

Ref: 215983FUL

Address: Gold's Gym, 54-62 Uxbridge Road, Hanwell, London, W7 3SU

Ward: Hanwell Broadway

Proposal: Redevelopment of the existing site, including extensions to create a 9-storey building with part 4 and part 5 storey outrigger and alterations to the front elevation; Retention of the existing gym use (in a modified form), the creation of 43 residential flats and retention and alteration of the ground floor retail unit, with associated private and communal amenity spaces, cycle storage, car parking and refuse storage

Drawing numbers: SK01 rev P5 (Proposed GA Plans Location, Ground, First); SK02 Rev P9 (Proposed GA Plans 2nd, 3rd, 4th, 5th, 6-8th); SK 04 rev P2 Proposed GA Plan 2ND); SK 05 rev P1 (Proposed GA Plan Third); SK 06 rev P2 (Proposed GA Plan Fourth); SK 07 rev P2 (Proposed GA Plan Fifth, Sixth, Seventh, Eighth); SK 08 rev P2 (Proposed GA Section S04); SK 09 rev P1 (Proposed GA Section S02); SK 10 rev P2 (Proposed GA Section S05); SK 11 rev P2 (Proposed GA Section S03); SK 12 rev P1 (Proposed GA Plan Ground); SK 13 rev P1 (Proposed GA Plan First); SK 14 rev P1 (Proposed GA Elevations Uxbridge Road); SK 15 rev P1 (Proposed GA Elevations St Georges Road); SK 18 rev P (Proposed GA Elevation Detail); SK 19 rev P1 (Proposed GA Section S06); SK 20 rev P (Proposed GA Sketch Views); SK 21 rev P (Proposed GA Elevation North); SK 22 rev P (Proposed GA Elevation South); SK 23 rev P (Proposed GA Elevation West); SK 24 rev P (Proposed GA Elevation East); SK 25 rev P (Proposed 3D View and Cutaway Section)

4362 SY 01 (Existing Plans, Site and Block Plan); S21401-1F (Existing First Floor); S21401-2F (Existing Second Floor); S21401-EL (Existing Elevations); S21401-GF (Existing Ground Floor); S21401-RF-REV-A (Existing Roof); S21401-T (Topographical Plan); S21401-XS (Existing Sections)

Accommodation Schedule; Regulations Compliance Reports for Energy and Sustainability; Energy and Sustainability Statement, prepared by eb7; 200/EH rev-01 (Daylight and Sunlight Report, August 2021, by SchroedersBegg); Landscape Design Statement; Transport Statement (September 2021, prepared by Entran); 21063 (MEP Planning Stage Report Rev 1); Utility Statement Rev 1 (Seneca); Ventilation and Extraction Report Rev 1; Air Quality Assessment; C15443 (Phase 1 Desk Study Report Contaminated Land); Environmental Noise Assessment; 2106.906 (Heritage Statement, 26/07/2021); Statement of Community Involvement; Design and Access

Statement (Keith Horn Architects and Innerdale Hudson Architects); Supplementary 200/EH rev01A (Supplementary Daylight and Sunlight Statement, SchroedersBegg, January 2022)

Type of Application: Full Planning Application

Application Received: 5 October 2021

Report by: Joel Holland Turner

Recommendation: Grant subject to conditions and a s.106 agreement

Executive Summary:

The proposed application involves the redevelopment of the existing Gold's Gym site on Uxbridge Road in Hanwell to include extensions to accommodate a nine-storey building and part 4 and part 5 storey outrigger. The proposal would also involve alterations to the front elevation of the existing building. The site would continue to be occupied by Gold's Gym over the ground and first floor levels and whilst the building contains an existing commercial unit, this would be relocated to a more centralised location at the frontage of the site. The extensions to the building would enable the building to accommodate 43 residential units, providing a mix of 1 and 2 bedroom flats.

The application site is considered to be a highly sustainable location and an appropriate location for the intensification and optimisation of the site. The site exists on a high frequency bus route that offers express services along the Uxbridge Road corridor and is within reasonable walking distance of the recently redeveloped Hanwell Crossrail Station on the Elizabeth Line. The site is also located within the Hanwell District Centre, which the London Plan supports for optimisation and mixed-use developments consisting of residential uses that have good access to local services and amenities.

Whilst when viewed in isolation, the proposed development represents a significant change to the streetscene and the heights of the development would be larger than anything within its immediate context. However, the development responds to the emerging character of the area, including the neighbouring site (64-88 Uxbridge Road) which has a consented scheme also for part 4, part 5 and part 9 storey development. This neighbouring site was identified by Council as a Development Site (HAN1) and the proposal represents a coherent and natural progression of development within the area. Therefore, whilst there is the acknowledgement that the development itself results in a change to the character of the Hanwell Town Centre, it must also be seen in the context of future and emerging development, which will be progressing on a neighbouring site.

The existing building offers limited architectural merit and does not make a positive contribution to the character of the area or the visual amenity of the street scene. The proposed development would respond to the development on the neighbouring site and would incorporate design elements of the character of the area, which include the steel cladding material that would wrap around the second and third floors of the building. The colour of this cladding has been chosen to reflect the characteristic colour of the brickwork on the northern side of Uxbridge Road and the St Mellitus' Church.

It is noted that the site is surrounded by a number of heritage assets, which include the Church of Our Lady and St Joseph (Locally Listed), St Mellitus' Church (Grade II Listed) and the Hanwell Clock Tower and Hanwell Cemeteries Conservation Areas. The report contains an extensive assessment of the impact of the proposal on non-designated and designated heritage assets surrounding the site, with the conclusion that the proposal would constitute "less than substantial harm" as defined by the NPPF and the public benefits of the proposal would significantly outweigh any harm caused.

It is not considered that the proposal would have a significant impact on the residential amenity of surrounding properties and most properties would be compliant with established BRE Guidance. The notable exception is the presbytery of the Church of Our Lady and St Joseph, where windows to two bedrooms would notice a change in daylight levels. However, other parts of the presbytery, which include the living, kitchen and dining area would comply with BRE Guidance, which are stated within BRE Guidance to be the most important rooms to have access to daylight and sunlight.

A significant contention with the proposed development, which was raised within the consultation period, was the impact that the proposal would have on the amenity of the church, which is a highly valued public gathering, socialising place and a place of worship. Common concerns raised were natural light to the church, which is particularly reliant on roof lights, particularly the "Parish Centre and Social Club" which is the single-storey part of the building that adjoins the application site to the east. Overshadowing diagrams presented with the application show that there would be no material change in overshadowing of the roof of the church at 8am, 10am and 12pm on the equinox, however an increase is experienced at 2pm and 4pm. Council has no reason to dispute this finding, particularly as the church is located to the east of the application site. Whilst there is some impact of overshadowing of the roof of the church, on balance, the impact has been assessed as satisfactory. In terms of noise, the open walkways along the flank of the building would only be accessible to residents and the comings and goings, particularly as each level would only contain 3-5 flats, are considered to be minimal.

The proposal presents a range of 1b2p, 2b3p and 2b4p flats that all comply with the minimum standards of Policy D6 of the London Plan and each flat would have a balcony or terrace that would comply with Policy 7D of the Ealing Development Management DPD. A compliant amount of communal spaces would be provided with good quality landscaping and furniture and contributions have been sought for allotment gardens and the shortfall in Children's Play Space.

The proposal also presents a good Affordable Housing Offering, with 35% provided in accordance with the Fast Track route. The tenure split is also very positive and demonstrates a significant public benefit to the proposal, with 60.5% provided as London Affordable Rent and 39.5% as London Living Rent, which is compliant with Council's objectives and policies to provide genuinely affordable homes to residents in the Borough.

The proposal also includes an excellent Energy Strategy with CO2 emissions reductions of 73%, with measures to provide these reductions achieved through following the "lean, clean and green" hierarchy of Policy SI2 of the London Plan. Monitoring of the Energy Strategy will be undertaken, which is secured through the recommended Heads of Terms of the legal agreement to ensure that the measures outlined within the Energy Strategy will achieve the outlined reductions in CO2.

Appropriate conditions have been recommended to deal with the acoustic environment of the area and to ensure that the new residents of the development would be afforded good quality living conditions. Initial issues raised by Council's CCTV Management Team have been addressed and necessary works have been secured by condition.

Overall, the development represents a high quality development, that would regenerate and optimise this large site within the Hanwell District Centre. The proposal would improve the existing gym facilities and provide a good and compliant amount of Affordable Housing within the scheme, giving opportunity for genuinely affordable homes in a highly sustainable and accessible location. The application is accordingly recommended for approval, subject to conditions and s106 legal agreement.

Recommendation:

That planning permission is granted subject to the satisfactory completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure the following:

Transport and Public Realm Improvements	£75,000
Travel Plan Monitoring	£3,000
Healthcare	£58,915
Education	£47,606
Children’s Play Space	£6,301
Allotment Gardens	£4,749
Air Quality Mitigation	£4,300
Active Ealing (Sports Infrastructure)	£30,000
Energy Monitoring	£8,418
Carbon Dioxide Offsetting	£34,200
TOTAL	£272,489

- Affordable housing provision of 35%, with a tenure split of 60/40 (Habitable Room) in favour of LAR over LLR
- An early-stage Affordable Housing Viability Review mechanism to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission.
- Free car club membership for 3 years for all residents
- A s278 agreement to provide on street cycle parking spaces on the footpath on Uxbridge Road as shown on the approved plans
- Restriction of parking permits within the Controlled Parking Zone
- Implementation for a travel plan
- All contributions indexed linked
- Payment of the council’s reasonable legal and professional costs in preparing the s106 agreement

AND

Subject to conditions/informatives that can be found at the end of the report.

Site Description:

The application site is a somewhat irregular shaped plot with frontages to both Uxbridge Road to the front of the site and Montague Road to the rear. The area of the plot is approximately 1,420sqm, with the frontage to Uxbridge Road being 26 metres and the frontage to Montague Road being approximately 5 metres. The existing building consists of a predominantly three storey building facing Uxbridge Road, with the height being two storeys as it projects toward the rear of the site.



Figure 1: Location of Application Site

The site is located within the Hanwell District Centre and is located within an area of District Park Deficiency. Given the site’s Town Centre location, the local area has a variety of uses, which consist of commercial uses and food premises, residential uses and places of worship. A portion of the frontage of the site also includes a Secondary Shopping Frontage. To the west of the site, the site adjoins an existing row of two storey buildings with a mix of commercial and residential uses. This adjoining terrace row is situated within the HAN1 Development Site (64-88 Uxbridge Road). This adjoining Development Site also has a consented scheme (172913FUL) which was approved on appeal on 22/07/2019.

Also adjoining the site on the application site’s western flank is the car parking area for a commercial development known as West Ealing Retail Park, which has the current occupants of Lidl and Poundstretcher. The car parking area surrounds the existing retail premises on its eastern and northern sides, directly adjoining the application site.



Figure 2: Front and Rear of Application Site

To the east of the application site is the Church of Our Lady and St Joseph and Hall, which is a designated Local Heritage Asset. The church is positioned at the junction of Uxbridge Road and ST Georges Road. Other heritage assets that are located within the surrounding area include the St Mellitus' Church, which is a Grade II Statutory Listed Building and is located approximately 58 metres from the application site. The Hanwell Clock Tower Conservation Area is located approximately 125 metres to the west of the application site and the Hanwell Cemeteries Conservation Area, at its closest point to the application site is approximately 50 metres away.

