (25 percent of the borough's net gain in housing). The application site is located within a primarily suburban setting surrounded by established residential land uses.

The site is located within Southall Town Centre, the Southall Opportunity Area and forms approximately a quarter of the land area comprising one of Southall's ten site allocations designated as key for significant development potential (ref. SOU1 Southall Market, Ealing Development Sites DPD).

The proposed development would make effective use of this vacant brownfield site, optimising regeneration potential that would deliver mixed-tenure housing to bridge the gap between identified housing need and supply within the Borough. It would also provide commercial floor space within the Southall Town Centre. This is consistent with the above policies. Therefore, the principle of additional housing in this location is considered acceptable, subject to compliance with the aims and objectives of wider policy considerations.

Residential Density

Policy D6 of the London Plan (2021) states that proposals “must make the most efficient use of land and be developed at the optimum density”. This policy further adds that “the optimum density of a development should result from a design-led approach to determine the capacity of the site”.

The proposal would provide 149 residential dwellings which is in accordance with the total approved on site as per application 192888FUL. Therefore, the proposed density has previously been established as being acceptable for this site.

Design and Appearance

Policy D3 of the London Plan 2021 indicates housing developments should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policies 7.4 and 7B of the Ealing Development Management Development Plan 2013 state that developments should complement their street sequence, building pattern, scale, materials and detailing and should have high quality architecture.

The previous proposal was acceptable in terms of design and appearance for the following reasons:

- The scale and massing are considered to be acceptable on an infill site of this nature within a town centre location and designated a development site;
- The siting, scale and form of the buildings have been sensitively designed to optimise the housing potential of the site while seeking to minimise the appearance of bulk and mitigate potential harms to residential amenity;
- The architecture, staggered heights and materials of the development work well to create varied building forms with good vertical and horizontal articulation;
- it is not of a scale that would detract from the openness or adversely affect the amenity values of Southall Park; and
- Overall, the proposed development would integrate well within the existing and emerging townscape.

The revised proposal has sought a similar design rationale to the previously approved scheme in that the arrangement of the form, scale and massing of the buildings has been developed to respond logically, and more visually sympathetically to the adjacent listed building and public views from Southall Park.

In this regard, in the same manner to the existing approval, the proposed four-storey building (Block A) would adjoin the High Street adjacent to the Grade II listed Red Lion public house. The taller blocks B and C would be sited to the rear of the Red Lion forming a backdrop. Public and private open space would be incorporated around the outside of these two taller buildings.

This is illustrated with the approved and proposed Site Plans shown in **Figure 2** below.



Figure 2 Approved Site Plan



Figure 3 Proposed Site Plan

The site layout would allow for 500sqm of communal open space for residents in the middle of the site. This space would be provided with clear sightlines between Southall Park to the south and east. Additionally, a north-south pedestrian link will be available along the western boundary, providing easy access between the High Street towards Southall Park and Southall Station.



: Massing Model - Consented Scheme



: Massing Model - Revised Proposal

Figure 4 Approved (top) and Proposed (Bottom) Massing Images

The form and massing of the two taller buildings have been provided a clearer and more ordered elevation. They are designed as a pair and, through the use of common materiality and detailing, they would present in a coherent manner.

The revised buildings have adopted more horizontal language, through the provision of wider balconies and large picture windows. The materiality has embraced a calm and neutral response that would allow the palette of the existing landscape to resonate. These design changes are considered to result in an improved design outcome for the buildings on site.

Figures 5, 6 and 7 below provide an illustration of the approved and revised schemes.



Figure 5 Approved (Right) and Proposed (Left) Elevations for Building C



Figure 6 Previously Approved Scheme (Indicative Views)



Figure 7 Proposed view from Southall Park

Overall, the proposed amendments to the built form and design, in terms of the massing, materiality and presentation of the building, is considered to represent an enhancement to the original approval. The layout and massing allows for a more logical, coherent built form whilst the lighter coloured brickwork, precast concrete and metal balconies would allow for a high-quality design and the adoption of a calm and neutral backdrop to Southall Park.

As such, the revised proposal would be of a high-quality and standard and would present visually in a manner that is consistent with the existing and emerging character of the area.

Impact on the Heritage Listed Red Lion Public House

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for managing heritage assets in planning decisions. For listed buildings, all planning decisions should “have

special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation and the more important the asset, the greater the weight should be. Heritage significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

The application site is located within a wider heritage context comprising the Himalaya Palace theatre (Grade II*) and Grove House (Grade II) which are each located just over 300m from the site to the west and north of the site respectively. There are also three locally listed buildings nearby – The Odeon Building, the Three Horseshoes public house and Southall Town Hall. Given the location of these buildings in relation to the scheme, it is considered that the proposal would not harm the significance of these heritage assets.

The consented planning application was supported by a heritage assessment which considered the impact of the proposals on neighbouring heritage assets. It concluded that the high-quality design and considered layout of the proposals would markedly improve the appearance of the Site, whilst having minimal impact on the surrounding historic environment. The amended scheme follows the same principles as the consented scheme so is not considered to have any greater heritage impact.

Overall, the development would cause ‘less than substantial harm’ to the significance of the Grade II listed Red Lion public house. As determined by the original approval, this ‘less than substantial’ harm would be outweighed by the public benefits of intensifying residential use on a designated development site that would deliver policy compliant levels of affordable housing.

Unit Mix and Affordable Housing

The unit mix and affordable housing provision would be slightly altered through the amended scheme. A greater proportion of one-bed and three-bed dwellings would be provided. 85% of the units would be one or two-bedroom units (excluding studios), in line with the previous approval. As such, Council’s housing and planning officers consider the revised housing mix to be acceptable.

The onsite affordable housing offer is 41 units (out of 149) which would equate to **27.5% (by units)** and **36.8% (by habitable rooms)** without public subsidy. This would be comprised of:

- 10 x ‘London Affordable Rent’ units; and
- 31 x ‘Shared Ownership’ units.

This would provide an affordable housing tenure split of **24% affordable rented** and **76% intermediate provision** (as measured by unit numbers). These flats would be comprised of the following unit sizes in the following proposed buildings shown in **Table 4** below.

Table 4 – Proposed Unit Mix and Affordable Housing Mix

Unit Mix	Approved	Proposed	Change	Habitable Rooms (Total)	Location	Total Units
Overall						
Studio	11	2	-11	424	Across the development	149
1-Bed	65	79	+16			
2-Bed	63	51	-12			
3-Bed	10	17	+7			
Affordable Unit Mix						
Studio	0	0	0	156 (36.8%)	Blocks A & B	41
1-Bed	14	16	+2			
2-Bed	18	17	-1			
3-Bed	8	8	0			

Affordable Rented						
Studio	0	0	0	0	Blocks A & B	10
1-Bed	2	3	+1	9		
2-Bed	4	2	-2	8		
3-Bed	4	5	+1	25		
Shared Ownership						
Studio	0	0	0	0	Blocks A & B	31
1-Bed	12	13	+1	39		
2-Bed	14	15	+1	60		
3-Bed	4	3	-1	15		

Like the approved scheme, the revised proposal would not meet the 50 percent strategic target set by the London Plan and Ealing local policy. It would also fall short of Ealing’s requirement for a 60:40 tenure split between social rented and intermediate products. To address this shortfall a financial viability assessment was submitted in support of the original application and its findings were deemed acceptable.

The revised proposal has resulted in a slightly altered unit mix, habitable room provision (for shared ownership dwellings) and, subsequently, resulted in a revision to the affordable housing mix. Habitable rooms would be lost within the reduced studio and two-bedroom dwellings. Affordable habitable rooms would primarily be lost through the removal of one, 2-bed shared ownership dwelling whilst they would be added through additional 1-bedroom dwellings.

