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<b>Ref</b>	<b>214662OUT</b>
<b>Address</b>	<b>The Transport Yard, Wood End Gardens, Northolt UB5 4QH</b>
<b>Ward</b>	<b>North Greenford</b>
<b>Proposal</b>	<b>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)</b>
<b>Drawing Nos/plans</b>	<b>Set out as Condition 2 (see appendix A)</b>
<b>Type of Application</b>	<b>Major – Outline</b>
<b>Application Received</b>	<b>09.07.2021</b>

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**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 S113.

**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)

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

Contribution Heading	Proposed Contributions
	<ul style="list-style-type: none"> <li>• The developer is required to nominate an Employment Officer (or equivalent) to work with LBE; to produce the Local Employment &amp; Training plan, to be developed in agreement with the LB Ealing Employment &amp; 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</li> <li>• Penalty clause of £10,000 per apprenticeship not created</li> </ul>
<b>Sports &amp; leisure</b>	<p><b>£201,000</b></p> <ul style="list-style-type: none"> <li>• Towards a strategically identified project that will meet identified sports infrastructure demand in the local area</li> </ul>
<b>Transport Infrastructure</b>	<p><b>£223,000</b></p> <ul style="list-style-type: none"> <li>• £30,000 – towards pedestrian crossing facility</li> <li>• £25,000 – towards replacement of width restrictions with a trief kerb to front curtilage of site</li> <li>• £20,000 – towards junction improvements for pedestrian and cyclist safety</li> <li>• £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</li> <li>• £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</li> <li>• £25,000 – towards link and junction improvements to Whitton Avenue West (between Wood End Lane and A312), to mitigate impacts to vulnerable road users</li> <li>• 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</li> <li>• £15,000 - towards parking and introduction of a controlled parking zone in close proximity to the development to mitigate overnight parking stress</li> <li>• 20,000 - towards footway improvements on both sides of Wood end Road and Wood End Gardens in close proximity to the development</li> <li>• 60,000 - towards cycle infrastructure, to support a modal shift towards cycling and reduce accident risk to cyclists</li> <li>• 30,000 - towards improvements to bus stops in close proximity to the site; to support sustainable transport modes</li> <li>• £3,000 – towards travel plan monitoring</li> </ul> <p><i>Non-monetary</i></p>

Contribution Heading	Proposed Contributions
	<ul style="list-style-type: none"><li>• Restriction in parking permits to any new controlled parking zone (CPZ) near or within the proposed development</li><li>• Provision of a car club with a free 3-year membership to all residents of the development</li><li>• 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</li></ul>
<b>Legal Costs</b>	Payment of council's reasonable legal and other professional costs incurred preparing the Section 106 agreement
<b>Monitoring of legal</b>	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