To the south of the site are predominantly residential neighbourhoods on streets such as Montague Avenue, Montague Road and Deans Road. The established built for is predominantly two storey residential terraced houses, with rear and front gardens.

Consultation:

Public:

Public consultation was undertaken by way of site notice, with consultation commencing on 03/11/2021 and concluded on 24/11/2021. A notice was also placed within the Ealing Gazette. The applicant has also submitted a Statement of Community Involvement, which details the consultation that the applicant has undertaken prior to submission of the application. This included the production of brochures and a two week consultation with residents. The brochures were hand delivered to 1,000 addresses in Hanwell within a radius of 400m from the site. The applicant team received some responses, which are detailed and addressed within the Statement.

The formal consultation process attracted significant community interest, with a range of views and opinions on the proposal presented. A total of 541 representations were received in regard to the proposed development, with 421 of these being objections to the proposal and 91 in support of the proposal. It should be noted that a small amount of the representations in support of the application were from the same individual. A number of the points of objection raised concerns that had a common theme, with a summary of the points of objection detailed below:

- Lack of communication with the local residents
- The proposal for a nine storey building would be overbearing on the adjacent church and social club
- The proposal has limited architectural merit

- The development is located on a junction and construction of the proposal would be a concern
- There are no spaces for local amenities for residents
- Proposed cycle parking would fail to meet the requirements of the London Plan
- Development would affect worship at the neighbouring church
- Noise from the existing gym is already problematic within the local area
- Development is not in-keeping with the surrounding area
- Proposal would set a precedent for further higher buildings within Hanwell
- Affordable Housing Provision is unacceptable
- Proposal would result in the loss of light to the church and would cause safety issues with the church
- Local infrastructure cannot sustain a development of this size
- Development would impact views of the St Mellitus Church
- Proposal would result in a loss of amenity to the priests accommodation within the attached Presbytery
- Poor quality residential amenity space
- Developers are greedy and the development is a profit grab#
- Increase in traffic and increased parking stress

Ealing Civic Society also objected to the application, stating that a 9-storey development would be overdevelopment of the site and impact local heritage assets. The adjacent church hall relies on existing roof lights for natural light and would be overshadowed. Comments were provided with concern of the dark bricks and cladding material for the tower podium would be incongruous and there is a lack of 3-bedroom units within the scheme.

In addition to the 91 representations received in support of the application online, a signed petition of support was provided by the applicant to the case officer. This petition included names, postcodes and signatures. Overall, there were 297 signatures in support of the application. The majority of people who signed the petition in support of the application were from the W5, W7, W13 and UB1 postcodes, with a significantly smaller proportion from TW postcodes.

A summary of the points raised in support of the application are as follows:

- General statements of support for the application and the proposal would be good for the local community
- Proposal would support local housing demand, benefiting the local population including first time buyers
- I would like to see more a more modern style of housing in the area and the area is well overdue for a facelift
- Much of the High Street needs to be developed
- A great change for the community living in the area and will provide upgraded facilities for the gym
- Proposal will help local businesses, bringing additional footfall
- Support the proposal as long as the gym stays
- There is a shortage of accommodation within Ealing

Officer Response: The concerns of those objecting to the proposal have been noted and will be addressed within the main assessment section of this report. A significant amount of concern is in relation to the impact of the proposal on the adjacent church building and hall and this will be a focus of the assessment of this application.

There has been a significant amount of interest in this application, with large volumes of people both objecting to and supporting the proposed development.

Internal Consultation:

<p>Active Ealing</p>	<p>From a sport and active recreation perspective, we are pleased to see the proposed plans indicate the existing Golds Gym private members facility will remain on the site.</p> <p>As far as we can see, the proposed development plans include minor improvements to update the existing facilities, but there are no plans for additional indoor or outdoor sport and leisure facilities. If this is the case, then a contribution towards projects to improve both the indoor and outdoor sports facility infrastructure in the local area would seem appropriate.</p> <p>A financial contribution has been requested towards sport infrastructure.</p>
<p>Pollution-Technical (Noise and Vibration)</p>	<p>Site is close to a very busy roundabout at the junction of Uxbridge Road and Church Road, with constant road traffic including busses and bus stops opposite. It is also below the high noise aircraft contour and likely to be affected also by commercial noise sources.</p> <p>Environmental Noise Assessment only reported on traffic noise in the external environment. Commercial impacts should be noted and sound insulation against the high noise aircraft contour must be included in sound insulation assessment</p> <p>Noise monitoring position seems to be set back from the front façade of the proposed development and potentially shielded from road traffic. Not clear at which height this monitoring position was in relation to proposed dwellings. Noise assessment lacks necessary detail and report cannot be accepted in its current form and reassessment is requested.</p> <p>Regarding the proposed room layout, it seems that most if not all bedrooms adjoin a kitchen/living/dining room of the neighbouring dwelling. To prevent adverse living conditions due to sleep disturbance, this arrangement will require enhanced sound insulation between separate dwellings.</p> <p>Use of a gym and dwellings above has in the past been proven to cause noise disturbance.</p> <p>Following conditions have been recommended:</p> <ul style="list-style-type: none"> - Transport/commercial/industrial/cultural noise sources - Separation of noise sensitive rooms from different uses in adjoining dwellings - Separation of gym from dwellings, Sound insulation and anti-vibration measures - Vibration – gym isolation

	<ul style="list-style-type: none"> - External noise from machinery, equipment, extract/ventilation ducting, mechanical installations - Anti- vibration mounts and silencing of machinery etc. - Demolition Method Statement and Construction Management Plan
<p>Pollution-Technical (Air Quality)</p>	<p>Recommended conditions:</p> <ol style="list-style-type: none"> 1. Fresh Air Ventilation System Details 2. Submission of an Air Quality (Dust) Risk Assessment 3. All Non-Road Mobile Machinery <p>S106 funding requested Residential units = 43*£100= £4300</p>
<p>Pollution-Technical (Contaminated Land)</p>	<p>Ground Engineering Report (Ref. C15443) submitted re 215983 has been reviewed. A site investigation is recommended by the applicant to determine geo-environmental conditions as well as geotechnical properties of the underlying ground.</p> <p>The site has a previous use a timber yard and it is agreed a site investigation would be useful to ensure the site is suitable.</p> <p>The following conditions are requested.</p> <p>Site Investigation Remediation Scheme Verification Report</p>
<p>Education</p>	<p>Recommended financial contribution towards education provision within the local area.</p> <p>This would be applied to St John’s Primary School with a reserve of Oaklands Primary School or other local primary phase education provision, at primary phase. And Elthorne Park High School with a reserve of St Ann’s School at secondary phase or other secondary phase education provision, at secondary phase.</p>
<p>Transport Services</p>	<p>Financial contribution towards Transport and Public Realm improvements in the local area.</p> <p>Following conditions have been recommended:</p> <ul style="list-style-type: none"> - To secure an approved travel plan by way of a S106 agreement and contribute £3,000 for monitoring of the submitted travel plan - A section 106 agreement denying parking permits to any new controlled parking zone near or in the proposed housing estate, - Explore the possibility of providing car club bays on the proposed application site. Or on the adjacent roads. These car club bays should be accessible by the public. - The applicant should provide a drawing showing all the cycle parking spaces. In addition, the applicant should separate cycle

	<p>parking spaces for long & short stay cycle parking spaces.</p> <ul style="list-style-type: none"> - Based on the GLA parking standards, proposed development should provide required disabled car parking spaces and electrical charging points which are required for this development. - Financial contribution towards accident remedial schemes, review and introduce controlled parking zones, and improve pedestrian and cycle infrastructure near the vicinity of the development, - Construction method statements are needed, - The service and parking management plans are needed
--	---

External Consultation:

Metropolitan Police (Designing Out Crime)	The development must achieve Secured by Design accreditation prior to occupation
NHS Property (Healthcare)	Recommended financial contribution towards healthcare provision within the local area
London Fire Brigade	The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.
Transport for London (TfL)	<p>TfL is supportive of the predominantly car-free proposal given the PTAL rating of 5. It is noted that the site is within a CPZ and TfL recommends that future residents are prohibited from applying for on-street parking permits. It is noted that residents are proposed to have car club access. It is noted that no car parking spaces are proposed for the commercial unit.</p> <p>TfL is supportive of the 2 proposed disabled spaces in line with policy T6 of the London Plan (2021). Please clarify if any electric vehicle charging facilities will be provided?</p> <p>London Plan (2021) policy T5 sets out cycle parking standards to help remove barriers to cycling and create a healthy environment in which people choose to cycle. The cycle spaces should meet the requirements of the London Cycle Design standards.</p> <p>For the gym use, it is unclear that any secure cycle parking for staff will be provided. Please provide secure separate parking for the in accordance with the London Plan ratio of 1 space per 8 staff and 1 space per 100sqm (London Plan table 10.2). Existing short stay 'Sheffield' type spaces are proposed to be retained – the existing spaces are not adequate to cover the gym use.</p> <p>A Travel Plan should be submitted with the application. This should be retained via condition.</p>

	<p>A Construction Logistics Plan (CLP) should be produced in line with current TfL CLP guidance, this document should be secured as part of any permission and must consider the safety of road users in the vicinity, in particular pedestrians and cyclists and to assess any impacts on the borough highway. Adequate measures must be provided to ensure safety and construction traffic movements must be planned to minimise impact during the peak hours. Any construction activities should not obstruct the movement of buses along Uxbridge Road.</p> <p>Information regarding deliveries and servicing, including how the impacts particularly on vulnerable road users will be minimised and managed, should take the form of a Delivery and Servicing Plan (DSP), which should be secured by condition.</p>
--	--

Planning Policies:

The relevant policies are listed in the Informatives description section below.

Reasoned Justification:

Background and Principle of Development

The application site is located within the Hanwell District Centre and policy SD6 of the London Plan outlines that the vitality and viability of London’s varied town centres should be promoted and enhanced by encouraging hubs that meet the needs of Londoners, including main town centre uses, night-time economy, civic, community, social and residential uses. Policy SD8 of the London Plan focuses specifically on the District Centre designation of the site, which states such locations should “focus on the consolidation of a viable range of functions, particularly convenience retailing, leisure, social infrastructure, local employment and workspace...and securing opportunities to realise their potential for higher density, mixed-use residential development and improvements to their environment”.



Figure 3: Proposed Scheme as viewed from Uxbridge Road/Church Road junction

Whilst Ealing's Core Strategy (2012) does not identify Hanwell as significant contributor to housing growth within Borough, which was raised during the consultation stage of the application, this does not preclude Hanwell Town Centre from being an appropriate location for residential development. Indeed, the more recently adopted London Plan places a greater focus on District Centres in playing a role in accommodating residential uses to provide accommodation for local residents, as is outlined within the policies above. Since the adoption of the Core Strategy, the ten-year housing target (2015-2025) for Ealing increased from 12,972 homes under the London Plan (2016) to 21,570 for the years between 2020 and 2029 under the London Plan (2021). Therefore, Council is under increasing pressure to meet existing Housing Targets, and residential accommodation in District Centres, within close proximity to high quality and frequent public transport are considered suitable sites for intensification, in principle.

