



Notice of Meeting:
**Planning
Committee**

Meeting Location: Council Chamber, Town Hall, New Broadway, Ealing, W5 2BY

Date and Time: Wednesday, 15 December 2021 at 19:00

Contact for Enquiries: **Address:**
Democratic Services,
Perceval House, 14 Uxbridge Road,
Ealing, London, W5 2HL

Telephone: 020 8825 5291

Email: democraticservices@ealing.gov.uk

Chief Executive: Paul Najsarek

Committee Membership will be drawn from the following pool:

Councillor Ray Wall (Chair), Councillor Tariq Mahmood (Vice-Chair), Councillor Shahbaz Ahmed (Member), Councillor Praveen Anand (Member), Councillor Jon Ball (Member), Councillor Julian Bell (Member), Councillor Louise Brett (Member), Councillor Linda Burke (Member), Councillor Gary Busuttil (Member), Councillor Paul Conlan (Member), Councillor Fabio Conti (Member), Councillor Joanna Dabrowska (Member), Councillor Karanvir Dhadwal (Member), Councillor Julian Gallant (Member), Councillor Seema Kumar (Member), Councillor Dee Martin (Member), Councillor David Millican (Member), Councillor Swaran Padda (Member), Councillor Miriam Rice (Member), Councillor Kamaldeep Sahota (Member), Councillor Gregory Stafford (Member), Councillor Andrew Steed (Member), Councillor Chris Summers (Member), Councillor Nigel Sumner (Member), Councillor Simon Woodroffe (Member), Councillor Anthony Young (Member),

AGENDA

Open to Public and Press

Public Attendance at meeting

This meeting will take place in the Council Chamber, Ealing Town Hall. The meeting will be webcast live on the Council's YouTube channel. We encourage the public to watch remotely to reduce the risk of the spread of COVID. However, if a member of the public wishes to attend in person, please notify us in advance by emailing democraticservices@ealing.gov.uk or by phoning 0208 825 5291.

[Please use this link to view the meeting](#)

MEMBERSHIP:

Cllr Mahmood (Chair)

Cllr S Ahmed, Cllr J Ball, Cllr Bell, Cllr Brett,

Cllr Burke, Cllr Conlan, Cllr Dhadwal, Cllr Gallant,

Cllr Rice, Cllr Summers, Cllr Stafford, Cllr Woodroofe

1 Apologies for Absence and Substitutions

To note any apologies for absence and substitutions.

2 Urgent Matters

3 Declarations of Interest

4 Matters to be Considered in Private

5 Minutes

There are no minutes to be approved at this meeting.

6 Site Visit Attendance

To share site visit details and note site visit attendance.

7	The Transport Yard Wood End Gardens Northolt UB5 4QH - MAP	7 - 8
	The Transport Yard, Wood End Gardens, Northolt UB5 4QH - Report	9 - 58
8	Phases 9.3, 9.5 and 9.6 of the Remaining Area of Acton Gardens Master Plan (South Acton Estate) Acton, W3 8TQ - MAP	59 - 60
	Phases 9.3, 9.5 and 9.6 of the Remaining Area of Acton Gardens Master Plan (South Acton Estate) Acton, W3 8TQ - Report	61 - 136
9	Railway Yard East Churchfield Road Acton W3 7LL - MAP	137 - 138
	Railway Yard, East Churchfield Road, Acton, London, W3 7LL - Report	139 - 182
10	Date of Next Meeting	

The next meeting will be held on 19 January 2022.

Published: Tuesday, 07 December 2021



Paul Najsarek
Chief Executive, London Borough of Ealing

Welcome to the Planning Committee

What does the Planning Committee do?

- Decides approximately 5% of applications made for planning permission within the borough (a senior Planning Officer decides the rest).
- Decides applications for listed building consent.
- Decides applications for conservation consent.
- Approves enforcement action against work carried out without prior permission.
- Is responsible for carrying out the Council's conservation policies within the borough.

Agenda

All Committee reports are available via the Council's Internet site:

http://ealing.cmis.uk.com/ealing/Committees/tabid/62/ctl/ViewCMIS_CommitteeDetails/mid/381/id/15/Default.aspx

Who is present at the meeting?

Elected Councillors make up the membership of the Committee. They decide whether applications should be allowed or refused. Also present are Ealing Council Officers, namely: a Senior Planning Officer; a Legal Adviser; a Democratic Services Officer; and any other Officers as necessary (e.g., Environmental Health Officer, Transport Officer, etc.).

Public Speaking

Public Speakers will have registered with the Council in accordance with the agreed protocol and are permitted a maximum of three minutes each, apart from when an interpreter is used. If an interpreter is used, the submission will be limited to six minutes. One speaker may be heard in objection and one speaker may be heard on behalf of the applicant, for any application on the Agenda. Where members of the public have registered to speak in advance of the meeting, these applications will be taken first. Although other members of the public are not permitted to speak, they are welcome to sit, listen and observe the meeting.

Site Visits

Site Visits are generally held the Saturday morning before the Committee meeting. However, site visits can also be made at a later date arising from a decision of the Committee.

Decisions

The Committee can take decisions which include:

- planning permission is granted (allowed) with or without conditions attached;
- approval subject to a legal agreement being signed;
- refusal, i.e., planning permission is not granted; or
- referral (deferred), e.g., for further reports or a site visit.

If an application is not clearly gaining consensus from the Committee, then a vote will be taken by means of a show of hands and a simple majority will win. If there is no majority, then the Chair will vote a second time.

Record of Decisions

The minutes from tonight's meeting will be available ten working days after the meeting. These will be available from the Committee Section and, also on the Council's website (<https://www.ealing.gov.uk>). The Planning Department will also send decision letters to the applicants.

Thank you for attending this meeting of the planning committee. If you have any comments on how you feel this meeting could be better organised or improved, please send these to the Head of Democratic Services, Perceval House, Ealing Council, 14-16 Uxbridge Road, Ealing W5 2HL. Alternatively email DemocraticServices@ealing.gov.uk.

ITEM 01 - The Transport Yard Wood End Gardens Northolt UB5 4QH



Ref	214662OUT
Address	The Transport Yard, Wood End Gardens, Northolt UB5 4QH
Ward	North Greenford
Proposal	Outline planning application for the erection of three residential blocks ranging in height from 4 to 9 storeys comprising 149 homes (65 x one bedroom, 61 x two bedroom and 23 x three bedroom); alterations to existing vehicular access and new pedestrian access from Wood End Gardens with basement level car parking, car club, cycle parking, refuse storage, service areas and associated communal, private amenity space, and landscaping (All details of access, appearance, layout, scale considered and landscaping matters reserved)
Drawing Nos/plans	Set out as Condition 2 (see appendix A)
Type of Application	Major – Outline
Application Received	09.07.2021

Report by: Harini Boteju

RECOMMENDATION: Grant planning permission subject to completion of S106 legal agreement and s278 agreement and conditions of consent.

Executive Summary

Existing: The subject site is a brownfield industrial site of approximately 0.59 hectares, located to the east of Wood End Gardens, Northolt. The site abuts the borough boundary with Harrow and is adjacent to metropolitan open land (MOL) present within Ealing and Harrow. At present, the site contains hardstanding and no buildings. There is an extant outline permission for the site granted in January 2021 for 60 residential units. As such, the principle for change of use of the site from industrial to residential (C3) is accepted.

Extant outline permission: In January 2021 outline permission, 173416OUT, was granted for 60 new homes, of which 18 homes (35% by habitable room) would be affordable. The scheme comprised four blocks of 4 to 5 storey building with 71 car parking spaces and 176 cycle parking spaces. Associated landscaping, which was arranged as communal gardens, public open space, play and private amenity spaces was secured as reserved matters. The consent was supported by financial contributions of £460,184(indexed) and non-monetary contributions secured by a S106 legal agreement.

Current proposal: This application seeks to expand on the extant permission, 173416OUT, to provide a further 89 new homes, that would amount to 149 new homes in total. To accommodate the increased housing, taller blocks of up to 9 storey are proposed. Seventy-four (74) car parking spaces, 280 cycle parking spaces, associated landscaping and refuse storage is proposed. Financial contributions of £1,057,468.67 would be secured by a S106 legal agreement, and reserved matters would seek further details for landscaping. The proposal has not been appraised by the Design Review Panel or Community Review Panel.

Urban design: The proposed design of the buildings would be arranged as 3 blocks, A, B and C. Block 'A' would comprise 2 buildings each 4 storey in height, similar to the extant permission 173416OUT. Block B and C would have a maximum height of 8 and 9 storey, respectively, where the top floor would be set-in, and the heights of the building would be stepped from 5 storey upwards. The external appearance of the building would be brick, with articulated walls to support projecting balconies. The top floors would be clad with Existing access from Wood End Gardens towards the southern end of the site would be utilised for vehicular entrance and exit, between blocks A and B. A new pedestrian and cycle path would be created off Wood End Gardens, between blocks B and C that would run to the back of the site with access into the adjacent metropolitan open land (MOL).

Metropolitan Open Land (MOL): There is an aspiration for the proposed scheme to enable public access to the MOL from Wood End Gardens with a public footpath through the proposed scheme. A financial contribution would also be provided to improve the MOL and access to the adjacent sports centre.

Proposed housing: A total of 149 new homes are proposed with a mix comprising 65x1bed2person; 61x2bed4person; 20x3bed5person; and 3x3bed6person. Block A would contain 24 new homes, one of which would be suitable for a wheelchair user. Block B would contain 56 new homes, 9 of which would be suitable for wheelchair users. Block C would contain 69 new homes, 5 of which would be suitable for wheelchair users. All new homes would be provided with private amenity space; and the majority would be dual aspect. It is mainly the 1b2p units placed around the middle sections of Block B and C that would have single aspect. The ground floor units would have private front or rear garden areas, whilst the upper floors would have balconies that vary in size from 7sqm or greater; and the top floors would have wrap-around terraces.

Affordable housing provision: In line with the London Housing SPG, 35% affordable housing would be provided by habitable room. This equates to 48 units, of which 26 would be for London Affordable Rent (LAR); 16 for Shared ownership (SO); and 6 for discount market rent (DMR). The affordable size mix would vary from 1b2p (x11), 2b4p (x28), 3b5p (x6) and 3b6p (x3). The remaining 101 units would be private. See table 3 for the affordable split.

Car parking: Seventy-four (74) spaces would be provided, 62 of which would be placed underground between Block B and C with a landscaped podium above. Twelve surface parking spaces would be placed in between the 2 buildings which form Block A. A total of 11 disabled user parking spaces would be provided. In relation to London Plan (2021) standards, the number of car parking spaces to be provided would be less than the quantum supported by policy T6 and is welcome because it would encourage a modal shift to more sustainable modes of transport. Active and passive electric vehicle car charging points would also be provided in line with London Plan (2021) requirements.

Cycle parking: A total of 280 long-stay secure cycle parking spaces would be provided within the underground area of Blocks B and C. The proposed cycle provision would exceed the number required by London Plan (2021) policy T5 which is welcome and would encourage sustainable modes of transport.

Sustainability- Energy: The submitted energy scheme was not considered acceptable, particularly in relation to new London Plan (2021) policies and Ealing's Climate and Ecological Emergency Strategy (2021). This can be rectified by planning conditions for submission of further details in accordance with an outline permission. The proposed energy strategy would also be expected to not increase air pollution. As such, there is scope to

submit a strategy with the best renewable energy system that would comply with regional and local policy.

Green infrastructure: Landscaping would be required via a planning condition for further details. Due to the podium, it is unlikely that large trees can be planted, so much of the planting would need to be within planters. It would be required that an urban green factor greater than 0.4 be submitted and that planting be biodiverse in nature.

Impacts to neighbouring properties: In comparison to the extant permission, it is the added height of Block B and C that would be the main issue. However, distances between neighbouring properties and orientation of habitable room windows indicate impacts to neighbouring amenity would not be significant.

Impacts to character and appearance of locality: In comparison to the extant permission, it is the added height of Block B and C that would be the main issue. The bulk, massing and scale of the proposal have been designed to allow views through the site, thereby providing visual relief to its increased size. Given the siting of the scheme, as a corner site, bounded by a railway to the north and MOL to the east, the design of the buildings is considered sympathetic to the existing setting. The site is not within a conservation area.

Public benefits: Removal of an existing industrial site for provision 149 new homes, 48 of which would be affordable. Improved public access routes to the adjacent MOL and sports centre; which would also support a quieter pedestrian and cycle route across the east of the site towards Greenford neighbourhood centre. Substantial planning contributions would be provided to support highways improvements, urban greening with improvements to sports and leisure facilities, improvements to health and education facilities, and local employment and training apprenticeships.

London Plan (2021) policies: With planning conditions and obligations secured through a S106 legal agreement, the proposal is considered to comply with policies D3, D5, D6, D7, D9, H1, H2, H4 H12 and the good growth objectives GG2 and GG4 in terms of change of use, housing provision and building design. In relation to sustainability, the proposal would comply with policies T5, T6, T7, G1, G3, G5, G7, S11, S13, S14 and S13.

RECOMMENDATION:

That the committee **GRANT** planning permission subject to conditions and satisfactory completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

Heads of Terms

The applicant has agreed to a total financial contribution of **£1,057,468.67** (index-linked) that is to be secured by the s106 legal agreement, with non-monetary contributions set in Table 1:

Table 1: S106 contributions (index-linked)

Contribution Heading	Proposed Contributions
Affordable Housing	<ul style="list-style-type: none"> • Provision of 48 new homes on site to comprise (36% habitable rooms) <ul style="list-style-type: none"> • <u>London Affordable Rent</u> – twenty-six (26) homes comprising 19x2b4p; 3x3b5p; 3x3b6p; • <u>Shared Ownership</u> – sixteen (16) homes comprising 7x1b2p; 7x2b4p; 2x3b5p; • <u>Discount market rent</u> – six (6) homes comprising 4x1b2p; 2x2b4p; • Tenure layout for scheme • Review mechanism after 2 years if the scheme is not implemented within its timeframe
CCTV	<p>£20,000</p> <ul style="list-style-type: none"> • Towards upgrades along Wood End Gardens
Education Infrastructure	<p>£333,242.67</p> <ul style="list-style-type: none"> • Towards John Chilton School or other local primary phase education provision at primary phase • Towards Northolt High School with a reserve of John Chilton School or other local secondary phase education provision at secondary phase
Healthcare provision	<p>£265,226</p> <ul style="list-style-type: none"> • For health facilities within 1 mile of the development
Landscape & nature conservation	<p>£170, 000</p> <ul style="list-style-type: none"> • Towards improvements to the local park/adjacent metropolitan open land (MOL)
Local employment, apprenticeships & training	<p>£15,000</p> <ul style="list-style-type: none"> • towards coordinating and monitoring all training and employment opportunities <p><i>Non-monetary</i></p> <ul style="list-style-type: none"> • 8 apprenticeships

Contribution Heading	Proposed Contributions
	<ul style="list-style-type: none"> • The developer is required to nominate an Employment Officer (or equivalent) to work with LBE; to produce the Local Employment & Training plan, to be developed in agreement with the LB Ealing Employment & Skills Officer, which will set out minimum commitments for both construction phase of the development and end user opportunities to be set out in the legal agreement • Penalty clause of £10,000 per apprenticeship not created
Sports & leisure	<p>£201,000</p> <ul style="list-style-type: none"> • Towards a strategically identified project that will meet identified sports infrastructure demand in the local area
Transport Infrastructure	<p>£223,000</p> <ul style="list-style-type: none"> • £30,000 – towards pedestrian crossing facility • £25,000 – towards replacement of width restrictions with a trief kerb to front curtilage of site • £20,000 – towards junction improvements for pedestrian and cyclist safety • £20,000 – towards junction improvements for road safety at Greenford Road/Whitton Avenue to support the number of new daily person-trips generated by the development • £10,000 – towards link improvements for an accident remedial scheme on Greenford Road between Whitton Avenue and borough boundary. To mitigate impacts to vulnerable road users • £25,000 – towards link and junction improvements to Whitton Avenue West (between Wood End Lane and A312), to mitigate impacts to vulnerable road users • 60,000 - Traffic calming on residential streets, including entry treatments and speed tables at junctions on adjacent residential roads, particularly where local schools and other amenities are located • £15,000 - towards parking and introduction of a controlled parking zone in close proximity to the development to mitigate overnight parking stress • 20,000 - towards footway improvements on both sides of Wood end Road and Wood End Gardens in close proximity to the development • 60,000 - towards cycle infrastructure, to support a modal shift towards cycling and reduce accident risk to cyclists • 30,000 - towards improvements to bus stops in close proximity to the site; to support sustainable transport modes • £3,000 – towards travel plan monitoring <p><i>Non-monetary</i></p>

Contribution Heading	Proposed Contributions
	<ul style="list-style-type: none"> • Restriction in parking permits to any new controlled parking zone (CPZ) near or within the proposed development • Provision of a car club with a free 3-year membership to all residents of the development • S278 Agreement for re-location of width restrictions, implementation of a pedestrian crossing to the frontage of the application site, re-alignment of the kerb and widening the footway of the railway bridge
Legal Costs	Payment of council’s reasonable legal and other professional costs incurred preparing the Section 106 agreement
Monitoring of legal	Administrative costs

The **GRANT** of planning permission is also subject to the Conditions and Informatives attached as **Appendix A**

SITE DESCRIPTION

The subject site is a regular shaped corner plot of approximately 47 metres wide by 125 metres long (0.59 hectares) located on the eastern side of Wood End Gardens, immediately south of the Piccadilly underground railway line and immediately west of Ealing Northern Sports Ground. Access to the site is via Wood End Gardens on the western boundary.

The site is on the northern edge of the borough and adjoins the London Borough of Harrow to the north. Immediately to the south-east is Ealing Northern Sports Ground (operated by David Lloyd Leisure), a large expanse of green open space and associated built sport facilities which is designated as Metropolitan Open Land (MOL). The north-east, west and south sides of the site are bounded by low density, 2 and 3 storey, terraced and semi-detached residential developments. A relatively modern block of 3 storey flats lies immediately north west of the site on Ross Close.

Built environment: The site is screened by mature trees and hedgerows from Wood End Gardens to the west and by mature trees from Ealing Northern Sports Ground to the east. There are significant level changes across the site which rises from north to south away from the railway line and also some level changes on the western side which rises from east to west.

Existing use of site: The site formerly contained a number of small scale industrial and storage buildings, occupied by car breakers, repairers and storage uses, as well as a detached bungalow. All these buildings have been demolished and the site cleared. A telecommunications mast is located within the site towards its eastern boundary.

Extant consent In January 2021, permission 173416OUT was granted by committee to allow the site to change its use and to building 60 residential units with associated landscaping, car parking, cycle parking and refuse storage. The layout of the proposal is displayed in figure 1:

Figure 1: proposed site plan for extant permission 173416OUT



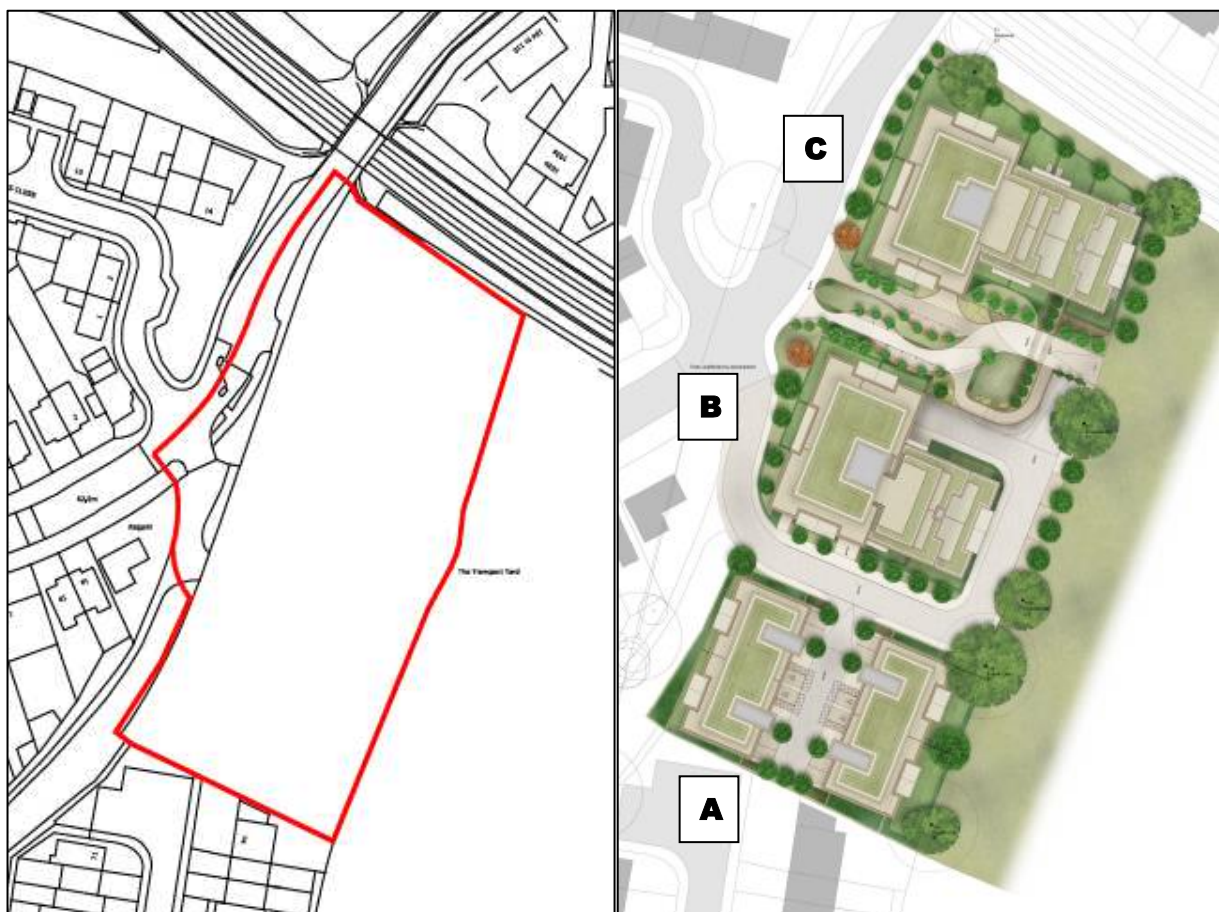
Public transport: The majority of the site has a relatively low Public Transport Accessibility Level (PTAL) of 2 with part of it having a PTAL of 1a. It lies 1.25 km from Sudbury Hill Underground Station on the Piccadilly Line and 1 km from Sudbury Hill Railway Station. The site is not within a Controlled Parking Zone (CPZ).

Local amenities: In close proximity to the site are local schools. Greenford neighbourhood centre is less than 1km away.

THE PROPOSAL

The proposal would comprise re-development of the Transport Yard to provide 149 new homes within four blocks known as Block A (2 buildings), Block B and Block C. Figure 2 illustrates the siting of these. Blocks B and C would be built on a podium under which parking and waste facilities would be present. This proposal expands on the extant permission, 173416OUT dated January 2021, which comprised the construction of 60 new homes within 4 blocks of 4 and 5 storey heights.

Figure 2: Proposed site plan



- **Block A:** This would be located to the southern end of the site and would be arranged as x2 buildings. Both buildings would have a height of 4 storeys with the third floor set-in. These blocks would contain 24 new homes in total, one of which would be a wheelchair user housing. The roof of the building would be flat.

- **Block B:** This would be located within the middle of the development. It would comprise a building of staggered height where the frontage would be 8 storey with an undercroft. The 8th storey would be set-in. The height of block B would gradually step down by one storey towards the MOL (east) until it reaches 5 storey. This block would contain 56 new homes. Due to the change in ground level where the west is at a higher ground to the eastern side of the site, a podium would be created for underground car parking, bike storage and bin storage would be provided . The roof of the building would be flat.
- **Block C:** This would be located at the northern end of the site, adjacent to the railway. It would contain the tallest building at 9 storeys, including the underground parking which would adjoin the podium space of Block B. The height of the building would gradually step down by one storey towards the MOL (east) until it reaches 5 storey. This block would contain 69 new homes.

Entrance and layout: Access to each of the Blocks would be from Wood End Gardens. This would remain similar to the extant permission with retention and use of the existing vehicular access, and the creation of 2 new footpaths, also accessible for cycles. Figure 2 illustrates the proposed site plan for the extant permission:

Residential units: A total of 149 new homes would be provided with 48 homes allocated for affordable housing (36% by habitable room), and 101 homes would be for the private market (see table 2).

Table 2: Tenure split of scheme

Tenure	Unit size	Quantity	Total
London affordable rent (LAR)	2b4p	x19	26 new homes
	3b5p	x4	
	3b6p	x3	
Shared ownership	1b2p	x4	16 new homes
	2b4p	x3	
	3b5p	x2	
Discount market rent	1b2p	x4	6 new homes
	2b4p	x2	
Private	1b2p	x54	101 new homes
	2b4p	x33	
	3b5p	x14	

Main differences between current proposal and extant consent 173416OUT

- Increased quantum of new homes from 60 to 149, a difference of 89
- Increased heights of block B and C to accommodate the 89 extra homes
- Increased number of affordable new homes by 30
- Increased car parking by space by 3
- Increased planning contributions

CONSULTATION

Public notification:

The application had been advertised as a major planning application, affecting an area of wider interest. Site notices displayed to advertise consultation and a press notice was published in the Ealing Gazetteer from 18 August 2021 up till 08 September 2021.

A total of 102 representations were received, all of which were objections. The main concerns raised were the impact of traffic from the proposed development with the existing congestion and width restrictions along Wood End Road; impacts to existing infrastructure with the excessive density of the development; out of character with the area. These issue and others are set out below:

Traffic: Exacerbated congestion; lack of parking for new occupants; overflow; access road is too small and fragile; pollution increases; the site has bad transport links and with a lack of public transport to support the scheme there is a large reliance on private cars which will exacerbate pressure for on-street parking; the cumulative traffic, noise and pollution impact with other developments in area would impact residents.

- **Officer response:** It is acknowledged that Wood End Road is a narrow and busy road with much traffic congestion. To mitigate impacts of the proposed scheme, the developer has been requested to contribute a financial sum of £223,000 for a number of highways improvements to Wood End Road, its junctions, and to assuage parking congestion. See Table 1 for further details. In relation to parking for the scheme, the council is keen to reduce air pollution in the area and as such would not encourage further on-site parking for the proposed development and would encourage more sustainable forms of transport. In comparison to the extant permission, 173416OUT, which provides 71 car parking spaces, the proposed scheme would only increase its parking provision by a further 3 spaces to a total of 74 parking spaces. This is considered to be a good outcome in relation to the quantum of new homes proposed.

Local infrastructure: Strain on local amenities, education, health etc. ; local Wood End Library and Children Centre have already closed; properties will not be affordable.

- **Officer response:** To mitigate the impact of this proposed scheme on the surrounding infrastructure, planning contributions towards improving health facilities, schools, sports access and childrens outdoor play will be secured through a S106 legal agreement. See Table 1 for details.

Local amenity: Out of keeping with existing low-rise character of area and skyline; the quality and character of the area must remain a good place to live; air quality will be impacted to the detriment of residents' health and wellbeing; intrusive to neighbouring gardens; will affect standard of living for existing residents; proposal may lead to increased crime; land is contaminated and should be re-established as a nature reserve; natural light to surrounding properties will be impacted.

- **Officer response:** The proposed 8 and 9 storey buildings would be sited at the edge of the application site. As such, there is scope to increase the height of development at this location because these blocks would be removed from the prevailing low-rise character of the area. Additionally, there would be relatively low impact to the amenity of neighbouring properties in relation to light and outlook to habitable room windows. The distance of the taller blocks in relation to neighbouring gardens would be unlikely to affect neighbouring privacy or create overlooking. The separation distance is also unlikely to have a significant impact to natural light. The proposed

scheme would be required to provide verification of secured by design certification, to ensure the scheme would not enable anti-social behaviour. The site is privately owned, and as such, the council cannot demand the site be converted to a nature reserve. However, it is acknowledged that the site can improve biodiversity to the area. As such, details for landscaping and biodiversity and its maintenance will be secured by condition.

Density: Too much expansion on existing consent; increased HMOs; pressure on local sewage system which already gets blocked.

- **Officer response:** With planning contributions, it is considered that the site can support more than 60 new homes, particularly within taller buildings because of its corner position on Wood End Gardens. Planning contributions would mitigate impacts the proposed scheme would have on infrastructure. A planning condition can be added to prevent conversion of new homes into small HMOs. Thames Water have not objected to the proposal on the basis of the sewage system present.

Character of local area: Concrete jungle, eyesore; too tall, unsuitable for area; excessive density; obstruct views; will block potential wildlife corridor between existing green sites.

- **Officer response:** The density of the proposal can be supported by the planning contributions which the developer will provide through S106 legal agreement. Further details for landscaping will be requested by condition and reserved matters.

Construction impacts: Noise levels will increase; roads will be damaged; pressure of local services will worsen; disruption to local area.

- **Officer response:** The council is aware of the impact major construction works can have on local residents and the public highways. As such, a construction management plan will be secured by condition to ensure there is no significant impact to the wellbeing of neighbouring

The planning matters raised in these representations are also addressed within the main body of this report.

Residents' Associations and amenity Groups

The following amenity groups were written to on 02.08.2021:

- Wood End Residents Association (WERA2)
- Northolt and Greenford Countryside (NGCS)

An objection from the Wood End Residents Association stating the proposal would impact quality of health for residents and that the area is already over developed. Traffic conditions, pollution and sewage on Wood End Gardens is already bad and will worsen as a result of the proposal. Request that Clearview homes reconsider the proposal for the sake of the sick and elderly residents of Wood End Gardens.

Ward Councillors for North Greenford

The councillors for North Greenford, Cllr Shahbaz Ahmed, Cllr Amarjit Jammu and Cllr Shital Manro, were notified of the proposal on 02.08.2021. No representations were received.

Representation from Member of Parliament

James Murray, the Member of Parliament for Ealing North passed on an objection from the Wood End Residents’ Association stating their objection to the proposal as an over development. There was also concern raised by a local resident about the requirement for benefits to the community and wildlife as is present with the extant permission; and the absence of a proper consultation process.

Gareth Thomas, the Member of Parliament for West Harrow forwarded an objection from a local resident of the Cavendish Estate, Wood End Gardens. Objection is raised about the height of the buildings and quantum of homes, in relation to the existing 2 storey character of the area. These concerns are discussed in the main body of the report.

External consultations

Consultee	Summary of comments received
<p>NHS</p>	<ul style="list-style-type: none"> • No objection raised • Request for monetary contribution to improve surrounding health facilities <p><i>Officer response:</i> See table 1</p>
<p>Transport for London</p>	<ul style="list-style-type: none"> • No objection to the proposal • Request a condition be added to the decision notice regarding block C <p><i>Officer response:</i> See condition 12</p>
<p>Thames Water</p>	<ul style="list-style-type: none"> • No objection raised • Thames Water advise that a sequential approach to the disposal of surface water; a permit is required for discharge to groundwater during construction and into sewers • Request a piling method statement be provided <p><i>Officer response:</i> A condition for a piling method statement will be secured through the CMP. Informatives will be added regarding surface water and groundwater discharge</p>
<p>London Borough Harrow</p>	<ul style="list-style-type: none"> • No response received
<p>National Grid Plant Protection</p>	<ul style="list-style-type: none"> • No response received
<p>Design out Crime</p>	<ul style="list-style-type: none"> • No formal response received at the time of report being published • It is understood that the design out crime officer requested the contact details of the developer for discussion about the scheme <p><i>Officer comments:</i> Verification that the scheme has achieved a secured by Design certification will be secured by condition (see condition)</p>

Consultee	Summary of comments received
Ward Councillors	<ul style="list-style-type: none"> No comments received

Internal Consultation

Consultee	Summary of comments received
Housing	<ul style="list-style-type: none"> No Objection. <p><i>Officer response:</i> See table 1</p>
Education Services	<ul style="list-style-type: none"> No objection raised Request for monetary contribution <p><i>Officer response:</i> See table 1 for monetary contribution</p>
Transport Services	<ul style="list-style-type: none"> No objection raised Request for monetary contribution to assuage concerns about traffic congestion, road improvements to Wood End Gardens; and various safety requirements for road junctions, pedestrians and cyclists <p><i>Officer response:</i> See table 1 for monetary contribution</p>
Highways	<p>Given that this is an outline submission, the substantive points have been covered, but the following points need to be addressed:</p> <ul style="list-style-type: none"> The proposed vehicle route is via Wood End Lane from Mandeville Road. This is not feasible as there is a width restriction in place, so the route plan to/from site needs to be amended. The proposal to close the footpath leading to Wood End Close (submission refers to leading to Mary Peters Drive) is unacceptable given that only a very short section could potentially be impacted by construction traffic. Site hoarding should afford protection for pedestrians using the footpath. The proposal to widen the access at the Wood End Gardens junction will be subject to a Highways s278 agreement with Ealing. Confirmation required that contractors/sub-contractors will be FORS registered. <p><i>Officer response:</i> A construction Management and Logistics plan will be secured by planning condition. This will require details for access to the site.</p>
Pollution Technical - noise	<p><i>Land contamination</i></p> <ul style="list-style-type: none"> No objection raised Request for conditions (see conditions)

Consultee	Summary of comments received
	<p><i>Noise</i></p> <ul style="list-style-type: none"> • No objection raised • Request for conditions (see conditions) <p><i>Air quality</i></p> <ul style="list-style-type: none"> • Concern raised about air quality with increased car use, proposed NOx boilers and proximity of railway • Requests details for filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air <p><u>Officer's response:</u> A condition for the ventilation system details will be secured. Details for a new energy strategy will be requested by reserved matters. This should remove use of NOx boilers.</p>
Energy & Sustainability	<ul style="list-style-type: none"> • Objection raised to the proposed use of NOx boilers • A new energy strategy is required <p><u>Officer's response:</u> Energy strategy will be secured by reserved matters</p>
Lead Local food Risk Officer	<ul style="list-style-type: none"> • No response received at time of report publication. Extant consent requested a condition for sustainable urban drainage systems to be submitted. • Replication of the condition for this application is considered prudent <p><u>Officer's response:</u> See condition 11.</p>
CCTV systems	<ul style="list-style-type: none"> • Have requested a financial contribution for improved CCTV along Wood End Road <p><u>Officer's response:</u> See Table 1</p>
Landscape and Nature Conservation (Leisure & Parks)	<ul style="list-style-type: none"> • No objection raised • Request for monetary contribution <p><u>Officer's response:</u> See table 1 for monetary contribution</p>
Employment & Skills Officer	<ul style="list-style-type: none"> • No objection raised • Request for contribution <p><u>Officer's response:</u> See table 1 for contribution</p>
Sports and Outdoor Leisure	<ul style="list-style-type: none"> • No objection raised • Request for monetary contribution towards improvements to MOL adjoining the site <p><u>Officer's response:</u> See table 1 for monetary contribution</p>
Waste and Street Services	<ul style="list-style-type: none"> • No objection received • Have requested the developer make provision for communal food waste storage

PLANNING POLICIES

Please see informative section in **Appendix A** for a full policy list.

KEY CONSIDERATIONS

This proposal has been assessed against the relevant policies outlined in the policies section referred to above. The key issues in the assessment of this planning application are the:

1. Principle of the proposed development – use of MOL
2. Impact on Metropolitan open Land (MOL)
3. Housing mix and standard of accommodation
4. Urban Design – Impact to character and appearance of area; and sustainability
5. Impact on amenity to neighbouring occupiers
6. Transport matters and servicing
7. Conclusion
8. Mayoral Community Infrastructure Levy (MCIL)

1. Principle of the development

Policy context: Section 5 of the National Planning Policy Framework (2021) ('delivering a sufficient supply of homes') requires local authorities to support Government objectives to significantly boost the supply of a variety of new homes and identifies small and medium sized sites as important contributors for this. As such, policies H1 and H2 of The London Plan (2021) seek to increase housing supply to meet demand within London, particularly through small sites. In supporting this strategic objective, Ealing's Core Strategy (2012) at policies 1.1a&b and 3.1a also reflect the need for the provision of new homes within the borough. In relation to the existing industrial/employment use of the site, policy E4 of the London Plan (2021) and policy 4A of Ealing's Development Management DPD (2013) sets out criteria against which proposals affecting employment land should be assessed.

Loss of industrial/employment land: The principle for change of Use to residential has already been established through the extant permission 173416OUT. As such, loss of this employment site is acceptable and compliant with policies E4 of the London Plan (2021) and Policy 4A of Ealing's Development Management DPD (2013). In addition to this, change of use (CoU) to residential (Use Class C3) is considered acceptable given the prevailing residential context of the area.

Planning balance: Given the surrounding residential context of the area and the extant consent for CoU, the principle of this development is already established as acceptable and in accordance with policies H1, H2 and E4 of the London Plan (2021), policy E4 of the Ealing's Development Management DPD(2013) and the NPPF(2021).

2. Impact on Metropolitan Open Land (MOL)

Policy context: Policy G3 of the London Plan (2021) gives MOL the same status as green belt land. It should be protected from inappropriate development in accordance with the NPPF (2021) and that its quality and range of uses of MOL should be increased. As such, MOL is considered to be strategic open land within the urban area. The London Plan encourage the improvement of poorer quality MOL and enhanced access with provision of a

wide range of benefits such as habitat creation, landscaping improvements, flood storage and public access for all.

Proposed scheme: The proposed scheme would facilitate the opening up of the MOL for increased accessibility to the public, with walking and cycle routes through the proposal site from Wood End Gardens. At present, there is no direct access to the MOL from Wood End Gardens. The applicant has provided an aspiration plan to illustrate how the proposed development could open up the MOL, see figure 2a. The Parks team and Sports and Leisure team have requested financial contributions towards improving access to the MOL as illustrated in figure 2a, and to provide play equipment. The sports and leisure team are also keen to improve the MOL and join this up with the adjacent sports ground for the benefit of local residents.

Figure 2a: Aspirational proposal for enhancement to the MOL area



Planning balance: The proposed scheme would provide a holistic solution to improving public access to the MOL and enhancing its uses in line with policy G3 of the London Plan (2021).

3. Housing mix and standard of accommodation

Policy context: The London Plan (2021) policy H10 sets out the need for major residential development to provide a range of unit sizes whilst policies H4, H5 and H6 ensure the delivery of affordable housing at 50% for all major schemes with a threshold minimum of 35%. Ealing’s Strategic Market Housing Assessment (2018) (SMHA) sets out a need for dwelling sizes in relation to affordable housing and market housing. Policy D6 and its related

tables 3.1 and 3.2 iterate parameters for size and quality of the dwellings, whilst policies D5 and D7 require development to be considerate of barriers that could exclude independent living or access to individuals with protected characteristics, including disabilities. The standards set out within the London Housing SPG (2017) are also applicable.

Residential mix: The scheme would provide a range of dwelling sizes from 1b2p to 3b6p. Table 3 sets out the range and mix. The majority of the proposed new homes would be 1b2p in size (44%); followed by 2b4p (41%). The larger family housing 3b5p and 3b6p would form 13% and 2%, respectively, of the housing mix. In accordance with Ealing’s SMHA(2018) the majority of the new homes would be 1bed and 2bed and no studio flats would be present.

Table 3: Residential range and mix

Housing mix	Social Rented or London Affordable Rent	Shared ownership	Discount Market Rent	Private	Total new homes	Percentage of scheme
1b2p	0	7	4	54	65	44%
2b4p	19	7	2	33	61	41%
3b5p	4	2	0	14	20	13%
3b6p	3	0	0	0	3	2%
Total	26	16	6	101	149	100%

Affordable housing: Of the 149 new homes proposed, 48 of them would be allocated for affordable housing, equivalent to 36% by habitable room. Table 4 sets out the split of units between private and affordable homes. Twenty-six homes would be allocated for social rented or London Affordable Rent (LAR); 16 for shared ownership and 6 for discount market rent (DMS). The affordable size mix would vary from 1b2p (x11), 2b4p (x28), 3b5p (x6) and 3b6p (x3). The affordable homes would mainly be located within Block A and Block B.

Table 4: Affordable housing split

Unit Type	Social Rented or London Affordable Rent		Shared ownership		Discount Market Rent		Private		Affordable hab. Room/total number hab rooms split
	New homes	Hab rooms	New homes	Hab rooms	New homes	Hab rooms	New homes	Hab rooms	
1b2p	0	0	7	14	4	8	54	108	22/130
2b4p	19	57	7	21	2	6	33	99	84/183
3b5p	4	16	2	8	0	0	14	42	24/66
3b6p	3	12	0	0	0	0	0	0	12/12
Total hab rooms	85		43		14		249		142/391 36%

Entrance and layout of new homes: Standard 8 of the London Housing SPG(2016) sets out that all main entrances should be visible, clearly identifiable and directly accessible from the public realm. In this case, because of the design of the scheme as 3 blocks, the communal entrances to the blocks would not front Wood End Gardens.

- **Block A:** Would comprise x2 four storey buildings. Entrance to homes within each building would be present from the inner facing elevations of the building where the surface car parking area would be. Projecting entrances would indicate the communal front doors to the buildings. Four sets of communal entrance doors would be present with internal staircases for access to the homes on the upper floors. The arrangement of new homes within the block is logical with the flats having an east-west dual aspect across the width of the building. This block has been indicated to contain affordable housing. Further confirmation of the siting of the affordable homes would be requested by condition as reserved matters.
- **Block B:** There would be a single communal entrance for this block which would be on the south-western side of the building facing block A. The main entrance would open into a large communal foyer where post boxes would be present. To the rear of the foyer a door would lead to the lift and stairs. The ground floor would contain just 3 units sited towards the rear side of the block. The first to fourth floor would contain 9 new homes around a single core, and the fifth and sixth floors would contain 7 homes on each floor. The seventh floor would contain 3 homes. The ground to third floor has been indicated to contain some of the affordable housing provision. The London Housing SPG (2016) sets out that cores with more than 8 homes should be provided with a video call intercom in order to be acceptable. An intercom would be required to be present and would be required through the secured by design condition. Only one lift would be present which is contrary to standard 15 of the London Housing SPG (2016) which states all dwellings entered at the seventh floor and above should be served by at least two lifts. However, given the 7th floor of block B only serves 3 out of the total 56 new homes in block B, it is considered that on balance one lift would be acceptable. In relation to the layout of the new homes, flats sited centrally in the block, tend to be 1b2p in size and would be single aspect. A total of 15 homes out of 56 would be single aspect, but none of these would be solely north facing.
- **Block C:** This block would also have a single communal entrance on the south facing elevation of the building, at first floor level. The undercroft would be ground floor level. The main entrance would open into a large communal foyer where post boxes would be present. To the rear of the foyer a door would lead to the lift and stairs. The first floor would contain 10 new homes. More than 8 flats would be present around a single core. Up to eleven units would be present on the second to fourth floors. Nine units would be present on the fifth floor. The sixth and seventh floors would each contain 7 flats; and the eighth floor would contain 3 flats. Additionally, only one lift would be present which is contrary to standard 15 of the London Housing SPG (2016) which states all dwellings entered at the seventh floor and above should be served by at least two lifts. As a proportion of new homes, the 7th and 8th floors would contain 10 (14%) out of the total 69 new homes in the whole block. As such, it is considered that on balance the absence of a second lift would be acceptable.

The council requires housing equity between the different tenure types in that there should be no discernible difference between entrances of the private homes to those of the affordable. In this case, block 'A' would contain most of the affordable units and is a separate building, and block B would contain some affordable housing too at ground to third floor

level. There would clearly be separation between block A and the other 2 blocks. Block B would be mixed in its tenure from ground to third floor only. The upper floors, fourth to seventh floor would be private housing. Given there is only a single entrance and a shared lift for block B, it is considered that there would be no discernible difference between the private and affordable housing.