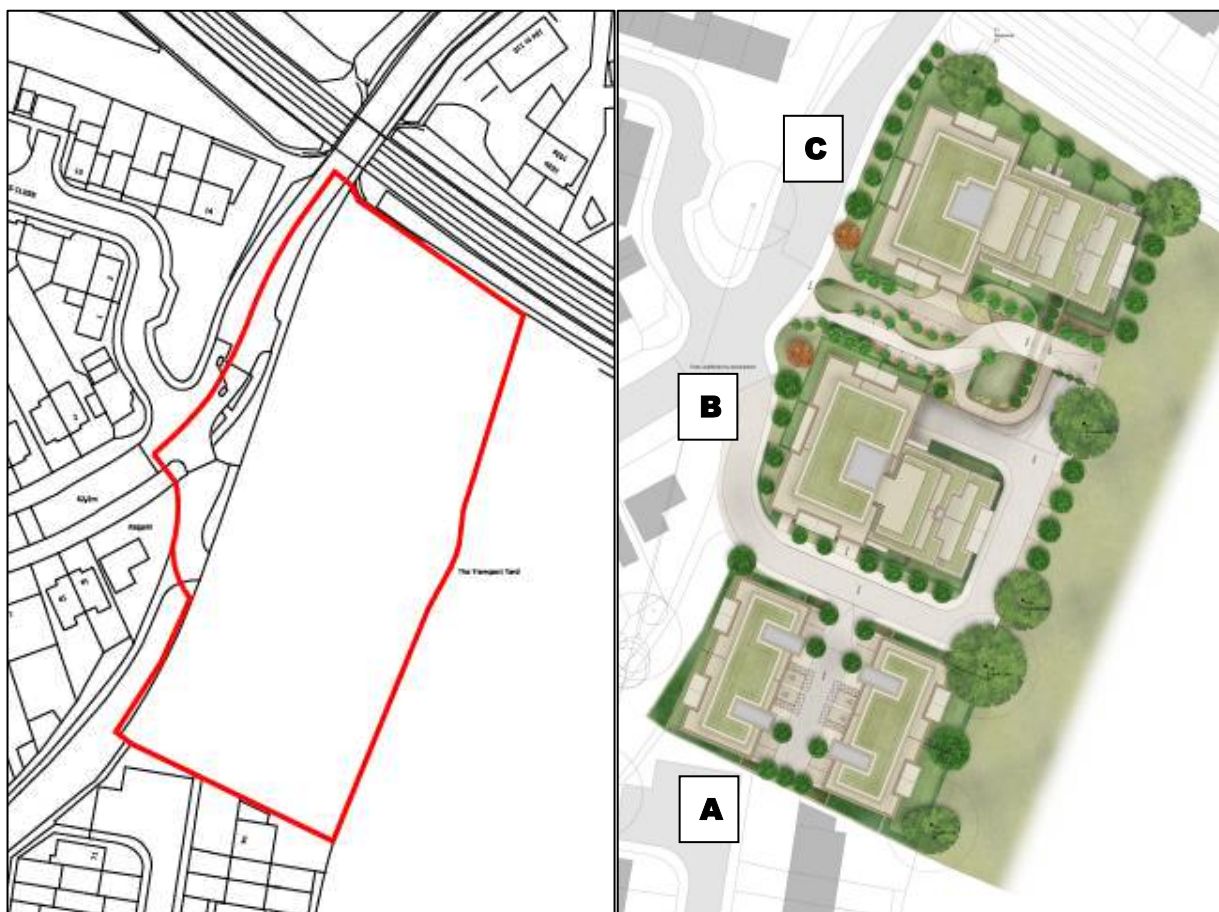
*Public transport:* The majority of the site has a relatively low Public Transport Accessibility Level (PTAL) of 2 with part of it having a PTAL of 1a. It lies 1.25 km from Sudbury Hill Underground Station on the Piccadilly Line and 1 km from Sudbury Hill Railway Station. The site is not within a Controlled 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 8<sup>th</sup> 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
<b>London affordable rent (LAR)</b>	2b4p	x19	26 new homes
	3b5p	x4	
	3b6p	x3	
<b>Shared ownership</b>	1b2p	x4	16 new homes
	2b4p	x3	
	3b5p	x2	
<b>Discount market rent</b>	1b2p	x4	6 new homes
	2b4p	x2	
<b>Private</b>	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 issues 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><b>NHS</b></p>	<ul style="list-style-type: none"> <li>• No objection raised</li> <li>• Request for monetary contribution to improve surrounding health facilities</li> </ul> <p><i>Officer response:</i> See table 1</p>
<p><b>Transport for London</b></p>	<ul style="list-style-type: none"> <li>• No objection to the proposal</li> <li>• Request a condition be added to the decision notice regarding block C</li> </ul> <p><i>Officer response:</i> See condition 12</p>
<p><b>Thames Water</b></p>	<ul style="list-style-type: none"> <li>• No objection raised</li> <li>• 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</li> <li>• Request a piling method statement be provided</li> </ul> <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><b>London Borough Harrow</b></p>	<ul style="list-style-type: none"> <li>• No response received</li> </ul>
<p><b>National Grid Plant Protection</b></p>	<ul style="list-style-type: none"> <li>• No response received</li> </ul>
<p><b>Design out Crime</b></p>	<ul style="list-style-type: none"> <li>• No formal response received at the time of report being published</li> <li>• It is understood that the design out crime officer requested the contact details of the developer for discussion about the scheme</li> </ul> <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"> <li>No comments received</li> </ul>