This is further supported by Policy H1(2) of the London Plan which requires Council's to optimise housing delivery on sites with PTAL Scores of between 3 and 6 and located within 800m distance of a station or town centre. The application site has a PTAL Score of 4 and is located within the Hanwell District Centre and therefore the site provides the opportunity to realise the potential of the site in contributing to borough-wide Housing Targets.

In addition to the site being located within the Hanwell Town Centre, the Uxbridge Road frontage of the site is designated as a Secondary Shopping Frontage. The existing building does not relate positively to the street, with the entrance to the gym positioned within a two-storey circular structure adjacent to the church, with an underutilised commercial unit located on the western side of the frontage. The central area of the frontage is dominated by dark glazing. The proposal would improve the appearance of the existing gym, increase the amount of glazing within the front façade and establish a centralised retail unit within the frontage, which would improve engagement with the street. A residential entrance to the building would also contribute to better activating the frontage of the building on this Secondary Retail Parade.

Whilst it is acknowledged that the proposal, when seen in isolation, marks a significant change to the established built form of the local area, the development must be viewed in the context of the consented scheme neighbouring the site and accordingly, the emerging character of the area. The site is neighbouring the HAN1 Development Site, which has a consented scheme comprising two buildings, including a nine-storey building over a four-storey podium and a separate five storey building (172913FUL). Whilst this application was initially refused by Planning Committee, it was allowed on appeal and a non-material amendment to the scheme was approved (211959NMA) subject to legal agreement. An application to discharge the condition relating to Demolition Method, Site Clearance and Construction Management was recently submitted (220842CND) for this neighbouring site and is currently under consideration by Council. It is therefore likely that the development on this neighbouring site will proceed.

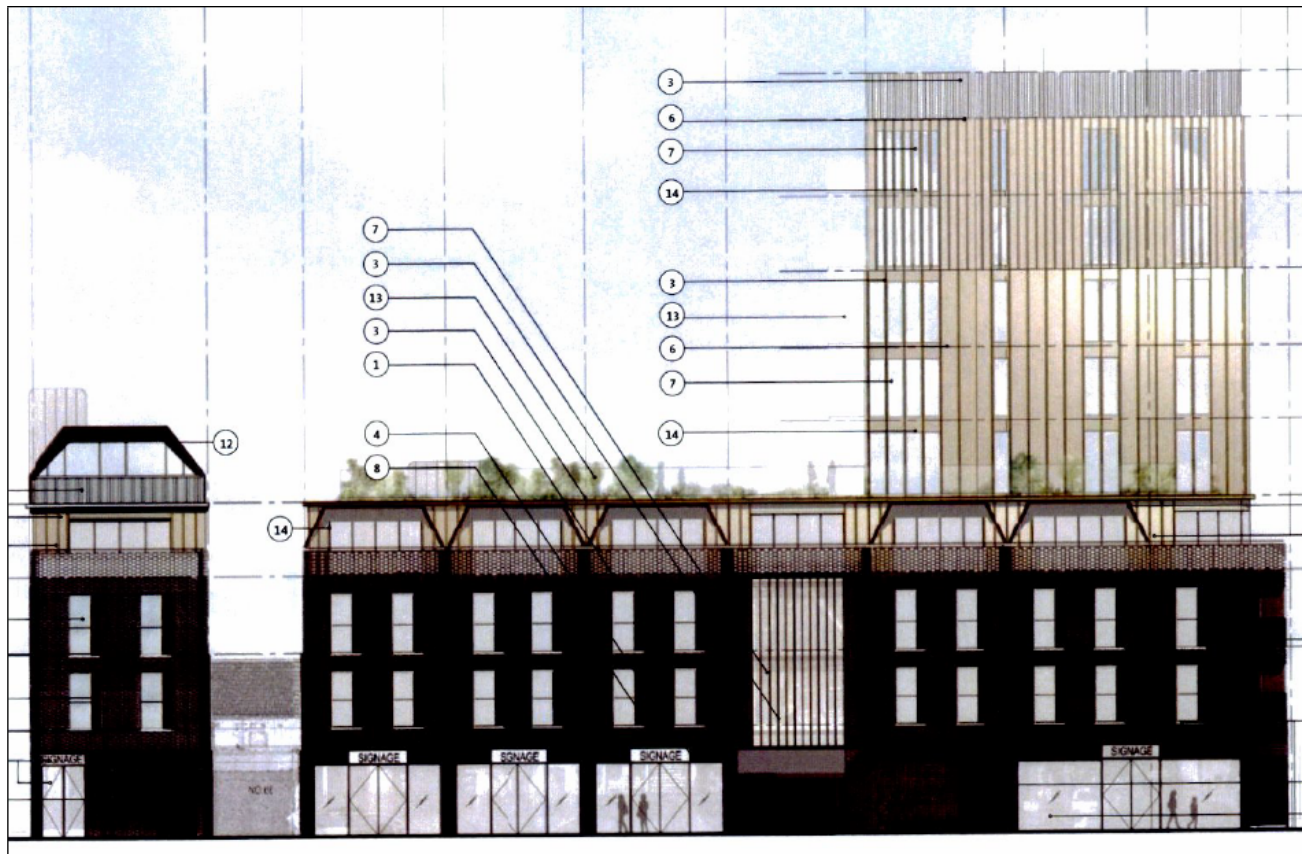


Figure 4: Neighbouring Consented Scheme at 64-88 Uxbridge Road

The overall design approach taken has been to mimic the taller building on this adjoining site and the submission of plans showing the proposed development within the context of this consented scheme reflects the fact that the proposed development has been designed with the emerging development context in mind. Council’s Policy with relation to tall buildings (Policy 7.7 of the Ealing Development Management DPD) notes that tall buildings are defined as those that are “substantially higher than their neighbours and/or which significantly change the skyline”. The policy also states that the proposal should accord with the “spatial objectives of the Development Strategy” and be located on specified sites within “Acton, Ealing and Southall Town Centres, gateways to Park Royal and identified development sites”. Whilst the proposal is not located within a development site itself, it adjoins the HAN1 Development Site and the development of this neighbouring site presents a logical and coherent progression of development within the Town Centre, taking into consideration the consented scheme. The more recently adopted Policy D9 of the London Plan also identifies sites as being appropriate, in principle, for tall buildings as those which make “optimal use of the capacity of sites that are well-connected by public transport and have good access to services and amenities”.

Overall, the principle of the development of the site is considered acceptable, in line with the assessment provided above.

Tall Buildings

Policy D9 of the London Plan, as advised, addresses requirements for tall buildings, which in conjunction with Policy LV7.7 of the Ealing Development Management DPD defines a tall building as those that are “substantially higher than their neighbours and/or which significantly change the skyline”. Policy D9 also reiterates that a tall building is considered in accordance with its local context rather than

a broad definition for the whole of London, however a tall building would generally not be considered as such when it is less than 6 storeys. The impact of tall buildings should be addressed by providing both long range views, mid-range views and immediate views. The application documents include various sketches of the proposed scheme from different points, which include longer range views down Uxbridge Road, as well as mid-range and localised views that show the development, particularly in the context of surrounding non-designated and designated heritage assets.



Figure 5: View of Proposal from Church Road

When viewed in isolation, the proposal would be considered as higher than its surrounding context, with the prevailing three-storey height on the northern side of Uxbridge Road as contributing to the prevailing character of the area. However, when viewed within the context of the emerging development on the adjacent site, the proposal matches the proportions, design, height, scale and bulk of the part four, part five and part 9 storey development which has been consented. It is important to consider the emerging context of the area, as Policy D9 clearly states that “the cumulative visual impacts of proposed, consented and planned tall building proposals must be considered when developing plans for an area”. Whilst it is noted that the site has not been designated as a site for a ‘tall building’ within the Development Plan, it is adjacent to an identified Development Site which has the existing consented scheme.

Whilst this is the case, Policy D9 also refers to policy D1 in identifying locations where tall buildings may be an appropriate form of development. This policy states that change is a characteristic feature of London and that “respecting character and accommodating change should not be seen as mutually exclusive”. As has been referred to within the previous section of this report, the London Plan identifies District Centres as appropriate uses for mixed use schemes comprising residential accommodation, with such areas being a focus for site optimisation, intensification and the London Plan clearly identifies District Centres as being places for “incremental residential development” with the “potential for residential growth”.

The townscape exercise that has been carried out by the applicant clearly shows that whilst the proposed development would be high in comparison to the existing situation, its context within the

emerging scheme, ensures that the proposed development would respond positively to the emerging character of the area. The progression of the development is therefore logical and coherent and the sketch diagrams provided show that the proposed development would not appear as incongruous and discordant addition within this context.



Figure 6: View of Proposal and Neighbouring Consented Scheme from Hanwell Clock Tower

In assessing impacts on heritage, as required by Policy D9, this report clearly outlines that the proposal would constitute “less than substantial harm” and an evaluation of the public benefits of the proposal, including site optimisation, increase in residential accommodation and a good quality affordable housing provision ensures that the public benefits of the proposal would significantly outweigh any harm caused.

Therefore, in applying the principle of planning balance and assessing the proposal against the requirements of Policy D9 of the London Plan and Policy LV7.7 of the Ealing Development Management DPD, it is considered that whilst undesignated, that the application site is appropriate for the implementation of a tall building, particularly when taking into context the emerging development on the neighbouring site.

Housing Land Supply

This application needs to be considered in the context of the Borough’s housing land supply position.

Paragraph 74 of the NPPF advises that ‘Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.

The Council is currently compiling the evidence needed to confirm its position regarding the level of deliverable supply, and once completed this will be documented in an update to the latest AMR (October 2021). For reasons outside the Council’s control the completion of this exercise has been delayed awaiting the migration of missing pipeline data into the GLA’s Planning London Datahub. The GLA’s London Development Database (a ‘live’ system monitoring planning permissions and

completions) was replaced in 2020 by the Planning London Datahub. During this transition between databases, there was a gap in coverage where neither database was operational and this prevented permission data being captured for a significant period, which has given rise to the incomplete pipeline. This incomplete pipeline poses a significant barrier to establishing future levels of deliverable supply. Typically, most of the supply identified through a five year land supply is expected to be derived from the pipeline of permissions.

Because of the non-availability of this information from the GLA, in this period of uncertainty, the Council is not able to conclusively demonstrate that it has a 5-year supply of housing land, or what level of shortfall there may be if there is one.

Whilst the possibility of a shortfall pertains, the National Planning Policy Framework 2021 (NPPF) presumption in favour of sustainable development – the so-called ‘tilted balance’ – is engaged. NPPF para. 11 (d)ii states that in these circumstances the development plan policies most important for determining the application are to be treated as out-of-date.

Therefore, in the current circumstances national policy is that planning permission should be granted for development that optimises the capacity of sustainable housing sites unless:

- assets of particular importance, such as for example, heritage, environment, flood risk, ecology, protected countryside, provide a clear refusal reason or
- any adverse impacts of the development would significantly and demonstrably outweigh the benefits of granting permission, when assessed against the policies in the NPPF considered as a whole.

The Committee should also note the Court of Appeal judgment in *Gladman Developments Ltd v Secretary of State for Housing, Communities and Local Government (2021)* that in the plan-led Planning System the decision-maker (i.e. the Council) is entitled when determining the application to take into account and weigh other development plan policies relevant and applicable to the application, such as for example design, scale, amenity, contribution towards meeting affordable housing need, as well as the non-exhaustive list of matters noted in 1 above. This would include policy aims of the National Planning Policy Framework (NPPF).

