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Briefing Notes

ITEM 04 - Former Northolt Grange Community Centre and Part of St Raphael's Catholic School Northolt Middlesex UB5 6NF 220545FULR3

Amended recommendation:

Section 106 agreement to be amended to exclude the financial contribution of £20,000 towards the review and potential implement a controlled parking zone near the development.

Given the fact that the proposed development is not anticipated to have a detrimental impact on parking pressure in the wider area, this request would not meet the requirements set out in section 122 the CIL regulations, which states that a planning obligation needs to be necessary to make the development acceptable in planning terms. In this case, the contribution of £20,000 towards the review and potential implement a controlled parking zone near the development is not considered necessary to make the development acceptable in planning terms.

In addition to the above, the Councils Tree Officer has requested a contribution towards the re-provision of street trees in the local area.

Therefore, in addition to the above, the heads of terms for the Section 106 agreement is to be amended to include:

1. A contribution of £20,000 towards the Tree Service to be put towards the re-provision of trees in the wider area to make up for the losses proposed on site.
2. The requirement for the developer to provide one car club bay on site and to offer all future occupants with free car club membership for a period of three years.

Additional/ Amended Conditions:

Conditions removed:

Conditions 10 (Protection of Existing Trees/Hedgerows and Planting Locations) and 11 (Tree Monitoring Plan) are to be removed. Conditions 10 and 11 relate to tree protection measures. As there are no trees on site being retained, there is no requirement for tree protection measures.

Conditions amended:

Condition 17

Condition 17 (External noise from machinery/ equipment/ extract/ ventilation ducting/ mechanical installations) is to be amended to require the individual and combined external sound level emitted from plant, machinery or equipment at the development site to be equal or lower than the lowest existing background sound level, as measured at/ calculated to the nearest and most affected noise sensitive premises at surrounding premises (as opposed to being lower than the existing background sound level by 10dBA). This is due to the very low existing background sound level, negating the need for the resultant sound level to be 10dBA lower than it currently is.

For clarity, Condition 17 would then read as follows:

The individual and combined external sound level emitted from plant, machinery or equipment at the development site shall be equal to or lower than the lowest existing

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background sound level, as measured at/ calculated to the nearest and most affected noise sensitive premises surrounding the site. The assessment shall be made in accordance with BS4142:2014, with all machinery operating together at maximum capacity.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policies D6 and D14 of the London Plan (2021), Ealing's SPG10 and the National Planning Policy Framework (2021)

Condition 21

Condition 21 (Sound Insulation of Lifts) is to be amended to remove the phrase "Where noise emissions include characteristic features, the Noise Rating level shall not exceed NR20 Leq 5mins inside a habitable room." Sufficient detail is contained within the remainder of the condition.

For clarity, Condition 21 would then read as follows:

Prior to commencement of the superstructure of the development hereby approved, details shall be submitted to the Council for approval in writing, of enhanced sound insulation of lifts and lift shafts, in accordance with noise limits specified in Table 5 BS8233:2014. Where noise emissions include characteristic features, the Noise Rating level shall not exceed NR20 Leq 5mins inside a habitable room. Details shall include mitigation measures and the resulting sound insulation value and internal sound/rating level. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policies D6 and D14 of the London Plan (2021), Ealing's SPG10 and the National Planning Policy Framework (2021)

Condition 28

Condition 28 (Energy and CO2), part e is to be amended to remove the phrase "The assessment shall be compliant with the relevant CIBSE guidance TM59 and also modelled against the DSY1 (average summer) weather data files, and the more extreme weather DSY2 (2003) and DYS3 (1976) files" as this is an unnecessary level of detail.

For clarity, Condition 28 would then read as follows:

- a) Prior to commencement of the superstructure of the development hereby approved, the development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO2 emissions against SAP10 standards of at least 58.32% (equating to 65.9 tonnes of CO2 per year) beyond Building Regulations Part L 2013. These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Strategy prepared by Hoare Lea in January 2022 (v1) including:
 - i. Lean, passive design measures to achieve an annual reduction of at least 10.44% equating to at least 11.8 tonnes in regulated carbon dioxide (CO2) emissions over BR Part L 2013.

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- ii. Green, renewable energy equipment including the incorporation of photovoltaic panels with a combined total capacity of at least 30 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 47.88%, equating to 54.1 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2013.
 - iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pumps including the heat generation and the combined parasitic loads of the heat pumps.
- b) Prior to commencement of the superstructure of the development hereby approved, the Applicant shall submit an energy strategy addendum confirming the installation of domestic scale PV arrays on the two townhouses.
 - c) Prior to Installation, details of the proposed renewable energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the exact number of heat pumps, 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 heat pump and PV installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
 - d) On completion of the installation of the renewable energy equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
 - e) The development shall incorporate the overheating and cooling measures detailed in the Overheating Risk Assessment produced by Hoare Lea (Appendix C of the Energy Strategy in January 2022).
 - f) Within three months of first occupation of the development a two-page summary report prepared by a professionally accredited person comparing the “as built stage” TER to BER/DER figures against those in the final energy strategy along with the relevant Energy Performance Certificates (EPC) shall be submitted to the Council for approval.

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.

Further representations:

Since publication of the Committee Report, further representations have been received from the Councils Tree Officer and Councillor Dee Martin.

Comments from the Councils Tree Officer requested S106 contributions towards the re-provision of street trees in the local area. As noted above, £20,000 would be required through the S106 to be put towards this re-provision.