It is noted that the GLA did not raise any objections to the amended tenure split, noting that ‘the minor amendment to the tenure mix is not of strategic concern’.

Since the lodgement of the application (and subsequent deferrals at the July & September Planning Committee meetings), the affordable housing offering has been altered and increased. Specifically, the following changes have been made:

- One (1) additional shared ownership dwelling has been added to the proposal bringing the affordable housing offering up to 41 dwellings in total.
- Revision to the mix of affordable dwellings including:
 - One additional large (3-bed) affordable rental unit in place of a small (1-bed) affordable rental unit;
 - Three (3) additional large (3-bed) shared ownership dwellings in place of three (3) smaller (1-bed) shared ownership dwellings.
- Private housing has been reduced with 209sqm less overall floorspace (209sqm) and six (6) fewer habitable rooms.

Each affordable unit has been provided with a greater proportion of habitable rooms per dwelling

- 1-bed: 3 habitable rooms (2 habitable rooms in private)
- 2-bed: 4 habitable rooms (3 habitable rooms in private)
- 3-bed: 5 habitable rooms (4 habitable rooms in private)

This approach, of providing a greater proportion of habitable rooms for affordable housing dwellings, has been attributed to the preference for Registered Providers for dwellings where there is a separate food preparation area. It is consistent with the approach to habitable rooms that was previously accepted in the approval of planning permission 192888FUL.

Figure 8 below provides the key numerical figures for habitable rooms across the development and clearly illustrates the proportion of habitable rooms to be provided as affordable housing (36.8%). The revised Drawing 2259-GHA-ZZ-ZZ-SA-A-(01)0100 provides a complete breakdown of all dwellings and tenure typology.

Affordable							Private			
	Affordable Rent			Shared Ownership			Private Sale			
	HR Per Unit	No. Units	Habitable Rooms	HR Per Unit	No. Units	Habitable Rooms	HR Per Unit	No. Units	Habitable Rooms	
1b 1p	-						1b 1p	2	2	4
1b 2p	3	3	9	3	13	39	1b 2p	2	63	126
2-bed	4	2	8	4	15	60	2-bed	3	34	102
3-bed	5	5	25	5	3	15	3-bed	4	9	36
TOTALS		10	42		31	114	TOTALS		108	268
			9.9%			26.9%				63.2%

Figure 8 Habitable Room Calculation Sheet

Through the provision of 156 affordable habitable rooms, the proposal provides in excess of 35% of habitable rooms as affordable (as agreed under the S106 legal agreement).

The proposed affordable housing offering is considered to represent an improvement in terms of overall floorspace and the proportion of floorspace dedicated to affordable housing. Table 5 details a comparison between the floorspace breakdown of the consented scheme against the current proposal. The uplift, shown at the bottom of Table 5, provides a breakdown of the additional 615sqm of proposed floorspace.

Table 5 – Floorspace Analysis

	Consented (sqm)		Proposed (sqm)	
Affordable Rent	651	7.7%	695	7.7%
Intermediate	1,766	20.9%	1,922	21.2%
Total Affordable	2,417	28.6%	2,617	28.9%
Private	6,025	71.4%	6,440	71.1%
TOTAL	8,442	100%	9,057	100%
ADDITIONAL FLOORSPACE (UPLIFT FROM CONSENTED SCHEME)				
Affordable Rent			44sqm	7.2%
Intermediate			156sqm	25.4%
Private			415sqm	67.4%
TOTAL			615sqm	

Based on the above it is clear that the additional floorspace has not sought to create additional dwellings or a disproportionate uplift in private housing. Rather, the 615sqm of additional floorspace is split amongst the tenures in a similar manner to that previously accepted under planning permission 192888FUL. There would not be a disproportionate increase in private floorspace, rather the proportion of floorspace dedicated to affordable housing would increase under this amended scheme.

The additional floorspace can be attributed to the larger than average units proposed. Table 6, below, illustrates how the average size of units has increased across each type of tenure.

Table 6 – Average Floorspace per Unit (Consented vs Proposed)

	Consented (sqm)	Proposed (sqm)
Affordable Rent	65.1sqm	69.5sqm
Intermediate	58.9sqm	62sqm
Private	55.3sqm	59.6sqm
TOTAL	56.7sqm	60.8sqm

Table 6 illustrates that the average unit size has increased by an equivalent amount across each tenure. The 4.1sqm average increase to the size of dwellings is illustrative of where the additional floorspace has been provided. Furthermore, it is clear that the affordable housing units remain, on average, larger than the private units.

Given the above, the assessment has sought to assess the affordable housing offering having regard to a range of measures. Based on the comparative analysis (between the consented and proposed schemes) detailed above and as shown in **Table 7** below, it is clear that the proposal represents an improvement in the affordable housing offering in the following manner:

- Total affordable housing dwellings (increase from 40 dwellings up to 41 dwellings);
- Percentage of habitable rooms (increase from 35.0% up to 36.8%);
- Total floorspace (an increase from 2,417sqm up to 2,617sqm)
- Proportion of affordable floorspace (an increased from 28.6% up to 28.9% of total floorspace would be affordable);
- Total number of persons (an increase from 114 persons up to 121 persons within the affordable housing);
- Total number of bedrooms remains exactly the same (74 affordable bedrooms)

Additionally, the total proportion of floorspace dedicated to private housing would fall from 71.4% (as approved) down to 71.1% of total floorspace.

This analysis is clearly illustrated within **Table 7** below.

Table 7 – Comparative Analysis of Consented v Proposed

	Consented	Proposed
Total Units	149	149
Total Habitable Rooms	411	424
Total Floorspace	8,442sqm	9,057sqm
Affordable Units	40	41
Habitable Rooms (Affordable)	144	156
Habitable Room %	35.0%	36.8%
Total Affordable Floorspace	2,417sqm (28.6%)	2,617sqm (28.9%)
Affordable (by bedrooms)	74 bedrooms	74 bedrooms
Persons (Per Dwelling in Affordable Units)	114	121

As such, by every measure in which affordable housing can be assessed, this proposal remains equivalent to, or an improvement beyond, the previously approved scheme. The proposal does not form a disproportionate increase to the private floorspace within the uplift proposed under this scheme. Rather, the proportion of floorspace dedicated to affordable housing would increase.

On balance, the proposal continues to offer in excess of **35 percent (36.8%)** affordable housing (based on habitable rooms) comprised of a slightly altered mix of **24% of affordable homes to be London Affordable Rent, 76% Shared Ownership**. Noting that the affordable habitable rooms have been split in a different manner to the private rooms, this assessment has also reviewed the affordable housing provision in terms of floorspace, bedroom numbers and total persons.

In this circumstance, this proposal represents an improved affordable housing offering and it would not result in a disproportionate uplift in private housing. As such, the proposal is considered to be

acceptable. A standard early-stage review mechanism would be secured with any grant of planning permission.

Standard of Accommodation

Policies D2, D3, D4, D6 and D7 of the London Plan (2021), Policies 3.5 and 7B of the adopted Ealing Development Management DPD; Policy SOU5 of the adopted Ealing Development Sites DPD and the NPPF comprise the relevant development plan policies to assess the quality of the proposed residential accommodation.

Internal Living Accommodation

The proposed residential flats would comply with nationally described space standards for internal floor areas and floor to ceiling heights, with all units providing a level of internal floor space that would meet London Plan requirements. In addition, the proposed residences would be provided with good outlook, and have been designed to maximise dual aspect where practicable.

The revised scheme has improved upon the internal layout of many apartments, with a greater allowance for open plan living.

