

Ref: Application 1: 221396NMA
Application 2: 221501REM

Address: Portrush Court, Whitecote Road, Southall (Golflinks Estate)
Middlesex, UB1 3NR

Ward: Dormers Wells

Proposal: Application 1: Application for a Non-Material Amendment in (S96a) to planning permission 195348OUT dated 30.04.2020 for "Outline planning permission for the demolition of all existing buildings and construction of a residential led mixed-use development comprising of up to 147 residential units (Use Class C3) of up to 8 storeys in height, including up to 500 sqm of flexible non-residential floorspace (Use Classes A1, A2, A3, B1, D1 and D2) and associated infrastructure (Regulation 3 Application by London Borough of Ealing)." Amendment seeks to consented maximum protrusion line on the north west corner of Block A

Application 2: Application for the approval of Reserved Matters detailing the appearance, access, landscaping, layout and scale, pursuant to conditions 6 and 7 of outline planning permission ref: 195348OUT dated 30/04/2020 for the "Outline planning permission for the demolition of all existing buildings and construction of a residential led mixed-use development comprising of up to 147 residential units (Use Class C3) of up to 8 storeys in height, including up to 500 sqm of flexible non-residential floorspace (Use Classes A1, A2, A3, B1, D1 and D2) and associated infrastructure (Regulation 3 Application by London Borough of Ealing)." (Regulation 3 Application by London Borough of Ealing).

Drawing numbers: Application 1: 308_A_00_200 rev PL (Existing Section AA); 308_A_00_201 rev PL (Existing Section BB); 308_A_10_002 rev PL (Proposed Block Plan); 308_A_10_200 rev PL (Proposed Site Section AA); 308_A_10_201 rev PL (Proposed Site Section BB); 308_A_10_202 rev PL (Proposed Site Section CC); 308NMA_10_001 (Parameter Plan – Building Heights); 308NMA_10_002 rev PL (Parameter Plan – Built Development Plot); 308NMA_10_003 rev PL (Parameter Plan – Access and Circulation); Non Material Amendment Supporting Document

Application 2: 308_A_00_001 (Existing Location Plan); 308_A_10_001 rev PL1 (Proposed Site Plan); 308_A_00_002 (Existing Block Plan); 308_A_10_002 rev PL1 (Proposed Block Plan); 308_A_00_100 (Existing Site Ground Plan); 308_A_10_100 rev PL1 (Proposed Site Ground Plan); 308_A_10_101 rev PL1 (Proposed Site Plan 01);