**Internal Consultation**

Consultee	Summary of comments received
Housing	<ul style="list-style-type: none"> <li>No Objection.</li> </ul> <p><i>Officer response:</i> See table 1</p>
Education Services	<ul style="list-style-type: none"> <li>No objection raised</li> <li>Request for monetary contribution</li> </ul> <p><i>Officer response:</i> See table 1 for monetary contribution</p>
Transport Services	<ul style="list-style-type: none"> <li>No objection raised</li> <li>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</li> </ul> <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"> <li>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.</li> <li>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.</li> <li>Site hoarding should afford protection for pedestrians using the footpath.</li> <li>The proposal to widen the access at the Wood End Gardens junction will be subject to a Highways s278 agreement with Ealing.</li> <li>Confirmation required that contractors/sub-contractors will be FORS registered.</li> </ul> <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"> <li>No objection raised</li> <li>Request for conditions (see conditions)</li> </ul>

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

## 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%
<b>Total</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>101</b>	<b>149</b>	<b>100%</b>

*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
<b>Total hab rooms</b>	85		43		14		249		<b>142/391 36%</b>

*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 7<sup>th</sup> 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 7<sup>th</sup> and 8<sup>th</sup> 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 7<sup>th</sup> 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.





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 CO<sub>2</sub> 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% CO<sub>2</sub> 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](mailto: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**

<p>1.</p>	<p><u>Time Limit</u>  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   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.   Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended).   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:   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   The development shall be carried out in accordance with the approved documents and plans.   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>
<p>2.</p>	<p><u>Plans numbers &amp; reports</u>  The development hereby approved shall be carried out in accordance with drawing title number(s):   <b>Proposed plans:</b>  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 &amp; 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 &amp; SE elevations)                  PL-301 Rev 01 (Block A, proposed NE elevation)                  PL-302 Rev 01 (Block A, proposed NW &amp; 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><b>Reports:</b>                  SuDS Drainage Strategy Wood End Gardens Rev D dated 15/06/2021                  Servicing &amp; 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 &amp; 1.2 of the Ealing Core Strategy (2012), policies 7.4 &amp; 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"> <li>• 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.</li> <li>• A plan, at scale 1:200, detailing all trees and hedgerows planned for retention and removal.</li> <li>• 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.</li> <li>• Soil assessments/survey</li> <li>• Timing and phasing of works</li> <li>• Site specific demolition and hard surface removal specifications</li> <li>• Site specific construction specifications (e.g. in connection with foundations, bridging, water features, surfacing)</li> <li>• Access arrangements and car parking</li> <li>• Level changes</li> <li>• Landscaping proposals</li> <li>• 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 &amp; temporary hard surfaces.</li> <li>• Soil remediation plans, where unauthorised access has damaged root protection areas in the construction exclusion zones.</li> <li>• Details of the arboricultural supervision schedule.</li> </ul>

	<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"> <li>• 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</li> <li>• provide details on the use of tall plant/scaffolding-details of tall plant lifting and scaffolding to railway elevation</li> <li>• accommodate ground movement arising from the construction thereof - Ground movement assessment covering, assessment for the proposed basements and development</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> <li>• provide a Pre-post Condition Survey of the LUL track assets and existing boundary</li> <li>• mitigate the effects of noise and vibration arising from the adjoining operations within the structures</li> </ul> <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 &amp; 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>                  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>                  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 CO<sub>2</sub> 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 CO<sub>2</sub> savings shall be achieved through the Lean, Clean, Green Energy Hierarchy in line with London Plan policy (SI2) including:</p> <ol style="list-style-type: none"> <li>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.</li> <li>ii. <u>Clean</u>, energy generation systems including the connection to any technically and financially viable District Heat Network (DHN).</li> <li>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</li> </ol>

	<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 CO<sub>2</sub> 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 &amp; 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<sub>Amax</sub> 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 &amp; 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 &amp; 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 L<sub>Aeq</sub> emitted will be lower than the lowest existing background sound level L<sub>A90</sub> 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"> <li>• noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014),</li> <li>• 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.</li> <li>• Lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals),</li> <li>• Delivery locations,</li> <li>• 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),</li> <li>• 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.</li> </ul> <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"> <li>• Details of construction hours; construction methods</li> </ul>