Overall, each of the proposed dwellings has a well-designed layout that would enable a good standard of internal living accommodation.

Outdoor Amenity Space

The London Housing Supplementary Planning Guidance Standard 4.10.1 and policy 7D of the Ealing Development Management Development Plan requires a minimum of 5sqm of private outdoor space to be provided for 1 to 2-person dwellings and an extra 1sqm should be provided for each additional occupant. Additionally, Policy 7D of the DM DPD further clarifies that in addition to the minimum baseline for private amenity for flats, communal provision should be made to accommodate the need for recreation and landscaping.

All but two of the proposed flats would be provided with directly accessible private amenity areas (balconies and terraces). This is a reduction from the seven (7) that lacked private amenity space within the approved scheme.

Approximately 500 square metres of communal garden would be provided at ground level, which includes an area for children's play space. Additionally, 126sqm of internal communal amenity space is proposed. This forms a slight increase upon the amenity space previously provided under planning permission 192888FUL.

However, the amount of provision would still be short of local plan requirements which require 2,235sqm of communal garden with 451sqm allocated to children's play space. To address these shortfalls financial contributions would be secured to improve the leisure and recreational facilities at the directly adjoining Southall Park.

The details of the children's play space, play equipment, landscaping and boundary treatment would be secured by planning condition.

A wind microclimate report has been submitted with the application. This demonstrates that the wind conditions as a result of the proposal are expected to be safe and comfortable for all users. All main entrances and thoroughfares would be suitable for leisurely strolling. However, there would be one localised area of thoroughfare where conditions may be a bit windier in winter but tolerable for pedestrian use.

Therefore, the proposed outdoor amenity space represents an improvement upon the approved scheme. Additionally, future residents would continue to benefit from the amenity space offered within the immediately adjacent Southall Park. Lastly, financial contributions would remain in place to address the shortfall of communal space.

Neighbouring Amenity

The amenity impacts associated with a development of a similar bulk and massing were previously deemed acceptable as per planning permission 192888FUL. Nevertheless, a full amenity assessment is provided below.

The residential properties most likely to be affected by the proposal, given proximity, are the upper floor High Street flats to the north-west of the site, and the residences on Boyd Avenue to the south-west of the site.

Privacy and Overlooking

Concerning privacy matters the standard BRE guideline for directly facing windows is for at least 18 metres separation distance. The development would have windows and balconies that would face these properties at an oblique angle. However, the distance between these properties and the scheme would be approximately 26m (Boyd Avenue) and 31m (High Street) at the closest oblique-angled points. Therefore, there would not be any undue loss of privacy to any habitable rooms or private amenity areas of neighbouring properties. It is also noted that the closest properties on Boyd Avenue do not have any rear gardens, so these would not be affected by the proposal.

Additionally, it is noted that the two taller buildings (Blocks B and C) have been designed with inset windows and angled balconies to avoid overlooking in between the two sites.

Loss of Outlook

The site is currently occupied by a car park with some single-storey outbuildings and structures adjacent to the High Street. It is therefore recognised that outlook from the rear elevations of residences on Boyd Avenue, and from flats on the High Street would unavoidably change.

As noted above, these properties are located a fair separation distance from the site and at an oblique angle from the scheme. The scheme has been designed to appropriately distribute and vary the mass across the site to minimise any appearance of excessive bulk from various views. Given the location of the site within a major town centre, and its designation for intensive development, the change in outlook from surrounding properties is not unreasonable nor is it considered harmful.

Daylight, Sunlight and Overshadowing

The application is also supported by a daylight, sunlight and overshadowing report. For clarity the properties that were surveyed are:

- 79 High Street
- 80-92 High Street
- Land to the South of 80-92 High Street (Local Authority Site)
- 88 High Street
- 86 High Street
- 84 High Street
- 82 High Street
- 7-14 Boyd Avenue

The windows on the Red Lion hotel were not tested as this is a commercial property for temporary visitor accommodation rather than a residential use. This approach is accepted.

Daylight Impacts

The application is supported by a daylight/sunlight assessment which forms an addendum to the assessment which was submitted with the application for the consented scheme. The assessment considers the impact of the amended scheme on existing neighbouring residential properties and consented schemes including the adjacent site at 80-92 High Street.

This report concluded that the windows in the existing surrounding neighbouring properties experience either improvements or reductions of VSC of less than 1% when compared to the previously consented scheme. With regards to 80-92 High Street, fewer rooms are impacted by the revised proposal, and those that are experience only very minor non-material alterations.

Sunlight Impacts

All neighbouring windows that face within 90 degrees of due south were tested. All passed the relevant sunlight test, meaning the development will have an acceptable impact on the sunlight enjoyed by neighbouring properties.

Overshadowing Impacts

There would not be any harmful overshadowing impacts on any neighbouring gardens given the separation distances. The adjoining Southall Park would also be adequately sunlit throughout the year.

Wind Microclimate Assessment

An updated Wind Microclimate Report has been submitted which advises that a high-level wind microclimate assessment has been carried out which considers the cumulative impacts of both schemes. This states that

- Following the introduction of the proposed development wind conditions are expected to meet the criteria for pedestrian safety.
- Where minor exceedances of the comfort criteria do exist, these are typical for a development of this nature.
- Mitigation measures will be developed as part of the detailed design of the scheme and are expected to alleviate all exceedances of the wind comfort criteria.
- Following the introduction of the proposed development, wind conditions within the surrounding area are expected to remain suitable for at least leisurely strolling throughout the year on thoroughfares and for comfortable pedestrian ingress / egress at entrances.
- Cumulative effects between the proposed development and 80-92 High Street are expected to occur but on balance, given the exacerbation for southerly winds and additional shelter for westerly winds, the microclimate is expected to be materially the same as for the proposed development in existing surrounds.

Condition 25 (details of wind climate mitigation measures) has been included which needs to consider mitigation measures that address the impact of any adjacent development.

Traffic, Transport and Parking

The impacts of development proposals on transport capacity and the transport network are required to be fully assessed to ensure there is sufficient capacity to allow for the travel generated by proposed developments and there would be no detrimental impacts to highway safety (Policy T4 of the London Plan (2021)). Policy T6 of the London Plan (2021) states that 'car-free development should be the starting point for all development proposals that are well connected by public transport, with development elsewhere design to provide the minimum necessary parking'.

Access

The site currently has two accesses from the High Street – one that forms part of the extended highway (North Road) which is shared with the adjacent public carpark, and an entrance adjoining the Red Lion public house. This latter entrance would be closed with the development making use of the existing shared access. The reinstatement of the redundant crossover would be done so at the developer's expense.

The principle of this point of access has previously been deemed acceptable.

A condition has been included requiring the detailed submission of landscaping and resurfacing works for the access/public realm and site circulation. This would include design details of traffic calming measures, raised platforms for wheelchair access and adequate signage. This condition also specifies that these details would need to be co-ordinated with any approved development on the adjacent site, to ensure cohesion across the wider designated development site.

A financial contribution has been secured for highway safety works which would include any necessary kerbside realignment at the shared entrance (High Street/North Road junction).

A notable public benefit of the scheme would be the introduction of a north/south pedestrian access route from the High Street to Boyd Avenue via Southall Park. This would be open to the public and provide greater enhanced accessibility from north of the site to Southall train station.

Parking

The development would be car-free, except for six blue badge parking spaces. The London Plan requires at least four blue badge parking bays to be provided from the outset of the development. Financial contributions would be secured to provide any additional on-street bays as the need arises.

The bays would have policy compliant levels of active and passive electric vehicle charging points, which is secured by condition. Residents would be restricted from obtaining parking permits, and a financial contribution would be secured to consult upon and extend the surrounding controlled parking zones if needed.