Local Character and Design

Policy D4 of the London Plan (2021) requires that the design of new developments should give regard to its layout, scale, height, density, land uses, materials architectural treatment, detailing and landscaping. LV Policy 7.4 of the Ealing Development Management DPD seeks to ensure that development is respectful of the surrounding built form in terms of its street sequence, building pattern, dimensions, scale, bulk and appearance.

The proposal presents a significant change to the prevailing pattern of development within the area, however as previously discussed, the proposal presents a coherent development of the site that responds to the emerging character of the area, which will undergo change as a result of the neighbouring consented scheme. It is noted that the proposed development would constitute a tall building as defined by planning policy, however as noted in the section above, the site is considered to be suitable for a tall building to accommodate a mixed-use development within the Hanwell District Centre.

In taking into consideration the prevailing character of the surrounding area, the northern side of Uxbridge Road has a series of three-storey terraces that have a consistent and uniform appearance.

Features of these nearby properties include large chimney stacks, front gables and front facing box dormers. These buildings predominantly have commercial uses on their ground floors facing Uxbridge Road with residential uses occupying the first and second floors. Neighbouring the site to the west along Uxbridge Road is a long two storey terrace that also has commercial uses to Uxbridge Road at ground floor and residential uses above. The church to the east is a low scale building that has a single-storey element closest to the application site, with the tallest element located to the east, which includes a strong dual pitched roof and dormer windows to the flank roof slope facing St Georges Road.

The existing building itself is unusual as its outer appearance bears no design relationship with the built form of the surrounding area. It has a geometric shape, with a grid-like fenestration pattern to the street. The façade has an unconventional orange/yellow colour that is characteristic of the Gold's Gym brand identity, which also shares no relationship with the surrounding area. Whilst the existing building is an isolated design in the context of the surrounding area and does not include any strong design features of the surrounding area within its façade, the proposed building would respond to the emerging development on the neighbouring site and develop a strong connection and design consistency with the future development adjacent.

The proposed building would have a four-storey podium, which is an increase in height of the front elevation by one storey. Whilst the podium would be four storeys, the second and third floors would be open to its frontage and to its flank elevation facing the church, which serves the dual function of providing amenity space to proposed flats and access, as well as reducing the bulk of the podium and providing visual relief when viewed from the street. The third and fourth floors would have a small overhang to the front, which exhibits strong façade variation and articulation, drawing visual interest. The higher element, at nine-storeys, would be in the southwest corner of the application site and positioned back from the predominant bulk of the building to the front by 3 metres. This setback would focus the massing away from the street scene, where the bulk of the existing building already has a setback from the footpath. The closest point that the highest part of the building would be set away from the shared boundary with the adjacent church is 8.5 metres.



Figure 7: Front Elevation of the Proposed Development

A number of concerns were raised during consultation related to the colour, brickwork and materiality of the proposed building, which was judged by some of the objectors as being not in-keeping with the surrounding area. The proposed façade to Uxbridge Road would include a dark brick base which would contrast second and third floors of the façade. The applicant describes the materiality of the colonnade architectural feature, that would also wrap around the side of the building facing the church, as “corten steel coloured cladding” that would be “sympathetic to the richness of the terracotta bricks on the north side of Uxbridge Road and St Mellitus Church”. Indeed, it is considered that the colour scheme of the colonnade, which is also expressed within balcony recesses and planters within the site, would provide some design link to the established built form, where no such design relationship currently exists.

The development also includes a long outrigger that would stretch toward the Montague Avenue frontage of the site. This outrigger would continue the corten cladding architectural feature along its flank and would be part four and part five storey. The colonnade would include an exposed walkway to provide external access to flats along the outrigger and the fifth storey would be setback from the flank building line, further reducing its bulk. The top of the fifth storey of the outrigger would be used as communal garden space that would be accessible to future residents and would include a stepped approach to maximise the use of the space.



Figure 8: Proposed Development Aerial Image

Overall, it is considered that the design of the proposed development has been well considered to reflect where possible existing design features and respond positively to the emerging character within the site’s immediate context. The design includes significant design features such as articulation and variation to promote visual interest and the proposed development is considered to be a positive design intervention into the Hanwell District Centre. The proposed development would accordingly comply with Policies D1 and D4 of the London Plan and Policies 7B and LV7.4 of the Ealing Development Management DPD.

Impact on Heritage Assets

Policy HC1 of the London Plan outlines that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets significance and appreciation within their surroundings. Policy 7C of the Ealing Development Management DPD also outlines that development affecting the setting of Conservation Areas should retain characteristic features and elements identified as contributing positively to Conservation Areas. It should be noted that the NPPF makes a distinction between non-designated and designated heritage assets, with non-designated heritage assets being historic buildings on the Local Heritage List, with designated heritage assets being things such as Conservation Areas and Statutory Listed Buildings.

The neighbouring site is known as the Church of Our Lady and St Joseph, which is included on Council’s Local Heritage List. Whilst the Local Heritage List does not include detailed descriptions of their historic value, the list notes that the church has an “Architectural quality worthy of inclusion on the local list”. The church is located on a prominent junction at the entrance to Hanwell and the building is well-visible on incoming approaches to Hanwell from the east. In terms of the impact of the proposal on this local heritage asset, the applicant has included a number of images of prominent approaches where views of the proposed development and the church will be seen cumulatively.

Whilst it is noted that there would be some impact, the building has been designed to sit comfortably with the church within the street scene, with the lower four storey element of the proposal being positioned toward the boundary, with a greater setback of the higher element of nine storeys. The highest part of the church being the tower located toward the rear would remain higher than the majority of the bulk and massing of the outrigger and the architectural quality of the church would

remain positioned closer to the junction, retaining its prominence within the streetscene. It is considered that the single storey part of the church, which adjoins the application site and is occupied as the parish centre and social club, has less historic value than the main church building itself.

Paragraph 203 of the NPPF states that for proposals affecting non-designated heritage assets (such as Locally Listed Heritage Assets), “a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the asset”. Whilst the church clearly has historic characteristics and adds some value to the area, the proposal would not result in the removal of this asset and the asset will retain a prominent place within the streetscape, with the outrigger element being predominantly screened by the roof of the church. The building has been designed to respond, as far as possible, whilst still optimising the residential capacity of the site and on balance, it is not considered that the proposal would result in demonstrable harm to this non-designated heritage asset.



Figure 9: Proposed Development in context of Church of Our Lady and St Joseph (Locally Listed) and St Mellitus’ Church (Grade II Listed)

It is also noted that the proposed development is within the proximity of the St Mellitus Church, which is located on Church Road and at its closest point, the building is located approximately 58 metres from the proposed development. It should be noted that the green space surrounding the church also contributes to its heritage qualities, with the edge of the site being located 29 metres from the application site. The listing for this Grade II Listed Building notes the special architectural and historic features of the church and states that the building has an “imposing brick Gothic design from the prominent late Victorian practice of Sir Arthus Blomfield and Sons. St Mellitus was the first Bishop of London”.

Whilst it is noted that the development proposes to increase the height of the building partially to 9 storeys, the separation distance between the proposed development and the listed building would

minimise any significant harm on the church. On Uxbridge Road, the Grade II Listed Building is largely obscured for much of the eastern approach into Hanwell, due to existing buildings, including 65-71 Uxbridge Road. Only on the south-eastern corner of the Church Road/St Georges Road/Uxbridge Road intersection, both the application site and the Grade II Listed Building come into collective view. However, there is a clear spatial difference between the two properties, and the siting of the Church, as well as its significant set back and established vegetation in front, gives the Grade II Listed Building a more prominent role on the Church Road streetscape than the Uxbridge Road streetscape.

It is also noted that there are Conservation Areas within the vicinity of the site, however the separation distance from the site from the Hanwell Clock Tower conservation area and the fact that the consented scheme on the adjacent site would be positioned between the application site and this Conservation Area, it is not considered that there would be any material impact on this Conservation Area. Similarly, the proposal would have a significant separation distance from the Hanwell Cemeteries Conservation Area would ensure that no significant viewpoints within the Conservation Area would materially harm the historic and open character of this Conservation Area.

Based on the assessment of the above, the impact on identified heritage assets within the vicinity of the site would be categorised as “less than substantial harm” and Section 202 of the NPPF states that in instances where a proposal would lead to less than substantial harm to the significance of a designated heritage asset, “this harm should be weighed against the public benefits of the proposal including securing its optimum viable use”. The public benefits of the proposal are demonstrable and are identified within other sections of this report. The proposal provides an optimisation of the site for residential uses in the Hanwell District Centre with good public transport connections, would deliver a good amount of Affordable Housing provision and would regenerate a site that would present a more positive design and better integration with the street.

As such, the proposal is not considered to significantly harm any identified heritage assets and is considered to be acceptable on these grounds.

Impact on Residential Amenity

Policy 7B of the Ealing Development Management DPD seeks to ensure that new development does not give rise to significant adverse impacts on neighbouring properties, with respect to overlooking, loss of light, privacy, noise and a sense of enclosure.

The immediate vicinity of the application site contains no substantial existing residential development, however it is noted that residential uses exist on the top floors of properties on the northern side of Uxbridge Road, as well as the western side of the site (on properties due to be demolished). The main residential area surrounding the site is to the south, with predominantly two-storey, well-established homes along Montague Avenue, Montague Road and Dean’s Road. The closest residential property to the proposed development is likely no. 1 Montague Avenue, whose flank property boundary would be approximately 18 metres from the rear building line of the proposed development. No. 5 Hopefield Lodge Deans Road would be located some 31 metres from the application site.

Given that the separation distances from the site and the fact that the application site is located to the north of the established residential area to the south, it is not considered that the proposed development would cause significant impacts with relation to privacy, overlooking, loss of light or sense of enclosure.

A daylight and sunlight assessment was appropriately prepared and submitted with the application, which assessed the impact of the proposed development on 64-88 Uxbridge Road (the adjacent consented scheme). Assessment was also undertaken on 79-79 Uxbridge Road (opposite), no. 4 Hopefield Lodge and no. 1 Montague Avenue. The tests used were VSC, Daylight Distribution, APSH for sunlight, which are outlined within BRE Guidance.

For reference, VSC measurements demonstrate where there are both less than 27% value and 0.8 times its former value, occupants of the properties with windows to habitable rooms will notice a reduction in the amount of skylight. For daylight distribution, if the value is less than 0.8 times its former value, occupants will notice an amount of reduction in daylight distribution. For APSH measurements, this is only used for windows that face within 90 degrees of due south. This measurement states that such windows should have 25% of Annual Probable Sunlight Hours (APSH), with 5% within winter months. For all measurements, BRE Guidance affords a level of flexibility. That means, where a window does not comply with these measurements, this does not mean that the proposed development would have an unacceptable amenity impact and the total impact should be seen as a collective.

For VSC measurements, the properties that would not achieve compliance are 83, 85 and 87 Uxbridge Road (north of the site). However, it should be noted that losses would equate to between 24 and 25% respectively. This is therefore between 0.75 and 0.76 times its total value which is not dissimilar to the 0.8 times the former value target for this measurement and is accordingly acceptable for an urban area.