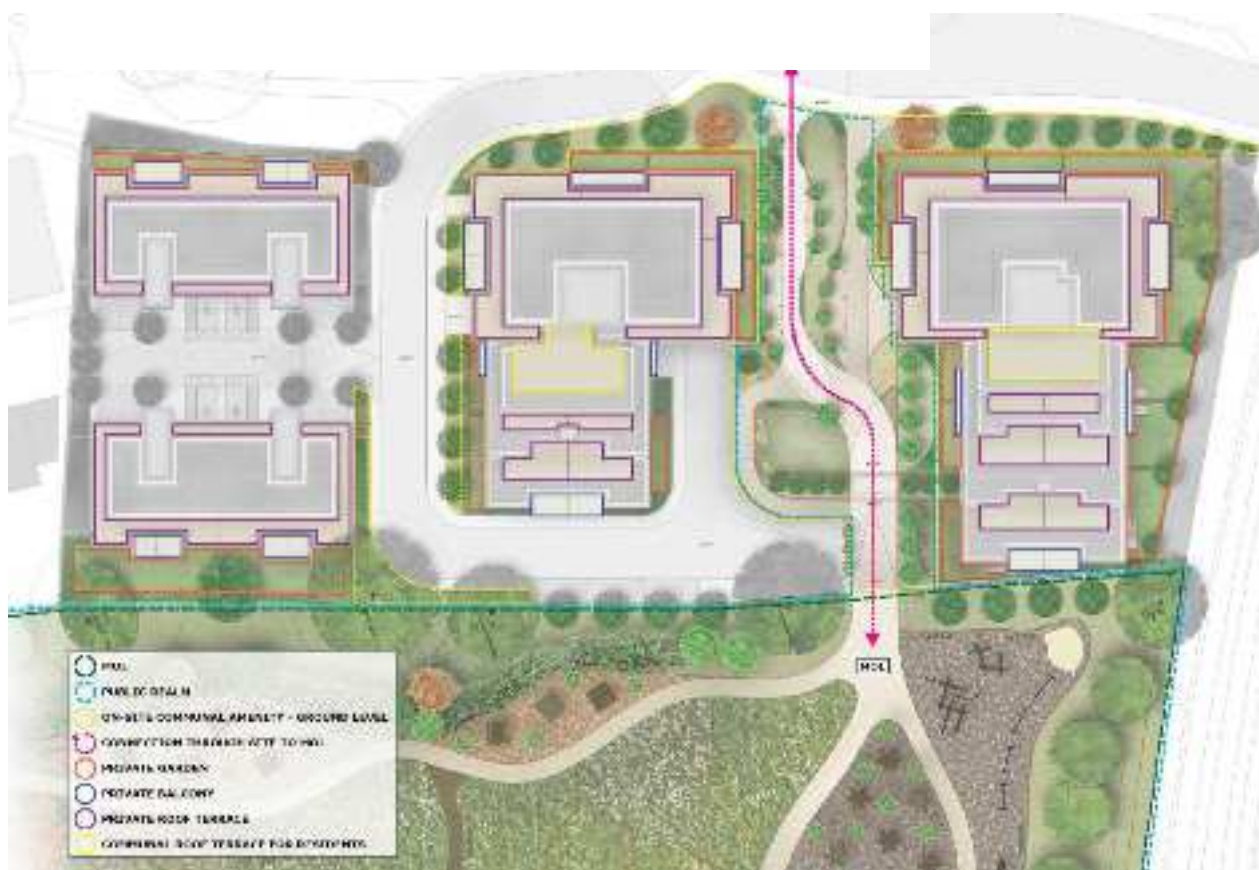
Inclusive design and access: The proposed entrances to the building and the access routes to dwellings are not considered to prevent occupiers with protected characteristics or disabilities from using or living in the scheme. New housing developments are required to have specific accessibility requirements in compliance with Building Regulations Approved Document M (Volume 1: Dwellings). As such, at least 10% of the new homes would be suitable for wheelchair users and the remaining 90% would be adaptable. The scheme would provide 11 wheelchair user homes in compliance with policy D7 of the LP (2021), the plots for which will be secured by condition. With the absence of 2 lift cores for blocks B and C, it could be argued that the scheme would not fully comply with policy D5 of the LP (2021). However, given the majority of new homes within the scheme, particularly those in blocks B and C, would be below the 7th floor and as such acceptable with only 1 lift core, on balance, it is considered that the scheme would comply with policy D5.

Indoor air quality: Pollution technical have requested further details for fresh filtered air be submitted due to the location on the scheme adjacent to railway tracks and existing traffic in the area.

Sound and noise insulation: Pollution technical have request standard condition for noise and sound insulation.

Outdoor amenity space: All new homes would be provided with over 5sqm of private outdoor space, with as a ground floor garden, a balcony or roof terrace for the top floor flats. The submitted landscape plan illustrates the aspiration of the development to join the adjacent MOL. It is also noted that there is very little communal amenity space on-site for the scheme, see figure 3. The council's landscape team welcome use of the MOL with access provided through the application site and have requested a contribution towards improvement to the MOL (see table 1). It is also requested that further details for on-site play space be provided by condition.

Figure 3: Plan of landscaped areas with access routes to MOL



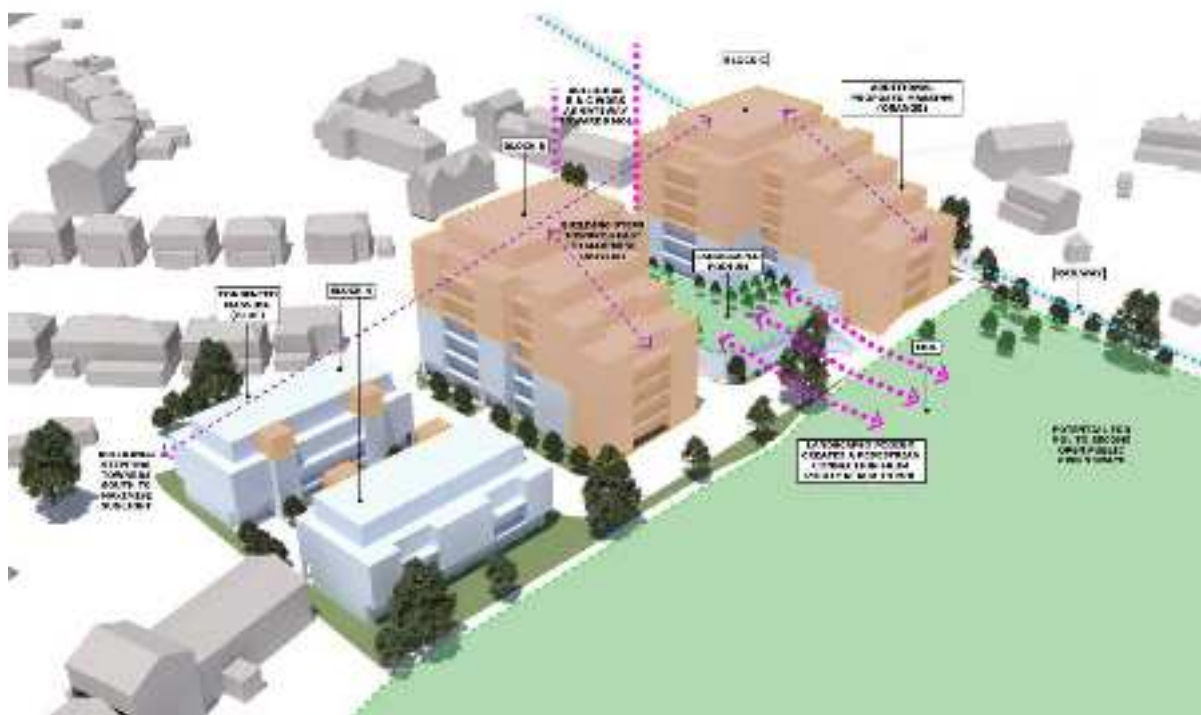
Planning balance: The scheme would provide 149 new homes for the borough. The quality of accommodation is considered to be acceptable through further details will be secured by reserved matters to show two lift cores within blocks B and C. Forty-eight flats, equivalent to 36% habitable rooms, would be affordable. The majority of flats would be dual aspect and those which are single aspect would not be solely north facing. A landscaped children’s play area would be requested by condition, to be on-site. The presence of 2 lift cores within blocks B and C would be requested by reserved matters in order for the development to comply with policy D5 of the London Plan (2016). The proposed standard of housing, the residential mix, and layout is considered to comply with Ealing’s Development Management policies 3.4, 3.5, 3A and 7D.2; London Plan (20201) policies D6, H4, H5, H6, H10, and objectives GG2(making the best use of land) and GG4(delivering the homes Londoners need).

4. Urban design – Impact to character and appearance of area

Policy context for design: The NPPF (2021) sets out the Government’s policies for decision making on development proposals. At the heart of the framework is a presumption in favour of ‘sustainable development’. In relation to urban design, policies D1, D2, D3, D4 and D9 of the LP(2021) are applicable to this proposal. These policies seek to encourage high quality architecture of an appropriate height and scale, that is respectful of local characteristics through a design-led approach whilst optimising site capacity. In relation to local policies, Ealing’s Development Management DPD (2013) sets out similar requirements for design quality and local context through policies 3.4, 7.4, 7B and EA.

Proposed design: The scheme has been designed in 3 block, similar to the extant permission, but with taller buildings for blocks B and C as shown in Figure 4. The downward stepping of the taller buildings towards the MOL is considered to provide a better visual appearance to the higher level when viewed from the MOL and sports ground. The height of the buildings where it adjoins the MOL, along the eastern boundary, would be similar to the height of the buildings in the extant permission. The height of blocks B and C then rises as it moves away from the MOL.

Figure 4: Massing and siting of blocks



Massing and form: The buildings have been designed in a linear form to front Wood End Gardens with the top floor set-in from the lower levels. This is considered to be the most appropriate form allowing views through the scheme towards the MOL. The views through the scheme would also mark permeability through the site for the public to access the MOL. Block B and C are also stepped away from Banister Close.

Impact to the Metropolitan Open Land (MOL): Because the proposed scheme has been designed to have an interface with the MOL, see figures 2a,3 and 7, the design, massing and scale of the development when viewed from the MOL would not appear as a detached and incongruous development. A financial contribution for improvements to the MOL would be provided to attain the aspirations of the scheme. As such, in relation to policy G3 of the London Plan(2021), the development would be beneficial for facilitating further public access and enhanced use of the MOL.

External finish: A brick finish would be present for the majority of the external finish. The top floors of each block, which would be set-in, would be clad with metal sheeting. The windows would be grey aluminium. The colour and choice of external finish is acceptable, as shown in figure 5.

Figure 5: Palette of external materials



Tall building: Objection was received to the presence of a tall building within an area of predominantly low rise buildings. Policy D9 of the LP(2021) would consider the proposed a tall building because blocks B and C exceed 6 storeys. Ealing’s Development Management DPD (2013) policy 7.7 defines a tall building as one that is substantially greater in height than their neighbours and/or which significantly change the skyline. In relation to the existing 2 storey surrounding context, blocks B and C would be up to 7 storeys taller than the surrounding context. But comparatively to the extant outline permission, blocks B and C would be up to 4 and 5 storeys taller. Figures 6 and 7 illustrates blocks B and C when viewed from the Wood end Gardens and the MOL, respectively.

Figure 6: Proposed view of scheme from Wood End Gardens



Rationale for increased height: Policy D9 sets out that tall buildings should only be developed in locations that are identified as suitable in Development Plans. The current site does not fall within such a designation, however, in the context of other planning merits which the proposed scheme would bring forward, and its relationship to neighbouring sites, the proposed increased height of the buildings is considered acceptable. Planning merits include the location of the site adjacent to a railway line, where impacts to neighbouring amenity would be minor. Additionally, the scheme would bring forward access to the adjacent MOL site and other contributions to improve the area, such as landscaping to increase biodiversity and affordable housing. With access through the MOL, there would be quieter walking and cycling routes towards Greenford neighbourhood centre and Sudbury Hill Station.

Figure 7: Rear view of proposed scheme from the MOL



Sustainability: Energy, green infrastructure and flood risk:

Policy context for energy: In January 2021, Ealing Council published their Climate Emergency and Ecological Emergency Strategy (CEEES2021) to support the borough becoming carbon neutral by 2030. This is supported by policy SI2 of the LP (2021) which requires major development to be 'zero-carbon' (activity that causes no net release of CO₂ and other greenhouse gas emissions into the atmosphere). Major developments are expected to provide an energy strategy that sets out how a proposal would achieve the energy hierarchy of 'Lean, Clean, Green and Seen'. Ealing's Development Management DPD(2013) policy 5.2.3 reflects the requirements for low carbon energy as well as the physical monitoring and performance analysis of the energy equipment and systems. The proposal should:

- meet zero-carbon standards with at least a 35% CO₂ on-site reduction beyond Building Regulations Part L 2013 (or any later version).
- Any shortfall is to be met through a carbon offset contribution

Proposed energy system: The council's energy officer reviewed the submitted energy documents for the scheme and found it unsatisfactory in relation to Ealing's climate emergency and London Plan (2021) policies. Given the proposed scheme is an outline

permission, there is scope to acquire the latest best technology for the proposal for energy provision. As such, an energy strategy will be requested as reserved matters

Policy context for green infrastructure: Policies G1, G5, G6, and G7 of the LP (2021), the London Environment Strategy (2018) and Ealing's CEEES2021, seek to improve, enhance and conserve areas of nature and biodiversity because of the multiple benefits it has to wellbeing, including climate change mitigation and adaptation. In particular, policy G5 of the LP (2021) sets out that urban greening measures be integral to planning, particularly for major development proposal, and stipulates use of an Urban Green Factor (UGF) for calculating this provision. The UGF calculation recommends a target score of 0.4 for residential development; and that existing green cover that is retained on site be included in the calculation of the UGF. Ealing's Development Management DPD (2013) policies 5.10 and 5.11 seek urban greening with replacement of existing trees and planting, and the use of green roofing for all proposals, where appropriate.

Proposed green infrastructure: The submitted landscape strategy encompasses an aspiration to provide added public access through the site to the MOL. Landscaping would also be provided on site, however, due to the podium above which blocks B and C are built, there is limited scope for tall planting. Nevertheless, there is scope for vertical planting to be placed on some elevations of Block A. This would improve the landscaped appearance of the scheme as well as the UGF and on-site biodiversity. Vertical planting for block A shall be requested as reserved matters. The council's landscape architect has reviewed the proposal and would like further details for the on-site landscaping (by condition) as well as a contribution towards improvements to the MOL (see table 1).

Trees: Existing trees on site and just outside of the site's boundary were surveyed. The tree officer has provided conditions for tree protection measures to be adopted. New tree planting should be provided as part of the reserved matters for landscaping. Though it is likely that only small trees can be planted due to the podium.

Overall, the proposed green infrastructure from the resulting development is considered acceptable with conditions. The landscaping must show benefits to the local area in compliance with local and regional policies.

Flood Risk and Surface Water Management: London Plan (2021) policies SI12 and SI13 relate to flood risk management and seek to minimise risks associated with flooding. In particular, policy SI13 seeks the implementation of sustainable urban drainage systems (SUDS) in all development where feasible. The site is within an area of flood risk 1 (low risk). The applicant has provided a drainage strategy for the scheme. The Lead Local Flood Authority Officer has not provided comments, but it is likely that a condition requesting further details for drainage and maintenance would suffice, as with the extant permission.

Planning balance: The proposal would entail the creation of a scheme with tall buildings that step down in height towards the MOL but would front Wood End Gardens with a height of 8 and 9 storeys. With conditions for landscaping, energy, flood risk management/maintenance and access to the MOL the scheme is considered to be of an acceptable design that would comply with design and tall building policies LP (2021) policies D3 and D9, and Ealing policies 1.2(h) of its Core Strategy (2012) and Development Management DPD (2013) policy 7.4, 7B and 7.7 in particular to tall buildings. Energy provision for the scheme would be secured through reserved matters to ensure compliance with Ealing's climate and

ecological emergency strategy (2021) and the LP(2021) toward zero-carbon buildings. On balance, the overall design of the building is considered acceptable.

5. Impact on amenity of neighbouring occupiers

Policy Context: Policies 7.4, 7B and 7A of the Ealing Development Management DPD (2013) seek to protect neighbouring amenity. In particular, policy 7B of the Ealing Development Management Development Plan (2013) provides that new development must achieve a high standard of amenity for users and for adjacent users by ensuring good levels of daylight and sunlight, good levels of privacy, coherent development of the site, positive visual impact and legibility and accessibility. Policy 7A seeks to ensure emissions would not have a detrimental impact to neighbours. These issues are reflected by polices D3 and D4 of the LP(2021).

Figure 8: Relationship of blocks to Bannister Close (left hand side of picture)



Daylight/sunlight: The proposed development particularly in relation to the new taller blocks, B and C, would be set the furthest away from existing residential on Wood End Gardens and Bannister Close. The 12m width of Wood End Gardens and planted boundary to Ross Close would also provide a degree of protection to the amenity of occupants at neighbouring properties on this road. Given the south and west orientation of existing properties on Ross Close, Wood End Road and Bannister Close in relation to the proposed scheme, and their distance, it is not considered that significant impacts to neighbouring daylight and sunlight would occur as a result of the scheme.

Impact to neighbouring properties:

- *Block A:* This element of proposal would be similar in height and siting to the extant permission. And impacts to nos. 71 and 74 Bannister Close have already been considered as not significant in relation to neighbouring amenity. A separation distance from block A would remain at over 20m; this property only has what appears to be a first-floor staircase window facing the site. To the west of block A, the two-storey dwelling called the 'Regann' fronting Wood end Gardens and the adjoining neighbouring properties on Wood End Gardens, would have a separation distance of at least 20m which is considered sufficient to mitigate impacts. To the north of block A, would be Ross Close, where properties would be over 40m away and as such impacts to the amenity of occupants at these properties would not be significant.
- *Block B:* In relation to Bannister Close, this block would have an oblique separation distance of approximately 45m from the front building line of no. 74 Bannister Close. In relation to the property called 'Regann, fronting Wood End Gardens, a separation distance of approximately 18m would be present to the flank wall of this 2 storey property. In relation to no. 2 wood End Gardens, a separation distance of over 20m would also be present between the front windows of this property and block B. This separation distance is considered sufficient to mitigate potential impacts to light and outlook to the closest habitable room windows of this property. In relation to properties on Ross Close, block B would have a separation distance of over 40m would be present between no. 1 Ross Close and block B; and no. 14 and block B. Overall, it is considered unlikely that the proposed block would have a significant impact to the amenity of occupants on Bannister Close, Wood End Gardens and Ross Close by way of affecting light and outlook to habitable room windows.
- *Block C:* The nearest properties to this element of the proposal would be no. 14 Ross Close, which would have its flank wall facing block C. A separation distance of over 20m would be present between the flank wall of no. 14 Ross Close and Block C which is considered sufficient to mitigate any overbearing impacts that could result from this 9 storey block. Numbers 1 and 2 Ross Close would partially front block C, but a distance of over 20m would be present between the frontage of these neighbouring properties and Block C; considered sufficient to mitigate impacts to light and outlook. In relation to the nearest properties on Wood End Road, no. 2 and 'Regann', Block C would be sufficiently separated from these properties by over 30m to mitigate impacts to light and outlook. In relation to the nearest properties on Bannister Close, nos. 71 and 74 would be separated from Block C by over 75m; a distance considered sufficient to mitigate impacts to light and outlook. Overall, it is considered unlikely that Block C would appear overbearing to the nearest neighbouring properties.

Planning balance: It is the taller blocks, B and C of this proposal that are of new consideration given the extant outline permission with 4 storey blocks similar to block A. This being the case, it is demonstrated that the nearest residential properties to blocks B and C, in particular, would be sufficiently separated from the new 8 and 9 storey elements. As such, impacts to neighbouring amenity as a result of the higher scale blocks is not considered to be significant. As such, the proposal would comply with Policies 7.4, 7B and 7A of the Ealing Development Management DPD (2013) and policies D3 and D4 of the London Plan (2021).

6. Transport: Car parking, cycle parking and servicing

Transport and highway considerations: The majority of the objections raised concerns about parking and highway considerations. The developer has been requested to provide planning contributions to mitigate impacts to highways that would result from this development. Table 1 sets these out. A car club will also be provided on-site, secured by the S106 legal agreement for free membership to all occupants for the first 3 years of the development from its first occupation.

Car parking: A total of 74 on-site car parking spaces would be provided for this scheme. This is an increase of 3 spaces in comparison to the extant permission which contain 71 car parking spaces. The reduced number of spaces in comparison to London Plan (2021) policies is welcome due to the current traffic congestion along Wood End Road and its junctions. Of the 74 spaces provided, 63 would be standard and 11 disabled car parking spaces. Transport is satisfied with this distribution which will be secured by condition. The majority of the car parking spaces would be underground, accessed from an entrance under block B; and 12 spaces, would be surface parking, placed in between the buildings which form block A.

Disabled parking: Policy T6.1 of the LP (2021) requires, as a minimum, that for 3% of dwellings, at least one designated disabled persons parking bay per dwellings is available from the outset. Of the total car parking spaces provided, 11 would be designated for disabled car parking. This is above the 10% required by London Plan(2021), and is welcome. Four of the 12 surface car parking spaces would be marked out for disabled car parking.

Electric Vehicle Charging points: In compliance with London Plan (2021) policies, at least 15 of the proposed 74 car parking space should have active electric car charge points, and the remaining should have passive provision. This will be secured by condition.

Cycle parking: Long-term and short-stay parking spaces would be provided in accordance with policy T5 and table 10.2 of the LP (2021). This would be secured by condition. Plans indicate a total of 280 cycle parking spaces would be provided. This is an over provision to the requested number by London Plan policy, and is welcome. At least 5 short stay cycle parking spaces should also be provided. Further details for the parking of cycles has been requested by condition.

Servicing: A delivery and servicing plan will be secured by condition requesting further details

- **Waste:** Refuse storage for recycling and non-recyclable waste would be provided for all blocks.
 - Block A would have internal bin storage facilities for each building, accessible from the inside facing elevations of the buildings.

- Block B and C would have waste storage within the undercroft of the scheme. Transport have requested further details about collection of the bins given the underground location of the storage. This will be requested by condition. The council's Waste Officer has requested that internal storage for food waste for each home be provided as well as communal food waste storage.
- *Deliveries*: Transport officers have requested further details about how on-site deliveries would be managed. Further details to be secured by condition.
- *Construction and demolition*: Further information will be requested for a construction management and logistics plan. The council's highway's officer has made initial comments about access to the site for construction vehicles. The applicant has been made aware of these comments.

7. Conclusion

The proposed development is considered acceptable and should be granted subject to a S106 with heads of terms set out on Table 1; and planning conditions and informative set out in Appendix A.

8. Mayoral Community Infrastructure Levy(MCIL2)

This development would be liable for Mayoral CIL2. The formation of new floor space is chargeable at £60per sqm; with a discount for its social housing provision. The exact amount of liability will be calculated by the CIL Officer who can be contacted at cilcollections@ealing.gov.uk

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.

Fire Safety

Large schemes may require a number of different consents before they can be built. Building Control approval needs to be obtained to certify that developments and alterations meet building regulation requirements. Highways agreement will be required for alterations to roads and footpaths. Various licences may be required for public houses, restaurants and elements of any scheme that constitutes a 'house in multiple occupation (HMO)'.

The planning system allows assessment of a number of interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application or may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of local residents. The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although the standards will vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety.

Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB) , to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during the course of the work to ensure the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

In relation to fire safety in new high rise residential developments some of the key measures include protected escape stairways, smoke detection within flats, emergency lighting to commons areas, cavity barriers/fire stopping and the use of sprinklers and wet/dry risers where appropriate.

Appendix A : Conditions & Informatives

1.	<p><u>Time Limit</u></p> <p>a) Applications for approval of Reserved Matters must be made no later than the expiration of three (3) years beginning with the date of this outline planning permission; and</p> <p>b) The development to which the permission relates must be begun no later than the expiration of two (2) years from the final approval of the Reserved Matters applications, or in the case of approval on different dates, the final approval of the last such matter to be approved.</p> <p>Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended).</p> <p>No part of the development as hereby permitted shall commence until the reserved matters, as listed below, have been approved by the local planning authority:</p> <ul style="list-style-type: none"> a. Details for provision of two lifts within block B and block C b. Landscaping and tree planting, including vertical planting to the western and eastern sides of block A <p>The development shall be carried out in accordance with the approved documents and plans.</p> <p>Reason: To ensure that the Local Planning Authority may be satisfied with the details of the proposal as provided for in Article 4 and 5 of the Town and Country Planning (Development Management Procedure) Order 2010, as this application is in outline form only.</p>
2.	<p><u>Plans numbers & reports</u></p> <p>The development hereby approved shall be carried out in accordance with drawing title number(s):</p> <p>Proposed plans: GIA Accommodation Schedule Arboricultural Impact Assessment Rev C dated May 2021 PL-010 (site location plan) PL-011 (existing site plan) PL-012 (existing site plan & Topo) PL-040 (existing site sections) PL-090 Rev 01 (proposed block plan) PL-100 Rev 02 (proposed site plan) PL-101 Rev 02 (proposed contextual ground floor plan) PL-102 Rev 02 (proposed contextual first floor plan) PL-200 Rev 01 (Block A, proposed ground floor plan) PL-201 Rev 01 (Block A, proposed first floor plan) PL-202 Rev 01 (Block A, proposed second floor plan) PL-203 Rev 01 (Block A, proposed third floor plan) PL-204 Rev 01 (Block A, proposed roof plan) PL-210 Rev 01 (proposed ground floor plan) PL-211 Rev 01 (Block B, proposed first floor plan) PL-212 Rev 01 (Block B, proposed second floor plan) PL-213 Rev 01 (Block B, proposed third floor plan) PL-214 Rev 01 (Block B, proposed fourth floor plan) PL-215 Rev 01 (Block B, proposed fifth floor plan) PL-216 Rev 01 (Block B, proposed sixth floor plan) PL-217 Rev 01 (Block B, proposed seventh floor plan) PL-218 Rev 01 (Block B-proposed roof plan) PL-220 Rev 01 (Block C, proposed ground floor plan) PL-221 Rev 01 (Block C, proposed first floor plan)</p>

	<p>PL-222 Rev 01 (Block C, proposed second floor plan) PL-223 Rev 01 (Block C, proposed third floor plan) PL-224 Rev 01 (Block C, proposed fourth floor plan) PL-225 Rev 01 (Block C, proposed fifth floor plan) PL-226 Rev 01 (Block C, proposed sixth floor plan) PL-227 Rev 01 (Block C, proposed seventh floor plan) PL-228 Rev 01 (Block C, proposed eighth floor plan) PL-229 Rev 01 (Block C, proposed roof plan) PL-300 Rev 01 (Block A, proposed NW & SE elevations) PL-301 Rev 01 (Block A, proposed NE elevation) PL-302 Rev 01 (Block A, proposed NW & SE elevations) PL-303 Rev 01 (Block A, proposed SW elevations) PL-304 Rev 01 (Block B-proposed NW elevation) PL-305 Rev 01 (Block B - proposed NE elevations) PL-306 Rev 01 (Block B, proposed SE elevation) PL-307 Rev 01 (Block B, proposed SW elevation) PL-308 Rev 01 (Block C, proposed NW elevation) PL-309 Rev 01 (Block C, proposed NE elevation) PL-310 Rev 01 (Block C, proposed SE elevation) PL-311 Rev 01 (Block C, proposed SW elevation) PL-320 Rev 01 (proposed combined elevation-Wood End Gardens) PL-321 Rev 01 (proposed combined elevation - MOL) PL-400 Rev 01 (proposed site section X-X) PL-401 (proposed site section X-X) PL-402 (proposed site section B-B) PL-403 (proposed site section C-C)</p> <p>Reports: SuDS Drainage Strategy Wood End Gardens Rev D dated 15/06/2021 Servicing & Waste Management Plan Rev C dated 15/06/2021 Construction Logistics Plan Rev D dated 15/06/2021 Planning Noise Assessment ref: 85902/PNA dated 30/03/2021 Air Quality Assessment (for Planning) ref: PR362_V1 dated 26/05/2021 Transport Statement Rev D ref: 3185/2021 dated 15/06/2021 Proposed Scheme Daylight and Sunlight Study ref: PR362_V1 dated 25/05/2021</p> <p>Reason: For the avoidance of doubt, and in the interests of proper planning.</p>
<p>3.</p>	<p><u>Materials</u> Details of the materials and finishes to be used for all external surfaces of the buildings hereby approved shall be submitted to and approved in writing by the local planning authority before any part of the super structure is commenced and this condition shall apply notwithstanding any indications as to these matters which have been given in this application. The development shall be implemented only in accordance with these approved details.</p> <p>Reason: To ensure that the materials harmonise with the surroundings, in accordance with policies 1.1 & 1.2 of the Ealing Core Strategy (2012), policies 7.4 & 7B of the Ealing Development Management Development Plan Document (2013), policies D3 and D4 London Plan (2021) the National Planning Policy Framework (2021).</p>
<p>4.</p>	<p><u>Accessible, adaptable and wheelchair homes</u> In relation to requirements under Building Regulations Approved Document M (Volume1: Dwellings), ninety percent (90%) of the approved residential units shall be designed and constructed in accordance with Part M4(2)(Accessible and adaptable dwellings). The remaining ten percent (10%), specifically units A4, B7, B12, B16, B21, B25, B30, B39, B46, B53, C10, C20, C31, C42, C51 shall be designed and constructed in accordance with Building Regulations Part M4(3)(2)(a)(Wheelchair user dwellings), or other such relevant technical requirements in use at the time of the construction of the development. Evidence demonstrating compliance should be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved.</p>

	<p>Reason: To ensure that the development is adaptable, flexible, convenient and appropriate for wheelchair users and the changing needs of the future occupiers, in accordance with policies D5, D6 and D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).</p>
5.	<p><u>Indoor air Quality Neutral</u> Prior to the commencement of the development, details shall be submitted to and approved by the Local Planning Authority, for the installation in the dwellings of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air. The details to be submitted shall include the arrangements for continuously maintaining the operational efficiency of the system. The ventilation system as approved shall be completed prior to occupation and shall be retained permanently thereafter.</p> <p>Reason: In the interests of air quality and amenity in accordance with policy 7A of Ealing's Development Management DPD (2013) and policy S11 of the London Plan (2021) and the Mayor's Best Practice Guidance for Using Green Infrastructure to Protect People from Air Pollution(2019).</p>
6.	<p><u>External lighting</u> Further details for the artificial external lighting of the building fronting Wood End Gardens and to the rear facing the sports ground and other external communal areas within the curtilage of the site, including the car park and external cycle parking areas, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of the site.</p> <p>Proposed lighting 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.</p> <p>Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site in accordance with policy D3, D4 and D6 of the London Plan (2021) and policies 7A and 7.4 of the Ealing Development Management Development Plan Document (2013) and the National Planning Policy Framework (2021).</p>
7.	<p><u>Permeability of site for public and private users</u> Prior to superstructure works, further details for the proposed public cycle and walking routes through the site, as well as a management and ongoing maintenance plan for them, shall be submitted to and approved in writing by the local planning authority. The pedestrian routes shall demonstrate how permeability of the site would be managed between the public and private users, as well as safety. The development shall be implemented only in accordance with these approved details and retained thereafter</p> <p>Reason: To encourage sustainable modes of transport and to improve access to the sport ground for local residents living to the west of the application site in accordance with policy 7.3 of the Ealing's Development Management DPD (2021) and policies D8, T2 and table 3.2 of the London Plan(2021);</p>
8.	<p><u>Landscaping/Urban greening</u> Details of biodiverse landscaping, boundary treatments, tree planting and a Management Plan shall be submitted to and approved in writing by the local planning authority prior to the first occupation or use of the flats hereby approved. The development shall be implemented only in accordance with these approved details and retained thereafter.</p> <p>Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in</p>

	<p>the next planting season. All planting shall be replaced with others of a similar size and species and in the same position, and shall be retained thereafter.</p> <p>Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances biodiversity and the visual amenity of the locality, in accordance with policies 5.10, 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies S4 and G5 of the London Plan (2021) and the Mayor’s Supplementary Planning Guidance on Play and Informal Recreation; the London Environment Strategy (2018) and the National Planning Policy Framework (2021).</p>
<p>9.</p>	<p><u>Play equipment</u> Details of children's play areas including safety surfacing and a Management Plan shall be submitted to and approved in writing by the local planning authority and implemented prior to the first occupation of the development hereby approved. The development shall be implemented only in accordance with these approved details and retained thereafter.</p> <p>Reason: To ensure that there is suitable provision for childrens play facilities within the site in accordance with policies 1.1 (e), 2.1 (c) of the Ealing Core Strategy (2012), policies 7D of the Ealing Development Management Development Plan Document (2013), policy S4 of the London Plan (2021), the London Plan SPG on Children's Play and Recreation, and the National Planning Policy Framework (2021).</p>
<p>10.</p>	<p><u>Tree protection</u> No operations (including initial site clearance) shall commence on site in connection with the development hereby approved until a suitable scheme (Arboricultural Method Statement) for the protection of existing trees and hedgerows has been submitted and its installation on site has been approved in writing by the Local Planning Authority.</p> <p>All protection measures must fully detail each phase of the development process taking into account demolition/site clearance works, all construction works and hard and soft landscaping works. Details shall include the following:</p> <ul style="list-style-type: none"> • Full survey of all trees on site and those within influencing distance on adjacent sites in accordance with BS5837 (most recent revision), with tree works proposals. All trees must be plotted on a site plan, at scale 1:200, clearly and accurately depicting trunk locations, root protection areas and canopy spreads. • A plan, at scale 1:200, detailing all trees and hedgerows planned for retention and removal. • A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS 3998. • Soil assessments/survey • Timing and phasing of works • Site specific demolition and hard surface removal specifications • Site specific construction specifications (e.g. in connection with foundations, bridging, water features, surfacing) • Access arrangements and car parking • Level changes • Landscaping proposals • A Tree protection plan, at scale 1:200, in accordance with BS5837* detailing all methods of protection, including but not restricted to: locations of construction exclusion zones, root protection areas, fit for purpose fencing and ground protection, service routes, works access space, material/machinery/waste storage and permanent & temporary hard surfaces. • Soil remediation plans, where unauthorised access has damaged root protection areas in the construction exclusion zones. • Details of the arboricultural supervision schedule.

	<p>All tree protection methods detailed in the approved Arboricultural Method Statement shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.</p> <p>Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London’s environment, air quality and adapting to and mitigating climate change in accordance with policy 5.4 of Ealing's Development Core Strategy(2012) ; policy 5.10 of Ealing's Development Management Development Plan Document (2013), policies G1, G5 and G7 of the London Plan(2021); the London Environment strategy (2018) and the National Planning Policy Framework (2021).</p>
<p>11.</p>	<p><u>Urban Green Factor</u> Prior to first occupation of the development hereby approved, verification of an implemented Urban Green Factor (UGF) score that exceeds the 0.4 target set by the London Plan(2021), shall be submitted to and approved in writing by the local planning authority. The implemented UGF shall be retained thereafter to not fall below the approved score.</p> <p>Reason: To ensure that the proposed green infrastructure contributes to sustainable urban greening and increased biodiversity and is implemented in line with London Plan (2021) policies G1, G5 and SI13; policies 5.10 and 5.11 in the Ealing Development Management Development Plan Document (2013)</p>
<p>12.</p>	<p><u>London transport Infrastructure</u></p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for each stage of the development for Block C only has been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> • provide details for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent)- Methodologies and Risk assessment of all substructure and superstructure works • provide details on the use of tall plant/scaffolding-details of tall plant lifting and scaffolding to railway elevation • accommodate ground movement arising from the construction thereof - Ground movement assessment covering, assessment for the proposed basements and development • the applicant is requested to discuss and agree any proposal to balconies and openable windows along LU Railway elevation with LU IP Engineer at design stage • demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land-provide Construction activities including access and logistics • demonstrate that there will at no time be any potential security risk to our railway, property or structures – provide Contractor’s hoarding and protection to Railway proposal • provide a Pre-post Condition Survey of the LUL track assets and existing boundary • mitigate the effects of noise and vibration arising from the adjoining operations within the structures <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p>

	<p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan(2021) policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance (2012).</p>
<p>13.</p>	<p><u>Sustainable Urban Drainage Strategy</u> Notwithstanding the submitted SuDS Drainage Strategy Wood end Gardens Rev D dated 15/06/2021 detailed drainage designs for sustainable urban drainage systems (SuDS) and a detailed maintenance plan shall be submitted to and approved in writing by the council prior to commencement of development (excluding site clearance and demolition), according to the following criteria. The approved details shall be implemented in full and maintained thereafter.</p> <p>(i) The drainage system must be designed to control runoff up to a 1 in 100 year storm event.</p> <p>(ii) The rate at which surface water is discharged from the site may vary with the severity of the storm event but must not exceed the greenfield runoff rate for a given storm event.</p> <p>(iii) Excess surface water runoff must be stored on site and released to receiving watercourses at greenfield rates.</p> <p>(iv) Surface water discharges to watercourses must not have greater velocity than 1 m/s.</p> <p>Submitted details shall also include a site specific ground investigation with accompanying engineering drawings and borehole scan results; a ground investigation with sketched structural details which specify the depth and arrangement of foundations; an assessment of basement (lower ground floor) impacts on drainage with flooding from all sources (surface water and ground water impacts); ground water conditions and structural stability where appropriate shall be included to ensure the development does not result in flooding or ground instability.</p> <p>Reason: To ensure the development does not result in flooding or ground instability elsewhere by ensuring that sufficient 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 5.12 of the Ealing Development Management DPD (2013); policies SI12 and SI13 of the London Plan(2021) and the National Planning Policy Framework (2021).</p>
<p>14.</p>	<p><u>Contamination Site Investigation</u></p> <p>Prior to the commencement of any works on site (other than demolition and site clearance), and based on the approved conceptual site model (contained within JOMAS report P9232J701), additional site investigation (as recommended by JOMAS shall be undertaken in accordance with BS1075:2011+A1:2013 and LCRM) shall investigate the site and any previously inaccessible ground. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors updated. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation and proposed remedial options shall be submitted to the Local planning authority for approval in writing prior to any remedial works commencing and any development works commencing.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with policy1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and policy 5.21 of the Ealing Development Management Development Plan (2013).</p>
<p>15.</p>	<p><u>Remediation scheme</u></p> <p>A detailed remediation scheme to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated</p>

	<p>land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation works.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and policy 5.21 of the Ealing Development Management Development Plan (2013).</p>
<p>16.</p>	<p><u>Verification report</u></p> <p>Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.</p> <p>Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and policy 5.21 of the Ealing Development Management Development Plan (2013).</p>
<p>17.</p>	<p><u>Overheating and Cooling</u></p> <p>The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE TM49 and/or TM52 guidance and detailed in the Dynamic Overheating Assessment produced by Build Energy in April 2021.</p> <p>Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy SI4 of the London Plan(2021); Ealing’s Development (Core) Strategy, and Development Management DPD; and National Planning Policy Framework (2021).</p>
<p>18.</p>	<p><u>Energy and CO₂ Enforcement Conditions</u></p> <p>A) Prior to commencement of the development (with the exception of site clearance and demolition) the Applicant shall submit an energy strategy that is fully compliant with London Plan policies SI2 and SI3, and which is in line with the GLA Energy Assessment Guidance (2020).</p> <p>The Energy Strategy shall detail how the Applicant will maximise on-site carbon reductions through the use of renewable energy. The Council will expect the Development to achieve as close to on-site zero-carbon as is technically possible with an absolute minimum of 35%. Any shortfall in the zero-carbon target shall be mitigated by a Carbon Offset payment to the Council.</p> <p>In order to be compliant with the Council’s Air Quality and Climate Emergency policies the Development shall be all-electric with no on-site gas combustion.</p> <p>The use of photovoltaic (PV) panels should be maximised regardless of whether the minimum 35% on-site target has already been reached through other measures. The Council will expect detailed roof plans to be submitted as part of the energy strategy.</p> <p>The CO₂ savings shall be achieved through the Lean, Clean, Green Energy Hierarchy in line with London Plan policy (SI2) including:</p> <ul style="list-style-type: none"> i. <u>Lean</u>, passive design measures to achieve an annual reduction of at least 10% over BR Part L 2013 for residential, and 15% for non-residential, development. ii. <u>Clean</u>, energy generation systems including the connection to any technically and financially viable District Heat Network (DHN). iii. <u>Green</u>, renewable energy equipment including the incorporation of Air Source Heat Pumps to provide space heating and domestic hot water (DHW), and

	<p>the maximum deployment of PV panels technically feasible regardless of the carbon reduction target already achieved through other measures.</p> <p>iv. <u>Seen</u>, heat and electric meters proposed to monitor the performance of the PV and the carbon efficiency (COP) of the heat pumps including the heat generation and the combined parasitic loads of the heat pumps.</p> <p>b) Prior to commencement of Construction details of the proposed renewable/low-carbon energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The development shall be implemented only in accordance with the approved details.</p> <p>c) Prior to installation of the renewable energy equipment, technical details of the equipment shall be submitted to, and approved in writing, by the Council. The details shall include the exact number of heat pump collectors, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.</p> <p>d) On completion of the installation of the LZC equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.</p> <p>e) The Applicant shall submit an overheating and cooling analysis in line with the relevant CIBSE guidance including suitable mitigation measures.</p> <p>g) Within three months of the occupation/first use of the development the relevant 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.</p> <p>Reason: In the interest of addressing climate change and to secure environmentally sustainable development in accordance with policies, SI2 and SI3 of the London Plan (2021), and the relevant guidance notes in the GLA Energy Assessment Guidance 2020, policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012.</p>
<p>19.</p>	<p><u>Post-construction energy equipment monitoring</u></p> <p>In order to implement Ealing Council DPD policy 5.2.3 (post-construction energy equipment monitoring), and key parts of London Plan policy SI2 ("be Seen"), the developer shall:</p> <p>a. Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low-carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO₂ Condition(s).</p> <p>b. Upon final construction of the development, or relevant phases of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency (COP) of any renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Emergence Ltd) on commencement of construction to facilitate the monitoring process.</p>

	<p>c. Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational.</p> <p>Reason: To monitor the effectiveness and continued operation of the renewable/low carbon energy equipment in order to confirm compliance with energy policies and establish an in-situ evidence base on the performance of such equipment in accordance with London Plan (2021) policy SI2 (“Be Seen” stage of the energy hierarchy), Ealing’s Development (Core) Strategy 2026 (3rd April 2012) and Development Management DPD policy 5.2, E5.2.3, and Policy 2.5.36 (Best Practice) of the Mayor’s Sustainable Design & Construction SPG.</p>
<p>20.</p>	<p><u>Noise assessment and sound insulation</u> Prior to commencement of the development, a noise assessment of the sound insulation required for the building envelope shall be submitted for approval by the Council in writing, having regard to the Council’s assessment standard in the SPG10 and noise limits specified by BS8233:2014. Details shall include the glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010), demonstrating that train pass-bys will not regularly exceed a level of 45dB L_{Amax} inside a bedroom and that internal room- and (if provided) external amenity noise standards in accordance with the criteria of BS8233:2014 are achieved. Details shall include acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-noise). Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.</p> <p><u>Reason:</u> To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policies D6 and D14 of the London Plan (2021), Ealing’s SPG10 and the National Planning Policy Framework (2021)</p>
<p>21.</p>	<p><u>Separation of communal uses and facilities from dwellings</u> Prior to commencement of the development hereby approved, details shall be submitted to the Council for approval in writing, of an enhanced sound insulation value of at least 10dB/ 15dB/ 20dB, as necessary, above the Building Regulations value for residential use, of the floor/ ceiling/ walls separating communal lifts and facilities, car park, plant installations, etc. from dwellings. Where noise emissions include characteristic features, the Noise Rating level should not exceed NR25 Leq 5mins (octaves) or NR20 Leq 5mins (1/3 octaves) inside a bedroom and NR30 Leq 5mins (octaves) or NR25 Leq 5mins (1/3 octaves) inside a living room. Details shall include the installation method and materials of separating structures and, where necessary, additional mitigation measures and the resulting sound insulation value and internal sound level. The assessment and mitigation measures shall be based on standards of the Council’s SPG10 and noise limits of BS8233:2014. Approved details shall be implemented in full prior to first occupation of the development and thereafter shall be permanently retained.</p> <p>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 policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policies D6 and D14 of the London Plan (2021), Ealing’s SPG10 and the National Planning Policy Framework (2021)</p>
<p>22.</p>	<p><u>External noise from machinery, equipment, extract/ventilation ducting, mechanical installations</u> Prior to commencement of the development hereby approved, details shall be submitted to the Council for approval in writing, of the external rating noise level emitted from plant/machinery/equipment/ducting/air in- and outlets/mechanical installations, together with mitigation measures as appropriate. The measures shall ensure that the external rating noise level LA_{eq} emitted will be lower than the lowest existing background sound level LA₉₀ by</p>