This car-free development is compliant with London Plan standards, which seeks car-free development as the starting point for development in places that are well-connected by public transport, such as Southall Town Centre.

Transport for London (TfL) has reviewed the proposal and is satisfied that, subject to these mitigation measures, the proposed number and type of parking bays would not result in undue impacts on surrounding streets.

Other Matters

No changes are proposed to the quantum of cycle storage. The proposal includes a policy compliant number (262) of cycle parking spaces. This would remain compliant with Condition 19 of the existing consent. The relocated cycle storage within Buildings CB & C would be in a more suitable location with improved security and less impact on the outdoor landscaping.

Energy/Sustainability

The provision of sustainable development is a key principle of the National Planning Policy Framework which requires the planning process to support the transition to a low carbon future.

Policies G1, SI1, SI2, and SI3 of the London Plan (2021), Policy 5.2 of the adopted Ealing Development Management DPD; Policy SOU5 of the adopted Ealing Development Sites DPD and the NPPF are the key policies to assess the energy and sustainability requirements for the development of this scheme.

The application is supported by a revised Energy Strategy which has been prepared in accordance with the London Plan 2021 and the Sustainable, Design and Construction SPG. The scheme complies with the 2013 Building Regulations Part L and the minimum energy efficiency targets in the following documents have been followed:

- New build (Part L1A) – The actual building CO2 emissions rate (DER) is no greater than the notional building CO2 target emissions rate.
- New build (Part L2A) – The actual building CO2 emissions rate (BER) is no greater than the notional building CO2 target emissions rate.

The Energy Strategy states that the overall site-wide CO2 emissions will be cut by at least 60.4% beyond Building Regulations through energy efficiency measures and maximised of renewable technologies (Air Source Heat Pumps and PV panels).

Conditions have been included requiring compliance with these measures, and financial contributions would be secured for energy monitoring and to offset residual carbon emissions.

S106 Planning Obligations and the Mayor's Community Infrastructure Levy

Consistent with the extant permission, the scheme would be mitigated by financial and non-financial clauses that have previously been agreed via a S106. A Deed of Variation would be required to the original Section 106 to tie it in and reflect the change of tenure to the affordable unit mix.

Conclusion

The criteria applicable to a minor material amendment application under Section 73 of the Town and Country Planning Act 1990 are satisfied having regard to the extant permission as a material planning consideration.

The revised scheme proposes a high quality residential and retail/commercial mixed-use regeneration of this site whilst achieving strategic and local regeneration and spatial objectives for the site and wider area. It represents an improvement to the existing scheme in terms of the design and appearance, landscaping, communal open space, cycle storage

No objections were received from external authorities, internal officers or members of the public.

Therefore, for all the reasons outlined within this report, it is recommended that planning permission be **Granted with conditions subject to prior completion of a Deed of Variation**.

Human Rights Act:

In making your decision, you should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as the London Borough of Ealing to act in a manner, which is incompatible with the European Convention on Human Rights.

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.

APPENDIX A CONDITIONS AND INFORMATIVES

Conditions for Recommendation (A) Planning Permission (ref. 192888FUL)

1. Time Limit

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

Reason: In order to ensure that this allocated site is brought forward for development as soon as practicable and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans

The development hereby approved shall be carried out in accordance with drawing title number(s):

Site Location Plan - PL_00_001

2259-GHA-ZZ-00-DR-A-(10)0102 – PL2 (dated 04/10/2021) - Site Plan – Proposed

2259-GHA-ZZ-00-DR-A-(10)0103 - PL1 (dated 23/04/2021) - Roof Plan - Proposed

2259-GHA-ZZ-ZZ-DR-A-(10)0200 – PL2 (dated 04/10/2021) – Proposed Site Elevations – North and South

2259-GHA-ZZ-ZZ-DR-A-(10)0201 – PL2 (dated 04/10/2021) – Proposed Site Elevations – East and West
 2259-GHA-ZZ-ZZ-DR-A-(10)0202 - PL1 (dated 23/04/2021) – Proposed Site Sections
 2259-GHA-A-ZZ-DR-A-(20)1100 – PL2 (dated 05/11/2021) – Proposed Plans - Block A
 2259-GHA-A-ZZ-DR-A-(20)1200 - PL1 (dated 23/04/2021) – Proposed Elevations - Block A
 2259-GHA-A-ZZ-DR-A-(20)1300 – PL2 (dated 05/11/2021) – Proposed Sections – Block A
 2259-GHA-B-ZZ-DR-A-(20)2100 – PL3 (dated 04/10/2021) – Proposed Plans - Block B (1of7)
 2259-GHA-B-ZZ-DR-A-(20)2101 - PL3 (dated 04/10/2021) - Proposed Plans - Block B (2of7)
 2259-GHA-B-ZZ-DR-A-(20)2102 - PL3 (dated 04/10/2021) - Proposed Plans - Block B (3of7)
 2259-GHA-B-ZZ-DR-A-(20)2103 - PL3 (dated 04/10/2021) - Proposed Plans - Block B (4of7)
 2259-GHA-B-ZZ-DR-A-(20)2104 - PL3 (dated 04/10/2021) - Proposed Plans - Block B (5of7)
 2259-GHA-B-ZZ-DR-A-(20)2105 – PL4 (dated 05/11/2021) - Proposed Plans - Block B (6of7)
 2259-GHA-B-ZZ-DR-A-(20)2106 - PL3 (dated 04/10/2021) - Proposed Plans - Block B (7of7)
 2259-GHA-B-ZZ-DR-A-(20)2200 – PL2 (dated 04/10/2021) - Proposed Elevations - Block B - North + South
 2259-GHA-B-ZZ-DR-A-(20)2201 – PL2 (dated 04/10/2021) - Proposed Elevations - Block B - East + West
 2259-GHA-B-ZZ-DR-A-(20)2300 – PL4 (dated 05/11/2021) – Proposed Sections – Block B
 2259-GHA-C-ZZ-DR-A-(20)3100 - PL2 (dated 27/08/2021) – Proposed Plans - Block C (1of4)
 2259-GHA-C-ZZ-DR-A-(20)3101 - PL2 (dated 27/08/2021) - Proposed Plans - Block C (2of4)
 2259-GHA-C-ZZ-DR-A-(20)3102 - PL2 (dated 27/08/2021) - Proposed Plans - Block C (3of4)
 2259-GHA-C-ZZ-DR-A-(20)3103 – PL3 (dated 05/11/2021) - Proposed Plans - Block C (4of4)
 2259-GHA-C-ZZ-DR-A-(20)3200 - PL1 (dated 23/04/2021) - Proposed Elevations - Block C - North + South
 2259-GHA-C-ZZ-DR-A-(20)3201 - PL1 (dated 23/04/2021) - Proposed Elevations - Block C - East + West
 2259-GHA-C-ZZ-DR-A-(20)3300 - PL2 (dated 27/08/2021) – Proposed Sections – Block C
 2259-GHA-ZZ-ZZ-DR-A-(21)0201 - PL1 (dated 23/04/2021) – Bay Study 01
 2259-GHA-ZZ-ZZ-DR-A-(21)0202 - PL1 (dated 23/04/2021) – Bay Study 02
 2259-GHA-ZZ-ZZ-DR-A-(21)0203 - PL1 (dated 23/04/2021) – Bay Study 03
 2259-GHA-ZZ-ZZ-DR-A-(21)0204- PL1 (dated 23/04/2021) – Bay Study 04
 2259-GHA-ZZ-ZZ-DR-A-(21)0205 - PL1 (dated 23/04/2021) – Bay Study 05
 2259-GHA-ZZ-ZZ-DR-A-(21)0206 - PL1 (dated 23/04/2021) – Bay Study 06
 2259-GHA-ZZ-ZZ-DR-A-(21)0207 - PL1 (dated 23/04/2021) – Bay Study 07
 2259-GHA-A-ZZ-DR-A-(21)0208 - PL1 (dated 23/04/2021) - Bay Study 08
 2259-A-RP-210423-DAS-RB – PL1 (dated 23/04/2021) – Design Changes Statement
 2259-GHA-ZZ-ZZ-SA-A-(01)0100 – PL4 (dated 05/11/2021) – Unit Schedule

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

3. Archaeological Scheme of Investigation

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To ensure the sensitive management and preservation of the historic environment in accordance with policy HC1 of the London Plan (2021), policy 7C of the Ealing Development Management DPD (2012) and section 16 of the National Planning Policy Framework (2019).