For daylight distribution measurements, all properties assessed would readily meet the BRE Criteria. There would be one isolated window to a bedroom that would not comply, however this must be seen in isolation and the level of non-compliance is considered to be marginal. APSH values also are broadly compliant with the stated criteria.

The Daylight and Sunlight Assessment also deals with overshadowing of properties, with the properties to the south not tested, particularly as the application site is located to the north of these properties. The communal areas of the adjacent consented scheme were tested, which show that the communal gardens within this adjacent, yet-to-be-built scheme would provide for 90% sun and 10% shade for a two-hour period, which exceeds the minimum requirement of at least 50% of the garden receiving sunlight. The proposal would therefore not significantly overshadow any established or future garden spaces of residential properties.

During the consultation period, some objectors raised the impact of the proposed development of the living conditions of the residential space within the adjacent church (the presbytery), which is the priest's living quarters. The Daylight and Sunlight Assessment acknowledges that at the time of preparation of the report, the layout of the presbytery could not be determined and accordingly not assessed. However, during the course of the application, an addendum was received from the applicant which was following access to the presbytery being granted.

The only windows determined to be relevant for assessment (being habitable rooms) are W2 (Bedroom), W4 & W5 (Bedroom), W6 & W7 (Living Room) and W8 (Kitchen/Dining). Windows W1 and W3 are to ensuite bathrooms and are not applicable for review. The assessment notes that windows to both bedrooms would notice significant reductions that would be noticeable to occupants when assessed against VSC and Daylight Distribution criteria, with reductions equating to 0.26 times its former value. However, one of the rooms would retain appropriate daylight using ADF (Average Daylight Factor) criteria. The target criterion for ADF is 1.0 and one bedroom would

achieve 0.6 and the other 1.1. It should however be clear, that daylight to bedrooms is less important to more habitable rooms in the property which include living, kitchen and dining areas, where the majority of time is spent by residents. This is stated within BRE Guidance. The living, kitchen and dining areas within the presbytery all meet the relevant criteria and would maintain a good standard of daylight.

The bedrooms windows are located close to the boundary with the application site and therefore any meaningful development of this site would result in impacts to daylight to these windows. As the proposed development would only affect bedrooms, with good daylight retained otherwise within the presbytery the impact is considered to be acceptable. The fact that the residential accommodation associated within the presbytery is assumed to be not for long-term, permanent occupation, it is not considered that the impact would be significant enough to warrant a refusal of the application on these grounds.

Overall, when viewed in the round, the proposal would not detrimentally impact the living conditions of any residential properties surrounding the site and would generally comply with the objectives of BRE Guidance and Policy 7B of the Ealing Development Management DPD.

Impact on Amenity of Adjacent Church

It is noted that a number of objections have been received in relation to the impact of the proposed development on the church and its associated amenity. Concerns particularly with regard to noise and loss of natural light to the internal areas of the church. Another concern that was commonly raised appeared to relate to security and the fact that the external access may result in people being able to access the roof space of the church.

It should be noted that BRE Guidance, with respect to daylight and sunlight, does not afford the same rights to premises such as this as it is not considered habitable space. Given the level of objection to the proposed scheme, it is acknowledged that the church is an important community asset as a place of worship and for public gathering and socialising. The Daylight and Sunlight Assessment that was submitted with the application did include shadowing diagrams which show the level of impact on the church. The test provided is on the equinox (21 March) with the times of day tested being 8am, 10am, 12pm, 2pm and 4pm. The concern raised was particularly in relation to the skylights that adorn the roof of the church hall. The overshadowing diagrams show that at 8am, 10am and 12pm, there is no significant difference in overshadowing in comparison to the existing situation. It is however acknowledged that there would be additional overshadowing of the roof of the church that has roof lights at 2pm and 4pm.

Whilst this impact is acknowledged, as the space does not concern habitable spaces, BRE Guidance with respect to daylight and sunlight plays no role. It is noted that the applicant has offered to replace the existing roof lights of the social club attached to the church with south facing roof lights, which may provide additional daylight, however as this offer falls outside of the application site and is the subject to the agreement with the Church, this would not be included as a condition of development. This will be a matter between the relevant parties to consider.

Whilst the flank of the proposed building would have open and elevated walkways to provide access to the proposed flats, it is not considered that there would be any adverse impacts of noise on the neighbouring church. This is as this space would not be accessible to the public and would only be accessed for entry to the flats (not as amenity space) by future residents, with each floor only providing access to between 3 and 5 flats.

The concern with relation to security and the accessibility of the roof space of the church and the potential for people to access this is an unusual concern, however as this space would only be accessible to residents and not the public, it is not considered that this is a significant issue. The flank wall of the outrigger would have barriers along the elevation between the application site and the church, further preventing access and the roof of the church hall would also be lower than the first residential level, requiring a significant jump between the proposed development and the neighbouring church.

Whilst the concerns of objectors during the consultation period have been noted, it is still considered that the church would retain a good amount of natural light to internal areas, by virtue of the church being located to the east of the application site, it is considered that the impact on the church in terms of amenity is acceptable.

Housing Mix

Policy H10 of the London Plan outlines that schemes should generally consist of a range of unit sizes. The development would consist only of 1- and 2-bedroom flats. Of the 43 flats proposed, 20 flats would be 1 bedroom and 23 flats would be 2-bedroom. The proposal therefore is skewed in larger size flats. The policy also notes that well-designed one- and two-bedroom units in suitable locations can “attract those wanting to downsize from their existing homes” giving the ability to free up existing family stock.

The proportion of the flats in favour of larger sized homes (2 beds) is welcomed and would provide the opportunity for smaller families to occupy this space. It is considered that the proposed development would make a positive contribution toward local housing need and cater for a wide variety of residents, who are seeking residential accommodation in a well located and connected area of the Borough.

Living Conditions of Future Residents

Policy D6 of the London Plan outlines minimum standards for new residential development with regard to the quality of living spaces proposed, which includes minimum space standards. It is noted that all of the proposed 43 flats would meet the minimum standards of the London Plan for 1b2p, 2b3p and 2b4p flats. Many of the flats would exceed the minimum requirement, providing for a good quality living space for future residents.

All of the proposed flats would also be at least dual aspect, ensuring that all of the flats would have the inherent benefits of adequate natural light and ventilation. All of the proposed flats would also include built-in storage areas that would meet the requirements of the Technical Housing Standards and the needs of future residents. All of the proposed bedrooms would meet the size requirements also outlined by the Technical Housing Standards.

Each of the proposed flats would also contain their own private balcony or terrace, with the size of the balconies all complying with the minimum requirements of Policy 7D of the Ealing Development Management DPD. All residents would also have equal access to substantial communal spaces within the development.

Overall, the residential accommodation proposed is considered to be high quality that would provide good living conditions for future residents and would comply with the requirements of Policy D6 of the London Plan, Policy 7D of the Ealing Development Management DPD, the Mayors Housing SPG and the Technical Housing Standards.

Affordable Housing

Policy H5 of the London Plan outlines that in order to follow the Fast Track Route, developments must reach the minimum threshold level of affordable housing, which in this instance is 35%. The policy also states that the calculation is based on habitable rooms within the development, rather than by unit numbers. However, for a position of clarity, both calculations by habitable room and by unit have been included in the table below, with both measurements achieving the 35% affordable housing requirement to follow the Fast Track Route. The residential properties allocated as Affordable Housing would be on the second floor (Units 1-10) and part of the third floor (Units 11-15)

Affordable Housing Provision					
Habitable Room Calculation			No. of Units Calculation		
Flat Type	No. of Habitable Rooms	Percentage of Total	Flat Type	No of Units	Percentage of Total
1-bedroom	14	13%	1-bedroom	7	16%
2-bedroom	24	22%	2-bedroom	8	19%
TOTAL	38	35%		15	35%

Table 1: Total Affordable Housing Provision

Policy H6 of the London Plan outlines that the tenure split should be 30% London Affordable Rent/Social Rent, 30% Intermediate products (London Living Rent or Shared Ownership) and 40% to determined by the local authority. Policy 3A of the Ealing Development Management DPD outlines the preference as being 60/40 in favour of LAR/Social Rent over Intermediate Products. The table below illustrates the tenure split proposed by Habitable Room and Unit Numbers. Units 2-10 would be within the LAR tenure and Units 1 and 11-15 would be within London Living Rent.

London Affordable Rent					
Habitable Room Calculation			No. of Units Calculation		
Flat Type	No. of Habitable Rooms	Percentage	Flat Type	No of Units	Percentage
1-bedroom	8	21%	1-bedroom	4	26.7%
2-bedroom	15	39.5%	2-bedroom	5	33.3%
TOTAL	23	60.5%		9	60%

Table 2: London Affordable Rent Tenure Split

London Living Rent					
Habitable Room Calculation			No. of Units Calculation		
Flat Type	No. of Habitable Rooms	Percentage	Flat Type	No of Units	Percentage
1-bedroom	6	15.8%	1-bedroom	3	20%
2-bedroom	9	23.7%	2-bedroom	3	20%
TOTAL	15	39.5%		6	40%

Table 3: London Living Rent Tenure Split

For information purposes, the total residential floor area equates to 3,095sqm of which 1,067sqm would be within both the LAR and LLR tenures. Therefore, on a floor space calculation, the proposal would constitute 34.5% Affordable Housing, similar to the calculations based on Unit Number and Habitable Room. Of the Affordable Housing within the scheme, there would be 5 units as 2b4p flats, which Council's Housing Team regards as family housing that all fall within the LAR tenure.

The proposal would therefore present a scheme with a tenure split of 60.5/39.5, which is wholly consistent with Council's objectives favour affordable housing provision to LAR products, as outlined by Policy 3A of the Ealing Development Management DPD. Overall, the proposal would present a good affordable housing offering, providing good quality living spaces and genuinely affordable homes to Ealing residents, in a highly connected and sustainable location, close to local amenities.

CCTV

Concerns were initially raised by Council's CCTV Systems Manager in regard to the height of the proposal. On the southwestern corner of the Uxbridge Road is a CCTV tower which relies on a signal connection to the Ealing Hospital rooftop. The height of the tallest part of the development would effectively block this signal and Council's CCTV Team raised an initial objection in this regard, as the loss of CCTV within this area could compromise the safety and security of the local area. The initial solution was to relocate this CCTV tower, however the cost the works associated with this proved prohibitively expensive. The location of the existing CCTV radio tower is shown in the image below:

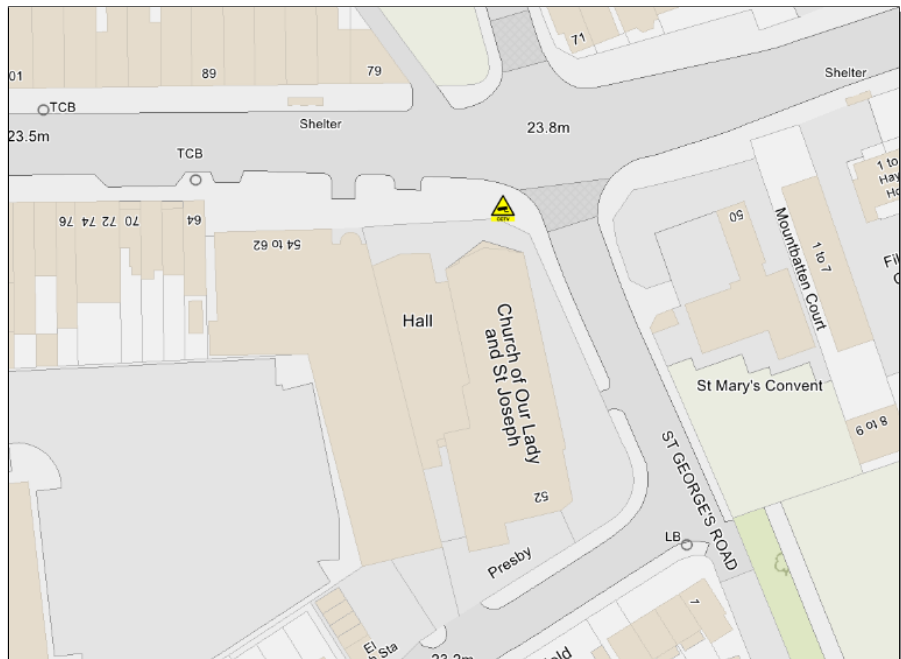


Figure 10: Location of CCTV Radio Tower

An alternative solution was proposed by the CCTV Systems Manager, whereby the CCTV infrastructure could be relocated to the top of the building post-development. However, this would not solve the temporary issue during the construction of the development. Therefore, during the construction works, a temporary BT circuit could be established in an alternative location that would not be blocked by the highest part of the building. The applicant would be responsible for such costs of the temporary circuit and the relocation of the CCTV infrastructure post-development to the top of the roof. The current estimated costs for such work have been quoted as currently approximately

£46,000, to which the applicant has agreed and is regarded by Council's CCTV Team as resolving this issue.