	<p>10dBA at the most noise sensitive receiver locations at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014, with all plant/equipment operating together at maximum capacity.</p> <p>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 in full prior to first occupation/ use of plant/ machinery/ equipment and thereafter shall be permanently retained.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with policies 1.1(j) of the Ealing's Core Strategy (2012), policy 7A of the Ealing's Development Management Development Plan Document (2013), policies D6 and D14 London Plan (2016), the National Planning Policy Framework (2021)</p>
23.	<p><u>Anti- vibration mounts and silencing of machinery etc.</u> Prior to use, machinery, plant or equipment/ extraction/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.</p> <p>Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with policy 1.1(j) of the Ealing's Core Strategy (2012), policy 7A of the Ealing's Development Management Development Plan Document (2013), policies D6 and D14 of the London Plan (2021), and the National Planning Policy Framework (2021)</p>
24.	<p><u>Demolition and Construction Management Plan + piling method statement</u> Notwithstanding the reports submitted with this planning application, prior to the commencement of development, a Demolition and Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works on site. The plan shall include the following:</p> <p>(a) A site clearance and demolition plan that sets out:</p> <ul style="list-style-type: none"> • noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014), • An Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014, for the existing site and the proposed development. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works on the site. • Lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals), • Delivery locations, • Hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays), • Neighbour liaison, notifications to interested parties and public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works in case of emergency or complaint. <p>(b) A Piling method statement to be approved in consultation with Thames Water detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>(c) Construction Management Plan</p> <ul style="list-style-type: none"> • Details of construction hours; construction methods

	<ul style="list-style-type: none"> • Details of enclosure of working areas and the location of compounds for the storage of plant and materials; Site security during construction; Site management and access; Vehicle and machinery specifications; Location, numbers and frequency of vehicles/deliveries and measures to ensure construction does not have an effect on neighbouring highways as part of a Construction Logistics Plan (CLP); • Control measures for noise and vibration (information submitted should directly cross-reference with the BPM & mitigation measures as detailed in the BS 5228-1:2009+A1:2014 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise, BS 5228-2:2009+A1:2014) • Lighting (Guidance Notes for The Reduction of Light Pollution 2011 by the Institution of Lighting Professionals) • Construction worker parking • Procedures for on-site contractors to deal with complaints from local residents • Details of any Non-Road Mobile Machinery (NRMM) to be used in the development site shall meet as a 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 shall be registered on the NRMM register at 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 detailing proof of emissions standards for all equipment. <p>The Construction Logistics and Management Plan shall be implemented on commencement of any works on site and the site shall be managed in accordance with the approved plan for the duration of construction.</p> <p>Reason: In the interests of the amenity of adjoining occupiers and to minimise highway and traffic impact during the course of the works, in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy T7 and S11 of the London Plan(2021); and National Planning Policy Framework (2021).</p>
25.	<p><u>Delivery/Serviceing plan</u></p> <p>Notwithstanding the submitted Servicing & Waste Management Plan, further details illustrating the internal road layout and foot path for delivery and servicing to the development, including turning circles, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. Servicing of the development shall be operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority obtained through the submission of a planning application.</p> <p>Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, and that resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic in accordance with policies T2 and T7 of the London Plan (2021).</p>
26.	<p><u>Works to highway</u></p> <p>Prior to the laying of the superstructure, a detailed drawing showing improvements to the road along the frontage of the application site shall be submitted to and approved in writing by the Local Planning Authority. The highway improvements shall be carried out under section 278 agreement and shall comprise:</p> <ul style="list-style-type: none"> • the re-location of width restrictions, • a pedestrian crossing to the front of the application site • re-alignment of the kerb and widening of the footway to the railway bridge. <p>Reason: To ensure highway safety for pedestrians of the proposed development and surrounding premises in accordance with policy T2 of the London Plan (2021)</p>
27.	<p><u>Car parking spaces</u></p>

	<p>The standard and disabled user car parking spaces indicated on the approved plans shall be formed and be fully marked out prior to first occupation of any part of the development, and these spaces shall be kept continuously available for car parking and shall not be used for any other purpose. At least 3 of the standard car parking spaces shall have an enlarged size so as to accommodate future provision of further disabled car parking.</p> <p>Reason: In the interests of the amenity of adjoining occupiers and to minimise highway and traffic impact, in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policies T2 and T6 of the London Plan (2021) and policy 7A of the Ealing Development Management Development Plan.</p>
28.	<p><u>Car parking design and management plan</u> Details of a Car Parking Design and Management Plan illustrating the internal road layout and foot path shall be submitted to and approved in writing by the local planning authority prior to the first occupation or use of the flats hereby approved. The Plan should provide details on how car parking will be allocated to future residents. The development shall be operated only in accordance with these approved details permanently thereafter.</p> <p>Reason: To promote sustainable and equitable patterns of transport, in accordance with Section 9 of the National Planning Policy Framework (2021) and policies T2 and T6 of the London Plan(2021)</p>
29.	<p><u>Electric Charge points</u> Off the seventy-four (74) car parking spaces proposed, eleven (11) shall be for disabled car users. At least 15 of the 74 spaces shall have an active electric vehicle charge point. The remaining spaces shall have passive provision.</p> <p>The proposed car club shall have an active electric vehicle charge point .</p> <p>Reason: To encourage low carbon emission transport and to support sustainable modes of transport and to not exacerbate existing poor air quality conditions in accordance with policies S11 and T6.1 of the London Plan (2021)</p>
30.	<p><u>Cycle parking</u> Prior to the laying of the superstructure, a detailed drawing for the proposed 280 secure and sheltered long-stay cycle parking spaces and at least 5 short-stay cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be installed prior to the first occupation of the development and shall be retained thereafter.</p> <p>Reason: To ensure adequate cycle parking is provided within the development to encourage sustainable modes of transport in accordance with policy T5 and table 10.2 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</p>
31.	<p><u>Green Travel Plan</u> A Green Travel Plan designed to manage the transport needs of the occupiers of the development, including measures to minimise car useage and promote alternative modes of transport, shall be submitted to and approved in writing by the Local Planning Authority. The approved Green Travel Plan shall be fully implemented in compliance with the approved document prior to first occupation of the development.</p> <p>Reason: To promote sustainable patterns of transport to safeguard the living and working conditions of local people and in the interest of highway and pedestrian safety, in accordance with section 9 of the National Planning Policy Framework(2021), policies T2 and T5 of the London Plan (2021) and policies 1.1 (f) (g) of the Ealing’s Development (Core) Strategy 2026.</p>
32.	<p><u>Passenger Lifts</u></p>

	<p>All passenger lifts serving the residential units hereby approved shall be fully installed and operational prior to the first occupation of the relevant core of development served by a passenger lift.</p> <p>Reason: To ensure that adequate access is provided to all floors of the development for all occupiers and visitors including those with disabilities, in accordance with policy 1.1(h) of the Ealing Core Strategy (2012), Policy D7 of the London Plan (2021) and the National Planning Policy Framework (2021).</p>
<p>33.</p>	<p><u>No masts/satellite dishes or external equipment</u> No microwave masts, antennae or satellite dishes or any other plant or equipment shall be installed on the building within the development unless otherwise approved in writing by the Local Planning Authority under this condition prior to installation.</p> <p>Reason: To safeguard the character and appearance of the buildings and the area as a whole, in accordance with policy 1.1(h) of the Ealing Development (or Core) Strategy (2012), policies 3.5 and 7.4 and policies 7B of the Development Management Development Plan Document (2013); and policies D3 and D4 of the London Plan (2021)</p>
<p>34.</p>	<p><u>Refuse</u> Each of the communal refuse and recycling storage facilities hereby approved shall be implemented and operational prior to first occupation and permanently retained thereafter.</p> <p>Reason: In the interests of the adequate disposal, storage and collection of waste and recycling, to protect the living conditions of occupiers of the area and in the interests of highway and pedestrian safety all in accordance with policies 1.1 (e) and 6.1 of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021) and Ealing's Waste Management guidelines for architects and developers(2018)</p>
<p>35.</p>	<p><u>Secured by Design</u> Prior to first occupation of the development hereby approved, verification that the development has achieved Secured by Design accreditation shall be submitted to and approved in writing by the local planning authority. The provisions for secured by design shall be implemented in full and thereafter retained.</p> <p>Reason: In the interest of the safety of the future occupiers and visitors to the premises, in accordance with policy D11 of the London Plan(2021); policies 1.1 & 1.2 of the Ealing Development (or Core) Strategy (2012), and policy 7.3 of the Ealing Development Management Development Plan Document (2013).</p>
<p>36.</p>	<p><u>Fire Safety</u> Prior to the laying of the superstructure of the development hereby approved, a Fire Safety Statement, verified by the London Fire Brigade shall be provided to and approved in writing by the Local Planning Authority</p> <p>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 London Plan(2021) policy D12.</p>

Informatives

1.	<p>The decision to grant planning permission has been taken having regard to the policies and proposals in National Planning Policy Guidance, the London Plan (2016), the Draft London Plan (December 2017), the adopted Ealing Development (Core) Strategy (2012) and the Ealing Development Management Development Plan Document (2013) and to all relevant material considerations including Supplementary Planning Guidance:</p> <p>National Planning Policy Framework (2021)</p> <p>London Plan(2021)</p> <ul style="list-style-type: none"> GG1 Building strong and inclusive communities GG2 Making the best use of land GG3 Creating a healthy city GG4 Delivering the homes Londoners need GG5 Growing a good economy GG6 Increasing efficiency and resilience D1 London’s form, character and capacity for growth D2 Infrastructure requirements for sustainable densities D3 Optimising site capacity through the design-led approach D4 Delivering good design D5 Inclusive design D6 Housing quality and standards D7 Accessible housing D8 Public realm D9 Tall buildings D10 Basement development D11 Safety, security and resilience to emergency D12 Fire safety D13 Agent of Change D14 Noise H1 Increasing housing supply H2 Small sites H3 Meanwhile use as housing H4 Delivering affordable housing H5 Threshold approach to applications H6 Affordable housing tenure H7 Monitoring of affordable housing H8 Loss of existing housing and estate redevelopment H9 Ensuring the best use of stock H10 Housing size mix H12 Supported and specialised accommodation S1 Developing London’s social infrastructure S2 Health and social care facilities S3 Education and childcare facilities S4 Play and informal recreation S5 Sports and recreation facilities E7 Industrial land E11 Skills and opportunities for all HC3 Strategic and Local Views G1 Green infrastructure G3 Metropolitan Open Land G4 Open space G5 Urban greening G6 Biodiversity and access to nature G7 Trees and woodlands G8 Food growing SI 1 Improving air quality SI 2 Minimising greenhouse gas emissions
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<p>SI 3 Energy infrastructure SI 4 Managing heat risk SI 5 Water infrastructure SI 7 Reducing waste and supporting the circular economy SI 12 Flood risk management SI 13 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 T7 Deliveries, servicing and construction T9 Funding transport infrastructure through planning DF1 Delivery of the Plan and Planning Obligations</p> <p><u>Mayor of London Supplementary Planning Guidance /Documents</u> Play and Informal Recreation SPG (2012) Accessible London: achieving an inclusive environment (2014) Sustainable Design & Construction (2014) The control of dust and emissions during construction and demolition SPG (2014) Housing SPG (2016) Nationally Described Space Standards (2015) Affordable Housing & Viability SPG (2017) Environmental Strategy (2018) Energy Planning Guidance (2019)</p> <p>Adopted Development (Core) Strategy (2012) Chapter 1 - Vision for Ealing 2026 1.1 Spatial Vision for Ealing (a), (b), (c), (e), (f), (g), (h), (i), (j), (k) 1.2 Delivery of the Vision for Ealing 2026 (a), (b), (d), (e), (f), (g), (h), (i), (k), (m) Chapter 5 – Protecting and enhancing Ealing’s Green and Open Spaces 5.5 Promoting Parks, Local Green Space and Addressing Deficiency (b) Chapter 6 – Ensuring Sustainable Delivery 6.1 Physical Infrastructure 6.2 Social Infrastructure 6.3 Green Infrastructure 6.4 Planning Obligations and Legal Agreements</p> <p>Ealing Development Management Development Plan Document (2013) Ealing Local Variation to London Plan Policy 2.18 Green Infrastructure: The Network of Open and Green Spaces 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 Ealing Local Policy - 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 5.11 Green Roofs and Development Site Environs Ealing Local Variation to London Plan Policy 5.12 Flood Risk Management Ealing Local Variation to London Plan Policy 5.21 Contaminated Land Ealing Local Variation to London Plan Policy 6.13 Parking Ealing Local 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 Ealing Local Policy 7B Design Amenity</p>

	<p>Ealing Local Variation to London Plan Policy 7.7 Location and Design of Tall and Large Buildings Ealing Local Policy - 7D Open Space EA Ealing Local Policy Presumption in Favour of Sustainable Development</p> <p>Other Material Documentation: SPG 3: Air Quality SPG 4: Refuse and Recycling SPG 9: Trees SPD9: Legal Agreements, Planning Obligations and Planning Gain Interim SPG 10: Noise and Vibration Sustainable Transport for New Development SPD December 2013 Planning New Garden Space SPD BRE Site layout planning for daylight and sunlight (2011) Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006) BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites- Part 1: Noise DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Environment Agency guidance 'Verification of Remediation of Land Contamination', Report: SC030114/R1'. BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations.</p> <p>In reaching the recommendation to grant permission, specific consideration was given to the principle of the development, the quality of the proposed accommodation, the impact on the amenities of neighbouring properties 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 application.</p>
2.	<p>Demolition and construction works, audible beyond the boundary of the site shall only be carried on between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Bank Holidays. No bonfires shall be lit on site.</p> <p>BPM & mitigation measures can be found in the following guidance:</p> <ul style="list-style-type: none"> i. 'Guidance on the Assessment of dust from demolition and construction', IAQM, February 2014 ii. 'The control of dust and emissions from Construction and Demolition' SPG, GLA,2014 iii. BS 5228-1:2009+A1:2014 – Code of practice for noise and vibration control on construction and open sites: Noise
3.	<p>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.</p>
4.	<p>Dust mitigation and control of exhaust emissions from construction vehicles should comply with the Mayor's (GLA and London Councils) 'Best Practice Guidance' to control dust and emissions from construction.</p>
5.	<p>Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of</p>

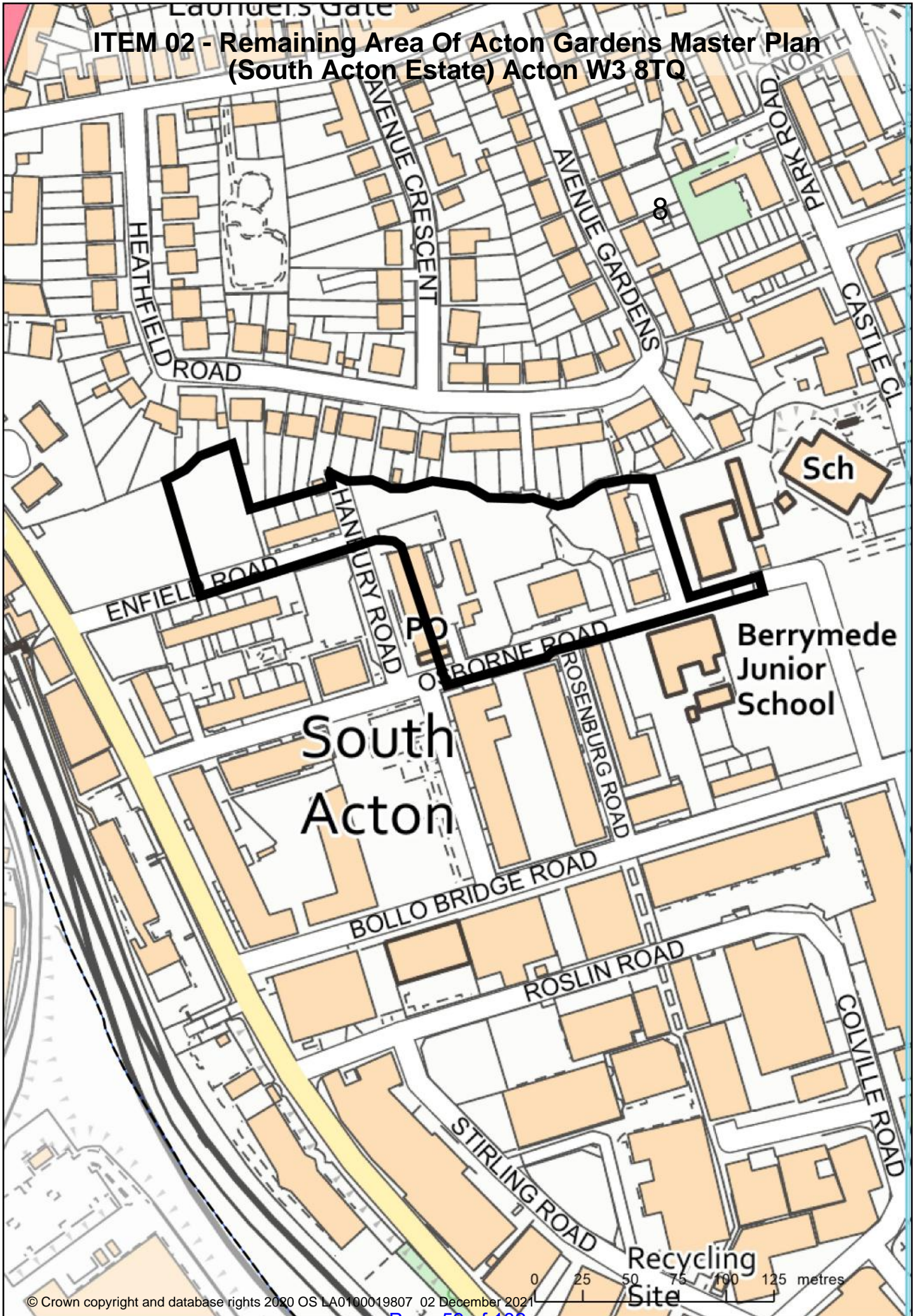
	BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Noise and BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Vibration.																													
6.	Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc. Best Practicable Means (BPM) should be used during demolition and construction works, including low vibration methods and silenced equipment/machinery, control measures and monitoring 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.																													
7.	The developer will be liable for the cost of any repairs to damage to the footway directly resulting from the construction work. It is recommended that a footway/carriage way condition survey is carried out prior to the start of construction work, in conjunction with the Highways Section.																													
8.	<p>Calculation of building envelope insulation – Interim SPG10 advises:</p> <p>a) A precise sound insulation calculation under the method given at BS EN12354-3: 2000, for the various building envelopes, including the use of the worst case one hour data (octave band linear noise spectra from 63 Hz – 4k Hz) by night and day, to arrive at the minimum sound reductions necessary to meet the SPG10 internal data.</p> <p>b) Approved laboratory sound insulation test certificates for the chosen windows, including frames and seals and also for ventilators, in accordance with BS EN ISO 140-3: 1995 & BS EN ISO 10140-2:2010, to verify the minimum sound reductions calculated.</p> <p>c) The SPG10 internal and external criteria to be achieved.</p> <p>Aircraft noise affecting the site is at a contour level of worst mode one day equal to LAeq,16hr 60 dB and LAeq,1hr 67dB by 2016. In calculating the insulation required the LLeq,1hr aircraft noise spectrum, shown at SPG10, shall be used, along with the spectrum for any other dominant noise sources. Under SPG10, the predicted LLeq,1hr aircraft noise exposure for the site at 2016 has to be used and combined with any other noise exposures. The spectra to be used are as follows:</p> <table border="1" data-bbox="284 1330 1155 1570"> <thead> <tr> <th rowspan="2">Octave band centre frequency Hz</th> <th colspan="2">dB Linear - LAeq,1hr</th> </tr> <tr> <th>60 dB contour</th> <th>57 dB contour</th> </tr> </thead> <tbody> <tr> <td>63</td> <td>73</td> <td>70</td> </tr> <tr> <td>125</td> <td>72</td> <td>69</td> </tr> <tr> <td>250</td> <td>69</td> <td>66</td> </tr> <tr> <td>500</td> <td>67</td> <td>64</td> </tr> <tr> <td>1000</td> <td>62</td> <td>59</td> </tr> <tr> <td>2000</td> <td>57</td> <td>54</td> </tr> <tr> <td>4000</td> <td>45</td> <td>42</td> </tr> <tr> <td>Total LAeq,1hr for spectrum 16 – 8K Hz</td> <td>67</td> <td>64</td> </tr> </tbody> </table>	Octave band centre frequency Hz	dB Linear - LAeq,1hr		60 dB contour	57 dB contour	63	73	70	125	72	69	250	69	66	500	67	64	1000	62	59	2000	57	54	4000	45	42	Total LAeq,1hr for spectrum 16 – 8K Hz	67	64
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9.	<p><u>Land contamination</u></p> <p>a) Reference should be made at all stages to appropriate current guidance and codes of practice; this would include:</p> <p>i. Model Procedures for the Management of Land Contamination, CLR 11, Environment Agency, 2004</p> <p>ii. Updated technical background to the CLEA model, Science Report: SC050021/SR3, Environment Agency, 2009</p> <p>iii. LQM/CIEH Generic Assessment criteria for Human Health Risk Assessment (2nd Edition), 2009</p> <p>iv. BS10175:2011 Investigation of potentially contaminated sites – Code of Practice</p>																													

	<p>v. Secondary Model Procedure for the Development of Appropriate Soil Sampling Strategies for Land Contamination; Environment Agency, 2001</p> <p>vi. Verification of Remediation of Land Contamination', Report: SC030114/R1, Environment Agency, 2010</p> <p>vii. Planning Policy Statement 23: Planning and Pollution Control;</p> <p>viii. PPS23 Annex 2: Development on Land Affected By Contamination;</p> <p>ix. Guidance for the safe development of housing on land affected by contamination, NHBC & Environment Agency, 2008</p> <ul style="list-style-type: none"> • Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy. <p>All raw data should be provided in a form that can be easily audited and assessed by the Council (e.g. trial pit logs and complete laboratory analysis reports)</p> <ul style="list-style-type: none"> • on-site monitoring for ground gases with any relevant laboratory gas analysis; • Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made must be included. (e.g. the reasons for the choice of sampling locations and depths). <p>b. Prior to commencement of construction and demolition works, involving materials containing asbestos, details of mitigation measures to control the release of asbestos fibres shall be submitted to this section for approval.</p>
10.	<p><u>Air quality and energy</u></p> <p>The applicant is advised that the council's Climate and Ecological Emergency Strategy (2021) was adopted by the Cabinet in January 2021. In relation to carbon emission, this strategy requires buildings to be high performance and to actively contribute to reductions in greenhouse gas emissions. It states 'Our policies and their application will seek to ensure that all major developments qualify as net zero-carbon.' As such, when assessing the type of energy source the development would utilise, it is advised the ground source heat be investigated for the whole site.</p>
11.	<p><u>TfL</u></p> <p>The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant: scaffolding; openable windows and balconies: security; boundary treatment and safety barriers.</p>
12.	<p><u>Dark smoke</u></p> <p>No waste materials should be burnt on site of the development hereby approved.</p>
13.	<p><u>Thames Water</u></p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p>
14.	<p><u>Thames Water</u></p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local</p>

	<p>planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
15.	<p><u>Thames Water</u> Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p>
16.	<p><u>Thames Water</u> We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>
17.	<p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>
18.	<p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>
19.	<p><u>Water Comments</u></p>

<p>With regard to water supply, Thames Water advise that the site comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p>
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**ITEM 02 - Remaining Area Of Acton Gardens Master Plan
(South Acton Estate) Acton W3 8TQ**



Ref: 215892REM

Address Phases 9.3, 9.5 and 9.6 of the Remaining Area of Acton Gardens Master Plan (South Acton Estate) Acton, W3 8TQ

Ward: South Acton

Proposal Reserved matters application for Phases 9.3, 9.5 and 9.6 of the Remaining Acton Gardens Masterplan pursuant to conditions 7 (Reserved Matters) and 8 (Reserved Matters Details) of the Hybrid Outline Planning Permission Ref: 182579OUT (dated 24/12/2018) for the continued regeneration of the South Acton Estate. Application seeks approval for Means of Access, Appearance, Landscaping, Layout and Scale in relation to the construction of a new buildings varying in height from 3 to 9 storeys comprising 215 residential units including the retention and refurbishment of 8 no. terraced dwellings within Phase 9.3; with associated reconfiguration of the Jerome Tower Allotments; amenity space; refuse, recycling and bicycle storage; plant rooms; car parking; tree removal and public realm improvements; following the demolition of all other existing buildings.

The application is accompanied by an Environmental Statement of Compliance.

Drawing numbers: Application

Drawings

Architectural: ACT-PTE-P1-00-DR-A-10110 Rev. P1; ACT-PTE-P1-XX-DR-A-10111 Rev. P1; ACT-PTE-ZZ-00-DR-A-10100 Rev. P1; ACT-PTE-ZZ-01-DR-A-10101 Rev. P1; ACT-PTE-ZZ-02-DR-A-10102 Rev. P1; ACT-PTE-ZZ-03-DR-A-10103 Rev. P1; ACT-PTE-ZZ-04-DR-A-10104 Rev. P1; ACT-PTE-ZZ-05-DR-A-10105 Rev. P1; ACT-PTE-ZZ-06-DR-A-10106 Rev. P1; ACT-PTE-ZZ-07-DR-A-10107 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10000 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10002 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10004 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10005 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10200 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10201 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10202 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10300 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10301 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10302 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10303 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10304 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10305 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10306 Rev. P1

Landscape: 11474-LD-PLN-100 Rev. P3; 11474-LD-PLN-110 Rev. P3; 11474-LD-PLN-111 Rev. P3; 11474-LD-PLN-150 Rev. P2; 11474-LD-PLN-151 Rev. P2; 11474-LD-SEC-600 Rev. P1; 11474-LD-SEC-601 Rev. P1; 11474-LD-SEC-650 Rev. P1

Documents:

Cover Letter (Barton Willmore); Design and Access Statement (Dated 17 September 2021); Planning Statement (Ref: 27157/A3/AK, Rev. 2, Dated 22 September 2021); Transport Statement (Ref. 21043-TS01, Rev. B, Dated 24 September 2021); Statement of Community Involvement (Dated July 2021); Affordable Housing Statement (Dated

September 2021); Block Management Plan (Dated September 2021); Reconciliation Statement (Ref. 27157/A3/RM Application, Rev. 1, Dated 1 September 2021); Planning Fire Statement (Ref. FL7579/ks/18cppl, Dated 1 September 2021); Gateway 1 Fire Statement Form (Dated 1 September 2021); Outline Fire Strategy Report (Ref. FL7579/R1, Rev. 2, Dated 1 September 2021); Daylight, Sunlight and Overshadowing Report (Ref. 63283/01/BK/TRL, Dated September 2021); Conservation Statement (Ref. 180634, Rev. 2, Dated 7 September 2021); Arboricultural Impact Assessment (Ref. 1609.1, Dated 8 September 2021); EIA Statement of Compliance (Ref. 27157/A5/EIA, Dated 8 September 2021); and Updated Phasing (Ref. 27157/A3, Rev. 00, Dated September 2021).

Type of Application: Reserved Matters Application (REM)

Application Valid: 27.09.2021

Report by: Tiago Jorge

1. RECOMMENDATION

Recommendation Application: Grant reserved matters approval subject to the conditions set out in Annex 1.

Executive Summary

Permission is sought to agree a reserved matters (REM) application for Plots 9.3, 9.5 and 9.6 of the South Acton Estate regeneration masterplan.

The Reserved Matters application itself proposes refurbishment of existing houses, new houses and flat development that would form the last residential development Phases within the Enfield Road Character Area of the South Acton Estate Regeneration Scheme. Overall, the application proposes to complete the western portion of the masterplan area with the construction of new buildings varying in height from 3 to 9 storeys comprising 215 residential units (including the retention and refurbishment of 8 terraced dwellings within Plot 9.3) comprising of 663 habitable rooms (hr).

A total of 331 habitable rooms are proposed to be provided as affordable housing with 264 as Affordable Rent and 67 as Shared Ownership. This equates to a total 49.9% (~50%) provision which is itself split 80% Affordable Rent and 20% Shared Ownership on a habitable room basis. The development will be tenure blind with no distinguishable difference between the appearances of the various tenures of accommodation.

The proposals for Plot 9.3 comprise terraced housing while Plots 9.5 and 9.6 propose each a U-shaped, courtyard-style building. The proposed courtyard-style layouts within Plots 9.5 and 9.6 enable active frontage to be delivered along the surrounding streets, whilst simultaneously creating courtyards which are shielded from views along the public highway, but which open onto the neighbouring allotments. This arrangement also ensures that the maximum amount of daylight and sunlight is received by the allotment land.

The buildings will form a key part along the northern edge of the residential neighbourhood located at the western end of the remaining area of the Acton Gardens Masterplan. When read alongside Phase 9.1, Plots 9.2 and 9.4 these plots will complete the northern edge along the secondary arteries of Enfield Road and Osborne Road.

The submission provides details of Layout, Scale, Appearance, Means of Access and Landscaping for the proposed buildings within these plots. It conforms with all the parameters and principles relevant to this development plot and the residential form of development. The submission is also supported with technical information to satisfy the requirements of pre-reserved matters conditions. These have been incorporated both within the REM submission or submitted under separate planning applications.

Officers have considered the proposals for Plots 9.3, 9.5 and 9.6 reserved matters application has been widely consulted on. A total of 10 comments have been received on the reserved matters application, comprising of 8 objections and 2 neutral representations. These comments have been reviewed, assessed, summarised and addressed in the relevant sections of the report.



Osborne Road

The proposals also include the reconfiguration and enhancement of the existing Jerome Tower Allotments. The reconfigured allotments will remain broadly in the same location, to the north of Jerome Tower, with a new area delivered to the west of the existing allotment land and to the north of Plot 9.3. As a result of this reconfiguration, 1,827sqm of existing allotment land will be lost, which is compensated by the provision of 2,425sqm of new allotment land. The new allotment site will therefore be 4,300 sqm in size, 596 sqm larger than the current 3,704 sqm facility.

Extensive and positive consultation with existing allotment holders, Ealing Parks and planning officers has been carried out with the proposals for the reconfigured allotments being fully supported. A separate discharge of condition application, relating to Condition 21 (application ref: 215670CND) of the Hybrid Outline Masterplan, has been submitted under a separate cover, which would be recommended for approval, following positive recommendation by this committee.

The Reserved Matters proposal is considered to provide a high-quality residential development that would positively contribute to the wider-regeneration aspirations for South Acton and continue the Council's Estate Regeneration Programme.

An EIA (Environmental Impact Assessment) Statement of Compliance was submitted to LB Ealing to accompany the submission. It concludes that the reserved matters application is in accordance with the 2018 Masterplan Permission and parameter assessed within the previously submitted ES.

Site and Surroundings

The South Acton Estate development site as approved by applications P/2014/2142 and 182579OUT is wholly located within the South Acton Ward and covers a total area of approximately 28.68ha. The estate mainly comprises residential buildings, a number of existing educational establishments (Berrymede Infant & Nursery School, Berrymede Middle School, and South Acton Children's Centre) and a number of small commercial units.

The extensive (now better known as Acton Gardens) estate is characterised by a set of diverse interfaces at each of its edges and it is broadly bound to the north by Mill Hill Road; to the south by the London Overground railway line and Rowley Industrial Estate; to the east by Brouncker Road and the rear of predominantly Victorian housing in Church Road and Berrymead Gardens; and to the west by properties in Avenue Road, Avenue Gardens, Heathfield Road (all within the Mill Hill Park Conservation Area) and Bollo Lane.

The original estate is mainly comprised of flatted development in medium to high-rise blocks (up to 17-storeys) constructed in the 1950s, 60s and 70s following clearance of 19th century Victorian properties, with most of the existing original buildings being in poor condition.

Plots 9.3, 9.5 and 9.6 Site

These plots encompass land located in the western portion of the Remaining Masterplan Area, within the Enfield Road Character Area. The site is bound to the south by Osborne Road; to the west by Phases 9.1, 9.2 and 9.4; to the north by the existing properties and their rear gardens along Heathfield Road, and to the east by Berrymede Junior School (North). The Site is circa 1.8ha in size and comprises a number of existing residential buildings, including:

- 2-16 Enfield Road, a row of eight three-storey houses on Enfield Road;
- Jerome Tower, a 17-storey tower block built in 1963 (94 units);
- 32 Osborne Road, a former public house and hotel which has been converted to flats (10 units); and
- Doyle House, a four-storey residential block located to the rear of the site (16 units)

The site also historically comprised Buchan House, an eight-storey residential block to the West, on Hanbury Road; the building, however, was demolished early to enable the construction of plot 9.2 and the repositioning of Hanbury Road.

The site also includes the Jerome Tower Allotments, an existing community asset owned and managed by Ealing Council. Jerome Allotments covers 3,704sqm and includes 21 allotment plots of various sizes (comprising 18 individual plots, of which two are subdivided into smaller plots, as well as one community plot), communal facilities, access paths, blocks of established planting and trees and boundary fencing.

The site forms the remainder of Phase 9 of the Masterplan, with Phases 9.1, 9.2 and 9.4 either already completed or currently under construction, and will therefore complete the Enfield Road Character Area. The Enfield Road Character Area serves as a gateway to the Masterplan area from Acton Town station and Bollo Lane, and therefore has a prominent position within the Remaining Masterplan area.

The site is not within a Conservation Area and does not contain any heritage assets. Within the wider area, Acton Town Underground Station is Grade-II listed (ref: TQ 19461 79637), and

the Mill Hill Park Conservation Area is situated to the immediate north of the site. Furthermore, the Gunnersbury Park Conservation Area, which falls within LB Hounslow, is located to the west of the site, across Bollo Lane.

The Public Transport Accessibility Level (PTAL) varies between 3 - 4 across the site. This is reflective of its proximity to Acton Town Underground Station (District & Piccadilly lines) to the northwest, along with the considerable number of bus stops and local bus routes. The site is also a 10-minute walk from South Acton Overground Station.

Background

The principle of development at Acton Gardens Regeneration Area was established through granted outline planning permission in 2013 (with planning reference P/2012/0708) and was subsequently revised via an outline planning application (with planning reference 182579OUT) which was approved on 24 December 2018 (the 2018 Masterplan Permission'). The description of the 2018 Masterplan permission is as follows:

“Hybrid planning application for the continued regeneration of the South Acton Estate encompassing an outline mixed use development comprising; up to 195,396sqm residential floorspace (Class C3) with any associated temporary show homes; up to 2,200sqm non-residential floorspace including 1,200sqm of community space (Class D1) and up to 1,000sqm of flexible commercial space (Class A1, A2, A3, B1, D1, D2); an energy centre up to 750sqm, access, open space and public realm. Detailed permission is sought for access, appearance, landscaping, layout and scale of Phase 9.2 comprising 20,612sqm (of the total 195,396sqm) of residential floorspace (Class C3) [203 dwellings] and 123sqm (of the total 1,000sqm) flexible commercial floorspace (Class A1, A2, A3, B1, D1, D2) with associated refuse/recycling and bicycle storage; plant rooms; car parking; works to the public highway and public realm improvements following the demolition of Buchan House, Anstey Court and properties on Osborne Road and tree removal.”

Significant progress has been made on site, with the detailed consent achieved so far for the delivery of 1,346 units, split into individual and unique phases. Currently, Plot 9.4 to the west of the estate is approaching completion while Plot 9.2 is just recently occupied.

As part of the original (2012) Outline Application for the Acton Gardens Masterplan, a new Central Plaza was consented for Phase 6. This is now operational (albeit with a construction compound present towards the east) and is anticipated to provide open space with an art feature alongside the community facilities, health care facilities, a nursery and convenience retail.

Alongside this, a key principle of the original Masterplan was for the creation of “satellite retail” opportunities which would complement both the new Community Hub and the existing Acton Town Centre. Accordingly, a Sainsbury’s Local has also been provided within Phase 6.

On-Site Progress to Date

The site wide masterplan below shows a diagrammatic representation of the phases already delivered or currently under construction as part of the 2013 and 2018 Masterplan consents. This diagram also illustrates the site for Plots 9.3, 9.5 and 9.6 proposals within the Enfield Character Area.



Reconciliation Masterplan

Reserved Matters Conditions

The 2018 Outline Masterplan Permission includes a number of Reserved Matters related conditions intended to establish key principles of the forthcoming development. The majority of these require submission prior to or coincident with applications for reserved matters being submitted to the Council. Reserved Matters applications are required to accord with commitments and strategies approved under these conditions where relevant.

All of the relevant REM conditions applications for these Plots have been submitted concurrently with the REM submission, as per table below:

	Condition	Reference	Description	Status
Submission concurrent	9	215821CND	Details of Sunlight and Daylight Report	Approval

to Plots 9.3, 9.5 and 9.6 Reserved Matters Application	10	216033CND	Details of Microclimate Assessment	Approval
	11	216220CND	Details of Wind Assessment	Approval
	12	216034CND	Details of Flood Risk Assessment	Approval
	13	216035CND	Details of Swept Paths	Approval
	14	216263CND	Walking and Cycling Study	
	15	216264CND	Cycle Parking part pursuant to condition 15	
	16	216034CND	Details of Fire Statement	Approval
	17	216037CND	Details of Open Space Surveys	Approval
	18	216262CND	Open Space Design	
23	216038CND	Active Design Statement		

However, there remains a number of reserved matters associated condition applications which require approval prior to commencement of works on any new plot. The wording of these conditions does not specifically require their discharge prior to the approval of Reserved Matters, but in some instances, there is a direct material relationship between the details of the reserved matters submission and the principals being captured within the conditions. As such the following pre-commencement conditions pursuant to Plots 9.3, 9.5 and 9.6 have been submitted:

	Condition	Reference	Description	Status
Prior to start of works on Plots 9.3, 9.5 and 9.6.	25	215827CND	Details of Bat Survey	Pending
	26	215828CND	Details of Biodiversity Roofs	Recommended Approval
	29	215855CND	Details of Sustainable Design and Construction	Recommended Approval
	34	215997CND	Details of Sustainable Urban Drainage	Pending
	37	215998CND	Details of Carbon Savings	Recommended Approval
	51	215999CND	Details of Overheating and Cooling for Residential Units	Recommended Approval
	62	215834CND	Details of Travel Plan	Pending
	71	215830CND	Details of Glazing Strategy and Sound Insulation	Pending
72	215990CND			
73	215991CND			
76	215992CND	Noise Mitigation		

As the relevant aspects of these conditions are acceptable to the LPA in the development of Plots 9.3, 9.5 and 9.6, the Planning Committee is in the position to make a decision prior to the formal approval of these outstanding conditions. If required, an update will be reported in the Addendum to the Planning Committee in relation to those conditions applications that have been discharged since the publication of this report.

Proposal Description

This Application seeks to bring forward the next part of the Remaining Area of the Acton Gardens Masterplan, pursuant to the 2018 Masterplan Permission Ref: 182579OUT. The Proposed Development is for 215 residential units spread across Plots 9.3, 9.5 and 9.6 of the Remaining Acton Gardens Masterplan Area, with associated landscaping, amenity space, refuse and recycling facilities and car and cycle parking. The subject site forms the northern-most boundary of the west limb of the masterplan and is part of the identified Enfield Road Character Area.

This phase of the masterplan will complete the west area of the estate, making important new connections between the Central Plaza and school buildings and the Western sections of the masterplan which in turn leads up to Acton Town Station. The layout of these phases and its townscape role is to frame the existing and newly created streets and present new active frontages overlooking Osborne Road and Enfield Road.

These plots would comprise residential use within two perimeter style block blocks and two rows of houses comprising 215 residential units. The design for these plots proposes new houses and two courtyard style residential development ranging between 2 and 9 storeys. The buildings will deliver houses, new apartments and maisonettes, combined with new residential amenity space and with associated landscaping, refuse and recycling facilities and car and cycle parking.

The urban design approach adopted by the architects is based on the principles of connected streets, active frontages and well defined and overlooked public spaces to help people feel at home, comfortable in, and proud of their neighbourhood.

A fundamental principle of the scheme is to recreate traditional urban blocks by making clear distinctions between public and private space, whilst ensuring that streets and public spaces are lined by active building frontages with windows, balconies and front doors, especially at ground floor level.

The scheme also aims to deliver high quality semi-private and private amenity space. The balconies are designed to provide generous outside private space and the communal courtyards are located to be easily accessible and benefit from sunlight and natural surveillance. The proposal also includes high quality shared surface streets, private rear gardens, communal gardens and balconies to combine with the amenities of the two large parks.

The provision of open spaces is supported by a clear street network, legible routes leading pedestrians through the public spaces, and general permeability throughout the neighbourhood.

Street Layout

The plots complete the connections between the previous phases to the west with the existing buildings to the east and the masterplan beyond. Plot 9.3 completes the Enfield Road frontage as a connecting street with Acton Town Station to the west. Hanbury Road which has been repositioned as part of the works to Plot 9.2 forms the western elevation of Plot 9.5, the southern corner of which has a prominent position on the West Park.

The two new courtyard blocks decrease in scale west to east in keeping with the established masterplan characteristics. The new central dividing street has been given the name 'Willet Way', a landscaped space at the heart of the development, the threshold of which is formed by the articulation of the two corner blocks that form the entrance.

The courtyard of Plot 9.5 is a mix of hard and soft landscaping providing both amenity and car parking. Plot 9.6 is a smaller more intimate garden space. Glimpses into these spaces is offered through the generous communal entrances.

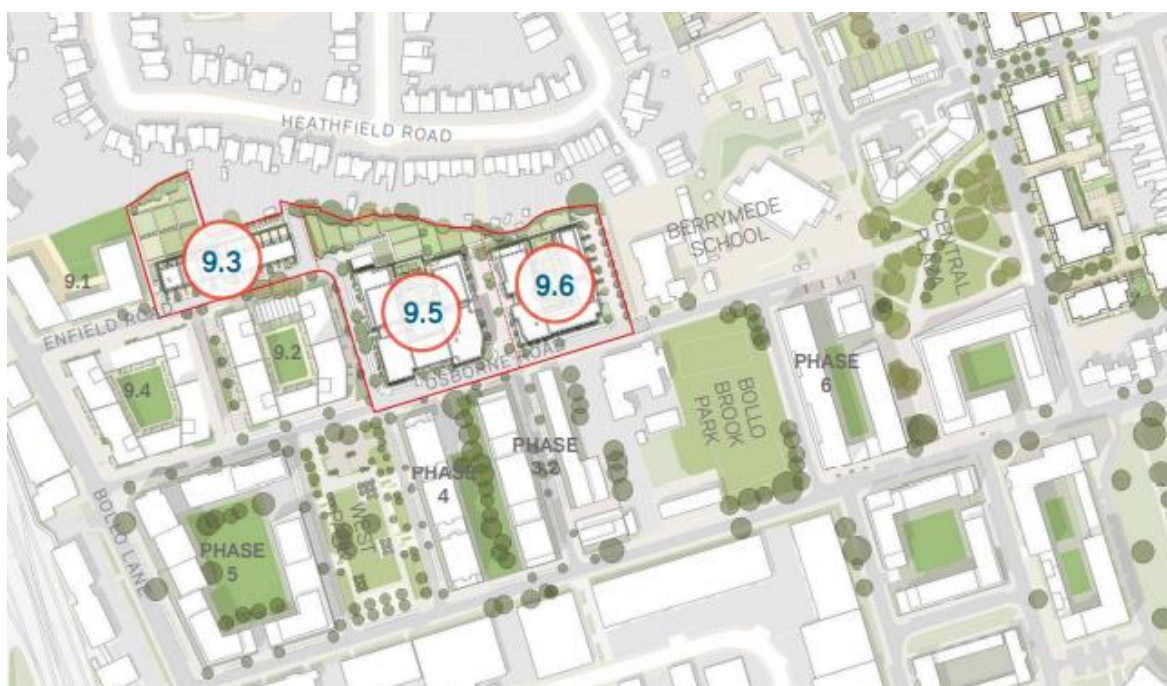
The eastern edge along the existing Osborne Road spur that forms the boundary with the primary school replaces a disjointed series of car-parking, storage and amenity spaces with a tree-lined residential street.

The northern boundary has been carefully designed in conjunction with the daylight and sunlight studies to provide a reactive edge to the northern boundary that limits overshadowing to the allotments and responds to the form of the conservation area to the north. This northern area contains the reorganised allotment spaces that are envisioned as two main parcels, existing and new, connected by a continuous route that runs east to west

Block Typology

The proposal seeks to deliver a mix of building typologies within a high-quality public realm and architecture setting. The development would be a mixed tenure scheme to create a socially cohesive neighbourhood - providing new affordable homes for local people and new residents. The unit mix and unit typologies for the redevelopment has been largely dictated by the 2018 masterplan parameter plans and design guidelines, site constraints and building typologies.