308_A_10_100B rev PL1 (Proposed Basement); 308_A_10_102 rev PL1 (Proposed Site Plan 02); 308_A_10_104 rev PL1 (Proposed Site Plan 04); 308_A_10_103 rev PL1 (Proposed Site Plan 03); 308_A_10_105 rev PL1 (Proposed Site Plan 05); 308_A_10_106 rev PL1 (Proposed Site Plan 06-07); 308_A_10_107 rev PL1 (Proposed Site Roof Plan); 308_A_00_200 rev PL1 (Existing Section AA); 308_A_00_201 rev PL1 (Existing Section BB); 308_A_10_210 rev PL1 (Block A Proposed Section AA); 308_A_10_211 rev PL1 (Block A Proposed Section BB); 308_A_10_212 rev PL1 (Block B Proposed Section AA); 308_A_10_213 rev PL1 (Block B Proposed Section BB); 308_A_10_214 rev PL1 (Block C Proposed Section AA); 308_A_10_215 rev PL1 (Block C Proposed Section BB); 308_A_00_300 rev PL1 (Existing Elevations North and South); 308_A_10_300 rev PL1 (Proposed Elevations North and South); 308_A_00_301 rev PL1 (Existing Elevations West and East); 308_A_10_301 rev PL1 (Proposed Elevations West and East); 308_A_10_310 rev PL1 (Block A Proposed Elevation North); 308_A_10_311 rev PL1 (Block A Proposed Elevation East); 308_A_10_312 rev PL1 (Block A Proposed Elevation South); 308_A_10_313 rev PL1 (Block A Proposed Elevation West); 308_A_10_322 rev PL1 (Block B Proposed Elevation South); 308_A_10_330 rev PL1 (Block C Proposed Elevation North); 308_A_10_331 rev PL1 (Block C Proposed Elevation East); 308_A_10_333 rev PL1 (Block C Proposed Elevation West); 308_A_10_400 rev PL1 (Proposed Unit 1b2p Type 01); 308_A_10_401 rev PL1 (Proposed Unit 1B2P Type 02); 308_A_10_402 rev PL1 (Proposed Unit 1B2P Type 03); 308_A_10_403 rev PL1 (Proposed Unit 2B3P WCA Type 01); 308_A_10_403a rev PL1 (Proposed Unit 2B3P WCA Type 01a); 308_A_10_403b rev PL1 (Proposed Unit 2B3P WCA Type 01b); 308_A_10_404 rev PL1 (Proposed Unit 2B4P Type 01); 308_A_10_404a rev PL1 (Proposed Unit 2B4P Type 01a); 308_A_10_405a rev PL1 (Proposed Unit 2B4P Type 02a); 308_A_10_405b rev PL1 (Proposed Unit 2B4P Type 02b); 308_A_10_405c rev PL1 (Proposed Unit 2B4P Type 02c); 308_A_10_406 rev PL1 (Proposed Unit 2B4P Type 03); 308_A_10_407 rev PL1 (Proposed Unit 3B6P Type 01); 308_A_10_407a rev PL1 (Proposed Unit 3B6P Type 01a); 308_A_10_408 rev PL1 (Proposed Unit 3B6P Type 02); 308_A_10_409 rev PL1 (Proposed Unit 4B5P Type 01); 308_A_10_409a rev PL1 (Proposed Unit 4B5P Type 01a); 308_A_10_409b rev PL1 (Proposed Unit 4B5P Type 01b); 308_A_10_900 rev PL1 (Proposed Hard Landscape Plan); 308_A_10_111 rev PL1 (Block A Proposed Floor Plans 01); 308_A_10_112 rev PL1 (Block A Proposed Floor Plans 02); 308_A_10_113 rev PL1 (Block A Proposed Floor Plans 03); 308_A_10_114 rev PL1 (Block A Proposed Floor Plans 04); 308_A_10_115 rev PL1 (Block A Proposed Floor Plans 05); 308_A_10_116 rev PL1 (308_A_10_116); 308_A_10_110 rev PL1

(Block A Proposed Ground Floor Plan); 308_A_10_117 rev PL1 (Block A Proposed Roof Plan); 308_A_10_120B rev PL1 (Block B Proposed Basement Plan); 308_A_10_320 rev PL1 (Block B Proposed Elevation North); 308_A_10_323 rev PL1 (Block B Proposed Elevation West); 308_A_10_121 rev PL1 (Block B Proposed Floor Plans 01); 308_A_10_122 rev PL1 (Block B Proposed Floor Plans 02); 308_A_10_123 rev PL1 (Block B Proposed Floor Plans 03-04); 308_A_10_124 rev PL1 (Block B Proposed Floor Plans 05); 308_A_10_120 rev PL1 (Proposed Ground Floor Plan); 308_A_10_125 rev PL1 (Block B Proposed Roof Plan); 308_A_10_332 rev PL1 (Block C Proposed Elevation South); 308_A_10_131 rev PL1 (Block C Proposed Floor Plans 01); 308_A_10_132 rev PL1 (Block C Proposed Floor Plans 02-04); 308_A_10_133 rev PL1 (Block C Proposed Floor Plans 05); 308_A_10_130 rev PL1 (Block C Proposed Ground Floor Plan); 308_A_10_134 rev PL1 (Block C Proposed Roof Plan);