Environmental Health

Council's Pollution-Technical Team have responded to the submitted documentation on this application, with respect to matters relating to noise, vibration, air quality and contaminated land. Regarding noise and vibration, the Council Officer was not satisfied with the submitted noise assessment as it did not take account of existing commercial uses as well as aircraft noise. The Officer has requested a revised Noise Assessment, however, this is a matter that can be addressed by condition as it is not a matter that would be grounds to withhold consent. This is as the revised noise assessment will inform the required sound insulation of the building envelope to ensure that good quality living conditions could be maintained for future residents. Any adverse impacts relating to noise and vibration can be effectively designed out through appropriate sound insulation and window glazing. It is noted that the proposed residential accommodation would also be located above a gym, which would have its own impacts with relation to noise and vibration emanating from this use. Therefore, conditions have been recommended with relation to this, with a higher level of enhanced sound insulation needed to mitigate these impacts. Subject to the successful discharge of the recommended conditions, it is considered that the future occupants of the development would maintain a good standard of living conditions.

Air quality conditions have also been recommended. As the site is located on a busy arterial road, the Officer has recommended that each flat is provided with fresh air ventilation, details of which shall be secured by condition. Council routinely requests s106 financial contributions to mitigate the total combined emissions from the scheme, which is based on the Greenwich Formula, which is contained within the Low Emissions Strategies Good Practice Guidance from DEFRA. London Council's Air Quality and Planning Guidance states that all development will have an impact on local air quality and mitigation should therefore be sought through all developments. The applicant has agreed to the requested financial contribution.

The submitted relevant documentation has also been assessed by Council's Contaminated Land Officer, who has no objection to the proposal. Appropriate and standard conditions have been recommended with relation to a Site Investigation to confirm the conclusions of the desktop study, as well as Remediation Scheme and Verification Report.

Energy and Sustainability

Council's Energy Consultant has reviewed the submitted Energy Strategy and is supportive of the proposed scheme. The Energy Strategy follows the "lean, clean and green" hierarchy of Policy SI2 and SI3 of the London Plan and Policy LV5.2 of the Ealing Development Management DPD. The overall site-wide emissions CO2 emissions reductions would be in the order of 73%, with 22.17% achieved through "Lean" efficiency measures and 50.84% would be achieved through "Green" renewable energy measures.

The shortfall would therefore equate to 360 tonnes over a period of 30 years which is mitigated through a carbon offset, of what is currently estimated to be £34,200. This offset is calculated based on a rate of £95 per tonne.

In line with the "Be Seen" measures of Policy SI2 of the London Plan, energy monitoring would be required, which is carried out by Emergence using an Automated Energy Monitoring Platform. The applicant would pay for energy monitoring through a s106 agreement and the carbon dioxide offset

payment may increase if the carbon reductions within the Energy Strategy are not met within a reasonable margin of error.

As such, the Energy Strategy is considered excellent and is supported by Council’s Energy Consultant and would be in line with Ealing’s declaration of a climate emergency and aspirations of the Council to be carbon neutral by 2030.

Landscaping and Communal Amenity Space

Policy 7D of the Ealing Development Management DPD seeks to ensure that new residential development that is afforded adequate private and communal amenity space. All of the proposed flats would be provided with generous outdoor amenity spaces in the forms of balconies or terraces, with many of the spaces proposed significantly exceeding the minimum requirement.

In terms of communal amenity space, the total provision should equate to 15sqm per unit in accordance with Policy 7D, which is inclusive of the individual private amenity spaces. Therefore, the provision should equate to 645sqm of amenity space within the development. On top of the compliant private amenity spaces, the proposal would include generous communal areas that would be available to all residents. These include a communal space would be located on the 4th and 5th floors of the development. A small atrium space would also be located on the second floor. Collectively, the communal space would equate to 478sqm, and the private amenity space would equate to approximately 530sqm, providing a total amenity space provision of 1,008sqm within the scheme, which would significantly exceed the minimum requirement. No financial contribution is therefore requested for any shortfall that would need to contribute to offsite provision.

The landscaping scheme proposed is considered to be high quality, with dimensions that would make the spaces provided highly usable and encourage social interaction amongst residents. Vegetation would be contained mainly within planters that mirror the corten style steel cladding appearance, which is a prominent architectural feature within the building. Places are provided for rest and sitting with different levels provided through the staircase that transition the space from the fourth floor to the fifth floor.

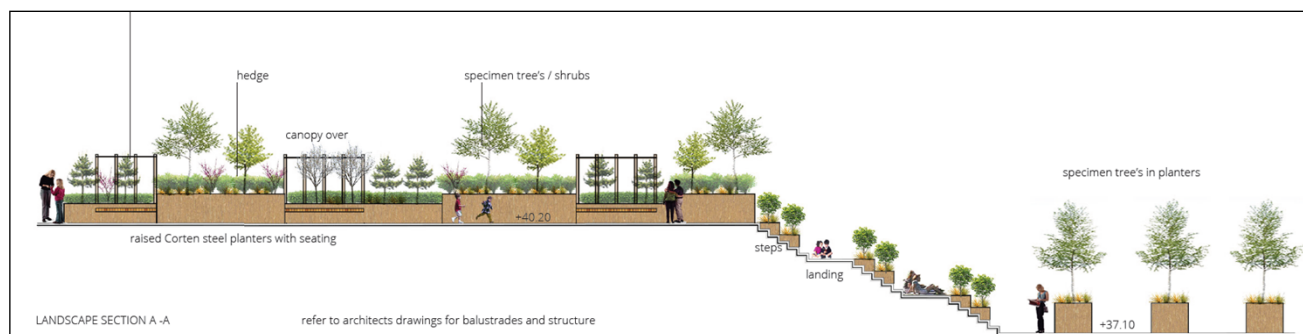


Figure 11 – Section Diagram of 4th and 5th floor amenity space

Policy 7D also requires that for new residential development, financial contributions towards should be sought for improvements to and expansion of allotment space. This rate is calculated at 1.7sqm per person and the GLA’s population yield calculator states that the development could generate up to 81 people, with a requirement, therefore, for 137.7sqm of allotment space. A financial contribution in accordance with this requirement is accordingly included within the recommendation.

Overall, the provision is considered acceptable and whilst indicative images have been provided of the type of landscaping proposals, more detailed drawings would need to be secured through condition, which has been recommended.

Children's Play Space

Children's Play Space is required to be provided at a rate of 10sqm per child, which is derived from the Children and Young Peoples Play and Informal Recreation SPG. The GLA Population Yield Calculator states that the proposed development could generate up to 13.3 children within the development, which would give a total requirement of 133sqm of children's play space. The proposal would include a children's play area within the fourth floor of the communal garden, which would provide an area of 59sqm of space, with limited information provided on the type of children's play space provided within the submitted documents. This also results in a shortfall of 74sqm, which can be addressed as a financial contribution for off-site provision.

The Children's Play Space calculation fits in with the definition of multi-functional space as defined by the aforementioned SPG, consisting of formal, informal and incidental playable space. It is considered that the on-site provision is acceptable, and the shortfall would be mitigated through a financial contribution to off-site provision. The details of the children's play space has been recommended as a condition of development, and will need to take account of the likely age split, which the calculator shows a preference to the 0-4 age groups over the 5-11 age group.

Transport

The application site is located within a Town Centre location and accordingly has good access to public transport that new residents and users of the refurbished gym will be able to utilise. The good access to public transport is evidenced by the PTAL Score of 4 for the site and its proximity to bus stops that have high frequency and express bus services along the Uxbridge-Ealing-Acton-Shepherds Bush corridor. The site is also within reasonable walking distance of the Hanwell Crossrail Station (Elizabeth Line) that will offer services to Heathrow/Reading through to Central and East London.

Policy T6.1 of the London Plan states that the starting point for new residential development should be car free and accordingly, new residents would be restricted from obtaining parking permits within the surrounding Controlled Parking Zone (CPZ). The residential uses of the building would therefore constitute a car free development, which is appropriate in accordance with the requirements of Policy T6.1. It is noted that there would be some off-street car parking spaces which would be accessed from the rear, however this would be used by gym members and staff, in accordance with the existing situation, where underground car parking would be retained (and slightly reduced) to the rear of the site.

Disabled parking spaces for two vehicles would be provided at the front of the site on Uxbridge Road, which would utilise existing crossovers at the front of the site on Uxbridge Road. There are two existing crossovers that would involve an in-out arrangement, that would ensure that vehicles would continue to be able to enter and exit the site within a forward gear.

Policy T5 of the London Plan outlines minimum standards for cycle parking for new development. The standard for residential development 1 space per studio, 1.5 spaces for 1b2p flats and 2 spaces for all other types of flats. Accordingly, the total requirement for the residential component of the development would equate to 76 spaces. The proposal would include 80 spaces to be co-located within the rear car park. It is noted that the current standard for cycle parking would unlikely meet London Cycle Design Standards by reason of the spacing between cycles parking racks and

accordingly detailed drawings of the cycle parking area would need to be provided, which have been secured by condition. The pedestrian area to access the cycle parking area would also need to be demarcated on the floor to ensure that there is no conflict between pedestrian movement areas and vehicle movement areas.

Short term cycle parking spaces have also been provided at the front of the site and within the car parking area to the rear to accommodate the demand that arises from the gym use of the site.

Financial contributions have been secured, which are outlined within the s106 Heads of Terms, for transport and public realm improvements, which include contributions towards link improvements on Uxbridge Road, footpath improvements, parking stress mitigation, traffic calming and pedestrian crossing improvements and maintenance and for travel plan monitoring. The applicant will need to submit a Travel Plan, which has been secured by condition.

The proposal does not raise any specific concern with respect to transport and public safety and any impacts will be effectively mitigated through the recommended conditions and financial contributions through the s106 agreement.