Plots 9.3, 9.5 and 9.6 form the last three sub-phases within the Enfield Road character area and are the last remaining block required to facilitate the completion of the western limb of the Acton Gardens Masterplan. The buildings are designed to form a key part of the residential neighbourhood located at the western end of the remaining area of the Acton Gardens Masterplan and when read alongside the existing western phases delivered pursuant to the original 2012 Acton Gardens Masterplan and 2018 Masterplan, these Plots will complete the frontage along the Osborne Road and Enfield Road.



Location of Plots 9.3, 9.5 and 9.6

Description of Each Plot

Plot 9.3

Plot 9.3 includes 14 three-storey houses, comprising 8 existing 1960's terraced homes and 6 new terraced homes which closely relate to the existing terrace. The existing houses are proposed to be renovated to improve the street frontage with new elevational materials and reorganised front gardens. The proposed new homes are built with a red brick, with a contrasting brick used to highlight the entrance and group windows.



Private gardens for each home will be provided to the rear; beyond this, there will be an element of the Jerome Tower Allotments, which will also be re-provided, and will be accessed via Enfield Road via a main gate between Plots 9.1 and 9.3; and connected to the remainder of the allotments via a strip of land to the rear of the gardens of the renovated houses.

Plot 9.5

Plot 9.5 comprises 134 new homes and is composed of four 'mansion apartment blocks' set around a courtyard garden. The southeast block rises up to nine storeys, with the remainder of the blocks being six storeys tall. The east and west frontage each comprise of paired apartment blocks accessed from their own daylit core.



The southern frontage consists of a 'linking' gallery block that completes this edge. The northern edge is kept open to increase the light levels to the allotments and break down the northern elevation to the Mill Hill conservation area. The internal courtyard is landscaped and will offer communal amenity space for future residents, as well as doorstep play for under 5s.



The buildings are composed of several block typologies and elevation treatments, that respond to the differing conditions of the residential street network; the allotments to the north, the interior courtyard, and the longer views from east to west.



The reconfigured Jerome Allotments, as well as the associated communal facilities area, are located to the north of the phase.

Plot 9.6

Plot 9.6 delivers a total of 67 new homes in a courtyard composition, designed as a transitional step down from the larger scale Plot 9.5. The western edge comprises of two six-storey apartment blocks designed in the style of and comprising several common elements and materials from Plot 9.5.



The upper floor is designed with stepping terraces, and a shaped corner to create an entrance gateway to the inner street. The southern and eastern blocks are predominantly three storeys and consist of maisonettes. A communal landscaped courtyard is provided in the middle of the phase, which also includes doorstep play for under 5s.



A small portion of the reconfigured Jerome Allotments will run along the north of the phase.

Housing Mix and Tenure

A mix of 1, 2, 3 and 4 bedroom apartments and houses are proposed across a mix of tenures, including affordable rent and shared ownership. The table below illustrates this mix as units (u) and habitable rooms (hr).

Home	Total	TENURE		
		Private	Shared Ownership	Affordable Rent
1 bed / 2 person	76u 152hr	44u 88hr	7u 14hr	25u 50hr
2 bed / 3 person	22u 66hr	13u 39hr	5u 15hr	4u 12hr
2 bed / 4 person	77u 231hr	48u 144hr	11u 33hr	18u 54hr
3 bed / 5 person	11u 55hr	5u 25hr	1u 5hr	5u 25hr
3 bed / 6 person	15u 75hr	0	0	15u 75hr
4 bed / 5 person	8u 48hr	0	0	8u 48hr
4 bed / 6 person	0	0	0	0
4 bed / 7 person	6u 36hr	6u 36hr	0	0
4 bed / 8 person	0	0	0	0
TOTAL	215u 663hr	116u 332hr	24u 67hr	75u 264hr

Proposed Dwelling Mix and Tenure

All homes have been designed to comply with the Mayor's Housing SPG 2016 and Building Regulations Part M. Of the 215 units being provided, 10% (22 units) will be provided as wheelchair adaptable in accordance with Part M 4(3).

Affordable Housing

A total of 663 habitable rooms are proposed as part of the application for Plots 9.3, 9.5 and 9.6.

A total of 331 habitable rooms are proposed to be provided as affordable housing (264hr as London Affordable Rent and 67hr as Shared Ownership).

This equates to a total 50% provision, which itself is split, as follows:-

- 80% London Affordable Rent; and
- 20% Shared Ownership.

The development will be tenure blind with no distinguishable difference between the appearances of the various tenures of accommodation.

Road Layout

The proposed development includes the initiation of one secondary route and two tertiary routes. The proposed secondary route, Hanbury Road, links Enfield Road and Osborne Road between Plots 9.2 and 9.5, whilst the tertiary routes provide access to and from the reconfigured allotments to the north of the plots.

The Hanbury Road secondary route is already present on-site and was delivered as part of the Plot 9.2 works. The tertiary route separating Plots 9.5 and 9.6 has been given the name 'Willet Way' and is expected to form a landscaped space at the heart of the development.

Vehicular access is provided from the west of the site, from Bollo Lane, which provides opportunities for vehicles to turn onto Enfield Road or Osborne Road.

Transport and Parking

The proposal includes a total of 51 car parking spaces (excluding the space reserved for emergency plant access, located between Plots 9.5 and 9.6) across the site, with 20% provided as active electric-vehicle charging spaces and all remaining spaces being provided with passive EV charging.

The proposed car parking space split is, as follows:

- Plot 9.3: 14 spaces (six new off-street spaces for the new homes and eight spaces retained on the Hanbury Road Spur to the east of 9.3);
- Plot 9.5: 22 spaces (10 courtyard spaces, seven on-street spaces on Osborne Road and 5 on-street spaces on the new street between Plots 9.5 and 9.6), plus one additional space for emergency substation access; and
- Plot 9.6: 15 spaces (six on-plot spaces for the ground-floor duplexes, six on-street parking space on Osborne Rod and three spaces to the Osborne Road Spur).

The proposed parking represents a ratio of 0.23 spaces per home, below the maximum parking limit of 0.3 spaces per dwelling as per the approved Masterplan.

Six spaces would be provided as accessible spaces thereby representing some 20% of the total parking spaces provided.

Cycle Parking

Cycle parking is designed in accordance with the London Plan, with each core having access to a bike store.

Family houses and ground-floor flats are designed with bike storage integrated into the front garden design.

For the flats, cycle storage is integrated into the courtyard design via central routes designed as ‘way homes’ these are naturally lit and ventilated but designed with limited visibility at pedestrian level.

5 visitor spaces, in the form of Sheffield stands, will also be provided on-street, located on Osborne Road and Hanbury Road.

The breakdown in cycle parking spaces, in accordance with London Plan standards, is provided below:

	9.3	9.5	9.6	Total
Long Stay	28	242	122	392
Short Stay	8			8
Total				400

Allotments

The site also includes the Jerome Tower Allotments, an existing community asset owned and managed by Ealing Council. Jerome Allotments covers 3,704sqm and includes 21 allotment plots of various sizes (comprising 18 individual plots, of which two are subdivided into smaller plots, as well as one community plot), communal facilities, access paths, blocks of established planting and trees and boundary fencing.

Other Matters

The reserved matters application was submitted concurrently to details pursuant to the following conditions of the extant 2018 Masterplan Permission:

- Submission of a Daylight and Sunlight Report pursuant to condition 9
- Submission of a Wind and Microclimate Assessment pursuant to condition 10
- Submission of a Wind and Microclimate Assessment pursuant to condition 11
- Submission of a Flood Risk Assessment pursuant to condition 12
- Submission of a Transport Statement pursuant to condition 13
- Submission of a Transport Statement pursuant to condition 14
- Submission of a Transport Statement pursuant to condition 15
- Submission of a Fire Statement pursuant to condition 16
- Details of Open Space Surveys pursuant to condition 17
- Details of Open Space Design pursuant to condition 18
- Details of Active Design pursuant to condition 23

The following discharge of condition applications were also submitted concurrently to the Reserved Matters application details, and are pre-commencement conditions pursuant to this development plot:

- Details of Bat Survey pursuant to condition 25
- Details of Biodiversity Roof pursuant to condition 26
- Details of Sustainable Design and Construction pursuant to condition 29
- Details of SUDS pursuant to condition 34
- Details of Carbon Savings pursuant to condition 37
- Details of Overheating and Cooling for Residential Units pursuant to condition 51
- Details of Travel Plan pursuant to condition 62
- Details of Glazing Strategy and Sound Insulation pursuant to condition 71
- Details of Noise Mitigation pursuant to condition 72
- Details of Noise Mitigation pursuant to condition 73
- Details of Noise Mitigation pursuant to condition 76

Relevant Planning History

The current 2018 Masterplan Permission site is included within the 2013 Outline Planning Permission (Ref: P/2012/0708) for the original Acton Gardens Masterplan, which was approved on 13th August 2013.

The 2013 Outline Planning Permission included the phased demolition of all 1,695 existing residential units (5,206 habitable rooms [hr]) that were constructed prior to 2001 and their replacement with up to 2,350 units (7,779hr). A total of 1,346 units were delivered pursuant to the 2013 Outline Planning Permission (as amended by the S.73 Application Refs: PP/2014/2142, PP/2014/6303, and 160794VAR), as follows:-

Site	Existing Units	Application	LPA Ref:	Proposed Units	Approval Date
Phase 2	94	Full	2012/0711	106	13 th August 2013
Phase 3.1		RM	2013/4132	124	17 th March 2014
Phase 3.2	60	Full	2013/4113	116	12 th June 2014
Sitewide		S.73	2014/2142	-	14 th July 2014
Phase 4	78	RM	2014/5311	107	6 th February 2015
Phase 5	160	RM	2015/0016	271	20 th March 2015
Sitewide		S.73	2014/6303	-	31 st March 2015
Phase 6	122	RM	16079RES	308	24 th May 2016
Sitewide		S.73	160794/VAR	-	9 th December 2016
Phase 7.1	73	Full	2015/3558	246**	9 th December 2016
Phase 9.1	44	RM	174205RMS	68	29 th March 2018
TOTAL UNITS		TOTAL UNITS			
631 units existing		1,346 units approved to date			

Subsequently, a hybrid Outline Application LPA (with Reference 182579OUT) was consented by the Council on 24th December 2018 (The 2018 Masterplan Permission).

The 2018 Masterplan Permission consented a total of 195,396sqm of new residential floorspace (which the indicative masterplan equates to 1,950 residential units - an uplift of 856 units above what was originally consented in this area), or 6,156 habitable rooms.

On a habitable rooms' basis, 49% would be affordable with a total of 2,453 Affordable Rent habitable rooms and 558 Shared Ownership habitable rooms. The 2018 Masterplan Permission also included details for 203 new homes within Plot 9.2.

A total of 933 units - within Plot 9.2, 9.4, 8.1, 8.2 and 7.2) were delivered (or else under construction) pursuant to the 2018 Masterplan Planning Permission.

This means that overall, 2,279 new homes have been delivered (or are under construction) within the the overall Masterplan.

With the latest plots, under consideration under these proposals for Plots 9.3, 9.5 and 9.6 a total 2,494 new homes would be under delivery by the regeneration of the Estate.

Consultation

Public Consultation

Twenty-one site notices were placed in the surrounding area, namely, Bollo Lane, Bollo Bridge Road, Osborne Road, Enfield Road, Whelan Road and Castle Close. A press notice was also published in the Ealing Gazette on 27.10.2021. The consultation period expired 17.11.2021.

A total of 10 comments have been received on the reserved matters application, comprising of 8 objections and 2 neutral representations. Accordingly, all the key issues raised through the comments received have been reviewed and assessed by Officers and have been summarised below, followed by an Officer's response to the key issues raised:

Design, Layout and Density

- Application continues over-development of the area.

Planning Officer's Response:

The proposals have been designed to conform with the consented parameters, most notably the Development Plots (ref: 16250-00-07-004), the Illustrative Masterplan (ref: 16250-00-07-008) and the Minimum and Maximum Building Heights (ref: 16250-00-07-006) parameter plans. The proposals will therefore retain the heights, separation distances and relationships with neighbouring existing, emerging and proposed buildings which were consented under the 2018 Hybrid Masterplan.

- Height of houses on north of Enfield Road should not be higher than 3 storeys, to protect new allotments and houses in the Mill Hill Park Conservation Area.

Planning Officer's Response:

The terraced houses on Phase 9.3 will be 3 storeys in height, matching the existing row of terraced houses.

- House owners on Enfield Road will have small gardens, largely shaded by their houses

Planning Officer's Response:

All proposed units, including the new and refurbished homes on Phase 9.3, will have private amenity space which meets the requisite size standards set out in the Mayor's Housing SPG.

Like any other residents, the residents of these new homes will be able to also access the ample open space provision throughout the estate.

- Pleased that the existing terraced houses on Phase 9.3 will be renovated rather than rebuilt.
- Pleased that balconies will not be added to the Phase 9.3 houses.

*Planning Officer's Response:
We welcome this comment.*

Allotments and Trees

- Removal of trees will spoil the area.

Planning Officer's Response:

As part of the Hybrid Outline Application for the Remaining Masterplan Area, a comprehensive Tree Survey was carried out which identified those trees of high amenity value, those which were to be removed and an indicative plan showing new trees to be planted.

The Remaining Masterplan Area layout emphasised the retention of as many of those high amenity trees as possible, whilst supplementing them with a significant degree of additional tree planting.

In terms of these Plots, the existing trees on-site have been largely retained and removed in accordance with the Public Open Space and Allotment s Parameters Plan 16250- 00-07-007 of the 2018 Outline Masterplan. However, following a further tree survey in 2021 and further consultation with the allotment holders, LBE Council and residents of the Mill Hill Road Conservation Area, a number of additional trees were subsequently proposed for retention. These are included as part of this application.

Additionally, to mitigate for the loss of existing trees on site, new trees will be planted across the development. Several of the new trees will be planted as semi-mature specimens to provide immediate impact within the new landscape scheme

A variety of other landscape and biodiversity enhancements are also proposed across the site, including biodiverse roofs, bat and bird boxes, and deadwood refuges, so as to improve the biodiversity value and urban greening factor for the site.

The proposed development is therefore considered to continue to deliver a high-quality landscaping scheme which responds to London Plan and LB Ealing requirements.

- How will trees be managed, particularly with regard to the allotments?

An Arboricultural Impact Assessment, Tree Protection Plan and Tree Schedule have been submitted in support of the proposed development. These documents assess the value of existing trees and site, as well as the necessary mitigation/steps required to protect retained trees during construction works. Construction of the development will adhere to these requirements to ensure that trees will be properly managed and protected, where required.

Condition 40 of the Revised Masterplan states that any trees which die, are removed, uprooted, significantly damaged, become diseased or malformed within five years from the completion of planting, must be replaced during the nearest planting season with a tree/s of the same size, species and quality as previously approved.

- Layout of reconfigured Jerome Allotments does not compare favourably to 2012 permission.

Planning Officer's Response:

The layout of the reconfigured Jerome Allotments aligns with the layouts approved as part of the 2018 Hybrid Masterplan permission (ref: 182579OUT), as shown on the approved Parameter Plans. This layout has been granted and the detailed design of the allotments has been carefully progressed to ensure that the highest quality is provided in the context of the parameters.

The layout and design of the proposed allotments have been subject to extensive stakeholders and community engagement throughout the development of the proposals, and the team have considered and responded to comments received during this engagement. Please see the accompanying Statement of Community Involvement, which provides further detail.

- Narrow strip of allotment area, north of Phase 9.3, will be un conducive to plant growth.

Planning Officer's Response:

The section of allotment land to the north of the new and renovated Phase 9.3 houses will include the delivery of 8 new allotment plots, which have been determined to benefit from suitable sunlight and wind conditions, thereby allowing for growing to take place. These plots will be accompanied by a series of micro-plots along the allotment path to the north of the existing Phase 9.3 homes. These micro plots will enable future users to grow a variety of produce beyond the re-provided allotment plots.

The inclusion of micro-plots was as a result of extensive dialogue with the parks department and existing allotment holders, to maximise opportunities for members of the community to get involved with food growing.

Further detail is provided in the Allotment Delivery Strategy submitted as part of the discharge of Condition 21 of the 2018 Hybrid Masterplan, and which is currently under determination under application 215670CND.

- Allotments seem more likely to become just a picnic area especially if seating areas are provided.

Planning Officer's Response:

Whilst a variety of flexible spaces, which could include communal seating areas, have been introduced, the key objective of the reconfigured Jerome Allotments has always been to re-provide the existing allotment plots to enable existing and future plot holders to grow produce.

10 existing plots will be lost as a result of the proposals, and 10 new plots are proposed to offset this loss. Existing plot holders will be afforded the opportunity to continue using the Jerome Allotments, thereby ensuring that any growing present on the site can continue in the long-term, should there be interest.

Further detail is provided in the Allotment Delivery Strategy submitted as part of the discharge of Condition 21 of the 2018 Hybrid Masterplan, and which is currently under determination under application 215670CND.

- Overshadowing from proposed buildings on the Jerome Allotments.

Planning Officer's Response:

Detailed sunlight assessments - in accordance with the Royal Horticultural Society guidance for food growth - have been carried out to support the proposed reconfigured Jerome Allotments.

The assessments demonstrate that the majority of the current allotment area struggles to achieve between 3 and 6 hours of direct sunlight in January, November and December. In turn, analysis of the proposed allotments determines that the majority of the proposals will have suitable sunlight from March to September.

The proposed allotments will therefore retain a level of sunlight consistent with the existing allotments.

Further detail is provided in the Daylight and Sunlight Report, as well as the Allotment Delivery Strategy submitted as part of the discharge of Condition 21 of the 2018 Hybrid Masterplan, and which is currently under determination under application 215670CND.

- Concerns with security of access to the allotments behind Heathfield Road gardens. Secure by Design should be required as a condition to ensure consultation with a DOCO.

Planning Officer's Response:

A lengthy pre-application consultation process took place with the applicant team, Ealing Council and Jerome Allotment users to inform the design of the reconfigured allotments.

Secure by Design formed part of the key stakeholders which were involved in the process. The Secure by Design officers did not raise any substantive issues with the proposals and simply requested that secure gates and railings be provided to all boundaries of the allotment. This request has been addressed in the final design of the proposed allotment and therefore, the allotments are considered to be suitably secure. Notwithstanding this, a condition is recommended to ensure that final details of the boundary treatment for the allotments is submitted for approval.

Further detail is provided in the Allotment Delivery Strategy submitted as part of the discharge of Condition 21 of the 2018 Hybrid Masterplan, and which is currently under determination under application 215670CND.

- Utility buildings such as sheds in the new allotment area should be sufficiently far from any boundary walls or fences, to avoid security issues

Planning Officer's Response:

Any structures have been, and will continue to be, carefully designed and located to avoid any potential security issues. Ealing officers, as well as Secure by Design officers, have been closely involved in the design of the proposals prior to submission. As such, it is considered that the proposed allotments have been suitably designed to offer sufficient protection against crime.

Notwithstanding this, an informative is recommended to draw the applicant's attention to this issue

- Timeframes for new allotments and allotment holders being relocated.

Planning Officer's Response:

The new allotments are expected to be completed in Q2 2022, and decant of existing holders located on phase 9.5 to the new allotments, where applicable, is also expected to commence in Q2 2022.

A detailed overview of the delivery strategy and implementation timeline for the proposed allotments has been provided in the Allotment Delivery Strategy submitted as part of the discharge of Condition 21 of the 2018 Hybrid Masterplan, and which is currently under determination under application 215670CND.

- Are existing plot holders being prioritised?

Planning Officer's Response:

Existing plot holders will be prioritised and afforded the opportunity to apply for a new plot. Please see the Allotment Delivery Strategy submitted as part of the discharge of Condition 21 of the 2018 Hybrid Masterplan, and which is currently under determination under application 215670CND

- Pleased to see the East and West Allotments on the proposals.

Planning Officer's Response:

The comment is welcome

Amenity

- Impact on privacy of Heathfield Road properties

Planning Officer's Response:

The nearest façade to façade distance between existing houses to the north and new development within the estate would be 32m. This is at the easternmost side of the reserved matters site and it represents a significant increase in the existing façade to façade separation distance between these properties.

The proposals have been designed to conform with the consented parameters, most notably the Development Plots (ref: 16250-00-07-004), the Illustrative Masterplan (ref: 16250-00-07-008) and the Minimum and Maximum Building Heights (ref: 16250-00-07-006) parameter plans.

The proposals will therefore retain the heights, separation distances and relationships with neighbouring existing, emerging and proposed buildings which was consented under the 2018 Hybrid Masterplan.

There will be strong separation distances to the properties to the north, along Heathfield Road, by virtue of the placement of the reconfigured Jerome Allotments along the northern boundary of the site, creating a set-back between the existing Heathfield Road properties and the proposed buildings.

The careful positioning of balconies also ensures that no additional overlooking or loss of privacy is generated above that which was consented under the 2018 Hybrid Masterplan (ref: 182579OUT).

- Construction impacts (vibration and cracks) to the homes on Heathfield Road.

Planning Officer's Response:

As required by Conditions 24 and 27 of the 2018 Hybrid Masterplan (ref: 182579OUT), a Construction Management Plan will be submitted and approved by the Council prior to commencement of development.

The Construction Management Plan will provide details of how the construction will be managed, including details of noise, dust and vibration mitigation measures to accord with the relevant Best Practice Guidance. It is considered that any unacceptable impacts will be mitigated through the approval of, and adherence to, the Construction Management Plan.

- Any damage to the boundary wall between Acton Gardens and the Mill Hill Estate should be repaired in a historically appropriate manner.

Planning Officer's Response:

A condition is recommended to ensure that any potential damage to features to be retained is avoided and minimised. Should any damage arise, repairs will be made as required.

- Building work at the back of Heathfield Road risks flooding, since the lower gardens at the south of Heathfield Road already become waterlogged in heavy rain.

Planning Officer's Response:

The site is located in Flood Zone 1, and is therefore not in an area considered to be at risk of flooding. As required by Reserved Matters Condition 12, a Flood Risk Assessment and Drainage Strategy has been submitted by the application and is being considered under a separate condition discharge application (ref: 216034CND). The Flood Risk Assessment and Drainage Strategy confirms that the site is at low risk of flooding from all sources other than surface flooding; additionally, through the control of surface water runoff for Plots 9.3, 9.5 and 9.6 by the use of appropriate SuDS techniques, the site is no longer considered to be at risk of surface water flooding. On this basis, the overall risk of flooding due to all sources is considered to be low, and the proposals are considered to be acceptable in terms of flooding and drainage

Planning Officer's Final Response:

Overall, on balance, it is considered that all resident's comments have been adequately addressed and have been given the adequate weighting in terms of assessment of the proposal. More detailed comments in relation to all aspects are provided in the main body of the assessment section of this report.

Internal Consultation

The following officers and departments were consulted on with the details of this application and were requested to review and provide comments on the relevant parts of the proposal, adequate to their expertise. Their comments along with the planning officer's response are summarized below:

Active Ealing	No objection received
Transport Services	No objection subject to S278/38 agreement, planning conditions and minor clarifications on cycle parking, vehicle parking and EVCP.
Energy Officer	No objection subject to S.106 payment towards carbon off-setting. Conditions 29, 37 and 51 (pursuant to 182579OUT) have been recommended a discharge.

Landscape

No objection received but commented on the Allotment Strategy (ref. 215670CND and ref. 216262CND) as follows:

The overall strategy document is clearly presented and includes most of the information needed. The overall increase in area of the allotments and inclusion of new community gardening areas and microplots is especially welcomed. Further information is required on Sunlight mapping, Community Gardening area, Timescale for transfer of plot holders to new plots, Soil Strategy, Delivery Mechanism and Handover, Ecology, Footpaths including Footpaths Widths, ramps, Communal green infrastructure, Proposed new planting, Provision of new composting toilets, watering points, raised beds and community storage, Micro plots sizes, Site clearance green waste arisings and clearance, Enfield Rd vehicle entrance, Orchard, ponds, tree planting and hedgerows, and Large community gardening areas.

Officer's Response: *These comments are welcome and reflect the positive engagement between services and applicant during the design and planning stages of the new Allotments. Note that details of sunlight and daylight are submitted as part of this Reserved Matters Application. The additional information requested by Parks & Leisure does not affect the findings of the daylight & sunlight report submitted as part of the RM application, which confirms that the proposed development will be acceptable in terms of its daylight, sunlight and overshadowing impacts both within the proposals and to neighbouring properties and open spaces. As requested by Parks & Leisure, the additional overshadowing plots simply provide sunlight hours data and mapping for the entire allotments footprint, and confirms that all growing areas will receive suitable levels of daylight for horticulture.*

A condition is recommended to secure the requested additional detailed information.

Tree Officer

No objection received.

Pollution-Technical Control

No objection received.

Environmental Services (Waste)

No objection received.

Flood Risk Officer (LLFA)

No objection received.

External Consultation

The following statutory consultees, local amenity groups and other organizations were consulted on with the details of this application and were requested to review and provide comments on the relevant parts of the proposal, adequate to their expertise. Their feedback along with the planning officer's response are summarized below:

Designing Out Crime Officer

No objection subject to a planning condition.

Officer's Response: *Controls set out in Outline Permission (ref. 182579OUT) already secure the requested accreditation.*

Transport for London (TfL)

No objection subject to clarifying concerns on the cycle parking solutions, widths and spacing.

Officer's Response:

The minimum distance on the site is 1.74m, which is in accordance with the manufacturer's width recommendations. A more detailed assessment in relation to the above aspects are provided in the main body of this report.

London Ambulance Service	No objection received.
Fire and Emergency	No objection received.
Thames Water	No objection received.
Heathrow Airport Ltd	No objection. Recommendation to discharge condition 26 in relation to Biodiverse roofs. Although it is not anticipated that the use of a crane at this site will impact Heathrow's Obstacle Limitation Surfaces, Instrument Flight Procedures or radar, Heathrow advises the developer that if a crane is required for construction purposes, then red static omnidirectional lights will need to be applied at the highest part of the crane and at the end of the jib if a tower crane, as per the requirements set out by CAP1096.

Officer's Response:

An Informative is recommended to that effect.

Historic England	No objection to scheme.
Historic England (GLAAS)	Archaeology condition 31 is attached to hybrid Outline Planning Permission Ref: 182579OUT requiring archaeological trial trench evaluation. The reserved matters applications for other phases of the development have been accompanied by an archaeological Written Scheme of Investigation, however one has not been submitted with this application.

Officer's Response:

Condition 31 is a pre-commencement condition and therefore submission of details pursuant to the condition are not required at this stage.

Acton Community Forum	No objection received.
South Acton Residents Association (SARA)	No objection received.
Action Acton	No objection received.
South Acton Councillors	No objection received.
National Air Traffic Control Services (NATS)	No safeguarding objection to the proposal. The proposed development has been examined from a

technical safeguarding aspect and does not conflict with safeguarding criteria.

PUBLIC CONSULTATION BY THE APPLICANT

The applicant submitted a Statement of Community Involvement detailing the consultation carried out with the residents of the Estate and other local residents prior to the submission of the current reserved matters application.

Building on the extensive consultation that was undertaken to inform the 2018 Masterplan as well as earlier phases delivered to date, the Acton Gardens team has continued to engage both with LB Ealing; and as many residents, stakeholders and members of the public as possible to inform the proposals for Plots 9.3, 9.5 and 9.6 Reserved Matters Application.

The consultation process was shaped in response to the coronavirus pandemic and tailored to ensure both safety and accessibility were not compromised. The consultation process included two separate workstreams; consultation on the entire proposals, and a more-targeted consultation aimed at the reconfiguration of the Jerome Tower allotments.

The applicant has confirmed that the comments received were integral to evolving the design.

A specific consultation programme relating to the Jerome Allotments was also conducted with community and individual allotment plot holders and LBE Parks team. These consultation activities, included:

- Three online Consultation Meetings with Jerome Allotment plot holders and LBE Parks team;
- Three site visits to the Jerome Allotments with allotment holders, including marking out the impact of changes on the ground on existing allotments;
- Two online Public Exhibitions with presentations from architects and design team;
- Large Presentation Boards erected on hoarding near Phase 6.2 for residents to view at a time that suits them;
- Emails to plot holders and LB Ealing Parks Team; and
- 1-2-1 appointments via video, phone and email.

In terms of the Jerome Tower allotments consultation, meetings were held with LB Ealing Parks team on 28th May 2021, 18th June 2021 and 4th June 2021, and the team also attended the three consultation meetings with allotment holders.

In summary, the feedback received through the various methods of consultation has been used to guide and inform the final proposal design. In terms of general public feedback, the response was considered to be positive. Countryside welcomed the constructive dialogue with the allotment holder's association, which was useful in developing the design and understanding their requirements.

Specifically relating to the proposals for Plots 9.3, 9.5 & 9.6, the consultation programme has employed various socially distanced and online initiatives to consult with as many residents, stakeholders and members of the public as possible while following the government's Coronavirus guidelines. Consultation activities with residents and stakeholders, included:

- Online Meet the architect session with Community Board
- Online Design Sub-Group Meeting
- Two virtual Community Board Meeting with resident members and stakeholders
- Independent Advisor confidential advice service via phone, email and drop ins
- 1-2-1 appointments via video, phone and email
- Letters sent to residents, stakeholders and neighbours

- Information packs available in the community centre or by post
- Posters in communal areas and noticeboards
- Text messaging to South Acton and Acton Gardens residents
- Emails to local stakeholders
- Two online Public Exhibitions with presentations from architects and design team
- Large Presentation Boards erected on hoarding near Phase 6.2 for residents to view at a time that suits them
- Website updates and information (www.youractongardens.co.uk)
- Newsletter delivered to whole estate and neighbouring streets

As neighbours to Plots 9.3, 9.5 & 9.6, residents of the Mill Hill Park conservation area were sent invitations to both Public Exhibition events

A summary of the programme of various initiatives relating to these Plots, set out by the applicant are provided below:

- **Design Sub-Group Meetings**
- **Community Board Meeting** with residents and stakeholders
- **Drop-in Surgeries**
- **Independent Advisor Drop Ins**
- **1-2-1 appointments** and home visits
- **Letters to:**
 - Ward Councillors
 - Community Board members
 - Berrymede Junior school and Berrymede Infant school
 - South Acton Children's Centre
 - Local businesses on Bollo Lane and Gunnersbury Lane
 - LBE officers
 - Local Community groups including Descendants and United Anglo Caribbean Society
- **Posters** - displayed across Acton Gardens and neighbouring roads. Text messages were sent to residents and information was featured in the news section of the Acton Gardens website.
- **Text messaging** to local residents
- **Door Knocking** with residents and neighbours
- **Public Exhibitions**
- Updates and information provided on the **website** (www.yoursouthacton.co.uk)

The Acton Gardens Communications Strategy takes a broad approach to engaging with residents and stakeholders through a variety of different methods.

This includes:

- Regular circulation of a dedicated Acton Gardens newsletter
- A bespoke website which offers information on the regeneration and activities available to residents
- An independent advice service for residents with regular drop-ins and home visits
- Housing surgeries which see Acton Gardens, LBE and the Independent Advisor meeting residents and stakeholders face-to-face
- Regular Community Board meetings and an annual AGM which all residents are invited to attend
- Public consultation exhibitions, advertised in advance to the general public through posters and to residents, neighbours and key stakeholders with invitations and event reminders
- Online consultation meetings with the Jerome allotment holders

- Letters, both personal and letter-drop to ensure residents are aware of consultation events and key regeneration events and news affecting them
- Acton Gardens presence at local community events
- Home visits with residents (when requested)
- Poster campaigns, across South Acton and Acton Gardens
- Text messaging to Acton Gardens and South Acton residents

The details within the Statement of Community Involvement adequately conveys the concerted effort Acton Gardens has made to extensively consult with the local community, existing residents and stakeholders, at regular intervals throughout the design development process, using a range of mediums to ensure that as many people are reached as possible.

This commitment has ensured the ongoing regeneration of the estate meets the aspirations of local residents and is in full accordance with National Planning Policy Framework paragraph 128.

The consultation is also considered to comply with the range and scope criteria on large-scale applications set out under Appendix 3 of Ealing's Statement of Community Involvement (February, 2013).

APPRAISAL

The REM has been submitted pursuant to the following conditions of the 2018 Masterplan Permission Ref: 182579OUT (dated 24/12/2018) for the continued regeneration of the South Acton Estate:

- Condition 7 (Reserved Matters Submission) relating to the relevant material planning considerations for a particular Plot, including:
 - a) Appearance;
 - b) Means of Access;
 - c) Landscaping;
 - d) Layout; and
 - e) Scale

and

- Condition 8 (Reserved Matters Details) relating to the relevant documents all REM's must be accompanied by.

Parameters of the 2018 Masterplan Permission

The 2018 Masterplan Permission for the Regeneration of the South Acton Estate is a 'hybrid' permission, in that planning permission has been granted in outline for the majority of the proposed development, whilst detailed permission has been granted in relation to plot 9.2.

Approved parameters and principles are provided in the approved application documents, in particular within the Design Guidelines (DG), and the Parameter Plans appended to it, to control the nature and timing of reserved matters applications to accord with the assessments undertaken within the EIA of the likely significant environmental impacts of the Scheme.

The 2018 Masterplan Permission is tied to those key parameters and principles in order to ensure that the proposed development is carried out, used and occupied in accordance with the assumptions which underpin the EIA Process and which the Planning Statement demonstrates accordance with.

The DG sets out the updated physical and other parameters and principles to guide and govern the subsequent design and approval of details in accordance with conditions attached to the 2018 Masterplan Permission. The DG identifies aspects of the proposed scheme that fall within the parameters and principles approved under the 2018 Masterplan Permission, and those that do not (the Reserved Matters) which are therefore subject to obtaining Reserved Matters approval.

It is expected that in the future a number of updates will need to be made to the DG as a consequence of REMs and other matters approvals relating to other phases of the development.

The 2018 Masterplan Permission anticipated that the DG would need to be regularly amended as the scheme was delivered, reflecting the scale, complexity and duration of the development. The 2018 Masterplan Permission therefore includes a mechanism via Condition 58 that allows consequential updates to be made to the DG document. There have been no Condition 58 updates made to date that would affect the parameters that relate to Plots 9.3, 9.5 & 9.6.

It is considered that the proposed development relating to Plots 9.3, 9.5 & 9.6 conforms with all of the relevant Parameter Plans, as amended, and this is explained in the appraisal below.

Principle of development

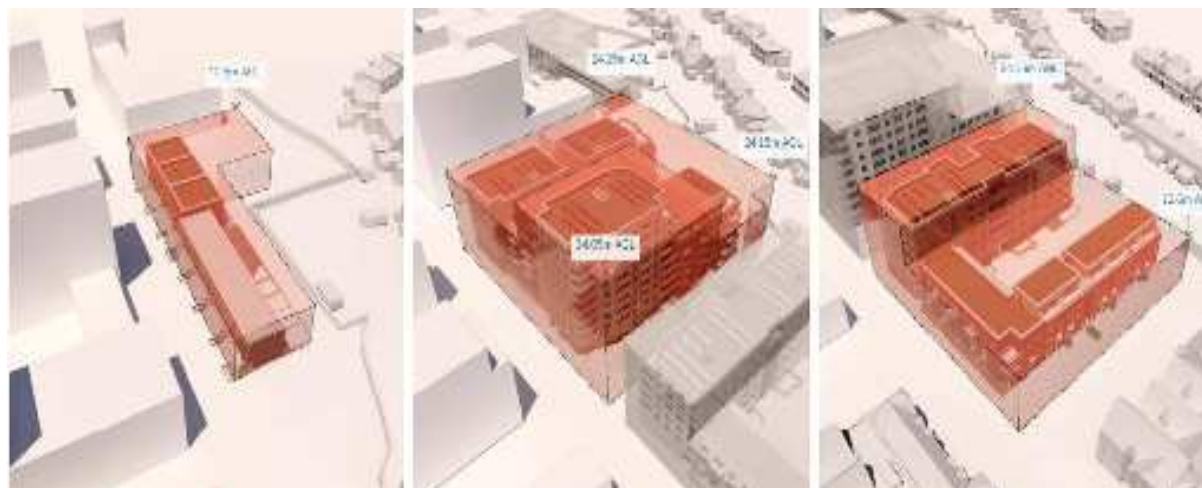
The principle of the proposed residential led mixed-use development for Plots 9.3, 9.5 & 9.6 is established by the 2018 Masterplan Permission. The 2018 Masterplan Permission divides the remaining area of the South Acton Estate site into a series of Development Zones based upon areas of character (as shown on Parameter Plan 02). This Parameter plan assigns a maximum quantum of GEA Residential accommodation (Use Class C3) to promote differentiated neighbourhood characters between the west, central and north of the scheme.

The Development Zones are in turn sub-divided into Land Parcels by the identification of key structural components i.e. primary roads, open spaces, land uses (as shown on Parameter Plan 03). Plots 9.3, 9.5 & 9.6 are located within the Enfield Road Character Area and this Character Area is sub-divided into four land parcels identified as ER1, ER2, ER3 and ER4 on Parameter Plan 03. The supporting text of this Plan identifies the primary use of Enfield Road Character Area as residential. Plots 9.3, 9.5 & 9.6 are located within the ER2 and ER4 Land Parcels and are proposed to be fully residential.



Parameter Plan 03 – Land Parcels and Land Uses

Development Parcel ER2 anticipates low density housing only. Development parcel ER4 (together with parcels ER1 and ER3) in the Enfield Road character area of the scheme are to have a higher level of average overall residential density to take advantage of the proximity and good access to public transport (improving access to public transport associated with Acton Town Station and the High Street with improving connections north to Acton Mainline).



Plots 9.3, 9.5 and 9.6 proposals shown to be wholly within the *Jelly Mould* of the approved parameters

The principles of Layout, Scale, Appearance, Access and Landscaping of the proposed development have been largely established with the outline 2018 Masterplan Permission. The principle of the proposed development including the proposal to demolish existing buildings was approved by the Council in consultation with the Mayor of London under the 2018 Masterplan Permission ref: 182579OUT, dated 24/12/2018.

Density

The Mayor’s Housing SPG and the newly approved London Plan highlight the critical role large sites play in meeting London’s housing need and reducing the gap between local and strategic

housing need and supply. For the purposes of the London Plan large sites are defined as those of more than 5ha in size or capable of accommodating more than 500 dwellings. Given their strategic importance to meeting housing need, it requires all large sites to be progressed through a plan-led process to encourage higher densities.

In this case, the application site is identified in policies 1.1(b), 4.1(a) and 4.1(d) of Ealing's Adopted Development Strategy Policy, which give explicit support for the development of these new homes partly within the municipal housing estates, including the South Acton Estate. Inclusively, the sub-text to policy 1.1 clarifies that the development strategy is primarily concerned with apportioning the required growth to the right places across the borough, ensuring that it is well related to the provision of infrastructure, that the design is of high quality, and that it tackles social need.

The Mayor's Housing SPG states that the potential for increased densities should be positively explored and enabled on large sites and in opportunity areas. The London Plan highlights the scope for large sites to determine their own character in terms of residential densities. Indeed, the Mayor's Housing SPG confirms that sites over two hectares typically have the potential to define their own setting in terms of the density ranges.

The need to optimise the use of residential land is a view strengthened by the London Plan Policy D6 which, in light of the significant increase in housing need now recognised, has removed the Density Matrix. Rather, Policy D6 states that in order for growth to be accommodated in a responsible way, densities would have to be developed "above those of the surrounding area on most sites."

The DG of the 2018 Masterplan Permission also provides illustrative residential densities in Section 3.1, which is to be informed and supplemented by the Parameter Plans. There are no average illustrative densities for the ER2 and ER4 land parcel (which include Plots 9.3, 9.5 & 9.6). However, the Site has a PTAL 4-5 and is located in an urban location.

London Plan Policy D3 requires developments to make the best use of land by following a design-led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. The London Plan has therefore sought to provide a different approach to determining density with Policy D2 stating that the density of a development should:

- "1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels*
- 2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services)."*

To this end, the London Plan seeks to select appropriate development densities on a site-by-site basis in order to optimise housing and development delivery.

The site area of Plots 9.3, 9.5 and 9.6 measures 1.8ha and 215 units are proposed. This equates to a residential density of 119 units per hectare and therefore it lies comfortably within the 2018 Masterplan Permission average density of 200 units per hectare. However, as noted above the actual residential densities are to be determined through the REM process which incorporate various other controls and standards to ensure high quality is provided.

In terms of location, the submitted Design and Access Statement demonstrates the density of Plots 9.3, 9.5 and 9.6 would be appropriate to its location given its prominent position within

the regeneration site, which is sited alongside a secondary route and within very close proximity to Bollo Lane and Acton Town tube station.

In terms of technical standards the proposals meet or exceed the minimum Technical Housing Standards, provide good levels of daylight and sunlight, provide large amounts of communal outdoor space, are in close proximity to West Park and - the most recent addition to the range of open and recreational spaces – Bollo Brook Park.

As such, within the context of the London Plan, and given both the permitted site densities and the high quality of the design demonstrated through the submitted drawings and Design and Access Statement, it is considered that the density proposed is wholly appropriate

Affordable Housing

Policy 1.2(a) of Ealing’s Development Strategy requires that at least 50% of the housing developed in the borough up to 2026 will be affordable housing. Policy H10 in the London Plan states that, where redeveloped, such floorspace should be replaced on an equivalent like-for-like basis in terms of tenure and provision. In addition to this re-provision, such schemes should also seek to further maximise the delivery of affordable housing through Viability Testing as reiterated in the Mayor’s Good Practice Guide to Estate Regeneration.

The Plots 9.3, 9.5 and 9.6 apartment buildings and houses are provided on the basis of their design being ‘tenure blind’, in accordance with the principles adopted by the extant 2018 Masterplan Permission. There would be a balance of private sale, shared ownership and social rented tenure accommodation within each building.



Tenure Distribution across the Enfield Road Character Area (including Plots 9.3, 9.5 and 9.6)

In the case of the shared ownership and private sale dwellings, these would share communal cores in some areas of the apartment buildings. All tenures have equal access to the same communal outdoor amenity space within the centre of each apartment building. The houses

would benefit from private gardens. This approach is common to all of the earlier phases of the Regeneration scheme and is common across the Council’s entire estate regeneration programme.

In general, the different tenures would be accessed from their own dedicated circulation core in order to aid management issues and ensure that service charges and insurances for the social rent units are maintained at affordable levels.

The current paradigm inevitably determines that the proportion of affordable housing within the blocks is highly sensitive to these post occupation management aspects. This, in itself, results in a lack of opportunity to test a clearer form, and therefore also more genuine, delivery of tenure blind blocks where occupiers can mix regularly and freely, irrespective of class, background or housing tenure. It is acknowledged that there should be a continued, persistent and legitimate aspiration to deliver an open blend of tenures within the blocks themselves. To that effect, officers are committed to challenge the current affordable housing delivery model, Housing Associations and Developers alike, in the hope that the advancements on tenure distribution within blocks continues to improve.

Specifically, in terms of tenure, the development would provide 75 units (264 habitable rooms) in affordable rent tenure, 24 units (67 habitable rooms) in shared ownership tenure and 116 units (332 habitable rooms) in open market tenure, which is equivalent to 46% affordable housing on a unit basis and 50% affordable housing on a habitable room basis. The proposed proportion of affordable housing falls marginally short (0.08%) of the recommended 50% affordable housing requirement of policy 1.2(a) of Ealing’s Development Strategy. The shortfall is considered negligible and mitigated by an 80% / 20% split of Affordable Rent/Shared Ownership habitable rooms.

Plots 9.3, 9.5 and 9.6 proposed tenures - on a habitable room basis - are summarised below:

Tenure	Private	Shared Ownership	Affordable Rent	Total
Nos. in hab. rooms	332	24	264	663
		331		
%	50%	20%	50% 80%	100%

Proposed affordable habitable room provision within Plots 9.3, 9.5 and 9.6

Affordable Housing across the Masterplan - Reconciliation

The 2018 Masterplan Permission consented a total of 195,396sqm of new residential floorspace across the Remaining Area of the Acton Gardens Masterplan – which indicatively equates to 1,950 residential units (an uplift of 856 units above what was originally consented in this area), or 6,156 habitable rooms.

The 2018 Masterplan Permission sets a baseline requirement to provide (on a habitable rooms basis) 49% as affordable, comprising a total of 3,011 habitable rooms. Of this provision, 2,453 habitable rooms (81%) would be Affordable Rent and 558 habitable rooms (19%) would be Shared Ownership.