AP172_01_SLP rev P2 (Soft Landscape Plan); AP172_02_UGF rev P2 (Urban Greening Factor); AP172_03_EP rev P2 (Ecological Enhancement Plan); AP172_04_PP rev P2 (Planting Plan: Ground Floor); AP172_21_AA rev P2 (Proposed Landscape Section AA); AP172_22_BB rev P2 (Proposed Landscape Section BB); AP172_23_CC rev P2 (Proposed Landscape Section CC); AP172_24_DD rev P2 (Proposed Landscape Section DD);

Affordable Housing Statement – Final V02; Wind Microclimate Assessment; Biodiversity Net Gain Statement; Energy Statement; Proposed Scheme Daylight, Sunlight and Overshadowing Report; Sustainability Statement; Transport Assessment with Appendices; Financial Viability Statement; Planning Statement; Statement of Community Involvement; Surface Water Drainage Catchments Plan; Fire Statement; Environmental Noise Survey, Noise Assessment and Sound Insulation Scheme; Design and Access Statement rev B; Block Management Plan

Type of Application: Application 1: Non Material Amendment
Application 2: Approval of Reserved Matters

Application Received: 31 March 2022

Report by: Joel Holland Turner

Recommendation for Application (1): Agree the non-material amendments subject to the amendments to the original conditions of consent.

Recommendation for Application (2): Grant reserved matters approval subject to the conditions set out in Annex 1

EXECUTIVE SUMMARY

Permission is sought to agree a reserved matters (REM) application for the redevelopment of Alnmouth and Portrush Courts (known as Phase 3) of the Golf Links Estate.

The Reserved Matters application itself seeks to bring forward the detailed proposals, pursuant to the recently permitted Outline Application LPA Ref: 195348OUT, for the approval of the Means of Access, Appearance, Landscaping, Layout and Scale in relation to the construction of three buildings up to 3 storeys in height comprising 143 new homes and 140 sqm of flexible non residential floorspace (Use Classes A1, A2, A3, B1, D1 and D2); with associated private and semi-private amenity space; refuse/recycling and bicycle storage; plant rooms; car parking and public realm improvements following the demolition of Alnmouth and Portrush courts.

A total of 143 residential units are proposed. A mix of 1-, 2-, 3- and 4- bedroom apartments are proposed across a mix of tenures, including affordable rent and shared ownership. The proposed mix complies with the requirements of Condition 5 of the outline consent (195438OUT). The scheme will provide 100% affordable housing as confirmed by the submitted Viability Assessment. The scheme also provides 26% family sized homes, in accordance with the identified need within Ealing.

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

Officers have considered the proposals and consider that the non-material amendment application raises no strategic planning issues. Likewise, the redevelopment of Alnmouth and Portrush Courts (known as Phase 3) and the proposals of this reserved matters application have been widely consulted on. A total of 1 comment have been received on the reserved matters application, comprising of 1 concern. These comments have been reviewed, summarised, and addressed in the relevant sections of the report.

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

Recommendation (Application 1):

That the non-material amendments are agreed subject to updating the parameter plans cited within the 2020 Outline Permission and amended condition 25 of the 2020 Outline Permission:

Approved Drawings

The development hereby approved shall be carried out in accordance with the following approved plans and documents insofar as they will be amended subject to the approved

plans and documents necessary to support the reserved matters application(s) required by the various conditions of this permission:

- Site Location (0001 Rev A)
- Demolition Plan (0003 Rev B)
- Built Development Plot (0005 Rev C)
- Building Heights (0006 Rev C)
- Ground Floor Land Uses (0008 Rev B)
- Upper Floors Land Uses (0009 Rev B)
- Access and Circulation (0007 Rev B)
- Parking (0010 Rev B)
- Open Space (0011 Rev C)
- Design Specification (December 2019)

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

As such, a Non-Material Amendment is agreed to alterations to the following parameter plans:

- Plan 0005 Development Plots
- Plan 0006 Minimum and Maximum Building Heights
- Plan 0007 Access and Circulation

Recommendation: Application (2)

That the reserved matters application is recommended for **APPROVAL** subject to the conditions set out in Annex 1 (at the back of this report).