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The representation received from Councillor Dee Martin summarised objections received from local residents. These objections can be reasonably summarised as:

Concerns over parking, congestion and related pollution:

Parking is already near full capacity in the street and in neighbouring roads. The PTAL rating for this development is almost the lowest it can be, which means that access to reliable public transport is far poorer here than in many other parts of the borough. We want to encourage sustainable transport, but we need to recognise that without more significant moves to encourage residents to use these modes, there will be even more issues over parking in the neighbourhood. There are concerns that the development will also lead to further congestion issues around school drop off and pick up times. The combination of vehicles and congestion have raised concerns over potential pollution impact. Can I ask that we do ensure that a Travel Plan is secured by condition? I would also like to request that the travel plan is developed in consultation with the local ward councillors and local residents.

Officers response:

Concerns regarding the impact of the proposed development on the local transport network and on local parking stress are acknowledged. The applicant has submitted a detailed Transport Assessment which demonstrates that to impact of the development is not likely to be significant, despite the perceived potential impact on 92 additional homes in the area.

It has been concluded by the transport technical consultant team that the impact of the development proposals upon the wider transport network can be accommodated and sufficiently mitigated. The Councils Transport Services department have reviewed the submitted Transport Statement and raised no objection to their findings in principle.

In terms of parking, the development has been designed to meet its own parking needs within the site (27 spaces, of which 9 will be reserved disabled parking). As set out in the Transport Assessment, the site could generate ownership of up to 40 vehicles. A total of 27 vehicles will be contained within the site and the parking provision proposed. The potential overspill would be a total of 13 vehicles. A parking beat survey has been undertaken and is set out within the Transport Assessment this demonstrates that there are 38 spaces available overnight at the period of highest demand, below the 85% capacity threshold. The site will also be managed by a Travel Plan and will seek to reduce car ownership as part of its targets (secured by way of condition). In addition, the proposal seeks to encourage sustainable modes of transport through cycle parking provision and an improved pedestrian and cyclist experience around the site.

In order to ensure that any impacts are sufficiently mitigated, various conditions of consent have been recommended, requesting further details related to servicing and deliveries, a detailed Construction Management Plan, and an updated travel plan.

In addition, any future consent at this site would be subject to a S106 legal agreement, requiring financial contributions to put towards the following mitigation measures:

- Cycle infrastructure improvements in the area
- Bus stop improvements in the area
- Traffic calming and pedestrian crossing facilities

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In addition to this, it is noted that the applicant also seeks various highways improvements, including the introduction of a health street for improved pedestrian and cyclist experience.

Given all of the above, it is considered that the potential impacts have been sufficiently mitigated in this case.

Impact on local amenities

Recent conversations with Northolt residents and groups as part of our Northolt Visions regeneration project identified that the ward requires additional amenities. As this development does not directly add amenities to the ward, I would want to see Section 106 funding to support the delivery of facilities for Northolt, particularly in the area in which the development is contained.

Officers Response:

It is confirmed that any future consent at this site would be subject to a S106 legal agreement, requiring appropriate financial contributions to put towards mitigation of the development on local amenities, including contributions towards highways improvements, the NHS, local sporting infrastructure, children play and teen play space, allotment space, local tree planting, energy and sustainability and air quality.

Impact on the school

St. Raphael's School will be losing some land and classrooms as part of this redevelopment. It has been a very successful school over very many years and I would want to ensure that the school has the resources and buildings required to continue to do so over the years to come. One additional area of concern I have relates to the impact on the school, during the construction phase. Could I ask that we ensure that the Construction Management Plan includes a specific clause relating to the need to address this close adjacency and to work with the school to minimise the impact on the school's operation and on its pupils.

Officers Response:

St Raphael's Catholic Primary School is reducing from a 3 to 2 form entry school, based on the determined local need decreasing. This will result in several of the school's facilities and buildings becoming surplus to their requirements and redundant over time as the school transitions to a smaller intake of pupils. Therefore, the school would continue to retain sufficient resources and buildings required to continue operating successfully.

It is recognised that the construction phase of the development could result in nuisance to local amenity for a temporary period. To ensure this nuisance is sufficiently mitigated, any consent at this site would be subject to a condition that requires the applicant to submit, for the approved of the LPA, a detailed construction management plan (CMP). This CMP will require details of mitigations measures regarding noise, dust, vibration and external lighting, as well as highways considerations, all in the interest of protecting neighbouring amenity.

Height and mass of the new development

Concerns have been raised about the height of the new development as it is not in keeping with neighbouring properties. The number of properties on this small site, as part of these

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proposals, are, as mentioned above, well above the concentration expected for a site which has such a low PTAL rating.

Officers Response:

Through the design process, the proposed development has had several reductions in height, to a maximum of five storeys. Adjacent to the school, the development would be three storeys tall, only one storey taller than the surrounding area. This is considered to be a gentle and appropriate transition in height.

Several design elements have been incorporated into the design to ensure the perceived height and massing is sufficiently broken down. It is also noted that the healthy street and proposed tree planting will soften the appearance of the site, acting as a visual buffer.

While it is recognised that the height and contemporary design of the proposed blocks would not mimic the surrounding terraced houses, the overall design is considered to be exemplary and would not result in harm to the visual amenity of the area. It is also noted that approximately 250m from the site is Grange Court, which contains two blocks of flats at 3 and 5 storeys in height. Therefore, the proposal would not be material taller than existing buildings within the medium-term context.

Notes/Additional Clarifications:

None.