These consented 2,453 Affordable Rent habitable rooms and 558 Shared Ownership habitable rooms would sit alongside the affordable units delivered across the wider Acton Gardens development delivered to date, as set out below:

Wider Acton Gardens AH Delivered to Date				Permitted AH for Remaining Masterplan Area			
Affordable Rent		Shared Ownership		Affordable Rent		Shared Ownership	
units	hab. rooms	units	hab. rooms	units	hab. rooms	units	hab. rooms
2012 Masterplan				691	2,453	180	558
406	1,405	189	513				
Catalyst 2.1 & 2.2 and AGLLP Phase 1							
226	786	115	373				
Total Blend							
3,077 AH hab rooms 936 AH units				3,011 AH hab rooms 871 AH units			
Cumulative Figures							
Affordable Rent				Shared Ownership			
units		hab. rooms		units		hab. rooms	
1323		4,644		484		1,444	
6,088 AH hab rooms/ 1,807 AH units							

Affordable Housing permitted across the Acton Gardens Development

The table illustrates that, prior to the Hybrid Outline Masterplan permission, the Acton Gardens Development (which includes both those units delivered pursuant to the 2012 Masterplan and those units delivered earlier as part of Acton Gardens Phase 1 and Catalyst), had delivered a total of 3,077 affordable habitable rooms. Of this, 2,191 comprises Affordable Rent habitable rooms.

When read alongside this provision, the 2,453 Affordable Rent habitable rooms permitted in 2018 would result in the creation of a total of 4,644 Affordable Rent habitable rooms across the development. This fully re-provides and increases upon the 4,641 Affordable Rent habitable rooms that existed across the estate prior to any development commencing in 2005.

In terms of Shared Ownership Units, the 558 habitable rooms permitted in 2018 would result in the creation of a total of 1,444 Shared Ownership habitable rooms across the development. These units are all uplift affordable housing.

Thus far, under the Hybrid Outline Application, Plots 9.2, 9.4, 8.1 & 8.2 and 7.2 have received development permission as summarised below.

Phase	Residential GEA	Private	Shared Ownership	Affordable Rent	Total Affordable Tenure
9.2	20,612sqm	297hr	80hr	215hr	50%
9.4	21,682sqm	312hr	78hr	234hr	50%
8.1 & 8.2	36,036.6sqm	593hr	84hr	374hr	43.6%
7.2	21,682sqm	277hr	52hr	220hr	50%

Housing delivered thus far within the Remaining Masterplan Area

The proposed figures for Plots 9.3, 9.5 and 9.6 are as follows:

Phase	Residential GEA	Private	Shared Ownership	Affordable Rent	Total Affordable Tenure
9.3, 9.5		332hr	67hr	264hr	50%

& 9.6					
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Proposed figures for Plots 9.3, 9.5 and 9.6

As illustrated in the table above, Plots 9.3, 9.5 and 9.6 would provide 50% affordable housing with an 80% / 20% split of Affordable Rent/ Shared Ownership habitable rooms.

Breaking this figure down further, of affordable rent units provided, 28 of these new homes are 3+ bedrooms for family housing which equates to 37% of the total affordable rent provision (in home numbers).

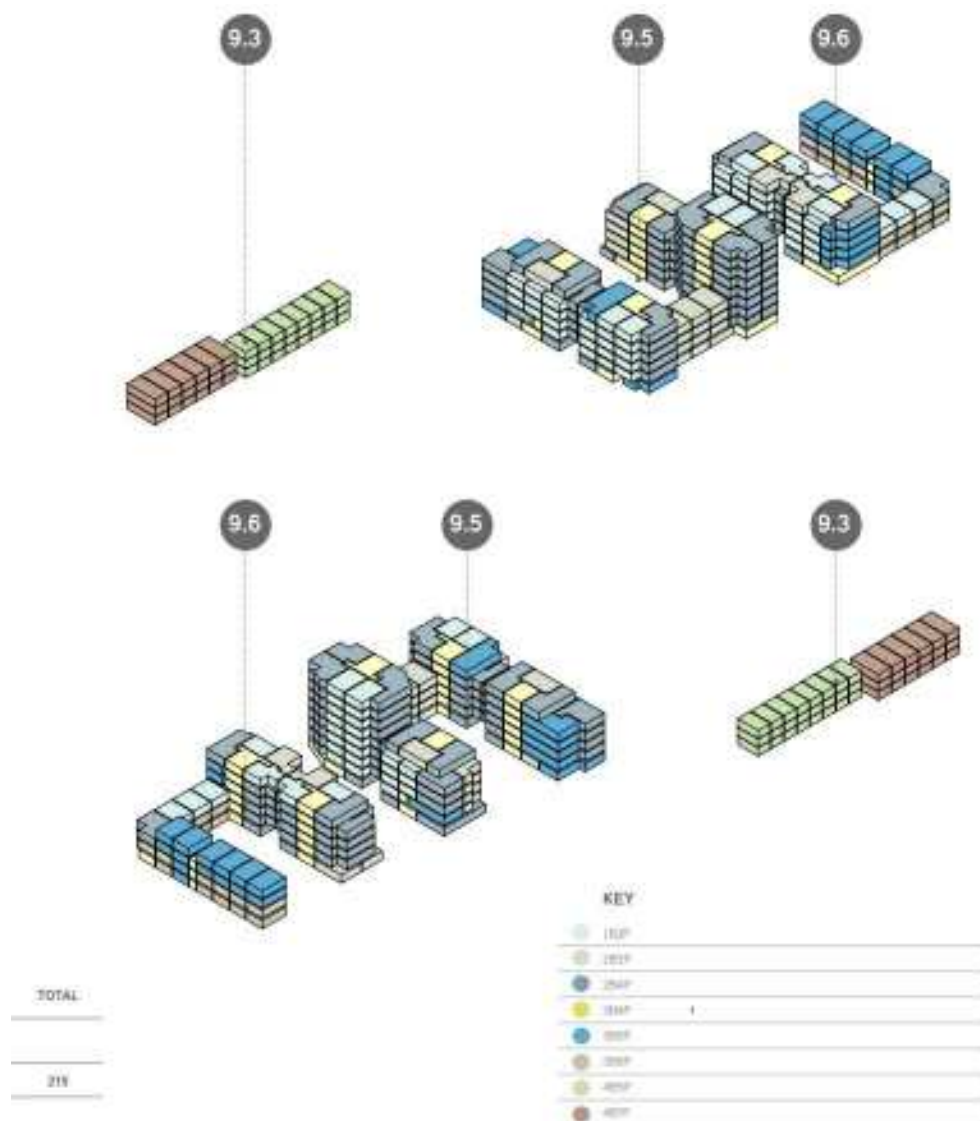
As such, the tenure split meets the permitted 2018 Masterplan Permission requirement and is therefore considered acceptable. Importantly, the provision of affordable rent family homes exceeds the Masterplan requirement of 31% of affordable homes provided. If permitted, it would further LB Ealing’s key commitment to deliver genuinely affordable homes in a range of sizes and tenures for the Borough.

Housing Standards

London Plan Policy D4 requires all new dwellings to have adequately sized rooms and convenient and efficient room layouts and notes that internal layout of residential schemes must be as such to allow for easy movement by all occupiers. Spaces should be adequately sized and fit for purpose. Accordingly, dwellings should be designed in accordance with the National Space Standards. The Mayor’s Housing SPG sets out the standards of residential design quality that new schemes should consider in order to be comfortable and usable to provide occupants with the highest quality of living.

In accordance with policy, Plots 9.3, 9.5 and 9.6 have been designed with quality and accessibility in mind. All homes meet or exceed the minimum National Space Standards and are of a legible and usable layout.

Of the 215 units provided, 33.5% are single aspect. The large majority of the single aspect units are located within Plot 9.5 (Shared Ownership and Market Housing) but, due to the use of some rather pioneering design none of the single aspect homes would be north facing.



The remaining 143 new homes provided are dual aspect. This ensures that every unit receives a suitable quality of sunlight and daylight in accordance with Standard 29 of the Mayor's Housing SPG.

In accordance with the minimum floor to floor heights set out in the Design Guidelines, all units in Plots 9.3, 9.5 and 9.6 would have or exceed the minimum internal 2.5m ceiling heights, would include sufficient areas of built in storage and outdoor amenity areas, and would allow for a good level of privacy within and between residential units. Units on the ground or podium levels would be set back behind private terraces or gardens to ensure a provision of defensible space between private windows and passers-by, in full accordance with the requirements of the Mayor's Housing SPG.

Daylight within Plot 9.3, 9.5 and 9.6

The applicant's daylight and sunlight assessment demonstrates that over 70% of the proposed accommodation homes would fully comply with the BRE's recommended Annual Daylight Factor (ADF). The analysis of the proposed residential accommodation shows that daylight and sunlight amenity is appropriate for this type of development with the majority of rooms seeing full compliance with the BRE Report daylight guidance. The analysis shows that, when applying the mixed-use room ADF revised targets, the overall compliance rates would be 76%.

Over 61% of the rooms will see direct daylight access to 80% or more of their areas (DD) for both scenarios. The analysis shows that the proposed development would compare favourably with site expectations and the values shown for previously phases of the approved Masterplan

Sunlight amenity testing highlights the urban nature of the site and the area intentions with direct sunlight amenity within some spaces being limited. When reviewing the proposed development against the approved Masterplan the overshadowing analysis does show a greater than expected sunlight access to the proposed amenity spaces. This coupled with the proximity of the public amenity spaces within the wider development area is considered to offset any limitations at a unit level.

Given the character and form of the property and its urban location, the daylight and sunlight amenity of the proposed development is considered to be acceptable. The assessment demonstrates that the development is appropriate in the context of the BRE guide and relevant policy, particularly having regard to the flexibility inherent to the BRE guide and its suburban basis, the urban character of the site and its surroundings and the character of the proposed development. In addition, it is worth noting that the majority of new dwellings would enjoy a dual-aspect and there would be no units with a single north-facing aspect.

Accessibility

In terms of accessibility, 90% of the new units are designed to meet Part M4(2) of the Building Regulations and the remaining 10% are designed to meet Part M4(3), in accordance with the London Plan.

Passenger Lifts

Condition 54 'Passenger Lifts' of the 2018 Masterplan Permission states that with the exception of buildings up to 4 storeys in height, passenger lifts located within the communal cores serving the approved Blocks shall be installed and operational prior to the first occupation of the relevant part of the Block to which the lift serves.

With the exception of the second floor of the Plot 9.6 proposals, which is served by an external walkway and a combination of staircases and lifts, there are no more than 8 units per core across the scheme.

In addition, Condition 16 'Fire Strategy' of the 2018 Masterplan Permission requires details of the means of escape for all building users, including details of stair cores, escape for building users who are disabled or require level access and firefighting lifts to be submitted to the LPA for approval.

Noise

Plots 9.3, 9.4 and 9.6 are positioned adjacent to Osborne Road and Enfield Road to the south. Although these roads are identified in the masterplan respectively as a secondary and tertiary route, both roads are not heavily trafficked. Notwithstanding this, it is worth drawing attention to the fact that the plots are positioned in close proximity to two parks to south and the allotments to the north. Moreover, the homes have been designed sensitively to ensure future occupants would be provided with the highest quality of living. Accordingly, Tetra Tech have prepared a Noise Assessment that was submitted pursuant to 2018 Masterplan Permission Conditions 71, 72, 73 and 76, that illustrates the acoustic mitigating provisions incorporated into the block's design and fabric.

As a minimum, this assessment sets out the acoustic performance of the proposed glazing and building envelope elements, all based on surveys of the pre-existing site environmental noise climate, the interpreted intrusive noise requirements and the plans and specifications of the proposed development.

The Council's noise specialist has expressed no concerns with the proposals and indicated that predicted noise results for all noise sources and the recommended mitigation measures would comply with the conditions and relevant standards. The officer has, accordingly, recommended approval of these conditions.

Air Quality

In terms of air quality and pollution mitigation, the building layout, balcony configuration and positioning of internal spaces and rooms has been set out to ensure that future residents of these plots are not exposed to unduly high levels of poor quality air.

Secure by Design

Details of the Secured by Design measures that are required by condition 50 of the 2018 Masterplan Permission are set out within the submitted Design & Access Statement and would adhere to the standards established by the earlier phases of development. The Secure by Design Officer reviewed these details and confirmed that these secure by design standards would be met. As such, condition 50 could be fully discharged in relation to Plots 8.1 and 8.2.

Amenity

All new residential developments need to make provision for play and informal recreation based on the expected child population generated by the development. Based on the proposed bedroom mix, the development would generate a total yield of 122.2 children – of which 50 will be under the age of 5 and 40 would fall into the 5-11 age bracket. This would therefore generate a requirement for a total of 501 sqm of under-5's play space and 1,220 sqm playspace overall.

The scheme proposes generous landscaped courtyards on Plots 9.5 and 9.6, which provide a total of 779sqm of under-5's play space. The play space would be of a high-quality design and will include a variety of interactive features to allow for greater opportunities to play. Accordingly, the formalised under-5 play provision within the courtyards would exceed policy requirements.

Whilst the proposal does not include any play space for children from the ages of 5 to 11, there are significant opportunities for play within the site-wide open spaces as outlined in the masterplan design strategies. The site is next to two recently delivered parks, both providing diverse play experiences. West Park provides a natural play area, an outdoor gym, table tennis tables, and plenty of space to sit and gather. Bollo Brook Park, which re-opened in December 2020, has a children's play area with an interactive arch, a dedicated 'senior fitness' unit, a floodlit multi-use games area (MUGA) and a footpath circuit for walking and jogging with timber distance markers.

All residential lobbies are up to 220m walking distance from one of these two play areas, which is below the distance from residential units which is recommended for children over 5 years old in the GLA's 'Shaping neighbourhoods - Play and Informal Recreation' SPG.

On this basis, the proposal is therefore considered to provide ample high-quality play space, in accordance with London Plan and LB Ealing requirements.

Overall, it is considered that the proposed development would provide satisfactory level access conditions for future occupiers of the blocks

It is considered that the internal and external space standards for the development are acceptable and that the quality of the development would provide good living standards for future occupants, in accordance with the Mayor's Housing SPG.

The London Plan Policies also require that new homes should be designed as places for comfort and retreat. Accordingly, buildings should not cause unacceptable harm to the amenity of surrounding land, neither should they be adversely impacted upon by existing site conditions. This includes impacts on privacy, wind, noise, and daylight and sunlight

URBAN DESIGN

Heights and Massing

Good urban design is considered to be fundamental to the provision of an attractive, safe, accessible and sustainable built environment, and to be a necessary condition for the creation of well-designed cities that are more compact and connected. Policy LV7.4 of Ealing's Development Management DPD requires that development should complement the existing street sequence, building pattern, scale, materials and detailing.

The London Plan includes Policies D4 and D6 regarding the design and quality of new housing. Whilst far reaching in terms of its remit, these policies state developments should demonstrate a high quality of design, and should provide comfortable, functional and fit for purpose layouts. In terms of scheme layout, a development should be, *inter alia*, coherent, legible, active and accessible to all. Also of note is Policy D1(d), which states that proposals 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

The 2018 Masterplan Permission contains various controls in relation to the appearance of the South Acton Estate development. Those of relevance to the proposed buildings at Plots 9.3, 9.4 and 9.6 are explained and assessed in this section.

Section 4.5 of the DAS emphasises the need for buildings to present a limited material and colour palette with each building having a primary material and (other than materials used for windows and balconies) no more than 2 other secondary materials to ensure consistency of character and a coherent, calm appearance of the buildings. Richness and visual interest should emerge through consideration of detailing and materials, rather than large scale gestures or patchwork of colours. In addition, all materials used should be durable and robust to create a stable environment for the community, without the need to rely on high levels of maintenance.

The DG also sets out guidance relating to the appearance and architectural design of buildings. Section 4.5.8 provides examples of palettes for building frontages while section 4.1 provides examples of elevation typologies which are intended to inform the design of the development. Section 4 in general and sections 4.1.2 and 4.1.3 more specifically, set out guidance of frontage detailing and vertical and horizontal articulation, while section 4.1.4 inform the design of prominent corners. Other guidance includes details of doors and entrances, building projections and balconies, breaks in frontages and material. The guidelines are non-prescriptive but rather set a framework for the grain and articulation of the building frontages that relates to the hierarchy of streets and spaces.

Approved Parameter Plan 06 of the 2018 Masterplan Permission specifically sets the height parameters for the development plots.



Southern view

The proposed development comprises two courtyard buildings on Plots 9.5 and 9.6, with townhouses on Phase 9.3.



Osborne Road – Plots 9.5 and 9.6/ Eastern view

Plot 9.3 consists of three-storey houses, both existing and proposed. The new three-storey houses are taller than the existing houses due to current building regulations and standards, which leads to a stepped and varied roofline which responds to site levels.



Plot 9.3 – Enfield Road

Plot 9.5 comprises three six-storey mansion blocks; the northernmost have setback upper floors to limit impact on the allotment edge and reduce visibility from the Conservation Area. The south-western block carries the mass to the full height on the prominent park corner. The south-eastern block is nine storeys with a chamfered edge that acts as a marker to the central street and as part of the architectural sequencing along this east-west throughfare.

Plot 9.6 comprises two linked six-storey blocks with a setback top floor and chamfered corner to limit impact on the allotments and complete the 'threshold' set up by mirroring the building on plot 9.5.



Osborne Road – Plots 9.6 and 9.5/ Western view

The heights of the proposed buildings reflect the parameters plans consented under the Hybrid Outline Application and carefully respond to the wider context and built form surrounding the site.

Architectural Design and Layouts

The scheme for these plots proposes two courtyard buildings on Plot 9.5 and 9.6, with townhouses on Plot 9.3. The proposed buildings have been arranged to conform to the development plots consented under the Hybrid Outline Application, with the reconfigured Jerome Allotments positioned to the north of the plots, along the Masterplan area's boundary with the Mill Hill Conservation Area.

The orientation and layout of all buildings ensures active frontages to all sides and passive surveillance over the wider area. In keeping with the design guidance, the buildings proposed on Plots 9.5 and 9.6 include ground-floor maisonettes/flats with private front doors onto the street, thereby ensuring a human scale and enhancing the development's active frontages.



Entrances to blocks



Entrances to townhouses and Maisonettes

With regard to appearance and materials, the proposals have been designed in accordance with the Design Guidelines of the Masterplan Application. The consistent design language used across the proposal ensures the various elements relate to each other, both within the site and the wider Masterplan.

The material palette is predominantly brick, using as its base a paler buff or light pink brick, a darker red brick and intermediate brick mix that picks up elements of both. Two mortar colours and different brick bonds are used for further variation across the three phases. Stone effect sills copings and headers are used as a reference to the local context providing varying degree of contrast with the brick palette.



Material Palette – Bricks and Railings Pattern

Windows are designed with a full brick reveal giving a depth to the façade treatment, all windows are cleaned from the inside, and generally have a raised sill except where full height windows are used as vertical ‘breaks’ in the elevation composition. Full height windows have a Juliet balcony.

Windows, metalwork, and rainwater pipes are polyester powder coated; a consistent pale grey-green colour is used across brick types to compliment the red tone of the brick work, but provide unity across all phases. A secondary paler colour is used to highlight entrances and areas of interest.

The proposed elevations showcase a clear hierarchy of a base, middle and top, with a different emphasis based on the building's scale and how they are seen and approached from the street or afar.



The proposed homes on Plot 9.3 are built with a red brick, with a contrasting brick used to highlight the entrance and group windows. Furthermore, the existing homes are re-clad in brick with new windows, maintaining the existing proportions but improving performance.

The proposed building on Plot 9.5 is composed of several different typologies to respond to the different context across the site.

The western and eastern elevations are composed from a calm palette of brickwork, slim profile metal work balconies and well-proportioned and balanced window arrangements. The base uses a darker mortar to ground the buildings around the ground floor homes and front gardens. Entrances are highlighted using the contrasting light brick within the double height core entrance spaces and around the ground floor flat front doors.

The southern elevation comprises of a range of typologies, giving the elevation a more characterful feel as part of the varied architecture across the masterplan. Corner balconies are inset within the building form and are designed as 'garden balconies'. The southern aspect means architectural features are used to provide shading to the windows with projecting headers, and a bespoke railing design is used on the central element to create dynamic shadows through the day.



Corner Balconies

The upper floors of the northern blocks are setback and built using lighter brickwork with generous terraces, a pre-cast coping defines the tops of these blocks. The southern blocks have a full top floor to strengthen the building form on these more prominent corners, again pre-cast copings are used to dentine the top floors.

The proposals on Phase 9.6 mirror the treatment of the Plot 9.5 building, thereby completing the internal street which separates the two phases. The articulated south-western corner completes the opening into the central street and transitions to the south elevation which has a greater vertical emphasis in keeping with the character of Osborne Road.

The lower scale gallery blocks are to be read as a row of town-houses that turn the corner to complete the eastern elevation, the red brick is used with contrasting copings, sills and entrance surrounds that reflect the character of the school opposite and the conservation area. The eastern maisonettes have a setback brick floor using the lighter brick colour to be read as part of the roof form.

Heritage

The outline proposals approved under 182579OUT were subject to full EIA.

The originally submitted ES chapters 7: Townscape and Visual Effects and chapter 12: Heritage, were supplemented with a number of wireframe visualisations, and additional analysis of the potential for visual effects of the assets to the west at Gunnersbury Park.



The EIA concluded that the development would result in a minor beneficial effect on Mill Hill Park Conservation Area because of the improved character and appearance of the adjacent development, and a negligible effect on the assets at Gunnersbury Park.

The building heights for the detailed proposals for phases 9.3, 9.5 and 9.6 included in the current application are entirely within the parameters previously assessed and approved under 182579OUT.

LB Ealing Development Management Policy 7C states that harm to any heritage asset should be avoided, and that development affecting the setting of Conservation Areas should:

- a) retain and enhance characteristic features and detailing and avoid the introduction of design and materials that undermine the significance of the conservation area.
- b) retain elements identified as contributing positively and seek to improve or replace elements identified as detracting from the Conservation Area.

LB Ealing Development Management Policy 2.18 further notes that development should not compromise the visual openness or heritage value of open and green spaces particularly with regard to views within and across these areas. The impact of development upon views to and from open and green spaces is also a material consideration.

To support these proposals, a Conservation Area Statement, prepared by Terence O'Rourke, has been submitted. The document considers whether the detail of the development as now proposed in this reserved matters application would alter any of the conclusions of the outline EIA on the effects on the Mill Hill conservation area to the north of the site.

The effects on the assets at Gunnersbury Park as a result of any significant visual changes from those already assessed and approved are also considered; but these effects are negligible and the focus of the assessment is therefore on any effects on the heritage significance of the assets; the separate assessment of townscape and visual effects has also been revisited to confirm whether there would be any changes to that assessment.



Mill Hill Park conservation area

The conservation area covers an area of late 19th and 20th century housing that was historically separate from the poorer areas to the south.

The Mill Hill Park conservation area was designated in 1993 and the conservation area appraisal and management plan were adopted in 2007.

The heritage chapter of the EIA for the approved outline consent was supported by a desk-based heritage assessment (Terence O'Rourke, 2011) which gave a full account of the history of the area.

The settlement at Acton is of Saxon origin and much of the area was predominantly rural until the 19th century. The rapid development of the area followed the enclosure of the common fields in 1859. The initial phase of new building in the area from the 1860s was of middle class housing, generally in the form of paired villas, on Mill Hill Road, Avenue Road, Church Road and Gunnersbury Lane.

In 1877 the Mill Hill Park estate was laid out as a private estate of large building plots for individual houses. The estate was walled, retaining the original boundary of the earlier parkland to the south. The development of the estate was slow, and many of the houses were completed during the early years of the 20th century, in varied Arts and Crafts and vernacular revival styles that contrast with the earlier Italianate houses to the north of Avenue Road. A significant proportion of the houses in the southern part of the conservation area are pairs of semi-detached houses of suburban type constructed in the 1930s.

To the south, the boundary of the conservation area designation is the early 19th century estate wall that divided the middle class suburb from South Acton. The other edges of the conservation area show the contrast and the abrupt change that resulted from the mid 20th century estate clearance and redevelopment. The Mill Hill Park area retains its historic sense of separation.

There are two distinct phases of development within the conservation area; the rows of paired villas on Mill Hill Road and Avenue Road built from 1860, and the later, less uniform development of large houses in spacious plots on Avenue Gardens, Avenue Crescent and Heathfield Road to the south, which dates from the early years of the 20th century to the 1930s.

The conservation area is characterised by the variety produced by the range of building materials visible, including the shades of red and orange brick, the use of stucco and pale render and some roughcast. There are a wide range of decorative features to porches and windows, particularly for the houses from the Edwardian phase, and of boundary treatments.

The enclosure created by the trees along the roads and within gardens and boundaries is an important aspect of the character of the conservation area as a clearly defined residential area, as is the central area of public gardens. The adopted conservation area appraisal confirms that the significant views in the conservation area are internal except for the view at the edge on Mill Hill Road looking east towards the significant landmark of St Mary's Church in Acton town centre.

The wider setting makes little positive contribution to the conservation area, although the immediate setting of well vegetated boundaries on the south (reinforced by the survival of the early estate walls) and east edges of the designation are of value in preserving the historic distinction and in visually screening some of the surrounding development.

The existing buildings at the site and the ongoing construction works are intermittently visible from the roads within conservation area between and above the houses, in particular the taller

elements such as Jerome Tower, and the blocks on the approaches from the east on Mill Hill Road and Avenue Road.

Assessment of Effects

The overall approach taken and the detail of the appearance and materiality of the development for plots 9.3, 9.5 and 9.6 are outlined in the Design and Access Statement. The guiding design principles are to continue the approach seen across the award-winning completed earlier phases of the regeneration at Acton Gardens.

The primary materials are brickwork, in a palette of colours ranging from buff and pale pink, through intermediate shades to a darker red, with some use of contrasting paler stone-effect dressings for sills and coping. Windows and other metalwork are a pale grey-green colour throughout to ensure unity across the development. Other visual interest is provided by the detail of the bonding, including feature panels and patterned brickwork, the balconies and the use of vertical gardens at the corners of the taller elements. Only the upper sections of the buildings would be visible from the conservation area to the north and the landscaping and treatment of the improved public realm at ground level will not be perceptible.

The impression of separation created by the fall in the topography, and the open space of the allotments closest to the former wall of the Park Hill estate is preserved. Additionally, the height of phase 9.3 has been maintained at three storeys to maintain the transition in scale to the buildings of the conservation area. The visual presence of the taller elements is reduced as part of the emerging new character created by the demolition of the old estate, the completed new blocks and those currently under construction.

The views from the central Mill Hill Gardens shows the extent of the tree cover within the park and on the boundaries of adjacent properties, and its effects in screening all but the taller elements of the buildings to the south. The current view is dominated by the 17-storey Jerome Tower, which is to be demolished as part of phase 9.6. A visualisation prepared by Terence O'Rourke illustrates the detail of the profile of development in the wider setting of the conservation area, seen through the trees and above the houses.



The wider mixed urban setting of the conservation area currently makes only a limited contribution to the significance of the assets. The changed appearance of the development visible beyond the conservation area boundaries at points on the circuit of roads is predicted to be a small beneficial change, corresponding with the minor beneficial effect identified in the EIA on the approved outline. There will be no effect on the qualities of enclosure or the historic separation that are part of the distinctiveness of the area.

The primary materials and the architectural details for the buildings have been chosen to relate well to the surrounding context.

As such, it is considered that when visible from within the conservation area, seen between the houses and through the trees in Mill Hill Gardens, the buildings of Plots 9.3, 9.5 and 9.6 will have a complementary and harmonious appearance, and will not compete with or distract from the architectural qualities of the more decorative houses or the varied character of the area as a whole.

In regard to effects on the townscape and visual assessment from Mill Hill Park, there will be no changes to the effects as previously assessed as a result of the reserved matters proposals.

Building Connections

William Willett, a former local resident and developer of the Mill Hill conservation area was a keen promoter of the idea of Daylight Savings and British Summer Time to benefit lifestyle, economy, and efficiency.

The buildings for Plots 9.3, 9.5 and 9.6 have been designed with consideration of how daylight passes across the buildings throughout the day and year. This has had practical implications in terms of the window scale and layout to avoid overheating and improve internal daylight levels and has wider implications of how light reaches the growing areas of the allotments.

Several other aspects have been designed into the proposals to reference the legacy and influence of Daylight Savings and provide visual interest and depth as light passes across the elevations of the new buildings. These design references include the proposal to name one of the new routes “Willet Way”, masonry detailing, landscaping and balcony strategies that interact dynamically with daylight.



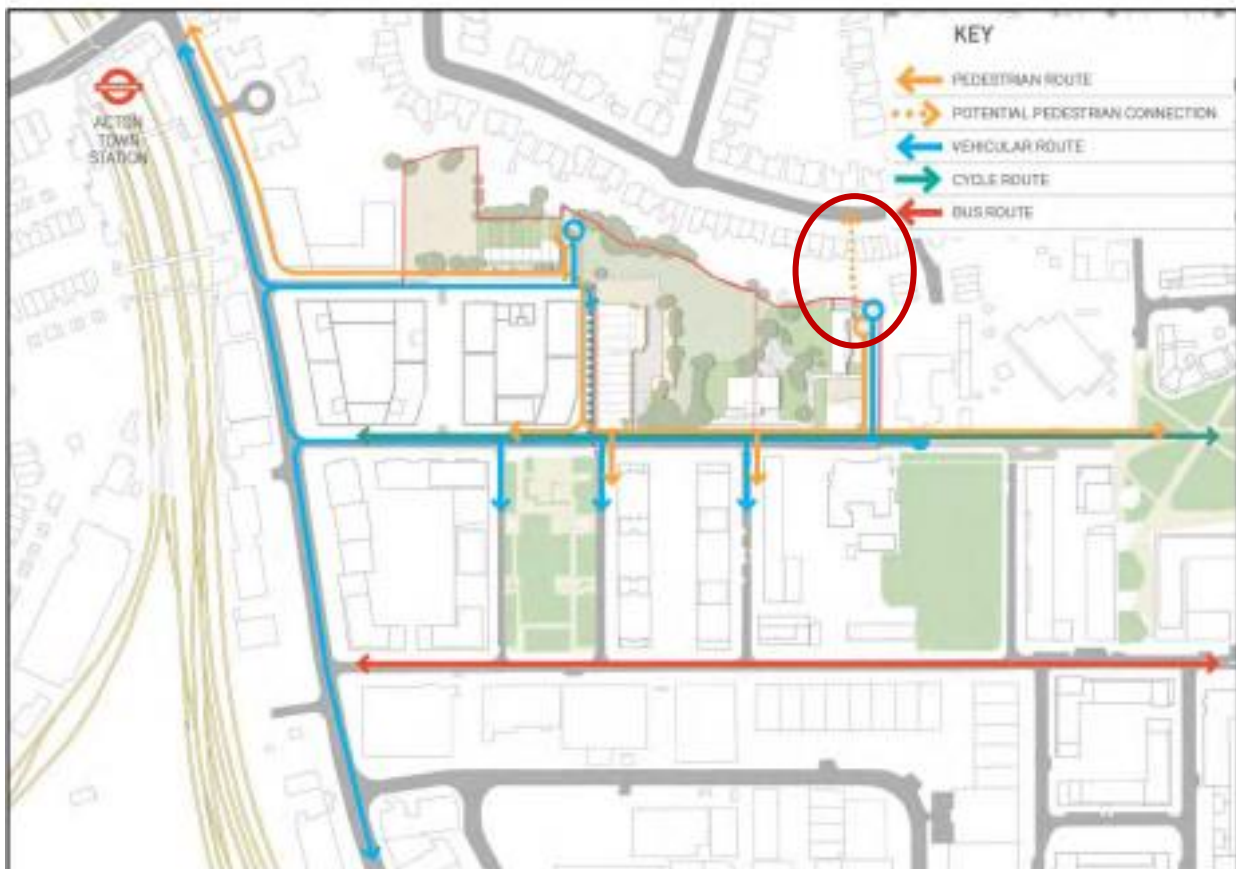
William Willett also operated a brickfield in Acton, from which bricks came for his property developments in Mill Hill Park and elsewhere in London. The colour of the distinctive red brick is picked up in the new lower scale buildings that edge the development. To provide a ‘soft’ development edge a brick mix is proposed on the intermediate buildings, while a paler buff or light pink brick is proposed on the taller block where it meets the newer development which has its own distinct character. The range of character across the scales of buildings aid to break down the demarcation between the Acton Gardens Masterplan and the surrounding context.



William Willet Memorial and southern elevation of new blocks

Building 'Bridges'

As anticipated during the Masterplan discussions, there is a potential for a new link between the site and the Mill Hill Conservation Area. Whilst the delivery of this potential route is not within the gift of the applicant, the general proposals for these plots, the proposed building layouts and circulation arrangements seek to ensure that the establishment of this route is not precluded in the future.



Circulation arrangements within Plots 9.3, 95 and 9.6

Conclusion

The proposals are therefore considered to be acceptable in respect of their impact on neighbouring heritage assets.

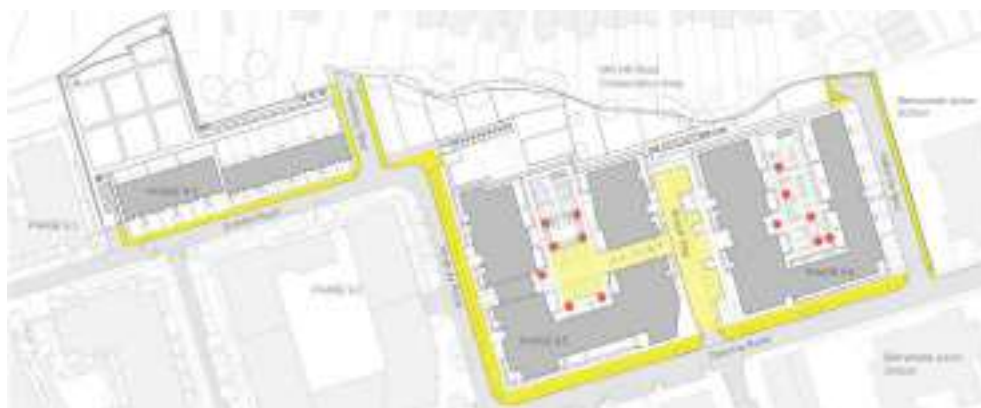
Historic England was consulted as part of this application and declined to comment, whilst offering no objections to the proposals for Plots 9.3, 9.5 and 9.6.

Landscape and Amenity Space

The public streetscape will incorporate car parking, visitor cycle parking, pedestrian footways, street trees and planting. Additionally, the tertiary street between Plots 9.5 and 9.6 will form a shared surface, with priority given to pedestrians. The design of this shared surface is to encourage motorists to drive with care, thereby allowing a wider range of activity on the streets contributing to the quality of the residents’ way of life. At the entrance to the street, feature trees and large ornamental plant beds are proposed to assist in providing an entrance character and help to soften and anchor the built form.

Street lighting will be column mounted and provided in accordance with Ealing Highway adoptable standards. In the courtyards, lighting will be provided in the form of short lighting bollards, set out at key locations within the planting beds.

The allotments site will not be lit. This strategy has been discussed with LBE’s Park team and the allotments holders, who believe the allotments are not in use after dark and the facility is not required. Other external lighting will be mounted to the building to illuminate ground floor private terraces and balconies in accordance with Acton Gardens standards.



Lighting strategy

Communal amenity space, including play space (addressed in further detail below), will be provided within the ground-floor courtyard gardens on Plots 9.5 and 9.6. The courtyards are proposed with high-quality hard and soft landscaping, notably including spaces for small events to be held, seating, planting, informal and door-step play and general recreation.

Linear and rectilinear shapes informed by allotment patterns are the inspiration for the courtyard layout. This concept breaks the courtyards down into interesting areas which provide different rooms of varying size and function. In addition, the rectilinear forms provide visual interest for upper levels. Across both courtyards the Events Area, the largest room, includes fixed benches, tables and chairs offering seating opportunities to the edge and a wider space in the centre for residents gatherings, barbecues and other social events. Pergolas with fragrant climbers and trees assist in humanising the spaces and providing dappled shade.



Plots 9.5 and 9.6 – Proposed Courtyards

Quiet rooms offer more intimate spaces for smaller groups to relax and socialise. Fun lounging platforms provide more relaxed seating options. The courtyard spaces also include informal door step play features, with balance beams and stepping stone explorer paths that link the different courtyard rooms and encourage imaginative play. The rooms are reinforced with hedges which provide privacy and also a fun element for children. The courtyards slope from north to south and low brick walls assist with the level change.

With regard to private amenity space, all upper-floor dwellings on Plots 9.5 and 9.6 will have access to a private balcony. The proposed ground-floor dwellings, including the new homes on Plot 9.3, will have direct access into their own private garden or terrace.

In terms of children's play space, play provision for children aged 0-5 (Doorstep play) is included within the communal courtyards of Plots 9.5 and 9.6, measuring a combined total of 779 sqm. Physical and social play form the two main categories of play and the courtyards see both elements being addressed. The courtyards will include a variety of interactive features such as stepping stones, to allow for greater opportunities to play.

Trees

The existing trees on-site will be largely retained, or if removed, this will be in accordance with the public open space and allotments parameters plan 16250-00-07-007 of the 2018 Outline Masterplan. However, following a further tree survey in 2021 and further consultation with the allotments holders, LBE Council and residents of the Mill Hill Road Conservation Area, a number of additional trees are now being proposed for retention.

To mitigate for the loss of existing trees on site, new trees will be planted across the development. Several of the new trees will be planted as semi-mature specimens to provide immediate impact within the new landscape scheme.

The tree planting strategy seeks to deliver a number of new trees along Enfield Road, Hanbury Road, Osborne Road and the Osborne Road Spur, with tree species to be selected in relation to the street and open space hierarchy.



Tree Planting Strategy

Biodiverse roofs will also be provided on the large majority of the Plots 9.5 and 9.6 buildings, and further ecological enhancements such as bat and bird boxes and deadwood refuges will also be delivered across the site.

Urban Greening Factor

In accordance with the requirements for Condition 8 and the New London Plan policy G5 (Urban Greening), the Urban Greening Factor (UGF) has been calculated for the combined Plots 9.3, 9.5 and 9.6. The calculation is done in accordance with the methodology attached to policy G5. The UGF seeks to ensure proposals ‘contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping...’

The landscape proposals seek to maximize the use of soft landscaping while addressing the site constraints and ensuring suitable provision of pedestrian access. The design of the biodiverse roof has been enhanced to maximize species diversity, as has the planting within the two courtyards.

A high number of new trees and specimen shrubs are proposed to help anchor the new buildings within their settings and to enhance the pedestrians experience at street level and visual amenity of the residents at higher levels. These measures seek to maximise the sites UGF calculation.

The applicant calculates the UGF for the combined three plots would be 0.2793 against a target score of 0.4, as outlined in policy G5 of the New London Plan. This difference is due to the size and scale of the 9.5 and 9.6 blocks, which have been heavily influenced by the parameters of the 2018 Outline application and the needs of the ongoing decant of residents, which in turn dictates the size of the communal and private amenity spaces. This constrains the UGF, which is considered acceptable given the site’s urban context and the proximity of other substantial green open spaces such as West Park.

Play Strategy

Plots 9.3, 9.5 & 9.6 as proposed would generate a total yield of 122.2 children, of which, 50.1 will be under the age of 5 and 40.2 would fall into the 5-11 category. This would therefore necessitate the provision of a total of 501sqm of under-5’s play space. Play provision of 779 sqm is proposed for children aged 0-5 (Doorstep play). This would be included within the communal courtyards of Plots 9.5 and 9.6.

The layout proposed for these courtyards allows young children to develop their physical fitness by running, skipping and scooting and additional features (such as stepping stones) offer specific opportunities to develop balancing and jumping skills. The proposals also include informal tunnels - formed by structural hedges – to offer a fun environment with areas to explore, spaces to hide and quiet spaces to rest.

The adjacent allotments site creates a natural and rich backdrop to the courtyard space, and raised planters within the courtyards to encourage residents and children to grow their own produce and provide opportunities to learn through play.

Play for older children is provided within the site-wide open spaces. The site is next to two recently delivered parks, both providing diverse play experiences; with West Park providing a natural play area, an outdoor gym, table tennis tables, and plenty of space to sit and gather; and Bollo Brook Park - which opened in December 2020 - providing a children’s play area with an interactive arch, a dedicated ‘senior fitness’ unit, a floodlit multi-use games area (MUGA) and a footpath circuit for walking and jogging with timber distance markers.

All residential lobbies are a maximum of 220m walking distance from one of these two play areas, which is below the distance from residential units. These distances are compliant with recommended maximum distances for children over 5 years old in the GLA’s ‘Shaping neighbourhoods - Play and Informal Recreation’ SPG

Allotments

The proposals include the reconfiguration of the existing Jerome Tower Allotments. As a result of the reconfiguration, 1,827sqm of existing allotment land will be replaced by the provision of 2,425sqm of new allotment land. The new allotment site will therefore be 4,300 sqm in size, 596 sqm larger than the current 3,704 sqm facility.



The reconfigured allotments would remain broadly in the same location, to the north of Jerome Tower, with a new area delivered to the west of the existing allotment land and to the north of Plot 9.3. New facilities would be provided to the west of Hanbury Road.

As part of the scheme, a range of plot sizes are proposed including traditional plots and micro plots in smaller raised beds. With the allotment site expanded in size from that proposed at

outline stage, it is intended to accommodate *Cultivate London* on site, providing a community resource for participating in horticultural activity. Alternatively, this space can also function as a community area for holding small events.

The allotment site includes various benches, community plots and covered pergola structures to provide space for users and visitors to congregate and socialise.

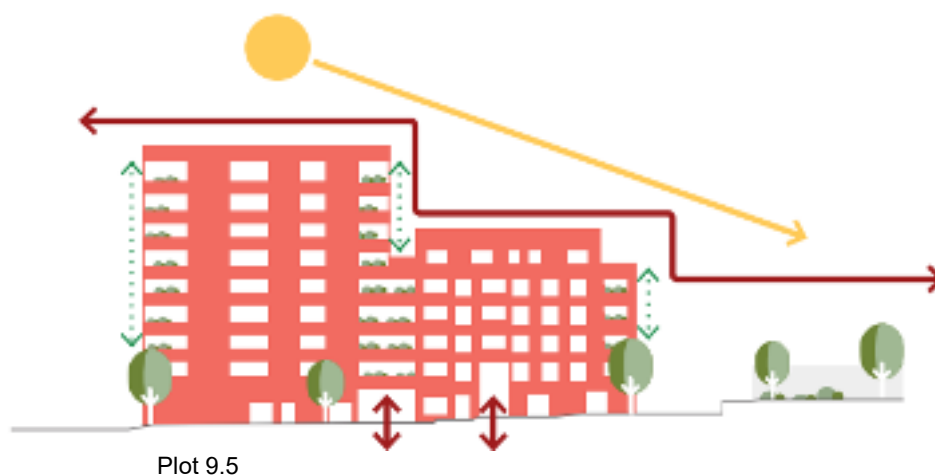
Following consultation with users, a range of facilities are also proposed on the allotment site to support people. Facilities proposed include:

- toilets,
- irrigation points,
- composting facilities, and
- communal sheds for storage.

Full detail of the allotments can be found in the Jerome Allotments Delivery Strategy document submitted as part of the discharge of Condition 21 of the 2018 Masterplan (application ref: 215670CND). The full detail on the Allotments Delivery Strategy can be found under this application. The Allotment Strategy application was subject to extensive consultation with Ealing Parks and the existing allotment holders. Following a positive recommendation by the committee, the application for Condition 21 is thereby recommended for consequential approval.

The council parks services are satisfied with the increased allotment area, layouts, infrastructure and proposed overall strategy; however specific detailed information of proposals is required by Ealing Parks Services for approval. The information required includes, details of: Community Gardening area, Timescale for transfer of plot holders to new plots, Soil Strategy, Delivery Mechanism and Handover, Ecology, Footpaths including Footpaths Widths, ramps, Communal green infrastructure, Proposed new planting, Provision of new composting toilets, watering points, raised beds and community storage, Micro plots sizes, Site clearance green waste arisings and clearance, Enfield Rd vehicle entrance, Orchard, ponds, tree planting and hedgerows, and Large community gardening areas. An additional condition of consent is recommended to that effect.