Refuse

Refuse and Recycling Storage for the proposed residential accommodation would be located towards the front of the site, this would be directly accessible from the stairs that access the proposed flats. In accordance with Council's Waste Management Guidelines, the formula states that the residential component of the proposed development would attract a requirement of 7,890L. The proposal would provide for 8 x 1,100L bins, totalling 8,800L and therefore exceeds the minimum requirement.

Refuse storage for the gym would remain at the rear of the property, which is consistent with the existing situation. The refuse and recycling storage would become more formalised than the existing situation, which is considered to be an improvement.

Mayor's Community Infrastructure Levy (CIL)

The London Borough of Ealing is a Collecting Authority on behalf of the Mayor of London. Mayoral CIL is currently set at £60 per sqm subject to the indexation in place during the calendar year that the permission becomes a chargeable development.

Liability is assessed after determination and the applicant will be sent a CIL Liability Notice if appropriate.

Conclusion:

Based on the assessment above, the application is recommended for approval, subject to the conditions within Appendix A and a s106 agreement, with the Heads of Terms of this agreement outlined at the top of this report.

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 proportionate in response to the submitted application

Fire Safety

Policy D12 of the London Plan requires all major developments to be accompanied by a Fire Safety Statement. A Fire Safety Statement accompanies this application and sets out fire prevention measures incorporated into the design of the scheme. These include fire resistant building materials; early warning alarms and sprinkler systems, means of escape strategies for each use, and access for fire-fighting personal. It concludes that the building has been appropriately designed with respect to fire safety and that further information will be provided at building regulations stage to ensure all other relevant fire safety matters are addressed.

Large schemes may require several different consents before they can be built. For example, Building Control approval needs to be obtained to certify that developments and alterations meet building regulations. Highways consent will be required for alterations to roads and footpaths; and various licenses may be required for public houses, restaurants and elements of the scheme that constitute 'house in multi-occupation'.

The planning system allows assessment of several interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application, or they may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of residents.

The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although the standards will vary between residential and commercial uses, and in relation to new build and change of use/conversions. The regulations cover a range of areas including structure and fire safety.

Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure that the requirements of the Building Regulations are met. The BCB would carry an examination of drawings for the proposed works, and carry out site inspection during the work to ensure that the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations. In relation to fire safety in high rise residential developments, some of the key measures include protected escape stairways, smoke detection within flats, emergency lighting to commons areas, cavity barriers/fire stopping and the use of sprinklers and wet/dry risers where appropriate.

Policy D12 of the London Plan requires all major developments to be accompanied by a Fire Safety Statement. The submitted Statement sets out the mitigation measures incorporated into the design of the

Item No: 01

scheme. These include fire resistant building materials; early warning alarms and sprinkler systems, means of escape strategies for each use class, and access for fire-fighting personal. It concludes that the building has been appropriately designed with respect to fire safety and that further information will be provided as a condition of consent and/or at building regulations stage to ensure all other relevant fire safety matters are addressed.

Public Sector Equality Duty

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.

The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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.

It is considered that the recommendation to grant planning permission in this case would not have a disproportionately adverse impact on a protected characteristic

Appendix A

Description of the conditions/reasons:

GENERAL

1. Statutory Timeframes

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

Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans and Documents

The development hereby approved shall be carried out in accordance with the drawings and documents outlined above.

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

3. Materials

Notwithstanding any information submitted with this application, details of the materials to be used for the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby approved is commenced. The details shall be fully implemented as approved.

Reason: To ensure that the materials harmonise with the surroundings in accordance with policies 7.4, 7.6 and 7B of the Ealing Development Management DPD (2013), policies 1.1 (h), 1.2 (g) and 2.10 of the Ealing Development (Core) Strategy (2012), and policy D4 of the London Plan (2021).

4. Restriction to Gym and Retail Use Only

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order, 1995 as amended, or any future amendments, the proposed gym and retail space hereby permitted at ground and first floor levels shall be used only for purposes within such uses as identified by the Town & Country Planning (Use Classes) Order 1987 as amended, and for no other purpose, without the prior written permission of the local planning authority.

Reason: To safeguard the industrial uses on the site in accordance with Policy 1.2(b) of the Ealing Development (Core) Strategy 2012 and Policy E7 of the London Plan (2021).

5. CCTV Infrastructure

Prior to the commencement of development, where the developments new high-rise buildings are erected which would disrupt the transmission of pre-existing systems (blocking existing lines of sight signal), the developers will be required to proactively work with the CCTV management team to accommodate and pay for an alternative provision to ensure CCTV systems can remain functional both during and post development construction. No works shall be commenced on site until details have been agreed with Council's CCTV Management Team.

Reason: To ensure that CCTV signals are appropriately maintained during construction and post-development, in the interests of public safety, in accordance with Policy LV7.3 of the Ealing Development Management DPD and Policy GG6 of the London Plan.

CONTAMINATED LAND

6. Site Investigation

Prior to the commencement of any works on site (other than demolition and site clearance), and based on an approved conceptual site model (contained within the approved desk study phase 1 report Ground Engineering Report (Ref. C15443) a site investigation (undertaken in accordance with BS1075:2011+A1:2013 and LCRM) shall investigate the site and any previously inaccessible ground. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors up dated. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation and proposed remedial options shall be submitted to the Local planning authority for approval in writing prior to any remedial works commencing and any development works commencing.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

7. Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation works.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

8. Verification Report

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority before occupation of the development. The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.

Reason: To ensure the land contamination issues are addressed in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), and Ealing Local Variation to London Plan Policy 5.21 of the Ealing Development Management Development Plan 2013.

NOISE AND VIBRATION

9. Noise Assessment

Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval in writing, of external noise levels from transport and industrial/ commercial/ cultural sources, having regard to the assessment standards of the Council's SPG10, including aircraft noise (worst mode aircraft 1-day noise contour predicted for 2016 (60

Item No: 01

dB) as per Section 6 SPG10). Details shall include the sound insulation of the building envelope including glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-noise) to achieve internal noise limits specified in SPG10. Best practicable mitigation measures shall also be implemented, as necessary, in external amenity spaces to achieve noise limits specified in BS8233:2014. The approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with Policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

10. Enhanced Sound Insulation between Noise Sensitive Rooms in Neighbouring Dwellings

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, of an enhanced sound insulation value of at least 5dB above the maximum Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings/areas, namely, kitchen/living/dining/bathroom adjoining bedroom of separate dwellings. The assessment and mitigation measures shall have regard to standards of the Council's SPG10 and noise limits specified in BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

11. Separation of Gym from Dwellings, Sound insulation and anti-vibration measures

Prior to occupation of the gym and residential dwellings, an acoustic report shall be submitted to the Council for approval in writing, detailing the following:

- The sound insulation performance of the floor, ceiling and walls separating the gym from dwellings demonstrating enhanced sound insulation of at least 10/15/20dB, as necessary, above the Building Regulations value for residential use.
- Anti-vibration fittings and/or other mitigation measures required for the isolation of exercise equipment, loudspeakers and floors for use by group exercise classes, weights, machines;
- Details to demonstrate that noise from the use of the gym including music, instructor's voices, group exercise classes, activities and use of equipment does not exceed the following within adjoining or nearby premises

NR25 Lmax(fast) from structure borne / impact noise

NR20 Leq,5min from general airborne activity noise (including music)

The assessment and mitigation measures shall be based on standards of the Council's SPG10. Approved details shall be implemented prior to use of the gym and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise and vibration, in accordance with Policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

12. Vibration – gym isolation

Item No: 01

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, of proprietary anti-vibration mounts, floor treatment and/or other mitigation measures for the isolation of equipment/walls/floors and loudspeakers from structures connected to dwellings within the building. The assessment and mitigation measures shall be based on standards of the Council's SPG10 and the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise and vibration, in accordance with Policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

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

Prior to the commencement of the development, details of the external rating noise level emitted from plant/ machinery/ equipment/ducting/air in- and outlets/mechanical installations, together with mitigation measures as appropriate shall be submitted to the Local Planning Authority for approval in writing. The measures shall ensure that the external rating noise level LAeq emitted will be lower than the lowest existing background sound level LA90 by 10dBA at the most noise sensitive receiver locations at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014 +A1 2019, with all plant/equipment operating together at maximum capacity. Where required, a post installation sound assessment shall be submitted to the Local Planning Authority for approval in writing. The assessment shall be carried out to confirm compliance with the noise criteria and shall include additional steps to mitigate noise as necessary.

Approved details shall be implemented prior to occupation/ use of plant/ machinery/ equipment and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

14. Anti- vibration mounts and silencing of machinery etc.

Prior to use, machinery, plant or equipment/ extraction/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

15. Demolition Method Statement and Construction Management Plan

Prior to commencement of the development, a demolition method statement/ construction management plan shall be submitted to the Council for approval in writing. Details shall include control measures for:

- Noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014)
- Dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition)

Item No: 01

- Lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals)
- Delivery locations
- Hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays),
- Neighbour liaison, notifications to interested parties and
- Public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the site, in accordance with Policy D14 and T7 of the London Plan and Policy 7A of the Ealing Development Management DPD.

AIR QUALITY

16. Filtered Fresh Air Ventilation

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.

Reason: To ensure that new residents would not be impacted by poor air quality and to safeguard the living conditions of future residents, in accordance with Policy 7A of the Ealing Development Management DPD and Policy S11 of the London Plan (2021)

17. Air Quality and Dust Management Plan

Before the development is commenced, (including demolition and site clearance) an Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014, for the existing site and the proposed development. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works on the site.

The plan shall include:

- a) Dust Management Plan for Demolition Phase
- b) Dust Management Plan for Construction Phase

The Air Quality Dust 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 the construction.

Reason: In the interests of the amenity of adjoining occupiers and to minimise particulate matter associated with construction 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 S11 of the London Plan(2021); and National Planning Policy Framework (2021).

18. Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

Reason: To protect local air quality during demolition, site preparation and construction phases of the development, in accordance with Policy 7A of the Ealing Development Management DPD and Policy SI1 of the London Plan (2021).

TRANSPORT

19. Cycle Parking

Notwithstanding the submitted documents, details shall be submitted prior to the first occupation of the development to demonstrate how the cycle parking as shown on the approved plans will be implemented according to the specifications and adopted standards of the London Plan, the London Cycle Design Standards and the Local Planning Authority.

The approved details shall be brought into first use prior to occupation and retained permanently.

Reason: To ensure adequate cycle parking is provided within the development in pursuance of the objectives of sustainability and encouraging the use of modes of transport other than private motor vehicles in accordance with policy T5 of the London Plan (2021), policies 1.1(k) and (g) of Ealing's adopted Development (or Core) Strategy (2012), and Ealing's Sustainable Transport for New Development SPG.

20. Travel Plan

A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use for the residential and commercial uses of both buildings. The detailed Travel Plan shall be prepared in accordance with Ealing's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out in accordance with the approved Travel Plan.

Reason: To promote sustainable modes of transport, and to ensure that the development does not exacerbate congestion on the local road network, in accordance with policies 1.1 (f) (g) of the Ealing Development Strategy 2026 (2012); policies T1, T3, T4, T5 and T6 of the London Plan (2021) and Ealing's Sustainable Transport for New Development SPG.

21. Delivery and Servicing Plan

A Delivery and Servicing Plan (DSP) for the development detailing servicing arrangements, times and frequency and operational details shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The DSP should clearly identify how loading and deliveries will be managed to ensure that, as far as possible, that space is continually available for deliveries.