The original outline permission (195348OUT) noted that monetary contributions would be “determined at Reserved Matters and are to be index linked”. The contributions towards healthcare, education, transport/public realm, children’s play space, sports, carbon offsetting, and energy monitoring will be confirmed in the briefing notes in advance of the Planning Committee meeting.

SITE DESCRIPTION:

The Application Site is located within the administrative authority of Ealing Council and the Southall Ward of Dormers Wells. The 0.64 ha Site is located within the Golf Links Estate, to the south of Fleming Road and to the east of Whitecote Road, and the Thames Water pipe 'no build' area and undesignated linear park to the east. The undesignated linear park is landscaped and contains a modular office block occupied by Ealing's Housing services and a children's play area.

Currently, the Application Site is occupied by existing residential buildings: Portrush Court and Alnmouth Court which are to be demolished. The existing block comprises two dilapidated and largely vacant 6-storey buildings arranged in an "L" shape which together contain 84 mixed tenure units. On-street vehicular parking for residents is located on Whitecote Road and Fleming Road. The extent of the Application Site is shown on the Existing Location Plan (dwg ref. 308_A_00_001).

The wider Estate is predominantly comprised of 1960's municipal apartment buildings ranging between four and six storeys high, but there are several different building types, including six-storey maisonette blocks, low-rise blocks and three 14 storey tower blocks all built in the 1960s. There are also examples of more recent developments of between three and four storeys high immediately to the north (Selsden House) and east (Fensome House).

Further to the south along Whitecote Road and Dormers Rise, the site of the former St David's Court, Lytham Court and Cromer Court has been redeveloped by the Council for 26 terraced houses and 31 flats in a part three to six storey building. To the north, outside of the Golf Links Estate, are the rear gardens of two-storey houses in King's Avenue. The most recent previous development on the Estate comprises a block characterised by a more modern design than the rest of the Estate. Known as Phase 2, Peterhead Court, comprising a four to six storey building, is directly to the north of the Site, on the opposite side of Fleming Road.

The wider area beyond the Estate is predominantly low-rise residential. Metropolitan Open Land ("MOL") is situated to the east and south of the Estate and contains two operational golf courses. Fleming Road and Whitecote Road are both local roads that are adopted by the Local Highways Authority. There is a pedestrian zebra crossing on Fleming Road immediately to the south of Emmanuel Church. Further to the east of this is a bus stop served by the E5 bus which travels between the Toplocks Estate and Perivale Tesco (via Southall Station, Greenford Depot and Gurnell Leisure Centre).

There are numerous other bus stops within walking distance on Fleming Road and Greenford Road and three rail stations within 2 miles that provide rail and/or underground services into Central London. Crossrail services are due to operate from Southall and Hanwell Stations in the near future. The site is characterised as being located within a suburban location and currently has a PTAL of 2.

THE PROPOSAL:

Application (1) - The non-material amendment application encompasses alterations to the parameter plans of the extant outline permission (2020 Outline Permission with LPA Ref: 195348OUT).

The approved parameter plans allow for maximum building heights of 7-8 storeys facing onto Fleming Road and 6-7 storeys facing onto Whitecote Road. The majority of the built volume facing Fleming Road is designated at 8 storeys with the northwest corner, where Fleming and Whitecote Road meet, being designated with a step down to 7 storeys to the street front. This 7-storey step continues along Whitecote Road to the south for approximately 25m before changing to a 6-storey height.

The reserved matters scheme proposes to amend the consented heights so as to increase the extent of the 7-8 storey height limit on the northwest corner of the site and continuing onto Whitecote Road to 8 storeys.

The approved parameters plans provides a maximum building envelope that describes total allowable building massing, as well as a further demarcation outlining maximum protrusions from this building envelope.