The northern boundary has been carefully designed in conjunction with the daylight and sunlight studies to provide a reactive edge to the northern boundary, that limits overshadowing to the allotments and responds to the form the conservation area to the north.



This northern area contains the reorganised allotment spaces that are envisioned as two main parcels, existing and new, connected by a continuous route that runs east to west. This has wider implications of how light reaches the growing areas of the allotments.



Overshadowing analysis of the adjacent proposed allotment areas has been undertaken using the BRE Report guidance test date of the 21 March. This analysis of the proposed adjacent allotment area shows that sunlight amenity to the area would meet BRE Report guidance with all of the proposed allotments seeing 2 hours or more access on the 21 March to the majority of their areas.

However, it was considered that additional sunlight analysis of the allotments would need to be undertaken to ensure that the layout of the proposed allotments would be suitable for food growth. These assessments have looked at the current and proposed allotment areas and studied the sunlight duration at 30- minute intervals on the 21st of each month.

The Royal Horticultural Society (RHS) growing guidelines indicate that the majority of crops require full sun or partial shade growing conditions. The conditions are defined as:

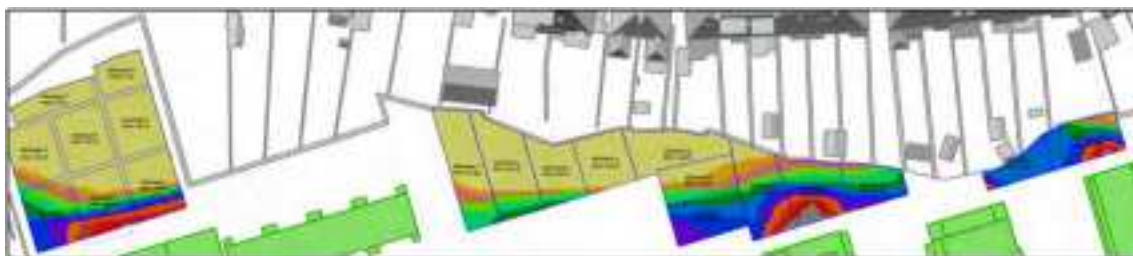
- Full Sun: More than six hours of direct sun per day at midsummer
- Partial or semi-shade: Three to six hours per day of direct sun at midsummer
- Moderate shade: A site receiving sunlight for two or three hours of direct sunlight each day at midsummer.
- Deep or heavy shade: In practical terms if a site receives less than two hours of direct sun per day, it must be considered to be heavy shade.

Whilst the UK growing season is defined as being between March and October, the analysis extended the study to include all months of the year. Sunlight is more noticeably restricted in the late autumn and winter months and the assessment highlights this.



Plot 9.6

The analysis of the proposed allotments has been undertaken for the area as a whole with the allotment boundaries overlaid onto the assessment. Looking at the whole site it can be seen that some restrictions will be noted due to the reconfiguration of the allotments and the proximity to the proposed development.



Proposed Allotments – March Sunlight Hours

However, the study concludes that the majority of the proposed area will see Partial (semi-shade) and Full Sun conditions from March to the end of September, which is the key food growth period. A grainier assessment of the proposed plots layouts shows plots A7 to A10 and plots A and B will see the greatest restrictions, with their growing season being more restricted to the period between April to the end of August.

Concerns have been expressed regarding the security of the allotment areas and possible access to the gardens located to the north. A condition requiring details of boundary treatment and security measures for the allotment areas is recommended to that effect.

Impact on Neighbours

Policy 7A ‘Amenity’ of Ealing’s Development Management DPD requires that new development does not erode the amenity of surrounding uses or the site itself and takes reasonable steps to ameliorate emissions. The application site adjoins existing residential properties to the south. To the north Phase 9.1 is nearing completion and first occupation is imminent.

The application site is bounded by roads on all sides. However, as the final block in this portion of the wider development to be constructed alongside Bollo lane, it has been sensitively designed in terms of massing in order to respect the sunlight and daylight of the existing occupied units to the south (Phase 5), and the soon to be occupied units to the north (Phase 9.1) and west (Plot 9.2).

Daylight and Sunlight

A Daylight and Sunlight Assessment was submitted with the reserved matters application in order to assess the impact of the proposed development on the lighting levels to neighbouring residential properties, the impact of the proposed development on the lighting levels of future development plots, as well as the overshadowing (permanent sunlight amenity analysis) of the existing allotments. The technical analysis has been carried out in accordance with the BRE Guidance ‘Site Layout Planning for Daylight and Sunlight: a guide to good practice’ (hereafter BRE Guidelines).

The various methods of assessment within the report can be summarised as follows:

Average daylight factor (ADF) calculations can provide a quick overview of the overall level of daylight within a room, and can be useful when comparing different design solutions. An average daylight factor value of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms should be attained.

The Vertical Sky Component (VSC) test measures how much diffuse daylighting (DD) enters a room, and how this would be affected by nearby development. A noticeable reduction in diffuse daylighting would occur if:

- the vertical sky component ['VSC'] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value; or
- the area of the working plane (0.85m above floor level in residential properties) in a room which can receive direct skylight is reduced to less than 0.8 times its former value.

Annual Probable Sunlight Hours (APSH) measures levels of direct sunlight into a window, and levels would be noticeably affected if the window:

- receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; and
- receives less than 0.8 times its former sunlight hours during either period; and
- has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours.

Where testing is on new-build development, the appropriate values can be set by comparing to existing similar development, in this instance, constructed development within the Acton masterplan).

The VSC, DD and APSH analysis shows that the majority of neighbouring windows (96% VSC and 100% APSH) and rooms (99% DD) will remain fully compliant with the BRE Report guidance. Where VSC (daylight) impacts are noted they are highly localised, i.e. 39 Osbourne Road, 1-31 Larkin Mansions, 11 Osbourne Road and 1-27 Auden Court with all these properties being located within the estate.

A review of the detailed analysis results shows that the windows transgressing the VSC criteria are predominantly secondary windows serving rooms with multiple windows, windows serving bedrooms (the BRE Report is primarily concerned with daylight to living space) or windows where the current VSC value is significantly below the guidance (whereby even with a very modest reduction in quantum would manifest as a significant percentage change).

DD analysis has been undertaken for all neighbouring properties. This analysis is based on planning details of interior arrangements for tested properties where possible, or reasonable estimates based on the information available for neighbouring properties of a similar build where specific detailed arrangement plans are unavailable. The DD analysis shows that 99% of the rooms would remain compliant with the BRE Report DD criteria. The only transgressions noted occur to a small number of bedrooms within 1-27 Auden Court, also within the existing estate.

The BRE Report is primarily concerned with daylight within living spaces. Transgressions within bedrooms are considered to be of lesser consequence. As such, the noted DD transgressions are not considered to be significant.

APSH analysis shows all of the tested windows (100%) will maintain full BRE Report compliance.

Overshadowing

Analysis of the overshadowing on neighbouring amenity spaces and the adjacent proposed allotment areas has been undertaken using the BRE Report guidance test date of the 21 March. The analysis determines how much of the proposed spaces will see two hours or more sunlight access on that date. The guidance target is 50% of the tested area.

The studies undertaken are for any neighbouring space where there is the potential for overshadowing to occur. This includes the gardens to the rear of 53 to 71 Avenue Gardens and 36 to 60 Heathfield Road. Analysis of the residential gardens (53 to 71 (odds inc.) Avenue Gardens and 36 to 60 (evens inc.) Heathfield Road) shows that all the spaces would comply fully with the BRE Report guidance for 21 March. Analysis of the proposed adjacent allotment area shows that sunlight amenity to the area will meet BRE Report guidance with all of the proposed allotments seeing 2 hours or more access on the 21 March to the majority of their areas.

Both of the nearby public open spaces, West Park and Bollo Brook Park, are to the south of the proposed development and would remain unaffected by it.

Allotments

Additional sunlight analysis of the allotments has been undertaken. These assessments have looked at the current and proposed allotment areas and studied the sunlight duration at 30-minute intervals on the 21st of each month. The findings have been colour coded and the key to each is shown on each drawing. This detailed analysis is discussed in Appendix 7.

Conclusion

As such, the Daylight and Sunlight Assessment demonstrates that the Proposed Development of Plots 9.3, 9.5 and 9.6 would not materially affect the daylight and sunlight amenity of the existing properties surrounding Acton Gardens; neither would it adversely impact or prejudice the daylight and sunlight received by those adjacent properties within Acton Gardens including within the Mill Hill Conservation Area, to an unacceptable degree. The assessment shows that any transgressions or reductions in amenity are within reasonable amounts and can be expected given the urban context of the masterplan area and local environment. This assessment has been carried out in accordance with the guidelines given in the London Borough of Ealing's adopted Development Management document and, more specifically, with the guidelines set out in the BRE Report.

Privacy

The proposed layout and massing of the site has been carefully considered to ensure no undue impacts such as overbearing and loss of privacy to neighbouring properties.

The proposals have been designed to conform with the consented parameters, most notably the Development Plots (ref: 16250-00-07-004) and the Illustrative Masterplan (ref: 16250-00-07-008) parameter plans.

A minimum separation distance of 19.5m would be provided between the southern elevations of Plots 9.5 & 9.6 and the nearest neighbouring Phases to the south, which are located across Osborne Road. The minimum separation distance between the northern elevations of these plots and the houses within the Mill Hill Conservation Area is 32m at the closest point (north-eastern corner of Plot 9.5) but increases to 53m further east. The relationship between buildings across the northern, western, eastern and southern sides of these Plots is considered to be acceptable and would not result in the loss of privacy to occupiers of the individual blocks.



The proposals will therefore retain the separation distances and relationships with neighbouring existing, emerging and proposed buildings which was consented under the 2018 Hybrid Masterplan.

The careful positioning of balconies also ensures that no additional overlooking or loss of privacy is generated above that which was consented under the 2018 Hybrid Masterplan.

Transport, parking and servicing

Condition 5 of the 2018 Masterplan Permission proposes an overall maximum parking ratio of 0.3 spaces per residential dwelling. This parking ratio includes parking in off-street parking areas and the parking located within the public highway. Overall, the 2018 Masterplan Permission would provide approximately 600 car spaces across the remaining Regeneration site area. The eligibility to apply for parking permits to use the on-street parking (which will eventually be covered by the South Acton Estate Controlled Parking Zone) is restricted, via the s106 Agreement, to existing residents of the Estate who would be moving into the various phases of new development. As such, new residents to the Estate (in predominantly private sale and shared ownership dwellings) would not be eligible to apply for parking permits and would only have access to parking that is located off the adopted highway or that is sold together with the dwelling.

Condition 36 of the 2018 Masterplan Permission requires that prior to the commencement of each relevant Phase or Sub-Phase, the Highways layout access roads, ramps and footpaths shall be submitted to and approved in writing by the Local Planning Authority. Condition 48 of the 2018 Masterplan Permission requires approval of the detailed layout of car parking spaces, including details of disabled parking and 20% active electric vehicle charging points. Condition 62 requires LPA approval of the individual travel plan prior to first occupation and

Condition 63 seeks to ensure that a parking management plan is submitted prior to occupation of each relevant phase.

Section 9 in the NPPF sets out the importance of developments encouraging and facilitating an increase in the use of and access to sustainable transport methods.

Chapter 10 of the London Plan deals with transport with Policy T1 setting the overarching approach to transport strategy for the city. Policy T1 states that development Plans and development proposals should support the delivery of the mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041, and the proposed transport schemes set out in Table 10.1.

Policy T1 continues, "*All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.*"

The London Plan additionally includes a new concept; 'Healthy Streets'. These are defined by 10 indicators as follows:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle, and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Clean air.

Policy T2 states that development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance; reduce the dominance of vehicles on London's streets whether stationary or moving; and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport

The site currently consists of C3 residential units which will be demolished in order to make way for new C3 dwellings of mixed sizes. These dwellings will be in the form of both houses and flats, with accessible flats located at a ground floor level. The development will be accompanied by associated landscaping and car parking.

Road Layout

Currently Enfield Road, Hanbury Road and Osbourne Road all serve as Secondary Roads within the Masterplan. These streets will retain the existing segregated footways on both sides of the road.

The proposed development also includes the initiation of one secondary route and two tertiary routes, in line with the layouts shown on approved parameter plan 005.

The proposed secondary route, Hanbury Road, links Enfield Road and Osbourne Road between Plots 9.2 and 9.5, whilst the tertiary routes provide access to and from the reconfigured allotments to the north of the plots. The Hanbury Road secondary route is already present on-site and was delivered as part of the Plots 9.2 works. The tertiary route separating Plots 9.5 and 9.6 has been given the name 'Willet Way' and is expected to form a landscaped space at the heart of the development

Whilst these links are secondary and tertiary in nature, these would provide they would provide important links for pedestrians and cyclists travelling through the estate and have therefore been carefully designed to ensure safe and convenient access is achieved by all modes.

A new tertiary access road will be provided between phase 9.5 and 9.6 which will allow refuse vehicles to service the residential units of these two phases off-street. The tertiary road will also provide access to a courtyard within phase 9.5 and 6 accessible car parking spaces.



Access and Circulation Strategy

Osbourne Road Spur (between 9.6 and Berrymede Junior School) is currently 5.5m in width with a 2m footway on the western side of the road. The road does not have a useable 'turning head' – what is present does not allow for the turning of anything larger than a car. The spur is approximately 65m in length, enough to accommodate 11 cars, with a further two in the 'turning head.' The road is frequently fully parked on the eastern side of the road, resulting in an effective width of approximately 3.5m.

The proposals for this Spur Road are to create a shared space which is approximately 6m in width with landscaping along the eastern side of the road adjacent to the junior school, with parking spaces accessed directly off the road.

Healthy Streets Assessment

The results of the Healthy Streets Assessment confirms that both Enfield Road and Osbourne Road will be significantly enhanced by the proposed improvement works.

The most noticeable change to the highway network would be parking, which currently runs parallel with the on-street parking, whereas the proposals would mean that parking will be inset within the footway, therefore improving the environment for both vehicles and cyclists.

There will also be improvements to pedestrian connectivity and to the general quality of the footways.

Car Parking

Plots 9.3, 9.5 and 9.6 proposals include a total of 51 car parking spaces across the site, representing a ratio of 0.23 spaces per unit, which is compliant with the 0.3 maximum car parking ratio for the Masterplan as a whole.

The proposals include 18 on plot parking spaces for residents and 29 on-street spaces for public use/visitors. The proposed on-street spaces would be incorporated within the existing CPZ, with only existing residents to be re-located into the new affordable rent block (if they already have permits) eligible to use them.

As set out in the legal agreement for the Masterplan future residents of the development are unable to apply for and obtain local on-street parking permits, unless they are already residents of the local area.

The proposed on-street parking would be provided in accordance with design standards, with spaces parallel to the carriageway edge provided with dimensions of 2.0 x 6.0 metres. All standard perpendicular car parking spaces would be 2.4 x 4.8 metres.

In accordance with LBE and London Plan parking policies, a maximum of 10% of all car parking spaces need to be wheelchair accessible, with increased dimensions. A minimum of 3% must be provided from the outset, with the infrastructure in place to increase this provision to 10% over time, when demand dictates. The Masterplan layout confirms that six of the 51 spaces would be wheelchair accessible. All of these parking spaces are to be located in between plots 9.5 and 9.6.

Electric Vehicle Charging Points (EVCP)

The London Plan requires 20% of all spaces to be provided with ‘active’ EVCPs and all of the remaining 80% of spaces would be connected to a ‘passive’ provision, to be activated if/when future demand dictates.

The scheme proposes providing EVCPs in line with London Plan requirements.

Trip Generation

The TA estimates that the site is likely to generate an additional 10 two-way vehicle movements in the AM peak and 12 in the PM peak. These traffic volumes would have a minimal impact on the surrounding highway network.

The assessment carried out in this section of the report is considered to be robust due to the proximity of the site to sustainable modes of transport and therefore the estimated use of sustainable modes of transport is to be considered appropriate.

Cycle Parking

London Plan Policy T5 requires development to deliver cycle parking in accordance with the minimum standards set out in Table 10.2; Table 10.2 sets out the following minimum cycle parking standards for residential development:

Long-Stay	Short-Stay
1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Accordingly, the proposal requires 392 long-stay spaces. The proposal would provide these spaces in multiple dedicated cycle stores internally, within the buildings proposed on Plots 9.5 and 9.6, and with bike storage integrated into the front garden for Plot 9.3 houses and ground-floor flats.

In addition, the development also proposes 8 on-street Sheffield stands for visitors, to be provided on-street, on Osborne Road and Hanbury Road.

The proposed cycle parking therefore meets the necessary requirements and accords with London Plan Policy T5.

Servicing, Refuse and recycling

Bin capacity for the new dwellings has been based on weekly collections using 1 x 1100ltr bin (waste) and 1 x 1100ltr bin (recycling) for every 8 dwellings and 1 x 240ltr bin (food waste) for every 20 dwellings. Waste provision is in accordance with the Ealing Waste Management Guidelines April 2018 document, which in relation to Plots 9.5 and 9.6 is as follows:

- Block A - 9 x 1100l Eurobins
- Block B - 14 x 1100l Eurobins
- Block C - 11 x 1100l Eurobins
- Block D - 9 x 1100l Eurobins

The bin stores are all located at ground floor level with paved footpaths and dropped kerbs designed to provide step-free collection from the highway or internal road. The bin stores for all residential properties are provided integral to the apartment buildings, with the exception of the maisonettes, which will have their own individual stores adjacent to their own private front doors.

Delivery and Servicing will primarily take place in line with the existing strategy that LBE adopts within the locality of the site. Plot 9.3, which consists of housing only, will be served on-street with each of the units having a refuse store located outside of their front doors, whereby on bin collection days these are easily transferred to the kerbside. Plots 9.5 and 9.6 will be serviced via a mixture of on-street and off-street. The houses on the western boundary of the site will again be served on-street. The flats within Plots 9.5 and 9.6 which face each other will be served off-street via an internal road which is accessed via Osbourne Road.

The drag distances for refuse collection for the operatives will be provided within the guidelines, a drag distance of 25m will be in place for the houses (household refuse bins) and 12m for the flats (communal bins).

Tracking has also been provided within the Transport Statement to demonstrate that the proposed arrangements are suitable.

Energy and sustainability

Conditions 29 (Sustainable Design and Construction Standards), 37 (Carbon Savings) and 51 (Overheating and Cooling for the residential units) of the 2018 Masterplan Permission require the submission of a full sustainability statement with evidence verifying the carbon savings being made on that Phase or Sub-Phase, and the details of the dynamic thermal modelling demonstrating how the development performs against the overheating criteria prior to the commencement of each phase.

Details of the energy and sustainability measures utilised across this phase are included in the Sustainability Statement and Energy Statement that were submitted alongside this application pursuant to Conditions 29, 37, and 51 of the 2018 Hybrid Outline Permission.

In summary and as set out in these reports, a low carbon approach to the design of the building's fabric and associated systems has been used to minimise energy use. The proposals will be connected directly to the Air Source based heat network and central plant serving the Acton Gardens development.

The community heating installation will be designed in accordance with the recommendations within the CIBSE Code of Practice for heat networks. The district heating network is proposed to be served by gas boilers and air source heat pumps generating close to 70% of the annual heat demand.

A 61kWp Photovoltaic panel installation will also be mounted on the roofs of Plots 9.5 and 9.6 blocks. The proposals include the incorporation of sustainable design and construction methods, energy and water saving measures, waste reduction techniques as well as measures to enhance the ecological value of the site.

This suite of sustainability conditions is therefore recommended for consequential approval.

Other planning considerations

Flood Risk

Condition 12 (Flood Risk Assessment) of the 2018 Masterplan Permission requires that, prior to or concurrent with the submission of the first Reserved Matters Application for any Phase or Sub-Phase, the submission of a full Flood Risk Assessment relating to the surface water drainage of the relevant Phase or-Sub-Phase. Policy 1.2(m) of Ealing's Development Strategy relates to flood risk and development and states '*To reduce overall level of flood risk in the borough, through the layout and form of new development, and the appropriate application of sustainable drainage techniques...*'

Condition 34 (SUDs) and Policy 5.13 of the London Plan requires development utilise sustainable urban drainage systems (SUDS) in order to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. The latest guidance on the use of SUDS is provided in 'The SUDS Manual' by CIRIA (ref: C697 dated March 2007). This defines SUDS as '*Surface water drainage systems developed in line with the ideals of sustainable development...the philosophy of SUDS is to replicate, as closely as possible, the natural drainage from a site before development.*' As such, SUDS drainage can be in a variety of forms, including infiltration trenches, swales, permeable surfaces and green roofs.

The applicant submitted information to discharge condition 12, which requires the submission of a detailed surface water drainage scheme for each phase of the development. The information submitted pursuant to conditions 12 and 34 follows the submission of a Flood Risk Assessment and Drainage Strategy as part of the 2018 Masterplan Permission. The foul and surface water drainage strategy provide calculations of the existing and proposed peak run-off rates for the 1 in 100 year peak events, with a 40% allowance for increased rainfall intensity due to the effect of climate change.

Thames Water were consulted as part of the application and no objection has been received to the proposals. As such, the full discharge of conditions 12 and 34 are agreed in relation to Plots 9.3, 9.5 and 9.6.

Archaeology

Condition 31 of the 2018 Masterplan Permission states that no development shall commence on any Phase until the applicant has secured LPA approval for the implementation of a

programme of archaeological mitigation in accordance with a Written Scheme of Investigation for that phase / development zone.

The application is not accompanied by a written scheme of investigation, pursuant to condition 31 of the extant 2018 Masterplan Permission. Once these details are submitted for consideration under condition 31 GLAAS will be consulted and review the submission and advise whether the condition could be partially discharged in relation to these Plots, subject to a further stage of archaeological investigation if significant remains are found. As required by Condition 31, GLAAS would need to be consulted before any works commenced, including any post-excavation assessment / analysis leading to publication.

Mitigation of the Implications of the Development

In accordance with policy 8.2 of the London Plan and policies 6.1, 6.2, 6.3 and 6.4 of Ealing's Development Strategy, financial contributions have been secured under the conformed 2018 Masterplan s106 Agreement towards the provision of, *inter alia*, environmental, transport, education, sports facilities and highway improvements in the vicinity of the site. The financial triggers that would arise from the approval of the Plots 9.3, 9.5 and 9.6 approval as a result of the S106 commitments already entered into previously:

- Education: £93,750.00
- Provision of improvements for pedestrian, cyclist and road safety: £5,901.00
- Travel Plan: £3,750.00
- Public Open Space: 36,091.60
- Cat C Trees (5 no.): 3,750.00
- Child Playspace: £80,000.00
- Post-construction Renewable Energy Monitoring: £20,658.00
- Carbon Off set: £370,838.00

Community Infrastructure Levy

The Mayor's Community Infrastructure Levy (CIL) was adopted on 01/04/2019. This has introduced a charging system within Ealing of £60 per sqm of gross internal area (GIA) of net additional floorspace created. However, the current application is a conditions application pursuant to the 2018 Masterplan Permission (with planning permission ref: 182579OUT dated 24/12/2018), which is regulated by the previous Mayor's CIL (adopted on 01/04/2012) with a revised charging system within Ealing of £35 per sqm of gross internal area. Moreover, The CIL Regulations 2010 (as amended) state that affordable housing would be exempt from the charge but this is subject to the criteria set out in Regulation 51 of the regulations.

The total liable sum for the scheme is calculated as £424,795.00 based on 12,137sqm of chargeable development (inclusive of 19,900sqm of C3 floorspace minus 7,763sqm of demolished floorspace), but still needs taking into account the BCIS All In TPI index figure as relevant at the time of the permission. A discount for social housing relief may be applicable if the applicant can demonstrate that the development meets the criteria set out in Regulation 51 of the CIL Regulations 2010 (as amended). The liable sum for each phase of development shall be calculated at the commencement of the relevant phase and in line with the amount of floorspace and affordable housing proposed for that phase.

It is worth drawing attention to the fact that these figures may be amended in accordance with the actual publication TPI index figures at the date of issuing the decision notice.

ENVIRONMENTAL IMPACT ASSESSMENT

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'Regulations'), EU Directive 85/337/EEC (as amended), as well as the National Planning Practice Guidance (2014).

The 2018 Masterplan Permission and the original 2013 Outline Permission were subject to Environmental Impact Assessment. The Environmental Statement (the 'ES') for the South Acton Estate Regeneration scheme is comprised of the approved Environmental Impact Assessment which accompanied the 2018 Masterplan Permission and any subsequent ES Addendums, Further Information Reports (FIRs) and Supplementary Environmental Statements which have accompanied Reserved Matters Applications (REMs), Re-phasing Applications and Non-Material Amendments (NMAs) may be submitted against the 2018 Masterplan Permission.

Regulation 9 of the EIA Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. the ES submitted with the 2018 Masterplan application ref: 182579OUT dated 24/12/2018 and any additional environmental information) is adequate to assess the environmental effects of the development.

An EIA Statement of Compliance reference 27157/A5/EIA dated 8th September 2021, accompanied the Plots 9.3, 9.5 and 9.6 REM application demonstrating how specific parameters and conditions associated with the 2018 Masterplan Permission have been addressed as part of these Plots proposals, to ensure the development is in accordance with the ES.

Therefore, the proposals for Plots 9.3, 9.5 and 9.6 are considered to conform with the scheme assessed as part of the ES forming part of the 2018 Masterplan Permission, as well as subsequent updates to the ES. As such, the proposals are considered environmentally compliant with the aspirations of the Acton Gardens Masterplan development.

Reconciliation Mechanism

As aforementioned, the second part of Condition 8 requires that with each Reserved Matters Application, the REM submission is accompanied with the following details:

- a) Land Uses - a statement setting out the amount of development delivered to date within each land use and that remaining in relation to the areas set out in Condition 2 (maximum floorspace per approved land use);
- b) Site Layout - Updated illustrative masterplan to demonstrate that the proposals do not prejudice the delivery of adjacent phases within the context of the approved Parameter Plans and Design Guidelines.
- c) Car Parking - a statement setting out the total amount of all types of vehicle parking spaces delivered to date within each phase and within the context of the proposed parking ratios in the approved Transport Assessment;
- d) Affordable Housing - a statement setting out the amount and type of affordable housing delivered to date within each phase and that remaining to meet the requirements of the S106 Agreement.
- e) An Illustrative Reconciliation Masterplan showing how the scale of the Reserved Matters Application accords with relevant principles and parameters described in the Design Guidelines Document and how the proposed layout of the Primary, Secondary and Tertiary Connections (as defined on Parameter Plan 005), and the detailed layout of Public Open Spaces and other Enhanced Public Real within the Phase or Sub-

Phase, are consistent with the parameters and principles for the layout of the wider Character Area.

With respect to the Reconciliation Mechanism, the approved parameters and condition also requires the reserved matters details to be contrasted with the following specifications:

- a total Gross External Area (GEA) of residential and non-residential floorspace delivered to date (i) per phase (ii) within each respective Character Area and (iii) across the Remaining Masterplan Area in its entirety - with due regard to the parameters of the maximum consented quanta (195,396sqm of residential; 1,200 sqm of D1; 1,000sqm of A1-3/B1/D1-2).
- The total communal open space provision delivered across the Remaining Masterplan Area. This is within the context of Clandon Gardens comprising 2,750sqm open space; Avenue Park comprising 7,600sqm open space; Central Plaza comprising 8,100sqm open space; and the Jerome Allotments comprising 3,803sqm open space.
- The total residential car parking provided to date (i) per phase and (ii) across the Remaining Masterplan Area in its entirety. These are set out within the context of the maximum 0.3 car parking spaces per unit as consented.
- The number of private, shared ownership and affordable rent units delivered to date by habitable room (i) per phase and (ii) across the Remaining Masterplan Area in its entirety. These are to be set out within the context of, across the Remaining Masterplan Area, the S106 requirement to provide a minimum total of 2,453 habitable rooms in affordable rent; 558 habitable rooms in shared ownership; and 31% of affordable rent units as 3+ beds. For completeness, this schedule also provides the total affordable split phase by phase and cumulatively.

The summary table presented in Annex 1 contrasts the requirements of the Reconciliation Mechanism with the details of the proposed scheme for Plots 9.3, 9.5 and 9.6 and demonstrates that the proposed scheme is in compliance with the 2018 Masterplan Permission regulatory specifications and parameters.

The application is also accompanied with a Red Line Assemblment Plan Illustrating the configuration and dovetailing / tessellation of all reserved Matters Application extents consented to date, to provide comfort of the area of the Hybrid Outline Application that has detailed consent for build-out. These are considered acceptable in the context of the requirements set out in Condition 8 of the 2018 Masterplan Permission.

CONCLUSION

The recommendation to approve the reserved matters application for Plots 9.3, 9.5 and 9.6 has been taken having assessed the application against the relevant policies contained in the Development Plan, comprising the London Plan 2016, Ealing's Development Strategy 2012 and Ealing's Development Management DPD 2013, as well as the material planning considerations including the NPPF and the extant 2018 Masterplan Permission ref: 182579OUT dated 24/12/2018.

The proposal seeks approval for the remaining development plot within the Enfield Road Character Area of the South Acton Estate Regeneration Development and the submission proposes a residential use development on Plots 9.3, 9.5 and 9.6 to provide 215 new homes.

Together with previous phases and new public open spaces and roads already approved, the development of these plots represent the completion of the character area providing the conclusion of a substantive stage to the scheme.

The Reserved Matters have been considered against the parameters and controls captured within the 2018 Masterplan Permission. Details relating to Landscape, Access, Appearance, Layout, Scale, including land use have been demonstrated to comply with the parameters within the 2018 Masterplan Permission and the allowable limits of deviation.

The supporting technical details accompanying this application demonstrate satisfactory compliance with the relevant standards and Policies including daylight and sunlight, drainage, residential space standards and amenity, accessibility and sustainability. Where minor deviations have been identified these have been demonstrated to be acceptable and not to have significant impacts upon the conclusions reached in the Environmental Statement accompanying the S73 Permission.

The plot will provide a car parking ratio of 0.23 spaces per unit in accordance with the approach taken for similar Plots within this character area. The level of car parking accords with parking standards established by the 2018 Masterplan Permission and wider policy requirements for a site of PTAL 4-5 at the time of occupation.

The design of the buildings and environment proposed would provide a high-quality residential environment and new urban realm responding to adjacent approved buildings and the location of approved open spaces and a new road.

Overall, officers find the proposals acceptable and accordingly **APPROVAL** is recommended subject to conditions as set out in this report.

ANNEX 1

CONDITIONS:

1. Approved Plans and Documents

The development hereby approved shall be carried out in accordance with the following approved plans and documents:

Drawings

Architectural: ACT-PTE-P1-00-DR-A-10110 Rev. P1; ACT-PTE-P1-XX-DR-A-10111 Rev. P1; ACT-PTE-ZZ-00-DR-A-10100 Rev. P1; ACT-PTE-ZZ-01-DR-A-10101 Rev. P1; ACT-PTE-ZZ-02-DR-A-10102 Rev. P1; ACT-PTE-ZZ-03-DR-A-10103 Rev. P1; ACT-PTE-ZZ-04-DR-A-10104 Rev. P1; ACT-PTE-ZZ-05-DR-A-10105 Rev. P1; ACT-PTE-ZZ-06-DR-A-10106 Rev. P1; ACT-PTE-ZZ-07-DR-A-10107 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10000 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10002 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10004 Rev. P1; ACT-PTE-ZZ-XX-DR-A-10005 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10200 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10201 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10202 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10300 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10301 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10302 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10303 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10304 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10305 Rev. P1; ACT-PTE-ZZ-ZZ-DR-A-10306 Rev. P1

Landscape: 11474-LD-PLN-100 Rev. P3; 11474-LD-PLN-110 Rev. P3; 11474-LD-PLN-111 Rev. P3; 11474-LD-PLN-150 Rev. P2; 11474-LD-PLN-151 Rev. P2; 11474-LD-SEC-600 Rev. P1; 11474-LD-SEC-601 Rev. P1; 11474-LD-SEC-650 Rev. P1

Documents:

Cover Letter (Barton Willmore); Design and Access Statement (Dated 17 September 2021); Planning Statement (Ref: 27157/A3/AK, Rev. 2, Dated 22 September 2021); Transport Statement (Ref. 21043-TS01, Rev. B, Dated 24 September 2021); Statement of Community Involvement (Dated July 2021); Affordable Housing Statement (Dated September 2021); Block Management Plan (Dated September 2021); Reconciliation Statement (Ref. 27157/A3/RM Application, Rev. 1, Dated 1 September 2021); Planning Fire Statement (Ref. FL7579/ks/18cppl, Dated 1 September 2021); Gateway 1 Fire Statement Form (Dated 1 September 2021); Outline Fire Strategy Report (Ref. FL7579/R1, Rev. 2, Dated 1 September 2021); Daylight, Sunlight and Overshadowing Report (Ref. 63283/01/BK/TRL, Dated September 2021); Conservation Statement (Ref. 180634, Rev. 2, Dated 7 September 2021); Arboricultural Impact Assessment (Ref. 1609.1, Dated 8 September 2021); EIA Statement of Compliance (Ref. 27157/A5/EIA, Dated 8 September 2021); and Updated Phasing (Ref. 27157/A3, Rev. 00, Dated September 2021).

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

2. Materials

Notwithstanding the submitted details, construction of the development hereby permitted shall not proceed above ground floor damp proof course level unless and until details of materials (including samples) to be used for the external surfaces of the building and hard surfaced areas within the plot shall be submitted to and agreed in writing by the Local Planning Authority including, though not limited to:

- Sample glazing with window/door frame(s);
- Balustrade and edge detail;
- Roofing materials, including roof parapets and overhangs to flats;
- Typical rainwater goods (section of gutter, downpipe etc);

- Sample areas of brickwork and mortar;
- Areas of parking and paving; and
- Hard Landscaping areas.

The development shall thereafter be implemented in accordance with the approved details.

Reason: To safeguard the visual amenities of the building and surrounding area

3. Doors to Open Inwards

All ground floor doors within the development, including refuse access stores and residential entrances shall open inwards.

Reason: In the interest of pedestrian and highway safety.

4. Courtyard/ amenity space/ Allotments boundary treatments

Prior to the commencement of any of the superstructures of the buildings approved, details of boundaries treatment and screening to the perimeters of the allotments areas and amenity areas shall have been submitted to and approved by the local planning authority.

Reason: To safeguard the security and visual and residential amenities of neighbouring residents and of the area in accordance with policy D3 of the London Plan 2021.

5. Old Estate Wall

Prior to the commencement of development on each Phase or Sub-Phase, including demolition and construction, a wall protection scheme (for the southern boundary wall between Acton Gardens and the Mill Hill Conservation Area) shall be submitted to and approved in writing by the Local Planning Authority.

No operations (including initial site clearance) shall commence on site in connection with development hereby approved until a suitable scheme for the protection this wall has been submitted and its installation on site has been approved in writing by the Local Planning Authority.

All protection measures must fully detail each phase of the development process taking into account demolition/site clearance works, all construction works and hard and soft landscaping works.

Any damage resulting from construction activity in connection with the plots should be repaired in a historically appropriate manner

Reason: To ensure appropriate protection of the heritage asset.

6. Allotment Details

Prior to the commencement of development on each Phase or Sub-Phase, including demolition and construction, a detailed allotment scheme, shall be submitted to and approved in writing by the Local Planning Authority. The detailed allotment scheme must include the following:

- Details of community gardening areas,
- Timescales for transfer of plot holders to new plots,

- Details of soil strategy,
- Details of delivery mechanisms and handovers,
- Ecology,
- Footpaths including footpaths widths and ramps,
- Details of communal green infrastructure,
- Proposed new planting,
- Details of new composting toilets,
- Details of watering points,
- Details of raised beds and community storage,
- Details of micro plots sizes,
- Site clearance green waste arisings and clearances,
- Details of Enfield Road vehicle entrance, and
- Details of Orchards, ponds, tree planting and hedgerows.

No operations (including initial site clearance) shall commence on site in connection with development hereby approved until a suitable scheme with these details has been submitted and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure that the detailed allotment provision keeps within the Allotment Strategy assessed as part of Condition 21 '*Allotment Strategy*' of the 2018 Masterplan (application ref: 215670CND).

INFORMATIVES:

1. The decision to approve the reserved matters application for Plots 9.3, 9.5 and 9.6 of the South Acton Estate Masterplan (the "*2018 Masterplan Permission*") has been taken by the Council's Planning Committee after considering the application against the relevant National, Strategic and Local Planning policies and other material planning considerations. The following are considered relevant to this proposal:

National Planning Policy Framework 2018

2. Achieving sustainable development
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
7. Ensuring the vitality of town centres
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
13. Protecting Green Belt land
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 (December) 2021

Planning London's Future (Good Growth Policies)

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

Spatial Development Patterns

SD7 Town centre network

SD9 Town centres: Local partnerships and implementation

SD10 Strategic and local regeneration

Design

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

Housing

H1 Increasing housing supply

H3 Monitoring housing targets

H5 Delivering affordable housing

H7 Affordable housing tenure

H8 Monitoring of affordable housing

H10 Redevelopment of existing housing and estate regeneration

H11 Ensuring the best use of stock

H12 Housing size mix

H13 Build to Rent

H14 Supported and specialised accommodation

H15 Specialist older persons housing

Social Infrastructure

S1 Developing London's social infrastructure

S2 Health and social care facilities

S3 Education and childcare facilities

S4 Play and informal recreation

S5 Sports and recreation facilities

Economy

E2 Low-cost business space

E3 Affordable workspace

E4 Land for industry, logistics and services to support London's economic function

E11 Skills and opportunities for all

Heritage and Culture

HC1 Heritage conservation and growth

HC3 Strategic and Local Views

Green Infrastructure and Natural Environment

G1 Green infrastructure

G3 Metropolitan Open Land

G4 Local green and open space
G5 Urban greening
G6 Biodiversity and access to nature
G7 Trees and woodlands
G8 Food growing

Sustainable Infrastructure

SI1 Improving air quality
SI2 Minimising greenhouse gas emissions
SI3 Energy infrastructure
SI4 Managing heat risk
SI5 Water infrastructure
SI6 Digital connectivity infrastructure
SI7 Reducing waste and supporting the circular economy
SI8 Waste capacity and net waste self-sufficiency
SI10 Aggregates
SI12 Flood risk management
SI13 Sustainable drainage

Transport

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
T6.5 Non-residential disabled persons parking
T7 Deliveries, servicing and construction
T8 Aviation
T9 Funding transport infrastructure through planning

Funding the London Plan

DF1 Delivery of the Plan and Planning Obligations

Monitoring

M1 Monitoring

London Plan Supplementary Planning Guidance /Documents

Providing for Children and Young People's Play and Informal Recreation
Good Practice Guidance for Estate Regeneration
Character and Context SPG
Use of planning obligations in the funding of Crossrail, and the Mayoral CIL
Sustainable Design and Construction SPG
London Environment Strategy
Shaping Neighbourhoods: Character and Context
The control of dust and emissions during construction and demolition
Accessible London: Achieving an Inclusive Environment
Social Infrastructure
Housing SPG
Affordable Housing and Viability SPG
Transport Strategy

Ealing's Adopted Development (or Core) Strategy 2012

1.1 Spatial Vision for Ealing 2026 (a), (e), (f), (g), (h), (i), (j) and (k)

- 1.2 Delivery of the Vision for Ealing 2026 (a), (d), (f), (h) and (m)
- 3.8 Residential neighbourhoods
- 4.1 Enhance Residential Hinterlands
- 5.4(a) Protect the Natural Environment – Biodiversity and Geodiversity
- 5.5 Promoting Parks, Local Green Space and Addressing Deficiency
- 6.1 Physical infrastructure
- 6.2 Social Infrastructure
- 6.3 Green infrastructure
- 6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document 2013

- 2.18 Ealing Local Variation - Green Infrastructure: The Nature of Open and Green Spaces
- 3.4 Ealing Local Variation - Optimising Housing Potential
- 3.5 Ealing Local Variation - Quality and Design of Housing Developments
- 3A Affordable Housing
- 4A Employment Uses
- 4B Retail
- 5.2 Ealing Local Variation - Minimising Carbon Dioxide Emissions
- 5.10 Ealing Local Variation - Urban Greening
- 5.11 Ealing Local Variation - Green Roofs and Development Site Environs
- 5.12 Ealing Local Variation – Flood Risk Management
- 5.21 Ealing Local Variation - Contaminated Land
- 6.13 Ealing Local Variation - Parking
- 7A Amenity
- 7.3 Ealing Local Variation - Designing Out Crime
- 7.4 Ealing Local Variation - Local Character
- 7.7 Ealing Local Variation - Location and Design of Tall and Large Buildings
- 7B Design Amenity
- 7C Heritage

7D Open Space

EA Presumption in Favour of Sustainable Development

Adopted Supplementary Planning Documents

- Sustainable Transport for New Development SPD December 2013
- Site Allocation OIS6 of Development Sites DPD December 2013

Interim / Draft Supplementary Planning Guidance

- SPG 3: Air Quality
- SPG 4 Refuse and recycling facilities
- SPG 9 Trees and development guidelines
- SPG 10 Noise and Vibration
- SPD 9 Legal Agreements, Planning Obligations and Planning Gain
- Ealing Tree Strategy 2013 to 2018 (August 2013)

Other Material Considerations

- BRE Site layout planning for daylight and sunlight (2011)
- Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006)
- BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites- Part 1: Noise
- DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
- Environment Agency guidance 'Verification of Remediation of Land Contamination', Report:

SC030114/R1'.

London Plan Housing - Supplementary Planning Guidance

In reaching the decision to grant permission, specific consideration was given to the information contained in the applicant's Environmental Statement and other technical reports submitted with the application. Consideration was given to the impact of the proposed development on the amenities of neighbouring properties and on the character and appearance of the wider area. Consideration was also given to placemaking, the quality of the residential development, the level of provision of affordable housing and the impact of the proposed commercial aspects in relation to both the proposed and existing neighbourhoods and nearby local centres. Consideration was also given to the impact of the development on the local transport network and the satisfactory provision of car parking and cycle parking facilities alongside the acceptability of the proposed sustainability credentials of the development. Local Development plan policies support the proposed development. Other material matters that were assessed included matters of mitigation including trees and carbon off-setting that resulted in financial contributions; the consideration of objections/comments received from interested parties to date. The proposed development is considered to be acceptable on these grounds and it is not considered that there are any other material considerations in this case that could sustain or justify the refusal of the application.

2. In accordance with Regulations 3 and 9 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is considered that this Reserved Matters submission reveals, with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council including the Environmental Statement (submitted with planning permission ref: 182579OUT dated 24/12/2018) and any further and/or other information previously submitted. The environmental information already before the Council therefore remains adequate to assess the environmental effects of the development and has been taken into consideration in this decision.

3. This development is covered by an extant Agreement under Section 106 of the Town and Country Planning Act (as amended) associated with planning permission ref: 182579OUT dated 24/12/2018).

4. The revised Mayor's Community Infrastructure Levy (CIL) was adopted on 01/04/2019. This has introduced a revised charging system within Ealing of £60 per sqm of gross internal area to be paid to the GLA. However, the current application is a conditions application pursuant to the 2018 Masterplan Permission (with planning permission ref: 182579OUT dated 24/12/2018), which is regulated by the previous Mayor's CIL (adopted on 01/04/2012) with a revised charging system within Ealing of £35 per sqm of gross internal area. On the basis of the information submitted with the application, the proposed development would be liable to pay CIL due to the development comprising of new residential units and development of over 100sq.m (not exempt from the Mayors CIL).

5. Construction and demolition works, audible beyond the boundary of the site shall only be carried on between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Bank Holidays. No bonfires shall be lit on site. Prior to commencement of building works, details of mitigation measures to control the release of asbestos fibres shall be submitted to this section for approval.

6. Prior to the commencement of any site works and as works progress, all sensitive properties surrounding the development shall be notified in writing of the nature and duration of works to be undertaken, and the name and address of a responsible person, to whom an enquiry/complaint should be directed.

7. The applicant is reminded that they are required to enter into a S.278 / S.38 Agreement with the Local Highways Authority with respect to the proposed works to the adopted highway, including alterations to the existing footways on Bollo Bridge Road, Osborne Road and Stafford Road and other works to the adopted highway that are necessary to facilitate the delivery of the approved development. In this regard, the Local Highways Authority has expressed a strong preference for the parking area to the north of the proposed nursery (at the eastern end of Osborne Road) to form part of the adopted highway. The applicant would be liable to pay the fees associated with entering into the Agreement.