	<ul style="list-style-type: none"> <li>• 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);</li> <li>• Control measures for noise and vibration (information submitted should directly cross-reference with the BPM &amp; mitigation measures as detailed in the BS 5228-1:2009+A1:2014 - Code of practice for noise &amp; vibration control on construction &amp; open sites-Part 1: Noise, BS 5228-2:2009+A1:2014)</li> <li>• Lighting (Guidance Notes for The Reduction of Light Pollution 2011 by the Institution of Lighting Professionals)</li> <li>• Construction worker parking</li> <li>• Procedures for on-site contractors to deal with complaints from local residents</li> <li>• 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 <a href="https://nrmm.london/user-nrmm/register">https://nrmm.london/user-nrmm/register</a>. 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.</li> </ul> <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 &amp; 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"> <li>• the re-location of width restrictions,</li> <li>• a pedestrian crossing to the front of the application site</li> <li>• re-alignment of the kerb and widening of the footway to the railway bridge.</li> </ul> <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>
33.	<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>
34.	<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>
35.	<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 &amp; 1.2 of the Ealing Development (or Core) Strategy (2012), and policy 7.3 of the Ealing Development Management Development Plan Document (2013).</p>
36.	<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><b>National Planning Policy Framework (2021)</b></p> <p><b>London Plan(2021)</b></p> <ul style="list-style-type: none"> <li>GG1 Building strong and inclusive communities</li> <li>GG2 Making the best use of land</li> <li>GG3 Creating a healthy city</li> <li>GG4 Delivering the homes Londoners need</li> <li>GG5 Growing a good economy</li> <li>GG6 Increasing efficiency and resilience</li> <li>D1 London’s form, character and capacity for growth</li> <li>D2 Infrastructure requirements for sustainable densities</li> <li>D3 Optimising site capacity through the design-led approach</li> <li>D4 Delivering good design</li> <li>D5 Inclusive design</li> <li>D6 Housing quality and standards</li> <li>D7 Accessible housing</li> <li>D8 Public realm</li> <li>D9 Tall buildings</li> <li>D10 Basement development</li> <li>D11 Safety, security and resilience to emergency</li> <li>D12 Fire safety</li> <li>D13 Agent of Change</li> <li>D14 Noise</li> <li>H1 Increasing housing supply</li> <li>H2 Small sites</li> <li>H3 Meanwhile use as housing</li> <li>H4 Delivering affordable housing</li> <li>H5 Threshold approach to applications</li> <li>H6 Affordable housing tenure</li> <li>H7 Monitoring of affordable housing</li> <li>H8 Loss of existing housing and estate redevelopment</li> <li>H9 Ensuring the best use of stock</li> <li>H10 Housing size mix</li> <li>H12 Supported and specialised accommodation</li> <li>S1 Developing London’s social infrastructure</li> <li>S2 Health and social care facilities</li> <li>S3 Education and childcare facilities</li> <li>S4 Play and informal recreation</li> <li>S5 Sports and recreation facilities</li> <li>E7 Industrial land</li> <li>E11 Skills and opportunities for all</li> <li>HC3 Strategic and Local Views</li> <li>G1 Green infrastructure</li> <li>G3 Metropolitan Open Land</li> <li>G4 Open space</li> <li>G5 Urban greening</li> <li>G6 Biodiversity and access to nature</li> <li>G7 Trees and woodlands</li> <li>G8 Food growing</li> <li>SI 1 Improving air quality</li> <li>SI 2 Minimising greenhouse gas emissions</li> </ul>
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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 &amp; Construction (2014)  The control of dust and emissions during construction and demolition SPG (2014)  Housing SPG (2016)  Nationally Described Space Standards (2015)  Affordable Housing &amp; Viability SPG (2017)  Environmental Strategy (2018)  Energy Planning Guidance (2019)</p> <p><b>Adopted Development (Core) Strategy (2012)</b>  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><b>Ealing Development Management Development Plan Document (2013)</b>  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>
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	<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><b>Other Material Documentation:</b>  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 &amp; vibration control on construction &amp; 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 &amp; mitigation measures can be found in the following guidance:</p> <ul style="list-style-type: none"> <li>i. 'Guidance on the Assessment of dust from demolition and construction', IAQM, February 2014</li> <li>ii. 'The control of dust and emissions from Construction and Demolition' SPG, GLA,2014</li> <li>iii. BS 5228-1:2009+A1:2014 – Code of practice for noise and vibration control on construction and open sites: Noise</li> </ul>
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.	<p>Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc.</p> <p>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.</p>																													
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 &amp; 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 &amp; Environment Agency, 2008</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <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"> <li>• on-site monitoring for ground gases with any relevant laboratory gas analysis;</li> <li>• 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).</li> </ul> <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.  <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a>.</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. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes</a>. 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 <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. 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 <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. 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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