The application seeks to non-materially amend the consented maximum built envelope and protrusion lines on the northern and western edges to allow for entrance canopies as well as an oriel bay to mark the corner of the development.

As such, a Non-Material Amendment Application has been submitted to seek a non-material alteration to the following parameter plans:

- Plan 0005 Development Plots
- Plan 0006 Minimum and Maximum Building Heights

- Plan 0007 Access and Circulation

Accordingly, the submission proposes: “A Non-Material Amendment to Condition 25 of the Outline Application for Phase 3 (LPA Ref: 195348OUT).”



Figure 8 – Proposal against approved parameters



Figure 9 – Proposal against amended parameters

Application (2) - The Application seeks to bring forward the detailed proposals, pursuant to the recently permitted Outline Application LPA Ref: 195348OUT. The Proposed Development is for 143 residential units with associated landscaping, amenity space, refuse and recycling facilities and car and cycle parking, along with new reconfigured access arrangements and open space area.



Figure 1 – Proposed view looking north on Whitecote Road

The submission provides details of Layout, Scale, Appearance, Means of Access and Landscaping for the proposed buildings within the phase. It conforms with all the parameters and principles relevant to this development plot and the residential form of development.

Phase 3 would comprise a mixed-use development, primarily residential, the proposal is split into three blocks ranging between 6 and 8 storeys in height, comprising 143 new homes with the buildings arranged to align with the development plot consented under the Outline Application.

A fundamental principle of the scheme is to ensure activity and interest is maximised, with no “dead frontages”, in accordance with the intent of the approved Outline Parameter Plans and Design Specification. The orientation and layout of all buildings ensures active frontages to all sides and passive surveillance over the wider area.

Housing Mix and Tenure

A mix of 1-, 2-, 3- and 4-bedroom apartments are proposed across a mix of tenures, including affordable rent and shared ownership. The proposed mix complies with the requirements of Condition 5 of the outline consent. The tables below illustrate this mix as units (u) and habitable rooms (hr).

The scheme will provide 100% affordable housing as confirmed by the submitted Viability Assessment. The scheme also provides 26% family sized homes, in accordance with the identified need within Ealing. The tables below illustrate this mix and the specifics of the scheme:

Floor	GEA (m2)	GIA (m2)	NIA (m2)	Non-Resil (m2)	Residential Units					
					1b2p	1b2pWA	2b3pWA	2b4p	3b6p	4b5p
0B	89	71	0							
0	2,382	2,176	1,137	140	3	0	0	6	3	1
1	2,382	2,176	1,712		2	0	4	10	5	1
2	2,382	2,176	1,712		2	0	4	10	5	1
3	2,382	2,176	1,712		2	0	4	10	5	1
4	2,382	2,176	1,712		2	0	2	12	5	1
5	2,382	2,176	1,712		2	0	0	14	5	1
6	1,041	956	731		2	0	0	6	2	0
7	1,041	956	731		2	0	0	6	2	0
Total	16,371	14,367	11,160	140	17	0	14	74	32	6
					17		88		32	6
					143					

Figure 2 – Schedule of Areas

Floor	GEA (m2)	GIA (m2)	NIA (m2)	Non-Resil	Residential Units - Block A					
					1b2p	1b2pWA	2b3pWA	2b4p	3b6p	4b5p
0	1,041	956	448	140	3			2		
1	1,041	956	731	-	2		2	4	2	
2	1,041	956	731	-	2		2	4	2	
3	1,041	956	731	-	2		2	4	2	
4	1,041	956	731	-	2			6	2	
5	1,041	956	731	-	2			6	2	
6	1,041	956	731	-	2			6	2	
7	1,041	956	731	-	2			6	2	
Total	8,324	7,648	5,564	140	17	0	6	38	14	0
					75					