8. Within the allotment area any buildings, such as sheds or growing structures should be sufficiently far from any boundary walls or fences, to avoid security issues

9. The applicant’s attention is drawn to the fact that Heathrow advises that if a crane is required for construction purposes, then red static omnidirectional lights would need to be applied at the highest part of the crane and at the end of the jib if a tower crane, as per the requirements set out by CAP1096.

10. The reserved matters application includes details pursuant to a number of conditions of the extant 2018 Masterplan Permission. These details were considered as part of the reserved matters determination for Plots 9.3, 9.5 and 9.6 and therefore consequential approval – only insofar as it directly relates to these plots – is Granted for the following conditions:

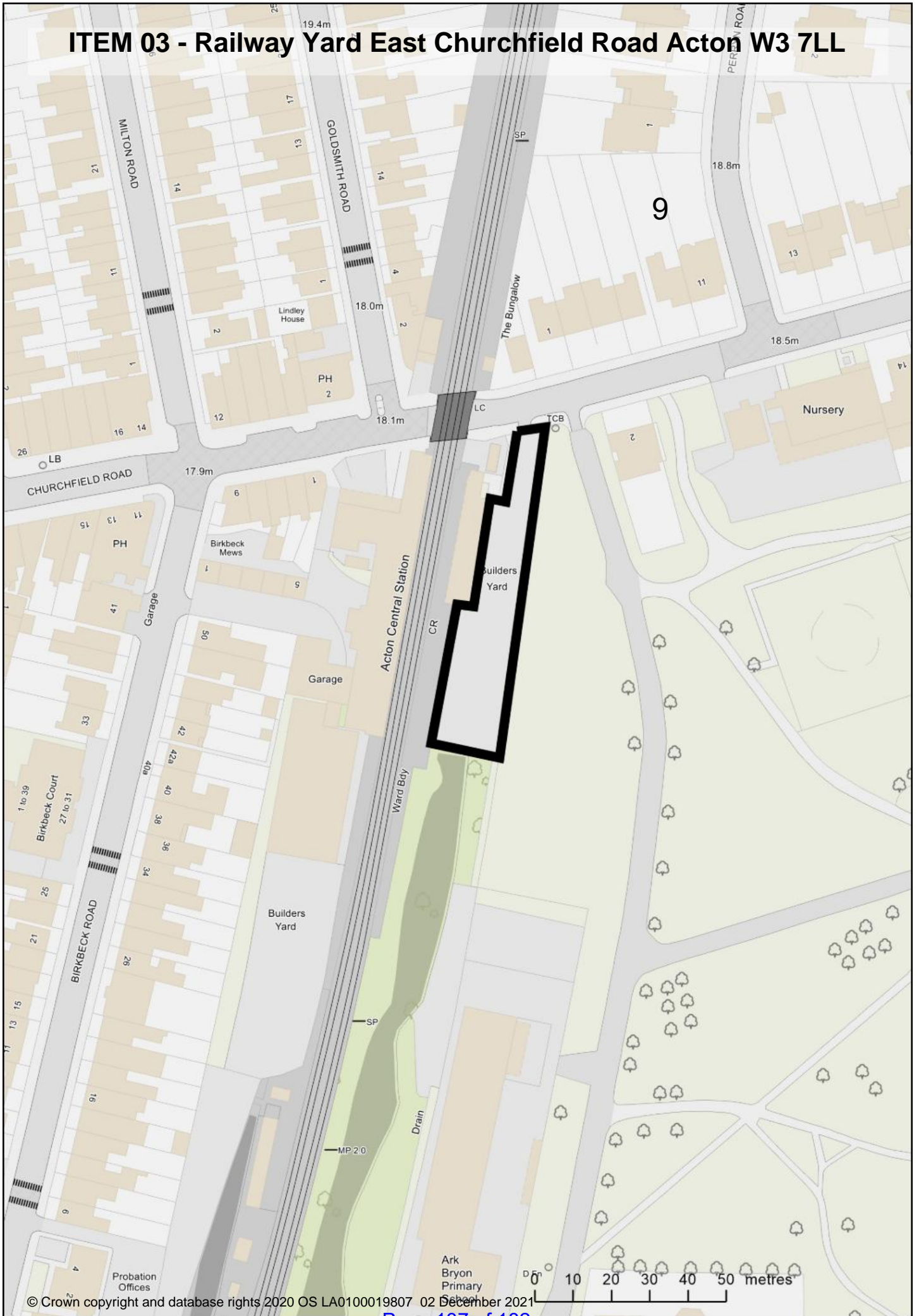
	Condition	Reference	Description	Status
Submission concurrent to Plots 9.3, 9.5 and 9.6 Reserved Matters Application	9	215821CND	Details of Sunlight and Daylight Report	Approve
	10	216033CND	Details of Microclimate Assessment	Approve
	11	216220CND	Details of Wind Assessment	Approve
	12	216034CND	Details of Flood Risk Assessment	Approve
	13	216035CND	Details of Swept Paths	Approve
	14	216263CND	Walking and Cycling Study	
	15	216264CND	Cycle Parking part pursuant to condition 15	
	16	216034CND	Details of Fire Statement	Approve
	17	216037CND	Details of Open Space Surveys	Approve
	18	216262CND	Open Space Design	
23	216038CND	Active Design Statement		

ANNEX 2

Reconciliation Mechanism

Matter	Total Requirement	Consented (9.2, 9.4, 8.1, 8.2 & 7.2)	Phases 9.3, 9.5 & 9.6	Total Quantum Provided	Quantum Remaining
Residential	<i>Clandon Gardens CA</i>	56,889sqm (GEA)	0sqm	21,682sqm	35,207sqm
	<i>Avenue Park CA</i>	82,284sqm (GEA)	0sqm	36,037sqm	46,247sqm
	<i>Enfield Road CA</i>	56,223sqm (GEA)	42,294sqm	22,180sqm	-8,251sqm
	TOTAL	1,950 units / 195,396sqm (GEA)	933 units / 100,013sqm	215 units/ 22,180sqm	1,148 units/ 122,193sqm
Non-Resi	1,000sqm A1-3/B1/D1-2 1,200sqm D1	123sqm A1-3/B1/D1-2	0sqm	123sqm A1-3/B1/D1-2	877sqm A1-3/B1/D1-2 1,200sqm D1
Car Parking	<i>Resi Spaces</i>	Provision subject to Phase	47	274	No target
	<i>Ratio</i>	0.3	0.21	0.23 overall	Max 0.3 overall
Tenure	<i>Social Rent</i>	2,453 hab rooms	264 hab rooms (of units)	1,309 hab rooms (of which 88hr for 55+)	1,144 hab rooms
	<i>Intermediate</i>	558 hab room	67 hab rooms (24 units)	361 hab rooms	197 hab rooms
	<i>Private</i>	No target	332 hab rooms (116 units)	1,813 hab rooms	No target
	TOTAL AH	Total 49%	1,339 hab rooms -47.4%	331 hab rooms - 49.9%	1,670 hab rooms - 47.9%
<i>Affordable Rent of 3+ bed</i>	Total 31% (by unit)	125 of 300 units - 41.6%	28 of 40 units - 70%	153 of 340 units - 45%	N/A
Open Space	<i>Clandon Gardens</i>	2,750sqm	0sqm	0sqm	2,750sqm
	<i>Avenue Park</i>	7,600sqm	0sqm	0sqm	7,600sqm
	<i>Central Plaza</i>	8100sqm	0sqm	0sqm	8100sqm
	<i>Jerome Allotments</i>	3,803sqm	0sqm	4,300sqm	0sqm

ITEM 03 - Railway Yard East Churchfield Road Acton W3 7LL



Ref :	214950FUL	
Address:	Railway Yard, East Churchfield Road, Acton, London, W3 7LL	
Ward:	East Acton	
Proposal:	Construction of a five storey building to accommodate 24 self-contained residential units and provision of associated parking space, cycle storage and refuse storage	
Drawing numbers:	As set out in Condition 2	
Type of Application:	Major Large Scale - Dwellings	
Application Received:	26.07.2021	Revised: 06.10.2021

Report by: Sean Moulton

Recommendation: Grant Permission, subject to conditions and Legal Agreement

EXECUTIVE SUMMARY

The proposal is to create a five-storey residential development comprising 24 self-contained flats, an internal access road, two disabled car parking spaces, cycle parking and refuse storage. The building is located in the southern part of the application site and is proposed to contain 24 flats (15 x one-bedroom flats, 4 x two-bedroom flats and 5 x three-bedroom flats). The entrance to the flats would be located on the western side of the building at ground floor level, and lift access would be provided to all floors.

The site has a previous permission, which was presented at Planning Committee in 2013 (PP/2013/1074), which has subsequently been varied by 171850VAR dated 17.11.2017, 193202VAR dated 03.03.2020 and 212633NMA dated 12.05.2021, confirming the footprint, bulk and mass being consistent with the extant permission. It is noted that the previous consents have been implemented.

546 objections have been received through the planning process including from Ark Soane Academy regarding this development, with the greatest number of objections being regarding the principle of development (including its height, bulk and mass), impact to the school and park, housing mix, affordable housing and impact on local infrastructure.

The amended unit mix is a logical response to the building, given its location adjacent to Acton Central Overground Station and proximity to local public transport links and parks. The number of one-bedroom units has increased from 4 to 15, whilst the number of three-bedroom units has fallen slightly from 6 to 5. The affordable housing offering has been increased by £10,000 compared to the extant permission, offering £285,000, despite the number of occupants to the site declining by 1 from 71 to 70. All units are dual-aspect, and all have private amenity space.

The design refinements have sought to improve the overall massing, materiality and presentation of the building as viewed from Acton Park and surrounding sites. The proposed building would incorporate a more logical, coherent layout and massing and utilise a more

neutral colour palette with green walls, in order to allow the colour of the existing landscaping within Acton Park to resonate.

Vehicle and pedestrian access to the site is provided from Churchfield Road East, in a similar position to the existing crossover. Two off-street disabled parking spaces would be provided within the site, and no vehicle parking would be provided for the future occupiers of the site. Cycling parking would be provided within a covered, secure compound near to the boundary with the railway. Refuse would be collected from Churchfield Road East, as per the previously approved application (193202VAR).

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 application is to be approved with conditions and a Section 106 Legal Agreement.

RECOMMENDATION

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

Heads of Terms

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

Financial Contribution Heading	Proposed Contributions
Off-site affordable housing contribution with corresponding late stage review	£285,000
Active Ealing towards indoor and outdoor sport	£34,000
Education Provision	£29,500
Healthcare Provision	£13,258
CCTV and associated infrastructure	£10,000
Post-Construction Energy Equipment	£7,625
Carbon Offsetting	£4,908
Air Quality	£2,400
Total Contributions	£386,691

- Restriction of parking permits within the Controlled Parking Zone
- All contributions indexed linked
- Payment of the council’s reasonable legal and professional costs in preparing the s106 agreement

AND

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

Conditions/Reasons and Informatives: refer to Annexe 1

SITE DESCRIPTION

The application site is located on the south side of East Churchfield Road between Acton Central Station and Acton Park. The site has an area of 1130m² and is currently used as a

builder's yard for the storage of materials and vehicles. The buildings and westbound platform of Acton Central Station form the western boundary of the site. The site slopes down from East Churchfield Road, and the ground level of the adjoining station is some (approximately) 2.5m above the ground level of the application site; and the buildings and masonry wall along the western boundary screen much of the site from the west. The site is at approximately the same level as Acton Park.

The site is located within the Acton Town Centre and the Acton Park Conservation Area. The Acton Central Station located adjacent to the site is a locally listed building. Acton Park, immediately east of the site is designated as Metropolitan Open Land (MOL). The site is located within Flood Zone 1 (low probability of flooding) and is not located within an area susceptible to ground water flooding. Land to the north of the site on the northern side of East Churchfield Road is designated as residential land and is within a conservation area. The surrounding built form in the vicinity of the site largely comprises two and three-storey Victorian housing. An extract of the location plan is shown below in **Figure 1**, whilst **Figure 2** demonstrates the site (orange) from satellite view.

To the north, east and west of the site is principally residential. Acton Park is located along its eastern boundary, with a footpath connecting East Churchfield Road with Ark Byron Academy's playing field located approximately 20m to the south of the site whilst the main school building is located within 100m of the south of the site.



Figure 1 Site Location of Railway Yard on East Churchfield Road



Figure 2 Site Location of Railway Yard on East Churchfield Road (orange) from satellite view. The Acton Park Conservation Area is located to on the eastern side of the railway track and incorporates the application site.

The site is located within an area with a PTAL value of 3 (moderate) and located within the Acton Central Zone K Controlled Parking Zone (Monday-Fridays 0930-1730).

RELEVANT PLANNING HISTORY

212633NMA dated 12/05/2021 - Non-Material Amendment (S96a) to planning permission reference 193202VAR dated 03/03/2020 for 'Application for a Minor Material Amendment (s73) to vary condition 2 (Approved Plans), condition 3 (Approved Materials), condition 4 (Hard and Soft Landscaping) and condition 8 (Boundary Treatment) of planning permission ref: PP/2013/1074 dated 30/03/2016 (as amended by 171850VAR dated 17/11/2017) for: Construction of a five storey building comprising eighteen residential flats; internal access, parking and cycle parking and refuse storage (following demolition of brickwork walls and partitions); variation seeks modification, re-configuration and internal changes to Units 1, 2, 3, 4, 17 and the penthouse; modification to building outline; facade external modification and revision of building materials; removal of areas of external deck access; modification of front gardens/defensible space to ground floor apartment entrances; and reduction and alterations to gable. Changes seek to amend the building footprint, internal configurations and the elevations as part of Condition 2; and to alter the wording of Condition 4. Granted subject to conditions.

193202VAR dated 03/03/2020 - Minor Material Amendment (s73) to vary condition 2 (Approved Plans), condition 3 (Approved Materials), condition 4 (Hard and Soft Landscaping) and condition 8 (Boundary Treatment) of planning permission ref: PP/2013/1074 dated 30/03/2016 (as amended by 171850VAR dated 17/11/2017) . Granted with S106.

171850VAR dated 17/11/2017 - Variation of Condition 2 (Approved Plans) (s.73) of planning permission ref: 164008REC dated 30/09/2016; seeking repositioning of the building to

250mm safety/access zone for Network Rail maintenance; modification of the northern elevation to retain amenity space at ground floor level. Granted subject to conditions.

164008REC dated 30/03/2016 - Variation of Condition 14 (Lifetime homes), removal of Condition 15 (Secured By Design) and removal of Condition 18 (Code for Sustainable Homes) of planning permission PP/2013/1074 dated 30/03/2016 for Construction of a five storey building comprising eighteen residential flats; internal access, parking and cycle parking and refuse storage (following demolition of brickwork walls and partitions). Variation of condition 14 to require compliance with updated standards and removal of conditions 15 and 18 that no longer apply. Granted Conditionally on 30/09/2016.

PP/2013/1074 dated 30/03/2016. - Construction of a five-storey building comprising eighteen residential flats; internal access, parking and cycle parking and refuse storage (following demolition of brickwork walls and partitions). Granted with S106.

RELEVANT NEIGHBOURING SITES PLANNING HISTORY

Ark Byron Academy:

PP/2015/4977 - Replacement 2 storey, 2 form entry Primary School (Use Class D1) (Following the demolition of 2 no. single storey depot buildings Use Class B2); Change of use of Park Lodge building from Park Rangers base (Use Class D2) to educational use (Use Class D1); Associated works including new pedestrian entrance from Acton Park, amended vehicular and pedestrian access from The Vale and landscape and boundary treatment works (Regulation 3 - Council's own development) (Departure Application) – Conditional Consent dated 06.01.2016.

164743NMA - Application of non-material amendment to planning permission PP/2015/4977 dated 06/01/2016 for 'Replacement 2 storey, 2 form entry Primary School (Use Class D1) (Following the demolition of 2 no. single storey depot buildings Use Class B2); Change of use of Park Lodge building from Park Rangers base (Use Class D2) to educational use (Use Class D1); Associated works including new pedestrian entrance from Acton Park, amended vehicular and pedestrian access from The Vale and landscape and boundary treatment works (Regulation 3 - Council's own development) (Departure Application)'. Amendments sought for reduction in width of external wall build up, reduction in depth of window reveals, relocation of doors and windows. – Approved dated 22.09.2021.

170009VAR - Application of minor material amendment to planning permission PP/2015/4977 dated 06/01/2016 for 'Replacement 2 storey, 2 form entry Primary School (Use Class D1) (Following the demolition of 2 no. single storey depot buildings Use Class B2); Change of use of Park Lodge building from Park Rangers base (Use Class D2) to educational use (Use Class D1); Associated works including new pedestrian entrance from Acton Park, amended vehicular and pedestrian access from The Vale and landscape and boundary treatment works (Regulation 3 - Council's own development) - Variations to condition 2 (approved plans) and condition 20 (energy strategy) - amendments sought to remove building link and join the Hall and Teaching blocks, alterations to elevations and associated updated landscape design; revised energy strategy – Granted with Conditions dated 10.03.2017.

As shown in the previous consents, Ark Byron Academy was not in place at the time of the original consent in 2013 (PP/2013/1074).

Other Neighbouring Properties

It is noted that there are no recent planning consents at Acton Central Railway Station, Workshop in Acton Central Station, 2A High Street or 2 East Churchfield Road.

THE PROPOSAL

The proposal is to create a five-storey residential development comprising 24 self-contained flats, an internal access road, two disabled car parking spaces, cycle parking and refuse storage.

The building is located in the southern part of the application site and is proposed to contain 24 flats (15 x one-bedroom flats, 4 x two-bedroom flats and 5 x three-bedroom flats). The entrance to the flats would be located on the western side of the building at ground floor level and lift access would be provided to all floors.

The building would have a length of (all measurements are approximately) 43m, width of 12.50m and height of 16.40m. The western elevation features the access to the units and is orientated towards Acton Central in order to set back windows and doors from the railway tracks to insulate the building from the noise of the railway. Due to the significant difference in the ground level between the station and application site, only the top 7m of the building would be visible from the station. The remainder of the building would be screened from view by the existing retaining wall and masonry wall located along the westbound platform. The upper most floor is set back from the below storeys.

Windows are located to all elevations with balconies predominately located to the northern and eastern elevations. The eastern elevation features a green wall, to correlate with Acton Park and to reduce its intensity when viewed from this park.

Vehicle and pedestrian access to the site is provided from Churchfield Road East, in a similar position to the existing crossover. Two off-street disabled parking spaces would be provided within the site, and no vehicle parking would be provided for the future occupiers of the site. Cycling parking would be provided within a covered, secure compound near to the boundary with the railway. Refuse would be collected from Churchfield Road East, as per the previously approved application (193202VAR).

The scheme has been revised through the planning process to allow the southern elevation to better address Ark Soane school, increase the number of family units from 2 to 5 and decrease the number of units from 26 to 24. It is noted that no changes were made to the bulk, height or massing of the development, which remains matching to the previous consent (212633NMA). A revised air quality assessment has been received during the planning process, whilst a slight revision in servicing has been received to allow for servicing for smaller vans to be accessed within the site.

STATUTORY CONSULTATION

Neighbour Notification:

An advertisement was published in the Ealing Gazette and site notices displayed within the vicinity of the site on 25 August 2021 with consultation expiring on 15 September 2021. 546 representations received including Shaa Road Residents Association and Ealing Civic Society.

Summary of Representations:

546 objections received regarding a number of components to the scheme including:

Written representation	Case Officers response
Principal of development including residential for this location	The London Plan encourages development in sustainable locations, emphasising the use of brownfield land and close to public transport links. The development site is a brownfield site containing a former builder's

	<p>yard located adjacent to Acton Central Station. Additionally, the wider area is predominately residential. Therefore, the proposal is considered to be in accordance with the London Plan.</p> <p>It is also noted that there are previous consents on the site for a similar bulk, height and mass – thus the principal of a five-storey residential building has been established on the site.</p>
<p>Bulk, height and mass being excessive</p>	<p>The bulk, height and mass are similar to the previously approved permissions on the site; thus, this scheme is considered proportionate for the site and respectful of the urban grain. The balconies have been relocated from facing Ark Soane Primary School to facing Acton Park, to reduce overlooking towards the school whilst a green wall is proposed facing Acton Park to reduce its visual intrusiveness when viewed from the park. Therefore, the scale of the development is considered to be respectful to the wider Conservation Area and in keeping with the previous consents on the site.</p>
<p>Impact of the development on Acton Park</p>	<p>The bulk, height and mass are similar to the previously approved permissions on the site, with a green wall is proposed facing Acton Park to reduce its visual intrusiveness when viewed from the park</p>
<p>Impact of the development on Ark Soane Academy</p>	<p>The bulk, height and mass are similar to the previously approved permissions on the site, with the submitted daylight and sunlight reports demonstrating that Ark Soane Primary Academy would not be detrimentally impacted by loss of light or overshadowing; whilst the siting of the building would not lead to a sense of enclosure. The number of occupants has reduced from 71 to 70, thus reducing noise and disturbance compared to the previous permissions whilst the windows and balconies have been repositioned to not lead to a detrimental increase in overlooking to the grounds of the school.</p> <p>Additionally, air quality assessments and transport assessments have been submitted through the planning process demonstrating that the impact to the local school would be in accordance with local</p>

	<p>planning policies. Pre-commencement conditions are recommended to allow Ealing’s internal departments to thoroughly review documents relating to air quality, construction and dust.</p>
<p>Impacts on highways, servicing, and parking arrangements</p>	<p>Plans have been revised through the planning process to offer on-site servicing for smaller vehicles, whilst the number of disabled parking and large vehicle servicing is in line with the previous consents. Pre-commencement conditions are recommended to allow Ealing’s internal departments to thoroughly review documents relating to servicing and construction whilst parking permits are recommended to be restricted through a S106 Legal Agreement.</p>
<p>Poor housing mix</p>	<p>Ealing’s Strategic Housing Market Assessment demonstrates a need for housing in the borough including family units. Plans have been revised in the planning process to increase the number of family units from 2 to 5 and reduce the total number of units from 26 to 24. This is considered to be an effective housing mix to be in line with Ealing’s Strategic Housing Market Assessment and to be in accordance with London Plan policies.</p>
<p>Insufficient affordable housing</p>	<p>Following an independent assessment of the FVA and discussions with Ealing Council's Housing Team, it is considered that an offsite contribution of £285,000 would meet the requirements of affordable housing for this site and allow for sufficient delivery of one off-site affordable home. This is in excess of the independently assessed FVA and therefore considered acceptable. It is also noted that this is £10,000 greater than the extant permission, which is considered an improvement to the proposed scheme.</p>
<p>Detrimental impacts on local infrastructure</p>	<p>Contributions towards affordable housing, education, air quality and energy (among others) to ensure the development does not cause undue harm to local infrastructure are recommended with a Section 106 Legal Agreement.</p>
<p>Cumulative development within Acton</p>	<p>Each application is assessed on their own individual merit, with Ealing Council having</p>

	<p>targets for housing delivery. This site has had previous permissions for residential, with the increase of units and no change to the height and bulk of the building is considered to be in accordance the local requirements for housing delivery. To ensure each development does not have a discernible impact, information regarding transport (highways), education and air quality are submitted and Section 106 agreements sought where appropriate alongside conditions to ensure each development does not lead to detrimental harm to the amenity of existing residents.</p>
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External

External Bodies were consulted between 19 August 2021 and 1 September 2021, with a statutory expiration date of between 9 September 2021 and 22 September:

- o Acton Park Conservation Area Panel
- o Central Acton Neighbourhood Forum
- o Churchfield Community Association
- o Design Out Crime
- o Historic England
- o London Underground Infrastructure Protection
- o Network Rail Infrastructure Ltd.
- o Old Oak Neighbourhood Forum
- o Transport for London Borough Plan
- o Thames Water

It is also noted that Ark Soane Primary Academy raised an objection to the scheme, as noted in Table 2.

Table 1: External Referral Responses

Written representation	Case Officers response
<p><u>Acton Park Conservation Area Panel</u> No representations received</p>	<p>Noted.</p>
<p><u>Ark Soane Primary Academy</u> Objection raised regarding the school being larger than when the previous scheme was approved thus a more widespread impact, safety of pedestrians (including school children) passing the site, environmental impact during the build, road and traffic impact and number of deliveries during and after construction.</p>	<p>It is noted that the number of occupants within the development are comparable to the previously approved schemes (71-persons). Additionally, the site would have a limited number of vehicles entering and exiting the site post-construction due to only two accessible parking bays being within the site and servicing conducted via the street, as per the previous approvals. A demolition method statement and construction management plan are recommended as a pre-commencement condition, with consultation from Ealing Council’s Pollution Technical and Transport Services team, to ensure the development does not cause undue harm to the amenity</p>

	of nearby occupiers including the school during construction.
<u>Central Acton Neighbourhood Forum</u> No representations received.	Noted.
<u>Churchfield Community Association</u> Objection raised due to lack of in-site servicing, impact to neighbouring trees, too many one-bedroom flats and impact on sunlight to Acton Central Station.	Plans have been revised through the planning process to offer some in-site servicing for smaller vehicles. It is noted that the previous approval on site (193202VAR) has on-street servicing and the number of occupants are similar, thus is considered in keeping with the previous approval and would not be detrimental to the highway network. No trees are lost as part of the proposal with tree protection measures conditioned to ensure the amenity of trees is not lost or harmed. Plans have been provided through the planning process to increase the number of family units and reduce the number of one-bedroom units, overcoming the concerns raised by the Churchfield Community Association. Given the orientation of the site and separation distance between the proposed building and Acton Central Station, it is not considered to lead to a harmful loss of sunlight to Acton Central Station.
<u>Design Out Crime</u> Requests a Designing Out Crime condition	Noted.
<u>Historic England</u> Wish to make no comments	Noted.
<u>London Underground Infrastructure Protection</u> No representations received.	Noted.
<u>Network Rail Infrastructure Limited</u> The scheme seems to be a risk to the local level crossing and we may have to object to the proposals. Also they can see that the site is under construction regarding the 2017 consent but do not have a copy of the representation made for that application. If they did comment, this would conclude their response and possibly mitigate an objection	No response was received in the previous application; however, it is noted that the development is a similar siting, mass and bulk to the approved. A condition reading, "No part of the development shall not physically impact on existing London Underground or Network Rail transport infrastructure or the ability to maintain it" has been recommended to protect local rail infrastructure.
<u>Old Oak Neighbourhood Forum</u> No representations received.	Noted.
<u>Transport for London Borough Planner</u> Requests conditions regarding cycle parking, delivery & servicing and London Underground.	These are noted and recommended as appropriate.
<u>Thames Water</u> Requests 2 conditions.	Noted and recommended as appropriate.

Internal Consultees:

Ten (10) internal departments were consulted between 19 August 2021 and 2 September 2021:

Table 2: Internal Referral Responses

Consultee	Comments
Active Ealing	<p>Recommends that £34,000 be secured through a Section 106 Legal Agreement regarding indicative demand on indoor and outdoor facilities.</p> <p>A contribution of £34k has been secured within the Heads of Terms.</p>
CCTV Systems Manager	<p>Requests Section 106 funds for upgraded CCTV. £25K should assist with the upgrade and ducting infrastructure needed.</p> <p>A contribution of £10k is secured within the Heads of Terms and is considered proportionate for the scale of development.</p>
Energy Officer	<p>Requests £12,533 to be secured through a Section 106 Legal Agreement towards carbon offsetting and post-construction energy equipment and 3 conditions regarding sustainable design, energy and CO2 and post construction-energy equipment monitoring.</p> <p>Contributions and conditions have been recommended as appropriate.</p>
Flood Risk Officer	<p>No representations received. It is noted that the site is within a flood zone with a low probability of flooding.</p>
Head of Housing	<p>Financial contribution of £285,000 and corresponding late-stage review has been accepted. The housing team make no objections to the housing mix.</p> <p>Comments noted.</p>
Regeneration	<p>No representations received.</p>
Landscape and Tree Officer	<p>Ealing Council's Tree Officer acknowledged that the site does not contain any trees and tree protection measures may be conditioned.</p> <p>Comments noted and conditions recommended where appropriate.</p>
Pollution Technical	<p>Recommends conditions regarding construction management plan, contaminated land, noise and sound insulation.</p> <p>Comments noted and conditions recommended.</p>
Transport Services	<p>No objection to the revised scheme, as servicing is an improvement to the consented scheme and disabled parking in line with previous application as approved.</p> <p>Comments noted</p>
Waste and Street Services	<p>No representations received. It is noted that the proposal meets the guidance stated within the London Plan and Ealing Council's Refuse SPG.</p>

REASONED JUSTIFICATION PLANNING CONSIDERATIONS

The main issues in assessing this proposal are the principle of residential redevelopment of an existing employment site, the quantum and density of development, the design and impact on the character and appearance of the area, the scale and height of the proposed buildings and their relationship with surrounding properties, the impact on amenity of adjacent uses, the quality of internal living environment for residents, the transport impact of the development, sustainability and energy aspects. Other issues to be considered include housing mix and affordable housing, crime prevention, accessibility, refuse and recycling storage, drainage and the Community Infrastructure Levy.

Extant Permission

As noted earlier in the Report, extant permission PP/2013/1074 dated 30/03/2016 (as amended by 171850VAR dated 17/11/2017, 193202VAR dated 03/03/2020 and 212633NMA dated 12/05/2021 was granted permission with the description reading: ‘Construction of a five-storey building comprising eighteen residential flats; internal access, parking and cycle parking and refuse storage (following demolition of brickwork walls and partitions)’.

It is noted that the current permission is for a similar positioning, height, bulk and mass to the extant permission, with the difference being regarding the number of units, unit mix, increase in local infrastructure contributions and increase in green infrastructure including green walls, along with not removing any trees in the neighbouring Acton Park. These matters are addressed within the planning assessment part of the report. These are demonstrated in the below figures:

Figure 3: Consented Site Plan (212633NMA). The red line indicates the changes to the footprint between 212633NMA and 193202VAR:

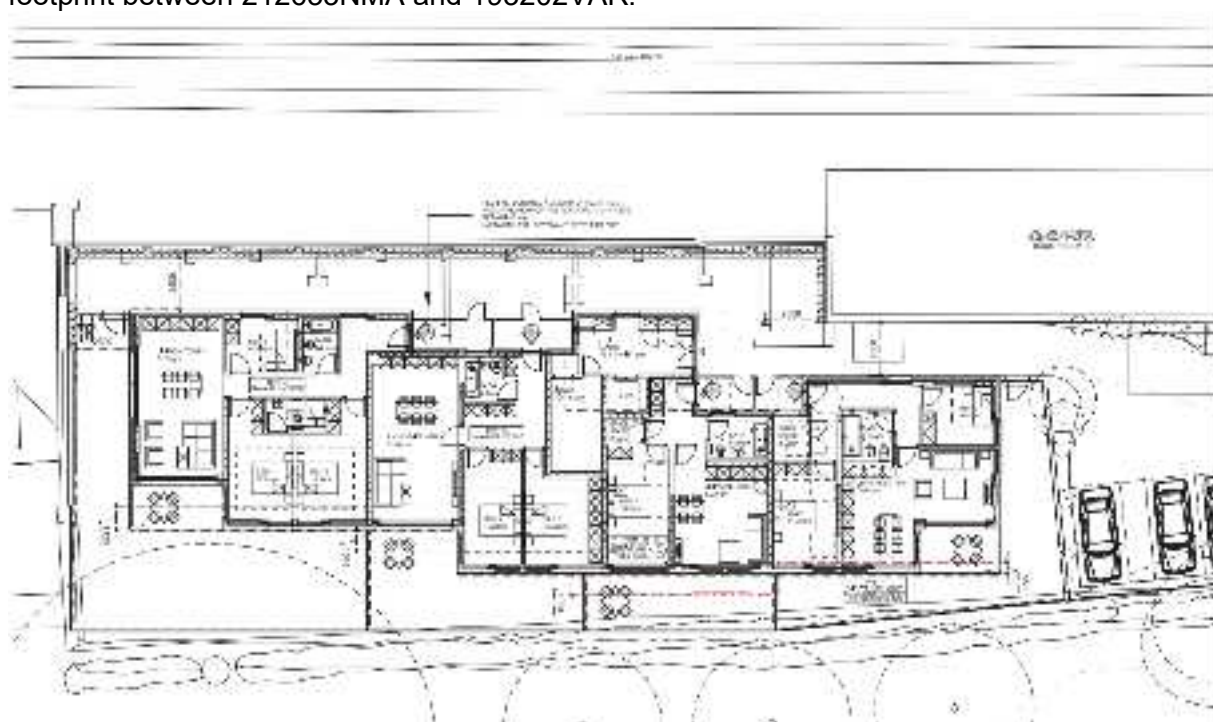


Figure 4: Proposed Site Plan:



Figure 5: Consented vs Proposed Park Side Elevation



Figure 6: Consented vs Proposed Section 106 Contributions:

Financial Contribution Heading	Consented Contributions	Proposed Contributions
Off-site affordable housing*	£275,000	£285,000
Active Ealing owards indoor and outdoor sport	£0	£34,000
Education Provision	£22,130	£29,500
Healthcare Provision	£0	£13,258
CCTV and associated infrastructure	£0	£10,000
Post-Construction Energy Equipment	£0	£7,625
Carbon Offsetting	£0	£4,908
Air Quality	£0	£2,400
Maintenance of Trees	£50,000	£0
Total Contributions	£347,130	£386,691

*Proposed affordable housing includes a corresponding late-stage review which the consented scheme did not include. This is supported by Ealing Council’s Housing Department.

Figure 7: Consented vs Proposed Habitable Room Mix and Occupancy:

Unit Mix	Approved	Proposed	Change	Total Proposed
1-Bed, 2- Person	8	30	+22	30 (+22)
2-Bed, 3- Person	3	9	+6	12 (-12)
2-Bed, 4- Person	21	3	-18	
3-Bed, 5- Person	20	12	-8	20 (-4)
3-Bed, 6- Person	4	8	+5	
Total	56	62	+6	
Total Number of Occupants	71	70	-1	

Additionally, it is noted that the proposed development is to contain on-site servicing for refuse, which is considered an enhancement to the existing consent, which offered on-street servicing, whilst elements including the Construction Management Plan, Dust Management Plan and Sustainable Energy being conditioned to be discharged prior to commencement. It is also noted that one active electric car charging point and one passive electric car charging point is to be conditioned as part of the recommendation, compared to zero electric car charging points in the extant permission.

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 application are:

- The Principle of the Development;
- Affordable Housing;
- Design and Appearance;
- Unit Mix and Affordable Housing;
- Standard of Accommodation;
- Neighbouring amenity;
- Traffic, Transport and Parking;
- Environmental Improvements, Trees and Metropolitan Open Land;
- Drainage and Flood Risk
- Energy/Sustainability;
- Crime Prevention; and
- Planning Obligations and the Mayor’s Community Infrastructure Levy.

The Principle of the Development

The National Planning Policy Framework supports the effective use of land when sites are well located to good transport links and where there is an existing or anticipated shortage of land for meeting identified housing needs. Paragraph 68 of the NPPF states that 'Small and medium sized sites can make an important contribution to meeting the housing requirement of an area'.

Increasing the current housing stock is an important strategic objective for the London Borough of Ealing. Ealing Council has a ten-year housing supply target of 21,570 units in The London Plan. The London Plan seeks to increase the housing supply and optimise the potential for housing delivery on all suitable and available brownfield sites through their planning decisions, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800 metres of a station.

The proposed site is located adjacent to Acton Central Station (located on the London Overground network) and within an area with a PTAL value of 3 (moderate), thus considered to be in accordance with the guidance of the London Plan, with the proposed development making an important contribution towards Ealing Council meeting its housing supply target.

Policy H1 of the London Plan 2021 refers to the need to increase housing supply to meet demand within London, with Policy H9 of the London Plan 2021 promoting the efficient use of existing stock.

The proposal to provide additional residential units would contribute towards both Borough specific and London-wide strategic housing targets in a residential location and is acceptable in principle, subject to other material considerations including: quality and layout of the proposed living accommodation; design and appearance; impact on nearby occupiers and traffic and parking considerations.

Additionally, as part of the London Borough of Ealing - Strategic Housing Market Assessment Update (2018) states, "Figure 35 shows a significant need for family sized housing to be provided as part of any market housing mix." The development would create five family sized units (3-bedroom, 5/6-person) which would contribute towards meeting the need for larger units in the London Borough of Ealing. It is noted that there were six family sized units in the previous consent, a difference of one, however, given the location near to a train station – that the housing mix is sufficient to meet the local housing delivery targets.

Design and Appearance on the Conservation Area and nearby Listed Buildings

Policy D3 of the London Plan (2021) provides that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that that as here, with regard to applications relating to land or buildings within a conservation area, 'special attention must be paid to the desirability of preserving or enhancing the character or appearance of the area'.

The National Planning Policy Framework (2021), paragraph 202 states that: 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'. However, this needs to be considered in the context of section above and so it is not a simple balancing exercise given that special attention must be paid to the desirability of preserving or enhancing the character or appearance of the area.

Policy HC1 of the London Plan and policy 1.1 of the Council's Adopted Development (or Core) Strategy, (Core Strategy), and policy 7C of the Council's Adopted Development Management Development Plan Document, (DPD), seek to ensure that new development conserves the significance of heritage assets. Development should be sympathetic in its materials and architectural detailing and the introduction of designs or materials that undermine the significance of heritage assets should be avoided. More broadly policies D3,

D4 & HC1 of the London Plan and policies 7.4 and 7B of the DPD collectively seek to ensure that new development is informed by and compliments its surroundings.

This policy is reinforced by policies 7.4 and 7B of the Ealing Development Management Development Plan 2013 which state that developments should complement their street sequence, building pattern, scale, materials and detailing and should have high quality architecture.

Policy H9 of the London Plan (2021) indicates development proposals should take into account local context, design and transport capacity as well as social infrastructure to optimise housing output for different types of location.

The design of the scheme utilises a well-articulated development with a recessed upper floor with the entire principal eastern façade divided into distinct bays. The development would have a strong vertical and horizontal rhythm emphasised by balconies, balustrades, windows and stepped bays. The penthouse apartments on the top floor level would incorporate a setback and utilise contrasting materials which would differentiate the rooftop level from the main body of the building. This would ensure that a subservient roof top structure that would assist in reducing the apparent bulk and mass of the building. This is similar in design to the extant permission, with the materials and location of the balconies considered to fit the form of the surrounding Conservation Area.

The scheme maintains its recessed top floor to reduce the perceived mass and form of the building. Additionally, a green wall has been added to the eastern elevation (facing Acton Park), which reduces its visual impact from the park. The siting of the building some 40m back from East Churchfield Road would mean that it would have little impact on the grain of the streetscene. The proposed Biohm brickwork finish to the building would act as a plinth at ground level and allow the timber to blend to the park whilst not harming the historic fabric of the neighbouring Locally Listed Building of Acton Central Station.

It is considered that the building would be of an appropriate footprint, design and height. The development would provide a suitable transition in height and scale from the elevated Acton Station to the adjacent Acton Park. It is considered that the five-storey scale of the development would not have an adverse visual impact upon the adjacent park or on the conservation area and nearby listed building. Generally, the interplay between the windows, balconies and other surfaces in the development would provide a suitable level of articulation to minimise the perception of mass.

Furthermore, the principal materials and finishes of brickwork, tiles and balustrades are considered to provide sufficient scope for a well-designed and interesting building. Vertical design elements have been incorporated into the design which, assist in breaking up the mass of the building. It is recommended that a condition be attached to any grant of planning permission to require the submission of material samples for approval prior to the commencement of the development to ensure that the building is constructed in appropriate materials which would add to the character and appearance of the area.

The scale and massing of the proposed building has been designed to take account of the proximity of the site to the locally listed Central Acton Station, the location of the site within the conservation area and the visibility of the site from Acton Park. A Heritage Impact Assessment (prepared by John Lowe Heritage) has been submitted with the application. It is noted that the existing site in its current use as a builders yard has a negative impact on the Conservation Area. It is considered that the high-quality design of the building, its set back from the locally listed building and its setback of 40m from East Churchfield Road would ensure that the character of the conservation area would not be compromised but would be enhanced the character of the conservation area. The use of timber and natural materials

throughout the development would complement the materials used elsewhere in the Acton Park Conservation Area, whilst the green walls would allow the development to complementary to the adjacent Acton Park.

The proposals are considered to enhance the character and setting of the local area and are therefore considered to be acceptable and would cause less than substantial harm to the setting of the nearby locally listed building and surrounding Conservation Area, thus conforming to local and regional planning policies.

Affordable Housing and Unit Mix

London Plan policies H4 and H5 requires London Councils to seek the maximum reasonable amount of affordable housing when negotiating on individual and private residential and mixed-use schemes. Policy 1.2 (a) of Ealing's Development Strategy 2026 DPD seeks to ensure that at least 50 percent of the housing developed in the borough up to 2026 will be affordable housing, as defined in the London Plan, to achieve mixed communities with a range of housing types across the borough to meet need.

Under London Plan policies H4, H5, H6 and H7, Development Strategy policy 1.2(a), and policy 3A of the Ealing DM DPD 50 percent of housing provision should be affordable and that there should be a split of 60 percent affordable rent and 40 percent intermediate housing. Policy H6 of the London Plan states there should be a split of 30 percent low-cost rented homes (London Affordable Rent or Social Rent), 30 percent intermediate products (London Living Rent or London Shared Ownership) and 40 percent determined by the borough as low-cost rented homes or intermediate products based on identified need.

With this application, a greater proportion of one-bed dwellings would be provided, with a matching number of three-bed dwellings. 79% of the units would be one or two-bedroom units, a slight increase of the previous approval of 72%, however the proportion remains similar with the previous approval. It is noted that given the location of the site adjacent to Acton Central Overground Station, that the housing mix is appropriate whilst five family units are maintained with this application, addressing the requirements of London Borough of Ealing - Strategic Housing Market Assessment Update (2018). As such, Ealing Council's housing and planning officers consider the revised housing mix to be acceptable.

Table 4 – Consented (212533NMA) and Proposed (214950FUL) Unit Mix

Unit Mix	Approved	Proposed	Change	Total Proposed
1-Bed, 2- Person	4	15	+11	15 (+11)
2-Bed, 3- Person	1	3	+2	4 (-4)
2-Bed, 4- Person	7	1	-6	
3-Bed, 5- Person	5	3	-2	5 (-1)
3-Bed, 6- Person	1	2	+1	
Total	18	24	+6	

Table 5 – Consented (212533NMA) and Proposed (214950FUL) Habitable Room Mix

Unit Mix	Approved	Proposed	Change	Total Proposed
1-Bed, 2-Person	8	30	+22	30 (+22)
2-Bed, 3-Person	3	9	+6	
2-Bed, 4-Person	21	3	-18	20 (-4)
3-Bed, 5-Person	20	12	-8	
3-Bed, 6-Person	4	8	+4	
Total	56	62	+6	

As with the approved scheme, the revised proposal would not meet the 50 percent strategic target set by the London Plan and Ealing local policy. To address this shortfall a financial viability assessment was submitted in support of the current application. Following an independent assessment of the FVA and discussions with Ealing Council's Housing Team, it is considered that an offsite contribution of £285,000 would meet the requirements of affordable housing for this site and allow for sufficient delivery of one off-site affordable home. This is in excess of the independently assessed FVA and therefore considered acceptable. It is also noted that this is £10,000 greater than the extant permission, which is considered an improvement to the proposed scheme, despite the number of occupants declining by 1 to 70.

Additionally, the proposed floorspace is comparable to the extant permission and represent an improvement in terms of overall layout. **Table 6** details a comparison between the floorspace breakdown of the consented scheme against the current proposal, which demonstrates that while the percentage of floor space for one-bedroom dwellings has increased, the reduction in floor space for three-bedroom dwellings has marginally decreased with the vast amount of the difference being the reallocation of two-bedroom units to one-bedroom units.

Table 6 – Floorspace Analysis Consented vs Proposed

	Consented (sqm)		Proposed (sqm)	
1-Bed, 2-Person	216.5	14.08%	750	49.44%
TOTAL 1-Bed	216.5	14.08%	750	49.44%
2-Bed, 3-Person	81	5.27%	204	13.45%
2-Bed, 4-Person	607	39.48%	78	5.14%
TOTAL 2-Bed	688	44.75%	282	18.59%
3-Bed, 5-Person	512	33.40%	279	18.39%
3-Bed, 6-Person	121	7.77%	206	15.78%

TOTAL 3-Bed	633	41.17%	485	34.17%
TOTAL	1,537.5	100%	1,517	100%

Based on the above it is clear that the additional floorspace has allowed for the creation of six additional dwellings whilst reducing the number of family sized (three-bedroom) units by one, from six to five. Additionally, whilst the average floorspace per unit reduces in the proposed scheme compared to the previous consent (as illustrated in **Table 7** below).