The servicing of the development shall be operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place

without the prior written consent of the Local Planning Authority obtained through the submission of a planning application.

Reason: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on adjoining uses and highway safety and the free flow of traffic in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012 and policy T3 and T4 of the London Plan (2021).

ENERGY AND SUSTAINABILITY

22. Energy and CO₂

- a) Prior to construction completion and occupation, the permitted development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO₂ emissions against SAP10 standards of at least 73% (equating to 32.47 tonnes of CO₂ per year) beyond Building Regulations Part L 2013. These CO₂ savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy & Sustainability Statement prepared by eb7 in July 2021 (version 1) and submitted October 2021 including:
 - i. Lean, passive design measures to achieve an annual reduction of at least 22.17% equating to at least 9.86 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2013.
 - ii. Green, renewable energy equipment including the incorporation of a photovoltaic array with a total capacity of at least 13.2 kWp, and Air Source Heat Pump(s) to achieve an annual reduction of at least 50.84%, equating to 22.61 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2013.
 - iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (COP) of the heat pumps including the heat generation and the combined parasitic loads of the heat pumps.
- b) Prior to commencement of construction, details of the specifications including manufacturers performance data sheets, design, and layout of the proposed low and zero-carbon (LZC) energy equipment, and the associated monitoring devices required to identify their performance/efficiency (SCOP), shall be submitted to, and approved in writing, by the Council. The development shall be implemented only in accordance with the approved details.
- c) Prior to the installation of the renewable/low-carbon energy equipment technical details of the equipment shall be submitted to the Council for approval. The details shall include the exact number of heat pump collectors, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, the exact kWp capacity of the PV array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
- 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.

Item No: 01

- e) The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE guidance and detailed in the Dynamic Overheating Assessment submitted by eb7 in July 2021 (version 1) and submitted October 2021.
- f) Within three months of the occupation/first use of the development the relevant Energy Performance Certificate (EPC) and detailed SAP Worksheets showing clearly the TER and DER from the 'as built stage' following completion of the development, shall be submitted to, and approved by, the Local Authority in order to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy. The development shall be carried out strictly in accordance with the approved details.

Reason: In the interest of addressing climate change and to secure environmentally sustainable development in accordance with policies SI2 and SI3 of the London Plan (2021), and the relevant guidance notes in the GLA Energy Assessment Guidance 2020, policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012.

23. Post-construction energy equipment monitoring

In order to implement Ealing Council DPD policy 5.2.3 (post-construction energy equipment monitoring), and key parts of London Plan policy SI2 ("be Seen"), the developer shall:

- a) Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO₂ Condition(s).
- b) Upon final construction of the development, or relevant phases of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency (COP) of any renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Emergence Ltd) on commencement of construction to facilitate the monitoring process.
- c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational.

Reason: To monitor the effectiveness and continued operation of the renewable/low carbon energy equipment in order to confirm compliance with energy policies and establish an in-situ evidence base on the performance of such equipment in accordance with London Plan (2021) policy SI2 ("Be Seen" stage of the energy hierarchy), Ealing's Development (Core) Strategy 2026 (3rd April 2012) and Development Management DPD policy 5.2, E5.2.3, and Policy 2.5.36 (Best Practice) of the Mayor's Sustainable Design & Construction SPG.

24. Sustainable Design and Construction

Prior to the commencement of the development Sustainable Design and Construction

Item No: 01

strategies which includes full details of the measures that are to be incorporated into the development to achieve the requirements of the local and regional planning policies shall be submitted to and approved in writing by the local planning authority in line with the Mayor's Sustainable Design and Construction SPG. The development shall be constructed in line with the approved energy and sustainability measures.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies SI2 and SI3 of the London Plan (2021), policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012 and Mayor's Sustainable Design and Construction SPG.

LANDSCAPING

25. Details of Children's Play Areas, Landscaping, Boundary Treatments, and Surface Drainage

Prior to first occupation or use of the proposed development hereby approved, the following details shall be submitted to and approved in writing by the local planning authority. The development shall be implemented only as approved and retained thereafter.

- Details of children's play area including safety surfacing and equipment.
- Details of hard and soft landscaping scheme, including landscape design.
- Details of boundary treatments.
- Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting (specify only for applications with significant public aspect, important habitat qualities & opportunities or communal spaces in larger residential developments).
- Details of sustainable urban drainage systems to be implemented on site.

Reason: To ensure that there is suitable provision for landscaping, play facilities and drainage within the site in accordance with policies 1.1 (e), 2.1 (c) of the Ealing Core Strategy (2012), policies LV 3.5 and 7D of the Ealing Development Management Development Plan Document (2013), policies D6, S4 and G5 of the the London Plan (2021), SPG on Children's Play and Recreation, and the National Planning Policy Framework (2021).

OTHER

26. Secure by Design

The design of the building shall comply with the aims and objectives of the Secured By Design standards before the first occupation of the development, and shall be permanently retained. The applicant shall submit details of how Secure by Design Accreditation will be achieved and these details will be assessed in conjunction with the Metropolitan Police.

Reason: To ensure that the development incorporates crime prevention measures to help prevent crime and disorder in accordance with policies 1.1 (h) of the Ealing Development (Core) Strategy (2012), policy LV 7.3 of the Ealing Development Management Development Plan Document (2013) and Policy D10 of the London Plan 2021.

27. Former Adaptable wheelchair housing

10% of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(3) (Wheelchair user dwellings) of Building Regulations 2015, or other such relevant technical standards in use at the time of the construction of the development.

Reason: To ensure the provision of wheelchair housing in a timely fashion that would address

Item No: 01

the current unmet housing need; produce a sustainable mix of accommodation; and provide an appropriate choice and housing opportunity for wheelchair users and their families, in accordance with the objectives of Policy D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development (or Core) Strategy 2012.

28. Refuse Storage

Each of the refuse and recycling storage facilities hereby approved for the residential development shall be implemented and operational before the first occupation of the relevant residential section they would serve, and permanently retained thereafter.

Reason: In the interests of the adequate disposal, storage and collection of waste and recycling, to protect the living conditions of occupiers of the area and in the interests of highway and pedestrian safety all in accordance with policies policies 1.1 (e) and 6.1 of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy SI8 of the London Plan (2021) and the National Planning Policy Framework (2021).

29. Passenger Lifts

All passenger lifts serving the residential units hereby approved shall be fully installed and operational prior to the first occupation of the relevant core of development served by a passenger lift.

Reason: To ensure that adequate access is provided to all floors of the development for all occupiers and visitors including those with disabilities, in accordance with policy 1.1(h) of the Ealing Core Strategy (2012), Policy D7 of the London Plan (2021) and the National Planning Policy Framework (2021).

30. No masts/satellite dishes or external equipment

No microwave masts, antennae or satellite dishes or any other plant or equipment shall be installed on any elevation of the buildings hereby permitted without the prior written permission of the Local Planning Authority obtained through the submission of a planning application.

Reason: To safeguard the appearance of the buildings and the locality in the interests of visual amenity policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4, 7B and 7C of the Ealing Development Management Development Plan Document (2013), policies D1 and D4 of the London Plan (2021).

31. Fire Statement

Prior to the commencement of development, a Fire Statement which addresses the requirements of Mayor's London Plan Policy D12 shall be submitted. The applicant must ensure that the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector and the details submitted will be assessed in conjunction with the London Fire Brigade.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

INFORMATIVES

1. The decision to grant planning permission has been taken having regard to the policies and proposals in National Planning Policy Guidance, the London Plan (2021) the adopted Ealing Development (Core) Strategy (2012) and the Ealing Development Management Development Plan Document (2013) and to all relevant material considerations including Supplementary Planning Guidance:

National Planning Policy Framework (2021)

London Plan (2021)

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

SD6 Town centres and high streets

SD7 Town centres: development principles and Development Plan Documents

SD8 Town centre network

SD9 Town centres: Local partnerships and implementation

D1 London's form, character and capacity for growth

D2 Infrastructure requirements for sustainable densities

D3 Optimising site capacity through the design-led approach

D4 Delivering good design

D5 Inclusive design

D6 Housing quality and standards

D7 Accessible housing

D8 Public realm

D9 Tall buildings

D10 Basement development

D11 Safety, security and resilience to emergency

D12 Fire safety

D14 Noise

H1 Increasing housing supply

H2 Small sites

H4 Delivering affordable housing

H5 Threshold approach to applications

H6 Affordable housing tenure

H7 Monitoring of affordable housing

H8 Loss of existing housing and estate redevelopment

H9 Ensuring the best use of stock

H10 Housing size mix

HC1 Heritage conservation and growth

G4 Open space

G5 Urban greening

SI 1 Improving air quality
SI 2 Minimising greenhouse gas emissions
SI 3 Energy infrastructure
SI 4 Managing heat risk
SI 5 Water infrastructure
SI 6 Digital connectivity infrastructure
SI 7 Reducing waste and supporting the circular economy
SI 8 Waste capacity and net waste self-sufficiency

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

Supplementary Planning Guidance /Documents

Accessible London: achieving an inclusive environment
Mayor's Sustainable Design and Construction SPD April 2014
The Mayor's transport strategy
The Mayor's energy strategy and Mayor's revised Energy Statement Guidance April 2014
The London housing strategy
The London design guide (interim edition) (2010)
Draft shaping neighbourhoods: Children and young people's play and informal recreation (2012)
Planning for equality and diversity in London
Housing - Supplementary Planning Guidance (2012)
Housing SPG (March 2016)
Energy Planning (March 2016)
Children and Young People's Play and Informal Recreation SPG (September 2012)
Crossrail Funding: Use of Planning Obligations and the Mayoral Community Infrastructure Levy SPG (March 2016)
Affordable Housing & Viability- Supplementary Planning Guidance (2017)

Ealing's Development (Core) Strategy 2026 (2012)

1.1 Spatial Vision for Ealing 2026 (a), (b), (c), (d), (e), (f), (g), (h), (j) and (k)
1.2 Delivery of the Vision for Ealing (a), (c), (d), (e), (f), (g), (h), (k) and (m)
5.5 Promoting parks, local green space and addressing deficiency (b) and (c)
6.1 Physical infrastructure
6.2 Social infrastructure
6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document (2013)

Ealing local variation to London Plan policy 3.4: Optimising housing potential
Ealing local variation to London Plan policy 3.5: Quality and design of housing development
Policy 3A: Affordable Housing

Policy 4A: Employment Uses

Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions

Ealing local variation to London Plan policy 5.10: Urban greening

Ealing local variation to London Plan policy 5.11: Green roofs and development site environs

Ealing local variation to London Plan policy 5.12: Flood risk management

Ealing local variation to London Plan policy 5.21: Contaminated land

Ealing local variation to London Plan policy 6.13: Parking

Policy 7A : Operational amenity

Ealing local variation to London Plan policy 7.3 : Designing out crime

Ealing local variation to London Plan policy 7.4 Local character

Policy 7B : Design amenity

Policy 7D : Open space

Adopted Supplementary Planning Documents

Sustainable Transport for New Development

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality

SPG 4 Refuse and recycling facilities (draft)

SPG 10 Noise and vibration

2. Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.
3. At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.
4. Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.
5. No waste materials should be burnt on site of the development hereby approved.
6. Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.