4. Demolition Method Statement and Management Plan

Prior to the commencement of demolition, a detailed site demolition method statement and management plan shall be submitted to and approved in writing by the Local Planning Authority. The submission shall specifically consider a joint approach with the construction of any approved development on the adjoining site to minimise highways and amenity impacts of this busy location. The submitted details shall include the following:

- a) The number of on-site construction workers and details of the transport options and parking facilities for them;
- b) details of working hours;
- c) anticipated route, number, frequency and size of vehicles entering/exiting the site per day;
- d) delivery times and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods);
- e) route and location of site access for construction traffic and associated signage;
- f) management of consolidated or re-timed trips;
- g) details of noise and vibration mitigation measures and monitoring arrangements for noise and vibration by suitably qualified noise specialists. Noise and vibration mitigation measures must accord with the Mayor's 'Best Practice Guidance';
- h) details of site security, temporary lighting and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- i) secure, off-street loading and drop-off facilities;
- j) wheel washing provisions;
- k) vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points;
- l) details as to the location(s) for storage of materials, plant and construction debris and contractors' welfare facilities and offices;
- m) procedures for on-site contractors to deal with complaints from members of the public;
- n) measures to consult cyclists, disabled people and the local schools with regard to delivery times and necessary diversions;
- o) details of all pedestrian and cyclist diversions;
- p) a commitment to be part of Considerate Constructors Scheme; and
- q) confirmation of use of TfL's Freight Operator Recognition Scheme (FORS) or similar.
- r) The submission of evidence of the condition of the highway prior to-demolition and a commitment to make good any damages caused during demolition.
- s) Details of parking restrictions which may need to be implemented during demolition work.
- t) An Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment produced in accordance with current guidance 'The Control of Dust and Emissions during Construction and Demolition SPG', GLA, July 2014.
- u) Details of all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM shall meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not

available. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. All NRMM shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site which details the emissions standard of all equipment.

Prior to the commencement of any demolition work, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken, and the name and address of a responsible person to whom enquiries / complaints should be directed. These details shall also be displayed at regular intervals around the site construction compound.

The development shall be carried out strictly in accordance with the details so approved. Any areas to be used for the storage of building materials or other site activities outside of the relevant phase of the development shall be returned to the original condition immediately following the practical completion of the works.

Such details shall be implemented, and phasing agreed in writing, prior to the commencement of works on site and thereafter retained for the duration of the works.

Reason: To protect the amenity of local residents and to ensure adequate highway and site safety in accordance with policies SI1, SI7, T4, T6 and T7 of the London Plan (2021); the National Planning Policy Framework (2019); Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006)'; and BS 5228-1:2009 - Code of practice for noise and vibration control on construction & open sites-Part 1: Noise.

5. Construction Method Statement and Management Plan

Prior to the commencement of development, a detailed site construction method statement and management plan shall be submitted to and approved in writing by the Local Planning Authority. The submission shall specifically consider a joint approach with the construction of any approved development on the adjoining site to minimise highways and amenity impacts of this busy location. The submitted details shall include the following:

- a) The number of on-site construction workers and details of the transport options and parking facilities for them;
- b) details of construction hours;
- c) anticipated route, number, frequency and size of construction vehicles entering/exiting the site per day;
- d) delivery times and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods);
- e) route and location of site access for construction traffic and associated signage;
- f) management of consolidated or re-timed trips;
- g) details of noise and vibration mitigation measures and monitoring arrangements for noise and vibration by suitably qualified noise specialists. Noise and vibration mitigation measures must accord with the Mayor's 'Best Practice Guidance';
- h) details of site security, temporary lighting and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- i) secure, off-street loading and drop-off facilities;
- j) wheel washing provisions;
- k) vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points;
- l) details as to the location(s) for storage of building materials, plant and construction debris and contractors' welfare facilities and offices;
- m) procedures for on-site contractors to deal with complaints from members of the public;

- n) measures to consult cyclists, disabled people and the local schools with regard to delivery times and necessary diversions;
- o) details of all pedestrian and cyclist diversions;
- p) a commitment to be part of Considerate Constructors Scheme; and
- q) confirmation of use of TfL's Freight Operator Recognition Scheme (FORS) or similar.
- r) The submission of evidence of the condition of the highway prior to-construction and a commitment to make good any damages caused during construction.
- s) Details of parking restrictions which may need to be implemented during construction work.
- t) An Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment produced in accordance with current guidance 'The Control of Dust and Emissions during Construction and Demolition SPG', GLA, July 2014.
- u) Details of all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM shall meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. All NRMM shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site which details the emissions standard of all equipment.

Prior to the commencement of any construction work, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken, and the name and address of a responsible person to whom enquiries / complaints should be directed. These details shall also be displayed at regular intervals around the site construction compound.

The development shall be carried out strictly in accordance with the details so approved. Any areas to be used for the storage of building materials or other site activities outside of the relevant phase of the development shall be returned to the original condition immediately following the practical completion of the development.

Such details shall be implemented, and phasing agreed in writing, prior to the commencement of works on site and thereafter retained for the duration of the works.

Reason: To protect the amenity of local residents and to ensure adequate highway and site safety in accordance with policies SI1, SI7, T4, T6 and T7 of the London Plan (2021); the National Planning Policy Framework (2019); Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006); and BS 5228-1:2009 - Code of practice for noise and vibration control on construction & open sites-Part 1: Noise.

6. Contaminated Land Remediation Scheme

Based on the recommendations made in the RPS report JER8094 particularly for soft landscape / communal areas (which it is noted are mainly situated over the foul sewer where there is a lack of data due to easement requirements), 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

2016 and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

7. Verification of Contaminated Land Remediation

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. 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 SD1 of the London Plan (2021) and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

8. Sustainable Urban Drainage Strategy - Detailed Design and Maintenance Plan

Prior to commencement of the development hereby approved a detailed surface water drainage design (including relevant specifications), and a maintenance plan, shall be submitted and approved in writing by the Local Planning Authority (in consultation with the Lead Local Flood Authority). The development shall be carried out strictly in accordance with the approved detailed drainage scheme.

Reason: To prevent flooding elsewhere by ensuring enough storage of surface flood water is provided and achieved with appropriate sustainable drainage techniques, in accordance policies 1.1 & 1.2 of the Ealing Core Strategy (2012); policy LV 5.12 of the Ealing Development Management DPD (2013); policies SI12 and SI13 of the London Plan (2021); and the National Planning Policy Framework (2012).

9. Fire Safety Statement

Prior to commencement of the superstructure works a Fire Safety Statement produced by a third party suitably qualified assessor must be submitted detailing how the development proposal would function in terms of the building's construction; means of escape; features which reduce risk to life; access for service personnel and equipment; and any future modifications would not compromise the building's fire safety measures. The development shall be implemented in accordance with the approved details.