Floor	GEA (m2)	GIA (m2)	NIA (m2)	Non-Resil	Residential Units - Block B					
					1b2p	1b2pWA	2b3pWA	2b4p	3b6p	4b5p
0	696	634	374	0				1	2	1
1	696	634	519				1	2	2	1
2	696	634	519				1	2	2	1
3	696	634	519				1	2	2	1
4	696	634	519				1	2	2	1
5	696	634	519				3	2	2	1
Total	4,177	3,804	2,963	0	0	0	4	12	12	6
					34					

Floor	GEA (m2)	GIA (m2)	NIA (m2)	Non-Resil	Residential Units - Block C					
					1b2p	1b2pWA	2b3pWA	2b4p	3b6p	4b5p
0	645	586	317	0				3	1	
1	645	586	462				1	4	1	
2	645	586	462				1	4	1	
3	645	586	462				1	4	1	
4	645	586	462				1	4	1	
5	645	586	462				5	5	1	
Total	3,870	3,515	2,627	0	0	0	4	24	6	0

No. Bedrooms	No. Dwellings	Percentage %	Habitable Rooms	Percentage % by HR
1	17	12	34	7
2	88	62	264	58
3	32	22	128	28
4	6	4	30	7
Total	143	100	456	100

Figure 4 – Proposed Accommodation Mix

Tenure	No. Dwellings	Percentage %
Social Rent	45	31
London Affordable Rent	59	41
Shared Equity	25	17
Shared Ownership	14	10
Total	143	100

Figure 5 – Proposed Tenure Mix

All homes have been designed to comply with the Mayor’s Housing SPG 2016, including private open space areas, and Building Regulations Part M. 10% of the proposed units would be wheelchair adaptable.

The development will be tenure blind with no distinguishable difference between the appearances or quality of the various tenures of accommodation. Tenures have also been carefully positioned to ensure that there are no management issues going forward. Further detail on the affordable housing provision is included within the Affordable Housing Statement and Design and Access Statement provided to support this Reserved Matters submission.

The detailed mix of units for Phase 3 by type, number of bed spaces and tenure are further outlined in the Design and Access Statement, with the layouts and locations of the units illustrated in the submitted floorplans.

Affordable Housing

A total of 456 habitable rooms are proposed as part of the application for Phase 3 across 143 units.

A total of 143 units are proposed to be provided as affordable housing (45 units as Social Rent, 59 units as London Affordable Rent, 25 units as Shared Equity and 14 units as Shared Ownership).

This equates to a total 100% provision, which itself is split, as follows:

- 31% Social Rent;
- 41% London Affordable Rent;
- 17% Shared Equity; and
- 10% Shared Ownership.

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

Other Matters

The reserved matters application was submitted concurrently to details pursuant to the following conditions of the extant 2020 Outline Permission:

- Details of swept paths pursuant to condition 10 – ref 221397CND
- Details of cycle parking pursuant to condition 11 – ref 221398CND

- Details of fire statement pursuant to condition 11 – ref 221399CND

CONSULTATION

PUBLIC:

Public consultation was undertaken by way of site notice, with consultation commencing on 26/04/2022 and concluding on 25/05/2022. A notice was also placed within the Ealing Gazette.

A total of 1 comment has been received on the reserved matters application at the time of writing this report, comprising of 1 objection/concern. Accordingly, all the key issues raised through the comments received have been reviewed and assessed by Officers and have been summarised below, followed by an Officer’s response to the key issues raised:

- Insufficient/Unclear information available
- A member of the public raised a concern that the information available on the Council’s website regarding this proposal is too technical and insufficient.

Officer Response:

The information uploaded for public viewing was investigated, and it was found that a lot of the documents submitted to support the Reserved Matters application had not been made public at the validation stage. This had been rectified and all the information submitted has been made available for public viewing on the Ealing website. It is considered that the application was supported with sufficient documents and information for considerations and assessment to be made.