Table 7 – Average Floorspace per Unit (Consented vs Proposed)

	Consented (sqm)	Proposed (sqm)
1-Bed, 2-Person	54.13sqm	50.00sqm
2-Bed, 3-Person	81.00sqm	68.00sqm
2-Bed, 4-Person	86.71sqm	78.00sqm
3-Bed, 5-Person	105.50sqm	93.00sqm
3-Bed, 6-Person	121.00sqm	103.00sqm

Table 7 illustrates that the average unit size has decreased in the proposed scheme compared to the consented. However, it is noted that all 24 units meet the requirements of the Technical Housing Standards and Table 3.1 of the London Plan (2021) and are still considered to provide acceptable living conditions for future occupiers. The layout of the scheme is considered an improvement due to more family units having private gardens compared to the extant (with more family units having balconies) and with the proposed scheme maximising the number of dual and triple aspect units.

On balance, the proposal continues to offer homes for 70 persons, increases the number of units and habitable rooms whilst allowing for a greater number of units to meet Ealing’s requirements for housing delivery. In this circumstance, this proposal represents an improved affordable housing offering (increase of £10,000 with the same number of occupants) and it would not result in a disproportionate decrease in average unit size. As such, the proposal is considered to be acceptable. A standard late-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.

London Plan (2021) policy D3 and Ealing DPD policy 3.5 require that housing developments should be of the highest quality internally and externally.

Table 3.1 of London Plan (2021) and the 'Technical Housing Standards - nationally described space standard' (March 2015) stipulate the minimum gross internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected for the proposed units. The proposal involves the creation of 24 residential units and the table below sets out the range of floor areas provided per unit, which show the proposed spatial standards and the expected sizes that should be met:

Table 8 – Proposed Unit Sizes

Unit Number	Dwelling Type	Requirement (sqm)	Proposed Floor Area (sqm)	Complies?
1	3B6P	95sqm	98sqm	Yes
2	3B5P	86sqm	98sqm	Yes
4	3B5P	86sqm	92sqm	Yes
5	1B2P	50sqm	50sqm	Yes
6	1B2P	50sqm	50sqm	Yes
7	1B2P	50sqm	50sqm	Yes
8	1B2P	50sqm	50sqm	Yes
9	1B2P	50sqm	50sqm	Yes
10	2B3P	61sqm	68sqm	Yes
11	1B2P	50sqm	50sqm	Yes
12	1B2P	50sqm	50sqm	Yes
13	1B2P	50sqm	50sqm	Yes
14	1B2P	50sqm	50sqm	Yes
15	1B2P	50sqm	50sqm	Yes
16	2B3P	61sqm	68sqm	Yes
17	1B2P	50sqm	50sqm	Yes
18	1B2P	50sqm	50sqm	Yes
19	1B2P	50sqm	50sqm	Yes
20	1B2P	50sqm	50sqm	Yes
21	1B2P	50sqm	50sqm	Yes
22	2B3P	61sqm	68sqm	Yes
23	2B4P	70sqm	78sqm	Yes
24	3B6P	95sqm	108sqm	Yes
26	3B5P	86sqm	89sqm	Yes

London Plan (2021) Table 3.1 Minimum Space Standards

The proposed residential flats and houses would comply with nationally described space standards for internal floor areas and floor to ceiling heights. In addition, the proposed residences would be provided with acceptable levels of sunlight, daylight and outlook; and have been designed to maximise the number of dual aspect dwellings with all units being at least dual aspect. Overall, each of the proposed dwellings has a well-designed layout that would enable a good standard of internal living accommodation and is considered acceptable.

All residential units meet the requirements of Building Regulation M4(2) whilst the proposed development provides 10% wheelchair accessible units (M4(3) compliant) in accordance with London Plan (2021) policy with all units being accessible to M4(2) regulations. Both parking spaces would have accessible bays, as confirmed in the submitted Transport Statement. The overall environment proposed by the development will be wheelchair accessible and the design has minimised topographical changes that cannot be negotiated by wheelchair.

The proposed development is in an area where air quality and noise are key considerations. Assessments have been undertaken to ensure that these factors would not be harmful to the future occupiers of the development and the Council's Regulatory services have fully assessed the submitted information. The design has also responded to these issues incorporating mitigation measures to help ensure an adequate and healthy environment for future residents, including being set away from the railway tracks.

Regarding noise a Noise Impact Assessment which assesses the noise and vibration effects of the development on existing and proposed receptors was submitted with the application. Mitigation measures are proposed and secured by condition to ensure that the new receptors are suitably protected from environmental noise and vibration.

The proposals are acceptable in term of environmental factors and planning conditions are proposed to mitigate any harmful impacts. The proposals accord with policy D3 and D6 of the London Plan.

In terms of private amenity space, Table 7D.2 under Policy 7D of the adopted Ealing Development Management DPD (2013) requires all new residential development to have good quality private outdoor space, in accordance with the minimum required figures. The policy requires a minimum of 5.00 square metres per 1 - 2-person unit and an additional square metre for each additional occupant. Given that the proposed balconies would range from 5.00 square metres to 16.00 square metres for three bedrooms, with the three ground-floor units having private gardens between 50.00sqm and 74.00sqm. Across the site, 100% of the units have access to private balconies or private gardens, with the 3 family-sized units on the ground floor benefiting from a private garden, located closest to the boundary with Acton Park – which is considered an improvement to the previous schemes regarding access to open space for families, as the previous scheme only had one family unit on the ground floor. Whilst no communal amenity space is provided, it is noted that the site is adjacent to Acton Park, with Section 106 contributions requested for improvements to park infrastructure. The proposed flats would therefore have an acceptable private outdoor space in accordance with Policy 7D of the Ealing Development Management DPD (2013).

Considering the above considerations, the proposed living environment is considered adequate in terms of size, design and orientation. The proposal would therefore meet the objectives of sections 6 and 7 of the National Planning Policy Framework, policies D3 and D6 of the London Plan (2021) and 7D of the adopted Development Management Development Plan Document (2013).

Neighbouring Amenity

Residential development is required to show regard for the form, function and structure of an area and seek to make a positive contribution to its surroundings London Plan - Policy D6; Development Management DPD - Policies 7B & 7.4). Additionally, the design of proposed residential developments is also expected to be cognizant of the impacts that it may generate so as to avoid reducing the level of amenity available to both the site itself and its surroundings (Development Management DPD - Policy 7A).

Policy 7B of the Ealing Development Management Development Plan 2013 provides that new development must achieve a high standard of amenity for users and for adjacent users by ensuring good levels of daylight and sunlight, good levels of privacy, coherent development of the site, positive visual impact and legibility and accessibility.

The site benefits from a relatively isolated location adjacent to a public park and Acton Central Station. The nearest residential property would be located 40m from the site and as such the development is unlikely to impact adjoining properties in regard to loss of privacy, over-dominance or shadowing. It is also noted that all windows at the neighbouring residential buildings comply with BRE Guidance relating to Vertical Sky Component, Non-Skyline and Sunlight – thus the proposed scheme is considered acceptable regarding neighbouring, residential amenity.

The applicant has submitted a Daylight / Sunlight Assessment (Delva Patman Redlar dated 20 July 2021) which demonstrates that while there would be a slight reduction in both daylight and sunlight at a number of windows near to Acton Central Railway Station, the

reduction would be small such that it would be imperceptible, and the impact would be negligible. It is also noted that this building does not house residential, thus would not be detrimental to the living conditions of residents surrounding the site.

Regarding Ark Byron Academy, the Daylight / Sunlight Assessment demonstrates the development would not lead to detrimental harm to the amenity of users of the school, whilst plans have been amended through the planning process to reduce the windows on the southern elevation to prevent overlooking to the school, with screening to the east elevation balconies to achieve this further.

Additionally, concern has been raised that the development would impact on local education, transport and health infrastructure in the area. It is considered that a development of this scale would not give rise to significant impacts on education, healthcare or other infrastructure within the area. As such, it is considered that the proposal is acceptable with respect to local infrastructure subject to a Section 106 Legal Agreements and the associated contributions.

Traffic, Transport and Parking

Policy T4 of the London Plan 2021 states that development proposals should ensure that development should not adversely affect safety on the transport network. Policy T6 provides that an appropriate balance should be struck between promoting new development and preventing excessive car parking and that in locations with high public transport accessibility, car-free developments should be promoted.

The development has been designed as a low car-housing scheme and provides two disabled parking spaces within the site, with a condition recommended to ensure the disabled parking spaces have either an active or passive electric car charging point included.

It is considered that the development site, being located within Acton Town Centre, in proximity to Acton Central station and other services and parking controls exist along the surrounding roads would be appropriate for a car free development in accordance with policy T6 of the London Plan. Furthermore, to address the shortfall of on-site car parking a section 106 agreement is attached to the recommendation to prevent the future occupiers of the development from obtaining parking permits in the adjacent Acton Central Controlled Parking Zone.

While it is acknowledged that the development is in close proximity to a level crossing and a concern has been raised from local residents that the development would give rise to safety issues in this location, the proposed development is a car free scheme with only two on-site car parking spaces proposed. Therefore, the proposal would not generate significant traffic in this location and would not give rise to safety impacts at the level crossing. Additionally, servicing for smaller vehicles would be located within the site and for larger vehicles from on Churchfield Road East, as per the previously approved scheme, to reduce the number of movements within the site and at the junction close to the level crossing and to not adversely affect safety on the transport network in accordance with Policy T4 of the London Plan.

Policy T5 of the London Plan provides that developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out within the London Plan. The proposed development provides for a total of 44 long-stay and 5 short-stay cycle parking spaces which exceeds the recommended number within the London Plan 2021. A planning condition is proposed seeking further details of the design of the external cycle stands to ensure that the stands are secure and would not detract from the appearance of development.

The siting of the refuse near to the access of the site is considered an appropriate location regarding distance from the development and from the refuse collection site and is located within a secure compound. Therefore, the proposal is considered in accordance with Policies SI7 and SI8 of the London Plan (2021) and Ealing Council’s SPG on Refuse and Recycling.

Therefore, the proposed development is considered to be acceptable with respect to traffic, parking and servicing and conforms to local planning policies and is considered an enhancement compared to the previous consent due to on site servicing and ensuring the cycle parking conforms to Transport for London standards.

Environmental Improvements, Trees and Metropolitan Open Land

The proposed development would be positioned adjacent to Acton Park which is designated as Metropolitan Open Land (MOL). The Ealing Development Management Development Plan provides that development should not compromise the visual openness or heritage value of open and green spaces.

While the development would be positioned adjacent to this Metropolitan Open Land, the proposal would be setback at a sufficient distance from the park to ensure that the visual openness or heritage value of the open space would not be compromised. This is clear from imagery taken from Acton Park ,showing a high level of vegetation close to the boundary of Acton Park, ensuring the scheme is obliquely visible, with the proposed green walls allowing the development to complement Acton Park and the Metropolitan Open. **Figure 8** contains a site photo taken from Acton Park, indicating the amount of vegetation. While an objection has been received regarding the impact the development would have on views of Acton Park, it is not considered that the proposal would give rise to adverse impacts in this regard given that views from neighbouring streets are already obstructed by Acton Central Station. Therefore, it is not considered that this view would be obstructed to an unacceptable degree and would remain in line with the previously consented scheme.



Site View from Acton Park

Figure 8: Site photo of the application site taken from Acton Park.

It is noted that no trees on the site and that there are a number of trees that run along the boundary in Acton Park that are under Ealing Council’s ownership. The proposed scheme

proposes to prune six trees but does not propose to fell any trees. This is considered acceptable and would not lead to a loss of amenity for the wider area.

It is therefore, considered that the proposal would not compromise the visual openness or heritage values of Acton Park and would be in accordance with local planning policies.

Additionally, the increased planting on site and net biodiversity gain, in addition to the green roofs and green walls, allows the development to have an Urban Greening Factor of 0.4, which exceeds the London Plan requirements, which is seen as an enhancement compared to the consented scheme due to the previous scheme not featuring green roofs and walls nor requiring to meet the London Plan's Urban Greening Factor targets.

Furthermore, the scheme is air quality neutral at minimum and contains the proposed measures including significant mature planting, climbing plants and living walls. This is considered to be an enhancement to the previous scheme whilst allowing the development to complement the neighbouring Acton Park and wider region, in accordance with local environmental planning policies.

Drainage and Flood Risk

Policy LV 5.12 (Flood Risk Management) under the Ealing Development Management Document DPD (2013) states how all forms of development must ensure that every vulnerability to surface water, sewer and ground water flooding is fully assessed. It is noted that all neighbouring trees are to be retained and given it's within an area of low probability of flooding and following consultation with Thames Water, informatives have been placed on the recommendation.

Energy/Sustainability

The provision of sustainable development is a key principle within the National Planning Policy Framework (2021), which requires the planning process to support the transition to a low carbon future.

A Sustainability Statement (energy) prepared by KLH Sustainability in July 2021 (rev-2) has been submitted and reviewed by Ealing's Energy Officer. The Council is extremely supportive of the proposed energy strategy.

The Energy Strategy has been assessed against the draft SAP10 benchmark and follows the standard energy hierarchy of "Lean, Clean, Green", and is in line with London Plan policy SI2 & SI3, and Ealing DPD policy 5.2.

An Overheating/Cooling analysis with proposed mitigation measures has been carried out. The size and type of development is not suitable for CHP and the Council confirms that there is no available "Clean" district heat network (DHN). The development is all electric with no gas infrastructure on-site.

The application proposes a communal site-wide (air-to-water) Air Source Heat Pump LTHW (55/25°) distribution loop with individual dwelling heat exchangers provide underfloor heating and domestic hot water. The loop will be driven by four heat pump collectors. Also proposed is a PV array with a capacity of 36 kWp.

Currently, the overall site-wide CO₂ emissions will be cut by at least 86.75%, with 11.41% carbon reduction through "Lean" efficiency measures, 26.41% "Clean" reduction through the use of Air Source Heat Pumps, and 48.93% through "Green" renewable energy (PV) measures.

There is a shortfall of 52 tonnes CO₂ (over 30 years) in the zero-carbon that will be mitigated through an "offset" S106 payment at £95 per tonne to the Council of £4,908. The Council's

Carbon Offset price was set at £95 p/tonne on 1st April 2020. For information, the carbon offset amount saved through the Clean/Green energy equipment is £27,896.

If after three years of in-situ monitoring the renewable/low-carbon energy systems do not deliver, within a reasonable margin of error, the carbon reductions predicted in the Energy Strategy then the Developer will need to pay an additional Carbon Offset contribution to mitigate any shortfall.

The new London Plan (policy SI2) introduces a fourth step to the existing (be Lean, Clean, Green) energy hierarchy of “be Seen”. In addition to the GLA 'be Seen' reporting requirements Ealing Council requires the physical monitoring and performance analysis of the renewable/low-carbon energy equipment and associated systems. Ealing already implements this “be Seen” requirement through its 2013 DPD policy E5.2.3. The monitoring is carried out by the Council’s chosen provider (Emergence Ltd) using the Automated Energy Monitoring Platform (AEMP). A S106 payment shall be sought for the implementation of the energy monitoring policy.

In line with this Ealing Council will require the monitoring of the PV array and the communal Air Source Heat Pump loop to identify its performance efficiency. Monitoring the heat pumps will involve metering the heat output and the combined parasitic loads. Suitable monitoring devices must be fitted by the Applicant to achieve this. Ealing Council will supply some of the monitoring equipment (through a S106 contribution) and the Developer will need to source the remainder in consultation with Ealing/Emergence.

The energy monitoring devices to be supplied by Ealing/Emergence through the S106 contribution (subject to final confirmation) are:

- PV (GPRS) smart meters x1.
- ASHP (loop heat meter) datalogger x1.
- ASHP electric parasitic load (GPRS) smart meter(s) x4.
If there are more than x4 ASHP collectors then the Developer must provide parasitic load (GPRS) smart meters for each additional collector. If collectors are wired into a single (or several combined) supplies then the Council will reimburse the Developer for the unused meters.
- SIM card and data processing (4 years) x6.

The energy monitoring devices to be sourced by the Applicant are:

- ASHP (loop) heat meter (M-Bus connect) x1.
- Any additional ASHP collector parasitic load meters required (above the x1 identified).

Overall, the proposals are considered to comply with the relevant London Plan and Ealing policies relating to low carbon technologies, and would result in a sustainable development with appropriate energy and CO2 savings. Conditions and s106 legal agreement have been included requiring compliance with these policies.

Crime Prevention

London Plan Policy D3 (Optimising site capacity through the design-led approach) requires any form of development to provide safe, secure and appropriately accessible environments that aim to reduce criminal behaviour. Routes of access and communal spaces should be legible and well maintained and there should be a clear distinction between private, semi-public and public spaces, with natural surveillance of public spaces and their access.

The proposed development would have a clear and legible access along the perimeter of the building, with high levels of visibility from upper floor windows towards the entrance of the

sites, whilst balconies and the western accessway allow for natural surveillance of the site. The proposed development would therefore provide a safe and secured environment for future occupiers of the site. Whilst there are no concerns with reference to accessibility and legibility, a planning condition has been recommended requiring compliance with Secure by Design Standards and external lighting. This condition was not placed on the previous consent and would allow the development to conform to Policy D3 of the London Plan (2021).

S106, Planning Obligations and the Mayor's Community Infrastructure Levy

A number of objectors to the proposals cited the lack of infrastructure currently available to local residents, and exacerbation of the lack of services following the development, as a reason why the proposals should be refused.

In accordance with policy DF1 of the London Plan and Policies 6.1, 6.2, 6.3 and 6.4 of Ealing's adopted development Strategy, appropriate mitigation measures and financial contributions are being sought through legal agreement as detailed in the recommendation section of this report. It is considered that the measures and contributions are necessary to mitigate impacts of the development, particularly on local infrastructure such as schools, roads and public transport.

A total financial contribution of £386,691 has been secured as set out in detail in the recommendation section of this report.

In accordance with the Community Infrastructure Levy (CIL) regulations as amended this development is liable to pay CIL at a level of £60 per square metre (subject to indexation) of new development. The market housing of the development would be CIL liable.

The development involves the construction of 24 residential units and would provide a total 1,517 square metres of residential floor space. The floor area subject to the CIL charge will be dependent on the finalised floor area.

Conclusion

Whilst it is noted that there is considerable local opposition, it is noted that the site has been subject to a previous planning consent, which has been amended several times. The current application expresses a desire to implement a permission for the site, which would develop a brownfield site within the London Borough of Ealing and would make a positive contribution to Council's 10-year housing targets. The affordable housing offering is also considered to be acceptable and would allow for an off-site contribution towards an affordable home. The housing mix proposed is also considered to be acceptable.

As the assessment above has demonstrated, the proposed development presents a design that is consistent with the extant permission whilst featuring improvements including green walls to present as subordinate and complementary to the neighbouring Acton Park. The heights, scale and massing are consistent with the consented scheme and the overall architectural narrative presented shows a design that will make a positive contribution to the character, appearance and visual amenity of the area. Whilst local opposition expresses a discontent to the height, mass and design, it is considered that the proposed development complements the park, school and wider region better than the extant consents and would be an appropriate development for the site.

On balance, the development involving creation of 24 units including 5 family-sized, three-bedroom unit, the offsite provision of affordable housing units (an improvement to the financial viability assessment review) and through securing a Section 106 Legal Agreement to restrict parking permits and contribution towards local infrastructure is considered to be acceptable in this location and in accordance with the above assessment, it is considered

that the proposal is consistent with the policies of the London Plan (2021), the Ealing Development (Core) Strategy (2012), Ealing Development Management Development Plan (2013) and it is considered there are no justifiable reasons to refuse this application. Subject to the conditions, the application is therefore recommended for approval subject to Section 106 Legal Agreement.

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. 214950FUL)

Time Limit

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

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

Drawing Numbers

2 The development hereby approved shall be carried out in accordance with the drawing titles: BL-LP-DR-A-0001-P1 Site Location Plan; BL-SL-DR-A-001-P1 Site Layout Plan; BL-EL-DR-A-200-P2 Elevations; BL-FF-DR-A-101-P2 First/Second Floor Plan; BL-GF-DR-A-100-P2 Ground Floor Plan; BL-TF-DR-A-103-P2 Third/Fourth Floor Plan; BL-RP-DR-A_105-P1 Roof Plan.

Supporting Documentation

21521/A2_AIA_Rev A BS5847:2012 Tree Survey, Arboricultural Implications Assessment & Method Statement prepared by Indigo Surveys dated October 2021; 2210080-EWP-ZZ-00-ZD-C-1000 P3 Proposed Below Ground Drawings; 2210080-EWP-ZZ-XX-TN-0001 Technical Noted prepared by Elliott Wood dated 12 November 2021; P10/12189B/10/1 Air Quality Assessment prepared by Air Quality Consultants dated November 2021; Amendments Document P1 prepared by GS8 dated October 2021; Archaeological Assessment prepared by Abrams Archaeology Ltd dated 12 July 2021; Construction Management and Logistics Plan Rev 02 prepared by GS8 Construction dated 25 September 2021; Cover Letter prepared by DP9 Ltd dated 23 July 2021; Daylight and Sunlight Report prepared by Delva Patman Redler dated 20 July 2021; Design & Access Statement P1 prepared by GS8 dated July 2021; Ecological Landscape Proposal prepared by London Glades dated 13 July 2021; External Lighting Statement prepared by Integration Consultancy Limited dated October 2021; Heritage Statement V.2 prepared by Jon Lowe Heritage dated July 2021 (Updated October 2021); Layout Plan Hardscape DWG2 dated 24 November 2021; Noise Exposure Assessment 16729-NEA-01-Rev B prepared by 21 July 2021; Noise Impact Assessment 16729-NIA-01 Rev A prepared by Clement Acoustics dated July 2021; Planning Statement prepared by DP9 Ltd dated July 2021; Preliminary Ecological Appraisal Report 21521/E1 prepared by Indigo Surveys dated 21 July 2021; N02-NB-Transport Note (211122) Servicing Arrangements prepared by Caneparo Associates Limited dated November 2021; Statement of Community Involvement prepared by Sec Newgate dated October 2021 (updated); Sustainable Drainage Strategy P3 prepared by Elliott Wood dated 12 November 2021; Sustainability Statement Addendum prepared by KLH Sustainability; Sustainable Drainage Strategy Rev P2 prepared by Elliott Wood dated 1 October 2021; Transport Statement prepared by Caneparo Associates Limited dated September 2021; Waste Management Plan prepared by Caneparo Associates Limited dated September 2021.

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

Demolition Method Statement and Construction Management Plan

3 Prior to the commencement of development, a detailed Demolition Method Statement, Construction Management Plan and Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan must refer to the following matters:

- a. Removal of any earth from the site.
- b. Site clearance, demolition, excavation and construction methods.

- c. Site management and access.
- d. Signage for construction traffic, pedestrians and other users of the site.
- e. Prevention of mud and debris being deposited.
- f. Vehicle and machinery specification.
- g. Details of all Non-Road Mobile Machinery (NRMM) to be used on site.
- h. Turning manoeuvres and routing of vehicles.
- i. Estimated number and frequency of vehicle deliveries.
- j. Parking of construction vehicles.
- k. Compliance with noise limits and vibration mitigation measures.
- l. Procedures for on-site contractors to deal with complaints from local residents, liaison with local residents and notifications to interested parties.
- m. Mitigation of air pollution and dust emissions during site clearance, demolition, excavation and construction works.
- n. Waste management, hazardous material storage and removal.
- o. Noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014)
- p. Lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by Institution of Lighting Professionals)
- q. Hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Monday-Fridays and 0800-1300hrs Saturdays.
- r. Public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

Reason: To protect the amenity of occupants and neighbouring properties in accordance with policy 7A and policy 7B of Ealing's Development Management DPD (2013), policies D14, T4 and SI1 of the London Plan (2021), policy 1.1 (j) of the Ealing Development (Core) Strategy (2012) and National Planning Policy Framework (2021).

Materials

4 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. The samples and details shall include all window treatments, privacy screens, balcony structures and balustrading treatment, and any other materials to be used. 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); policies D3 and D4 of the London Plan (2021); and the National Planning Policy Framework (2021).

Hard and Soft Landscaping

5 Notwithstanding any information submitted, prior to the occupation of the development full details of hard and soft landscaping works (including a phased programme of works); and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority.

The approved works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the Local Planning Authority. Any trees or other plants, which die or are removed within the first five years following the implementation of the landscaping scheme shall be replaced during the next planting season.

Reason: To ensure that the development is landscaped in the interests of the visual character and appearance of the area, to ensure appropriately landscaped amenity space

and public realm, in accordance with policies D4 and D8 of the London Plan (2021), and policies 7.4 and 7B of the Ealing Development Management DPD (2013).

Tree Protection

6 No trees, shrubs or hedges within the site or within the adjacent Acton Park which are shown to be retained on the plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the Local Planning Authority, unless specified in the 21521/A2_AIA BS5837:2012 Tree Survey, Arboricultural Implications & Method Statement prepared by Indigo Surveys dated July 2021. Any shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with shrubs or hedge plants or similar species capable of achieving a comparable size unless the Local Planning Authority gives written consent to any variation. Any trees removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced in accordance with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure protection of trees, shrubs and hedges growing within the site which are of amenity value to the area in accordance with policies 3.5, 5.10 and 7.4 of the Ealing Development Management Development Plan (2013), policies 1.1 and 1.2 of the adopted Local Development Framework (Core Strategy 2012) and policy G7 of the London Plan (2021).

Cycle Parking

7 Prior to the first occupation of the development, details shall be submitted to and approved by the Local Planning Authority in writing, in consultation with Transport for London, to demonstrate the provision of at least 43 long stay cycle parking spaces and at least 5 short stay cycle parking spaces carried out to the specifications and adopted standards of the London Plan, London Cycling Design Standards and the Local Planning Authority. The approved details shall be brought into use prior to first occupation and retained permanently.

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

Delivery and Servicing Plan

8 A delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority, prior to first occupation of any part of the development hereby approved. The plan shall cover the following:

- o Vehicle tracking - Swept paths drawings for a refuse lorry vehicle, 10-metre rigid vehicle and also a fire appliance vehicle;
- o Deliveries and collections (both commercial and residential); including how deliveries will be scheduled to avoid several lorries arriving at the site simultaneously;
- o Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation);
- o Details of the location and management of the parcel room for the receipt and collection of deliveries for the residential properties
- o Cleaning and waste removal; including arrangements for refuse collection;
- o Monitoring and review of operations.

The delivery and servicing plan shall be implemented on first occupation of any part of the development hereby approved and the site shall be managed in accordance with the approved plan for the life of the development.

Reason: To ensure that the development can be adequately serviced in the interests of pedestrian and highway safety, in accordance with policies T3 and T4 of the London Plan (2021) and Local Variation policy 6.13 of the Development Management DPD 2013.

Car and Cycle Parking Management Strategy

9 Prior to the first occupation of the development, a Site Wide Car and Cycle Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London. The Site Wide Car and Cycle Parking Management Strategy shall include the following details:

- a) The proposed distribution, accumulation of and arrangements for the management of:
 - i) Visitor car parking
 - ii) Residential car parking
 - iii) Motorcycle spaces
 - iv) Wheelchair users parking
- b) Measures for preventing parking in undesignated places throughout the site
- c) The provision of active Electric Vehicle Charging Points (EVCP) for a minimum of 20% of the residential car parking spaces and an additional 80% passive provision of the residential car parking spaces within the development as set out in the London Plan (2021);

The car parking shall be provided and managed in accordance with the approved strategy for the life of the development.

Reason: To ensure inclusive, safe and adequate parking is provided and retained in conjunction with the development in the interests of the general amenities of the locality, the flow of traffic and conditions of pedestrian and general highway safety within the site and on neighbouring highways, a sustainable development and where appropriate constrain local highway impact in accordance with policies T4, T5 and T6 of the London Plan (2021); policies 1.1(e), 1.1(f) 1.1(g) and 1.1(h) of Ealing's adopted Development (or Core) Strategy 2012.

Site Investigation

10 Prior to the commencement of any works on site (other than demolition and site clearance), a site investigation (undertaken in accordance with in accordance with BS1075:2011+A1:2013 and LCRM) shall investigate the site and any previously inaccessible ground. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors updated. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation and proposed remedial options shall be submitted to the Local planning authority for approval in writing prior to any remedial works commencing and any development works commencing.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), policy SD1 of the London Plan 2021 and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

Remediation Scheme

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

Remediation Scheme

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

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), policy SD1 of the London Plan 2021 and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

Piling Method Statement

13 Development shall not commence (excluding demolition and site cleaning) shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling shall be carried out, including measures to minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority and the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works would be in close proximity to underground water and sewerage utility infrastructure, which needs to be safeguarded in accordance with policies SI5, SI12 and SI13 of the adopted London Plan (2021).

Refuse and Recycling

14 The refuse and recycling shown on the approved drawings shall be provided prior to the first occupation of any dwelling and retained thereafter.

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 policy 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 adopted Development Management DPD (2013); and (interim) SPG 4: Refuse and Recycling Facilities.

Sound Insulation and Glazing

15 The sound insulation of the building envelope including glazing specifications shall be implemented in accordance with the Noise Exposure Assessment Report by Clement Acoustics ref. 16729-NEA-01-RevB dated 21 July 2021 and with noise limits specified in BS8233:2014. If compliance requires the windows to be closed, then acoustically attenuated

mechanical ventilation and cooling shall be installed as necessary (with air intake from the cleanest aspect of the building and low self-noise). Best practicable mitigation measures shall also be implemented, as necessary, in external amenity spaces to achieve criteria specified in BS8233:2014. The above shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policy D6 of The London Plan (2021), Ealing SPG10 and the National Planning Policy Framework (2021).

Sound Insulation Value

16 Prior to commencement of relevant 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/areas, namely, kitchen/living/dining/bathroom adjoining bedrooms of separate dwellings. The assessment and mitigation measures shall have regard to standards of the Council's SPG10 and noise limits specified in BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policies Policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), Standard 30 of the Housing SPG the National Planning Policy Framework (2021).

External Sound Level

17 The individual and combined external sound level emitted from plant, machinery or equipment at the development site shall be lower than the lowest existing background sound level by at least 10dBA, as measured at/ calculated to the nearest and most affected noise sensitive premises at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014, with all machinery operating together at maximum capacity.

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

Mounted Ducting

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

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

Air Quality and Dust Management Plan

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

Reason: To safeguard the amenities for future occupiers of the development in accordance with policies D13 and SI1 of the London Plan (2021), policies 1.1(j) & 1.2(f) of the Ealing Development (or Core) Strategy (2012) and with policy 7.3 of the Ealing Development Management Development Plan Document (2013).

Filtered Fresh Air Ventilation System

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

Reason: In the interests of air quality and living conditions of the future occupiers of the site in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policies D14 and SI1 of The London Plan (2021), Ealing SPG10 and the National Planning Policy Framework (2021).

All Non-Road Mobile Machinery

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

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by dust, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D13 of the London Plan (2021), the National Planning Policy Framework (2021) and chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG).

Microwave Masts, Antennae and Satellite Dishes

22 No microwave masts, antennae or satellite dishes or any other plant or equipment shall be installed on any of the buildings within the development unless otherwise approved in writing by the Local Planning Authority under this condition prior to installation.

Reason: To safeguard the character and appearance of the buildings and the area as a whole, in accordance with policy 1.1(h) of the Ealing Development (or Core) Strategy (2012), Local Variation policies 3.5 and 7.4 and policies 7B of the Development Management Development Plan Document (2013).

Passenger Lifts

23 The passenger lifts located within the communal cores serving the approved apartment blocks 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 GG3, D5, D6 and D7 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).

Accessible and Adaptable Dwellings

24 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 D5, D6 and D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).

Wheelchair User Dwellings

25 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 D5, D6 and D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).

CO2 Emissions

26 a) Prior to commencement of relevant works to construction completion and occupation, the permitted development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO2 emissions against SAP10 standards of at least 86.75% (equating to 11.27 tonnes of CO2 per year) beyond Building Regulations Part L 2013. These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Sustainability Statement (energy) prepared by KLH Sustainability in July 2021 (rev-2) including:

- i. Lean, passive design measures to achieve an annual reduction of at least 11.41% equating to at least 1.48 tonnes in regulated carbon dioxide (CO2) emissions over BR Part L 2013.
- ii. Clean, energy generation systems including the incorporation of Air Source Heat Pump(s) to achieve an annual reduction of at least 26.41%, equating to 3.43 tonnes, in regulated carbon dioxide (CO2) emissions over Part L 2013.

- iii. Green, renewable energy photovoltaic array with a capacity of at least 36 kWp to achieve an annual reduction of at least 48.93%, equating to 6.36 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2013.
- iv. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (COP) of the heat pump(s) including the heat generation and the combined parasitic loads of the heat pump distribution loop.
- b) The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE guidance and detailed in the Sustainability Statement (energy) prepared by KLH Sustainability in July 2021 (rev-2).
- c) Prior to commencement of construction, details of the specifications including manufacturers performance data sheets, design, and layout of the proposed low and zero-carbon (LZC) energy equipment, and the associated monitoring devices required to identify their performance/efficiency (COP), shall be submitted to, and approved in writing, by the Council. The development shall be implemented only in accordance with the approved details.
- d) Prior to the installation of the renewable/low-carbon energy equipment technical details of the equipment shall be submitted to the Council for approval. The details shall include the exact number of heat pump collectors, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact kWp capacity of the PV array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
- e) On completion of the installation of the LZC equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
- f) Within three months of the occupation/first use of the development the relevant Energy Performance Certificate (EPC) and detailed SAP Worksheets showing clearly the TER and DER from the 'as built stage' following completion of the development, shall be submitted to, and approved by, the Local Authority in order to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy. The development shall be carried out strictly in accordance with the approved details.

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

Post-Construction Energy Equipment Monitoring

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

- a) Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO₂ Condition(s).
- b) Upon final construction of the development, or relevant phases of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency (COP) of any renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at

daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Energence Ltd) on commencement of construction to facilitate the monitoring process.

- c) Upon practical completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational.

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

Sustainability Measures

28 Prior to completion the sustainability measures detailed in the Sustainability Statement prepared by KLH Sustainability in July 2021 (rev-2) shall be implemented and maintained. The measures shall meet the requirements of local and regional planning policies and be in line with the Mayor's Sustainable Design and Construction SPG. The development shall be constructed in line with the approved energy and sustainability measures.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies SI2 and SI3 of the London Plan (2021), policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012 and Mayor's Sustainable Design and Construction SPG.

Secure by Design

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

Reason: To ensure that the development incorporates crime prevention measures to help prevent crime and disorder in accordance with policies 1.1 (h) of the Ealing Development (Core) Strategy (2012), policy LV 7.3 of the Ealing Development Management Development Plan Document (2013) and Policy D11 of the London Plan (2021).

Fire Statement

30 Prior to the commencement of the superstructure works, a Fire Statement shall be submitted for approval, which shall include details of:

- a) appropriate features which reduce the risk to life in the event of a fire;
- b) appropriate way to minimise the risk of fire spread;
- c) provide suitable and convenient means of escape for all building users;
- d) a robust strategy for evacuation;
- e) suitable access and equipment for firefighting which is appropriate for the size; and use of the development.

In addition, the statement shall provide details of how the development proposal will function in terms of:

- i) the building's construction: methods, products and materials used, the means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated management plan approach
- ii) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, iii) any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- iv) how provision will be made within the site to enable fire appliances to gain access to the building.

Reason: In the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety, in accordance with policy D12 of the London Plan (2021).

Railway Infrastructure

31 No part of the development shall not physically impact on existing London Underground or Network Rail transport infrastructure or the ability to maintain it.

Reason: To ensure that the development does not impact on existing London Underground or Network Rail transport infrastructure, in accordance with London Plan 2021 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Electric Car Charging

32 Prior to occupation of the use hereby approved, one car parking space should be provided with Active Electrical Charging Points (EVCP) and the remaining one car parking space should be provided with Passive Electrical Charging Points. The car parking shall be provided and managed for the life of the development.

Reason: To provide adequate facilities for drivers of electric cars, in accordance with Policy T6 of the London Plan 2021 and Ealing Development (Core) Strategy policy 1.1(h).

INFORMATIVES:

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

National Planning Policy Framework (2021)

London Plan (2021)

- Policy SD1 Opportunity Areas
- Policy GG1 Building Strong and Inclusive Communities
- Policy D3 Optimizing Site Capacity Through the Design-Led Approach
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D6 Housing Quality and Standards
- Policy D7 Accessible Housing
- Policy D11 Safety, Security and Resilience in an Emergency
- Policy D12 Fire Safety
- Policy D14 Noise
- Policy H1 Increasing Housing Supply

Policy H2	Small Sites
Policy H4	Delivering Affordable Housing
Policy H6	Affordable Housing Tenure
Policy H7	Monitoring of Affordable Housing
Policy H9	Ensuring the Best Use of Stock
Policy S4	Play and Informal Recreation
Policy HC1	Heritage, Conservation and Growth
Policy HC3	Strategic and Local Views
Policy G5	Urban Greening
Policy G7	Trees and Woodlands
Policy S11	Improving Air Quality
Policy S15	Water Infrastructure
Policy S18	Waste Capacity and Net Waste Self-Sufficiency
Policy S112	Flood Risk Management
Policy S113	Sustainable Drainage
Policy T4	Assessing and Mitigating Transport Impacts
Policy T5	Cycling
Policy T6	Car Parking
Policy T6.1	Residential Parking
Policy DF1	Delivery of the Plan and Planning Obligations

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

- 1.1 Spatial Vision for Ealing 2026 (a), (b), (c), (d), (e), (f), (g), (h), (j) and (k)
- 1.2 Delivery of the Vision for Ealing (a), (c), (d), (e), (f), (g), (h), (k) and (m)
- 2.1 Development in the Uxbridge Road / Crossrail corridor (a), (b), (c), (d), (e)
- 5.5 Promoting parks, local green space and addressing deficiency (b) and (c)
- 5.6 Outdoor sports and active recreation
- 6.1 Physical infrastructure
- 6.2 Social infrastructure
- 6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document (2013)

- Ealing local variation to London Plan policy 3.4: Optimising housing potential
- Ealing local variation to London Plan policy 3.5: Quality and design of housing development

Policy 3A: Affordable Housing

- Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions
- Ealing local variation to London Plan policy 5.10: Urban greening
- Ealing local variation to London Plan policy 5.11: Green roofs and development site environs

Ealing local variation to London Plan policy 5.12: Flood risk management

Ealing local variation to London Plan policy 5.21: Contaminated Land

Ealing local variation to London Plan policy 6.13: Parking

Policy 7A: Operational amenity

Ealing local variation to London Plan policy 7.3: Designing out crime

Ealing local variation to London Plan policy 7.4: Local character

Policy 7B: Design amenity

Policy 7C: Heritage

Policy 7D: Open space

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality

SPG 4 Refuse and recycling facilities

SPG 9 Trees and development guidelines

SPG 10 Noise and vibration

Other Material Considerations

Acton Park Conservation Area Character Appraisal

Acton Park Conservation Area Management Plan

BRE Site layout planning for daylight and sunlight (2011)

Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006)

BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites- Part 1: Noise

DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Environment Agency guidance 'Verification of Remediation of Land Contamination', Report: SC030114/R1'.

Housing - Supplementary Planning Guidance

Homes for Londoners' Affordable Housing SPG

Ealing Council Site Specific Allocations DPD

In reaching the decision to grant permission, specific consideration was given to the impact of the proposed development on the amenities of neighbouring properties and the character of the area as a whole. Consideration was also given to highways, and the provision of adequate living conditions for occupiers. 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 application.

- 2 Construction and demolition works, audible beyond the boundary of the site shall only be carried on between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Bank Holidays.
- 3 Prior to the commencement of any site works and as works progress, all sensitive properties surrounding the development shall be notified in writing of the nature and duration of works to be undertaken, and the name and address of a responsible person, to whom an enquiry/complaint should be directed.
- 4 No bonfires shall be lit on site.
- 5 Calculation of building envelope insulation - Interim SPG10 advises:
 - a) A precise sound insulation calculation under the method given at BS EN12354-3: 2000, for the various building envelopes, including the use of the worst case one hour data (octave band linear noise spectra from 63 Hz - 4k Hz) by night and day, to arrive at the minimum sound reductions necessary to meet the SPG10 internal data.
 - b) Approved laboratory sound insulation test certificates for the chosen windows, including frames and seals and also for ventilators, in accordance with BS EN ISO 140-3: 1995 & BS EN ISO 10140-2:2010, to verify the minimum sound reductions calculated.
 - c) The SPG10 internal and external criteria to be achieved.

Aircraft noise affecting the site is at a contour level of worst mode one day equal to LAeq,16hr 60 dB and LAeq,1hr 67dB by 2016. In calculating the insulation required the LLeq,1hr aircraft noise spectrum, shown at SPG10, shall be used, along with the spectrum for any other dominant noise sources. Under SPG10, the predicted LLeq,1hr aircraft noise exposure for the site at 2016 has to be used and combined with any other noise exposures. The spectra to be used are as follows:

Octave band centre frequency Hz dB Linear - Leq,1hr

	60 dB contour	57 dB contour
63	73	70
125	72	69
250	69	66
500	67	64
1000	62	59
2000	57	54
4000	45	42
Total LAeq,1hr for spectrum 16 - 8K Hz	67	64

- 6 This permission does not grant consent for the display of external advertisements at this site which are subject to the Town & Country Planning Control of Advertisements (England) Regulations 2007, and which may need to obtain a separate advertisement consent from the local planning authority under those regulations.
- 7 Prior to commencement of construction and demolition works, involving materials containing asbestos, details of mitigation measures to control the release of asbestos fibres shall be submitted for the approval of the relevant Health and Safety Enforcement Officer.
- 8 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Recent legal changes under The Water Industry (Scheme for the Adoption of Private Sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over/near to agreement is required, You can contact Thames Water on 0845 850 2777 or for more information please visit our website.

- 9 Land contamination:
 - a) Reference should be made at all stages to appropriate current guidance and codes of practice this would include:
 - i. Model Procedures for the Management of Land Contamination, CLR 11, Environment Agency, 2004
 - ii. Updated technical background to the CLEA model, Science Report: SC050021/SR3, Environment Agency, 2009
 - iii. LQM/CIEH Generic Assessment criteria for Human Health Risk Assessment (2nd Edition), 2009
 - iv. BS10175:2011 Investigation of potentially contaminated sites - Code of Practice
 - v. Secondary Model Procedure for the Development of Appropriate Soil Sampling Strategies for Land Contamination; Environment Agency, 2001

- vi. Verification of Remediation of Land Contamination', Report: SC030114/R1, Environment Agency, 2010
 - vii. Planning Policy Statement 23: Planning and Pollution Control;
 - viii. PPS23 Annex 2: Development on Land Affected By Contamination;
 - ix. Guidance for the safe development of housing on land affected by contamination, NHBC & Environment Agency, 2008
- o Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.
 - o All raw data should be provided in a form that can be easily audited and assessed by the council. (e.g. trial pit logs and complete laboratory analysis reports)
 - o on-site monitoring for ground gases with any relevant laboratory gas analysis;
 - o Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made must be included. (e.g. the reasons for the choice of sampling locations and depths).
- b. Prior to commencement of construction and demolition works, involving materials containing asbestos, details of mitigation measures to control the release of asbestos fibres shall be submitted to this section for approval.
- 10 The applicant is advised that external lighting scheme should be designed to reduce light pollution to nearby residents, and road users and where applicable the recommendations of the following guidance should be met:
- o ILP Guidance Notes for the reduction of Obtrusive Lighting 2011.
 - o Institution of Lighting Professionals Technical Report PLG05, Brightness of Illuminated advertisements, 2015.
 - o CIE Technical Report- Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations - CIE 150: 2003.
 - o Statutory Nuisance from Insects and Artificial Light by Department of Environment Food. Guidance on sections 101, 102 and 103 of the Clean Neighbourhoods and Environment Act 2005, Defra
- 11 The applicant is hereby advised to remove all site notices on or near the site that were displayed in pursuant to the application.
- 12 At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.
- 13 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.
- 14 No waste materials should be burnt on site of the development hereby approved.
- 15 Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in

accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.

- 16 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 17 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