Reason: In the interests of fire safety and to ensure the safety of all building users, and the safe and dignified emergency evacuation of all building users in accordance with policy D12 of the London Plan (2021).

10. Transport and/or Commercial/Industrial/Cultural Noise Sources

Prior to commencement of the superstructure works a noise assessment (according to the criteria of the Council's interim SPG10) shall be submitted to the Council for approval in writing, of all external noise sources such as transport and commercial/industrial/cultural uses/activities and their noise levels at residential facades.

Details shall include the sound insulation of the building envelope including glazing specifications (sound insulation including frames, seals and ventilators tested and approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated ventilation and cooling as necessary (with air intake from the cleanest aspect of the building), to achieve noise standards of BS8233:2014 and SPG10 in internal rooms and external amenity spaces (if provided). 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 future occupiers of the site, in accordance Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), and policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2019).

11. Separation of Commercial and Noise Sensitive Premises

Prior to commencement of the superstructure works, details shall be submitted to the Council for approval in writing, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from dwellings.

Details shall demonstrate that the sound insulation value is enhanced by at least 10-15dB above the Building Regulations value for residential use and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises.

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/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), and policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2019).

12. Separation of Communal Facilities/Plant etc. Noise from Dwellings

Prior to commencement of the superstructure works, details shall be submitted to and approved in writing by the Council, of the sound levels emitted from communal/commercial facilities/areas and the sound insulation of the floor/ ceiling/ walls separating communal/commercial facilities/areas such as plant rooms, lift shafts, communal entrances/ staircases/ lift lobbies/ refuse stores etc. from dwellings.

Details shall demonstrate that the sound insulation value is enhanced by at least 10dB above the Building Regulations value for residential use and, where necessary, additional mitigation measures implemented to separate communal noise and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises.

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/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), and policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2019).

13. Separation of Noise Sensitive Rooms in Neighbouring Flats

Prior to commencement of the superstructure works, 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, e.g. kitchen/living/dining/bathroom above/below/adjoining bedroom of separate dwellings.

Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: In the interests of the internal environment of the development and living conditions of occupiers of nearby properties and future occupiers of the site, in accordance with Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2012).

14. External Noise from Machinery, Extract/Ventilation Ducting, Mechanical Gates, etc.

Prior to occupation of the development, details shall be submitted to the Council for approval in writing, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate, as measured at/ calculated to the nearest and/or most affected noise sensitive premises.

The measures shall ensure that the external sound level LAeq emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level LA90 by at least 5 dBA at the most noise sensitive receiver location. The assessment shall be made in accordance with BS4142:2014, with all machinery operating together at maximum capacity. Details of any noise mitigation measures shall be submitted for approval.

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 use of plant/ machinery/ equipment and thereafter be permanently retained.

Reason: To safeguard future and existing occupiers of the area against unacceptable noise and disturbance, in accordance with Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), and policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2019).

15. Anti-Vibration Mounts and Silencing of Machinery etc.

Prior to first 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 and surrounding premises is not adversely affected by vibration, in accordance with Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), and policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2019).

16. Extraction and Odour Control System for Non-Domestic Kitchens

Prior to first occupation of the relevant part of the development, details shall be submitted to the Council for approval in writing, of the installation, operation, and maintenance of any odour abatement equipment and extract system, including noise levels and the height of the extract duct with vertical discharge outlet and without cowl at least 1m above the eaves of the main building.

Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with Interim Supplementary Planning Guidance SPG10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing

Development Management Development Plan Document (2013), and policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2019).

17. Materials – Details

Prior to commencement of the superstructure works details of the materials to be used for the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indications as to these matters which have been given in this application. Development shall be carried out only in accordance with the approved details and permanently retained thereafter.

Reason: To ensure that the materials harmonise with the surroundings, in accordance with policies 7.4 and 7B of the Ealing Development Management DPD (2013); policy 2.10 of the Ealing Development Strategy 2026 DPD (2012); policy D4 of the London Plan (2021), and the National Planning Policy Framework (2012).

18. Deliveries and Servicing Management

Notwithstanding the submitted servicing and waste management plan, a Delivery and Servicing Management Plan shall be submitted for approval prior to first occupation of any part of the development. This plan shall include provision for on-site servicing which does not obstruct access to blue badge parking bays and which demonstrates a coordinated approach with any approved development on the adjoining site currently occupied as a public car park. The development shall be carried out in accordance with the approved Delivery and Servicing Management Plan.

Reason: In the interests of highway safety and the amenities of neighbouring and prospective occupiers in accordance with policies SI1, SI7, T4, T6 and T7 of the London Plan (2021); policy 7A of the Ealing Development Management DPD (2013); and the National Planning Policy Framework (2012).

19. Cycle Parking

Prior to the first residential occupation of the development details shall be submitted of at least 259 long stay secure and sheltered cycle parking spaces. These spaces shall include at least 6 wider bike spaces. The cycle parking details shall demonstrate compliance with the specifications and standards of the London Cycle Design Standards. All the approved cycle parking shall be bought into use prior to first occupation of the residential development 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.

20. Travel Plan

Notwithstanding the submitted Framework Travel Plan, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority after 6 months occupation of 75% of the residential development. The Travel Plan shall provide a 5-year mode shift target as well as a robust Action Plan. The Travel Plan shall be prepared in accordance with the Transport for London Travel Plan Guidance and Ealing's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out in accordance with the approved Travel Plan.

Reason: To promote sustainable modes of transport, and to ensure that the development does not exacerbate congestion on the local road network, in accordance with policies 1.1 (f) (g) of the Ealing

Development Strategy 2026 (2012); policies T4, T5 and T6 of the London Plan (2021); and Ealing's Sustainable Transport for New Development SPG.

21. Vehicle Parking

The parking arrangements for 6 blue badge parking bays shown on the approved plans shall be marked out on the site prior to first occupation of the development and shall include the provision of at least one active vehicle charging points, with the remaining provided with passive charging points. These parking spaces shall be kept continuously available and shall not be used for any other purpose. No additional car parking shall be formed or made available.

Reason: To ensure that there is adequate and inclusive parking provision within the site, to encourage the use of ultra-low carbon vehicles, and to ensure that excessive parking is not provided, in accordance with policy 6.13 of the Ealing Development Management DPD (2013); policies 1.1 (f) (g) of the Ealing Development Strategy 2026 (2012); policies T4, T6, T6.1, T6.2 and T6.3 of the London Plan (2021); policy T6 of the draft London Plan; and section 9 of the National Planning Policy Framework (2019).

22. Parking Management Plan

A Parking Management Plan for residents shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. These details shall include:

- Details of how provision of disabled persons parking spaces will be made, managed and enforced to ensure that the approved disabled parking bays are retained for use by disabled residents only (whether M4(2) or M4(3) dwellings)
- Details of how existing or future residents would request a disabled parking bay, how quickly it could be created and what, if any, provision of visitor parking for disabled residents is available.
- Details of how the availability of parking spaces will be made clear to prospective residents prior to occupation to inform their housing decision, and how residents would request a parking bay.
- Other measures to manage parking demand onsite

Disabled parking bays must not be allocated to specific dwellings. Where a bay is being marked up for a specific resident, this should be done prior to occupation.

The resident parking spaces shall be leased rather than sold, and all available bays shall be open to any resident regardless of housing tenure.

The approved details shall be implemented prior to first occupation of the development and retained thereafter.

Reason: To ensure that there is adequate and inclusive parking provision within the site, to encourage the use of ultra-low carbon vehicles, and to ensure that excessive parking is not provided, in accordance with policy 6.13 of the Ealing Development Management DPD (2013); policies 1.1 (f) (g) of the Ealing Development Strategy 2026 (2012); policies T4, T6, T6.1, T6.2 and T6.3 of the London Plan (2021); policy T6 of the draft London Plan; and section 9 of the National Planning Policy Framework (2019).

23. Refuse and Recycling Storage and Collection

Notwithstanding the submitted waste management plan, details shall be submitted for approval of the storage and collection arrangements for the residential and commercial uses on site prior to first occupation of the development. The commercial and residential storage shall be kept separate and

provision shall be made for off-street collection. The approved refuse and recycling storage provision and collection arrangements shall be provided prior to the first occupation of the relevant use to which the store(s) serves and retained thereafter in accordance with Council policies.

Reason: To secure the necessary recycling and waste enclosures to support the development, and to ensure that responsible waste management practices are adhered to in the interests of the visual amenity of the area, and in accordance with policies SI7 and SI8 of the London Plan (2021); policy 1.1(e) of Ealing's adopted Development (or Core) Strategy (2012); policies 7A, LV7.4 and 7B of Ealing's Development Management DPD (2013); and (interim) SPG 4: Refuse and Recycling Facilities.

24. Hard and Soft Landscaping (including Tree Planting), Play Space and Boundary Treatments

Notwithstanding the submitted information full details of hard and soft landscaping and boundary treatments shall be submitted to and approved in writing by the local planning authority prior to first occupation. These details shall include (but not limited to):

- Full details of the proposed hard and soft landscaping works for the western side of the site that would form part of the public realm, both within the site and on highways land. These details shall ensure that the design is coordinated with any approved development on the adjoining site that is currently occupied as a public car park. These details shall include traffic calming raised platforms and any other measures, planting and soft landscaping, hardscape, furniture and any other equipment including planters. These details should be accompanied by plans, elevations, sections, a materials schedule/samples, and other relevant specifications.
- Details of hardscape, boundary treatment and furniture palette to include not just material and height but also specifications, colour schemes and how these would work with the associated building materials palette and any adjacent development
- Details of play equipment and play areas, showing a range of play items and play experience offered for the relevant age ranges, and also safety surfacing
- Details of a planting palette
- Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting
- Full planting schedule of tree sizes, species, number of trees and locations
- Details of the green and brown roof construction and specification, together with a maintenance schedule

The approved details of the hard landscaping, boundary treatments and play spaces shall be implemented prior to first occupation and retained thereafter. The play spaces and play equipment shall be accessible for all residents of the development and must not be segregated by tenure.

The soft landscaping details shall be laid out and planted within the first planting season following the commencement of the development or other such period as may be agreed in writing with the local planning authority. Any trees or plants which die within 5 years of planting, are removed, or become seriously damaged or diseased shall be replaced with others of the same size and species and in the same positions within the next planting season.

Reason: In the interests of visual amenity, and in ensuring suitable recreational space and external environment for residents and visitors to the site in accordance with policies G4, G5 and G6 of the London Plan (2021), policies 7B, 7.4, 7D and 5.10 the Ealing Development Management DPD (2013) and Ealing's SPG 9 - Trees and Development Guidelines.

25. Shelter for Central Communal Gardens

Prior to first occupation of the residential element of the development details shall be submitted of shelter and mitigation measures to ensure that the wind microclimate conditions of the communal gardens are suitable for long periods of sitting during the summer months. These mitigation measures should consider the microclimate impacts of any adjacent development and should ensure that the gardens are not permanently overshadowed but achieve sunlight amenity in accordance with Building Research Establishment (BRE) guidelines.

The approved measures shall be implemented prior to first occupation of the residential element of the development and retained in good order in perpetuity.

Reason: To ensure suitable recreational space and external environment for residents and visitors to the site in accordance with policies D4, D6 and G4 of the London Plan (2021), policies 7B, 7.4, 7D and 5.10 the Ealing Development Management DPD (2013).

26. Overheating and Cooling

Prior to commencement of the approved development, the details of the dynamic thermal modelling for each apartment, or an agreed percentage of the apartments, shall be undertaken using the guidance provided in CIBSE TM59 & TM52 and shall be submitted to the Local Planning Authority for written approval demonstrating that the development performs against their overheating criteria and exceed the requirements to avoid overheating. The details of any additional measures to be incorporated into the development to minimise the risk of overheating (including active cooling) shall also be submitted if the dynamic thermal modelling demonstrates that overheating would occur. The development shall thereafter be provided in accordance with the approved details.

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

27. Energy and CO2

a) Prior to final completion 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 reduction in regulated CO2 emissions of at least 60.40% (equal to 86.04 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 final approved Energy Assessment prepared by Eight Associates in March 2021 including:

- i. Lean passive design measures to achieve an annual reduction of at least 12.2% equating to at least 17.28 tonnes in regulated carbon dioxide (CO2) emissions over BR Part L 2013 for residential development, and at least 32.5%, equating to at least 0.37 tonnes, over Part L 2013 for the non-residential element.
- ii. Green renewable energy equipment including the incorporation of two photovoltaic arrays with a combined total capacity of at least 40.5 kWp, and a sitewide air-to-water Air Source Heat Pump loop to achieve an annual reduction of at least 48.0%, equating to 86.04 tonnes, in regulated carbon dioxide (CO2) emissions over the Be Lean/Clean stage of the Energy Hierarchy.

b) Prior to commencement of construction details of the specifications, design and layout of the proposed low and zero-carbon (LZC) energy equipment shall be submitted to and approved in writing by the Local Planning Authority.

c) Prior to completion details of the installed LZC equipment shall be submitted to the Council for approval. The details shall include the exact Heat Pump thermal kilowatt output, heat output pipe diameter, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of

each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical contractor, should be submitted to the Council along with copies of the MCS certificates and all relevant commissioning documentation. The development shall be implemented only in accordance with the approved details.

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 SI1, SI2 and SI3 of the London Plan (2021), guidance note 11 of the GLA Energy Assessment Guidance 2018, 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.

28. Post Construction Energy Equipment Monitoring

- a) The developer shall 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 as per energy and CO2 Condition(s).
- b) Upon final completion of the development and prior to occupation, suitable devices for monitoring any renewable/low-carbon energy equipment or district heat and/or electricity imported to the site shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of three 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.
- c) The developer must contact the Council's chosen AEMP supplier (Energence Ltd) on commencement of construction to facilitate the monitoring process.
- d) 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 three 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 the relevant policies in the London Plan 2021 (currently SI3), 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.

29. Sustainable Design and Construction

Prior to the commencement of the development Sustainable Design and Construction strategies which includes full details of the measures that are to be incorporated into the development to achieve the requirements of the local and regional planning policies shall be submitted to and approved in writing by the local planning authority 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 SI1, SI2, SI4 and SI13 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.

30. Passenger Lifts

The passenger lifts located within the communal cores serving the approved apartment block shall be installed and operational prior to the first occupation of the relevant part of the apartment block to which the lift serves.

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 policies D4, D5 and D6 of the London Plan (2021); policy 1.1(h) of the Ealing Development Strategy 2026 (2012); policy 7B of the Ealing Development Management DPD (2013); and interim Ealing SPG 'Accessible Ealing' (2012).

31. Accessible Units

Ninety percent of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(2)(Accessible and adaptable dwellings) of Building Regulations 2015, or other such relevant technical requirements in use at the time of the construction of the development.

Reason: To ensure that the development is adaptable, flexible, convenient and appropriate to the changing needs of the future occupiers, in accordance with policies D6 and D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).

32. Wheelchair Units

Ten percent 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: D6 and D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).

33. No Access to Roof Areas except for Maintenance

No part of the roof tops of the development shall be used as or altered to form a balcony, roof garden, roof terrace or similar amenity area unless otherwise indicated as such on the hereby approved plans listed in Condition 2.

Reason: To protect the living conditions of occupants of nearby properties in accordance with policies 7A, 7.4, and 7.B of the Ealing Development Management DPD (2013); the Ealing Core

Strategy (2012); policies D3 and D4 of the London Plan (2021), and the National Planning Policy Framework (2021).

34. External Lighting and Security

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes for The Reduction of Light Pollution 2011'. Lighting should be minimised, and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Reason: To safeguard the amenities of the occupiers of nearby residential properties and increase security for users of the site, in accordance with policies D3 and D4 of the London Plan (2021), policy 1.1 (j) of the Ealing Development (Core) Strategy 2026 and policies 7A and 7.3 of the Ealing Development Management Development Plan Document (2013).

35. Regulation of Hours

The hours of business use for the ground floor flexible-use commercial units (A1 or A2 or A3 Use Classes) hereby approved shall be restricted to the period [0800 - 2200hrs] Monday to Sunday.

Reason: To safeguard the amenities of the occupiers of neighbouring properties and the prospective residential occupiers of the development in accordance with policies D3 and D4 of the London Plan (2021), policy 1.1(j) of the adopted Ealing Development (Core) Strategy (2012), policy 7A of the adopted Ealing Development Management Development Plan Document (2013) and Interim Supplementary Planning Guidance 10 'Noise and Vibration'.

36. Retail Impact and Restriction of Permitted Development Rights (commercial uses)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any subsequent order revoking and re-enacting that Order with or without modifications), the ground floor commercial unit shall not be subdivided and shall only be used for an A1 or A2 or A3 Use Class activity, and not for any other use without prior approval of the Local Planning Authority obtained by the submission of a planning application.

Reason: To ensure that the Council retains control over the quality, impacts and provision of any change of use, and to safeguard the vitality and viability of the shopping and town centre in accordance with policies E1, E2 and E9 of the London Plan (2021); policies 1.1(d), 2.7(c) of the Ealing Development Strategy 2026 (2012); and policy 4C of Ealing's Development Management DPD (2013).

Informatives

1. The recommendation to grant planning permission has been taken having regard to the policies and proposals in the National Planning Policy Framework (2019); the draft London Plan (2017) ; the London Plan (2016); the Ealing Development Strategy 2026 DPD (2012); the Ealing Development Management DPD (2013); and to all relevant material considerations including Supplementary Planning Guidance:

National Planning Policy Framework (2019)

- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment*

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
- SD1 – Opportunity Areas
- SD6 – Town centres and high streets
- SD7 – Town centres: development principles and Development Plan Documents
- SD10 – Strategic and local regeneration
- 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
- S1 – Developing London’s social infrastructure
- S2 – Health and social care facilities
- S3 – Education and childcare facilities
- S4 – Play and Informal Recreation
- E11 – Skills and opportunities for all
- HC1 – Heritage conservation and growth*
- G4 – Open Space
- G5 – Urban greening
- G6 – Biodiversity and access to nature
- G7 – Trees and woodlands
- SI1 – Improving air quality
- SI2 – Minimising greenhouse gas emissions
- SI3 – Energy infrastructure
- SI4 – Managing heat risk
- SI5 – Water infrastructure
- SI7 – Reducing waste and supporting the circular economy
- SI13 – Sustainable drainage
- T1 – Strategic approach to transport
- T2 – Healthy Streets
- T3 – Transport capacity, connectivity and safeguarding

T4 – Assessing and mitigating transport impacts
T5 – Cycling
T6 – Car parking
T6.1 – Residential parking
T6.3 – Retail parking
T6.5 – Non-residential disabled persons parking
T7 – Freight and servicing
T9 – Funding transport infrastructure through planning
DF1- Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

Accessible London: achieving an inclusive environment
The Mayor's Transport Strategy
London Housing Supplementary Planning Guidance 2016
Nationally Described Space Standards 2015
Sustainable Design & Construction
The London Housing Strategy
The Mayor's Supplementary Planning Guidance 'Providing for Children and Young People's Play and Informal Recreation' March 2008
Mayor's Affordable Housing & Viability SPG (2017)

Ealing Development Strategy 2026 DPD (2012)

1.1 Spatial Vision for Ealing*
1.2 Delivery of the Vision for Ealing 2026*
2.1 Realising the Potential of the Uxbridge Road/Crossrail Corridor*
2.8 Revitalise Southall Town Centre*
3.8 Residential Neighbourhoods
6.4 Planning Obligations and Legal Agreements

Ealing 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 Developments
3A Affordable Housing
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 6.13 Parking
Policy 7A 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 7C Heritage*
Policy 7D Open Space
EA Presumption in Favour of Sustainable Development

Other Material Documentation – Interim Planning Policy Guidance / Documents

Interim SPG 3: Air Quality
Interim SPG 4: Refuse and Recycling
Interim SPG 10: Noise and Vibration
Sustainable Transport for New Development SPD December 2013
Planning New Garden Space SPD

In reaching the recommendation to the grant permissions, specific consideration was given to the principle of the development, the quality of the proposed accommodation, the impact on the amenities of neighbouring properties, the impact on the listed building and on the character and visual amenity of the surrounding area as a whole, sustainability, and the potential impacts on the highway

network. The proposal is considered acceptable on these grounds, and it is not considered that there are any other material considerations in this case that would warrant a refusal of the applications.

2. The applicant is advised that the Building Regulations are legal requirements that apply to building work and are aimed at achieving minimum standards of construction to ensure the health and safety of people in or around buildings, including fire safety. Approval under the Building Regulations is a requirement and you are advised to seek the advice of the Council's Building Control Service or an Approved Inspector prior to the commencement of works. For more information on Building Regulations please refer to the following:
https://www.ealing.gov.uk/info/201156/building_control

3. The planning application is referable to the Mayor of London under the following Category of the Schedule to the Town & Country Planning (Mayor of London) Order 2008:

- *1C – Development which comprises the erection of a building that is more than 30 metres high and is outside the City of London*

4. Condition 3 - Written schemes of investigation will need to be prepared and implemented by a suitably qualified and professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Stage 1 would comprise trial trenching with further investigation in stage 2 if necessary. More information can be found on archaeology and planning in Greater London on the Historic England and Greater London Archaeological Advice Service (GLAAS) website.

5. Permitted Hours for Building Work - Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the site boundary should not occur outside the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays nor at any other times, including Sundays and Public/Bank Holidays.

6. Notification to Neighbours of Demolition/ Building Works - All occupiers surrounding the site should be notified in writing at least 21 days prior to the commencement of any site works, of the nature and duration of works to be undertaken and subsequently be regularly updated. The name and contact details of persons responsible for the site works should be signposted at the site entrance or hoarding in case of emergency and for enquiries or complaints. Any complaints should be properly addressed as quickly as possible.

7. Dark Smoke and Nuisance - No waste materials should be burnt on site of the development.

8. Noise, Vibration and Dust from Demolition and Construction
 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 and vibration, delivery locations 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 Code of Practice for noise and vibration control on construction and open sites.

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.

9. Management of Bat Roost/ Resting Place during Demolition

A bat roost/resting place has been identified on site. Therefore, please be strongly advised that no unlicensed work can be undertaken that would contravene The Conservation of Habitats and Species Regulations 2017 and/or the Wildlife and Countryside Act 1981, as amended.

Prior to any works being undertaken a development licence must be obtained from Natural England. The licence application process will include the submission of a method statement detailing the current status of bats on site and how the favourable conservation status of the bat population will be maintained.