INTERNAL CONSULTATION

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

Active Ealing	Contribution recommended
Transport Services	No objection received. Spacing of cycles along the row is not specified, but should be the recommended 450mm, at least in the store with restricted aisle width.
Energy Officer	No objection subject to s106 payment towards carbon offsetting. Conditions 29,37 and 51 have been recommended for discharge.
Landscape Architect	No objection received but commented on the Allotment Strategy (ref. 215670CND and ref. 216262CND).
Officer’s Response: A condition is recommended to secure the requested additional detailed information.	
Tree Officer	No objection received
Pollution-Technical	No objection received. Requested conditions from

	the Outline Consent relating to ground contamination and verification to be added to this recommendation too.
Officer's Response: Noted. Conditions form part of the recommendation	
Environmental Services (Waste)	No objection received
Flood Risk Officer (LLFA)	No objection received

EXTERNAL CONSULTATION

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

Designing Out Crime Officer	No objection subject to a planning condition.
Officer Response: The required condition has been added to the recommendation.	
NHS (Public Health)	No objection received
Transport for London (TfL)	No objection subject to clarifying concerns on the cycle parking solutions, widths and spacing.
Officer's Response: The minimum distance on the site is 1.74m, which is in accordance with the manufacturer's width recommendations. A more detailed assessment in relation to the above aspects are provided in the main body of this report.	
London Ambulance Service	No objection received
Fire and Emergency	No objection received
Thames Water	No objection received
Heathrow Airport Ltd	No objection. Recommendation to discharge condition 26 in relation to Biodiverse roofs. Although it is not anticipated that the use of a crane at this site will impact Heathrow's Obstacle Limitation Surfaces, Instrument Flight Procedures or radar, Heathrow advises the developer that if a crane is required for construction purposes, then red static omnidirectional lights will need to be applied at the highest part of the crane and at the end of the jib if a tower crane, as per the requirements set out by CAP1096.
Officer's Response: An Informative is recommended to that effect.	
Historic England	No objection to the scheme
Historic England (GLAAS)	Archaeology condition 31 is attached to hybrid Outline Planning Permission Ref: 182579OUT requiring archaeological trial trench evaluation. The reserved matters applications for other phases of the development have been accompanied by an archaeological Written Scheme of Investigation, however one has not been submitted with this application.

Officer's Response: Condition 31 is a pre-commencement condition and therefore submission of details pursuant to the condition are not required at this stage	
National Air Traffic Control Services (NATS)	No safeguarding objection to the proposal. The proposed development has been examined from a technical safeguarding aspect and does not conflict with the safeguarding criteria.

PUBLIC CONSULTATION BY THE APPLICANT

Under Section 122 of the Localism Act 2011, applicants proposing to submit an application for planning permission are required to carry-out pre-application consultation with existing occupiers and residents in the vicinity of the site, where the proposed development is of a description specified in a development order. Although no such order has been published by the Department for Communities and Local Government (and therefore the pre-application consultation is not yet mandatory), the applicant has provided details of pre-application consultation within a Statement of Community Involvement (SCI).

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

Extant Outline Permission

As part of the Outline Application the applicant submitted a Statement of Community Involvement (SCI) demonstrating extensive consultation and engagement activities. The approach to the pre-application engagements and consultations was to be proactive in sharing information about the emerging scheme with key stakeholders and members of the local community and to encourage people to ask questions and provide feedback.

The activities identified included holding numerous pre-application meetings with the local planning authority to discuss the Proposed Development; and holding three 'drop-in' Public Exhibitions on the Golf Links Estate to give the local community the opportunity to view the draft proposals and to discuss these with the applicant and project team.

As well as extensive consultation with officers at Ealing Council, the design team undertook a total of three public exhibitions since 2017. The full details of the comprehensive pre-application consultation and engagement strategy were provided in the SCI and a summary of this is provided below:

Feedback from local residents has been positive for Phase 3, with a clear desire shown for continued improvements to the Estate through regeneration. The main comments and outcomes of pre-application engagement included:

- Strong support for the proposed redevelopment of Alnmouth and Portrush Courts;
- Strong support for the Illustrative Scheme proposals;
- Support for the range of unit sizes and types;
- Support for further landscaping and children's play areas;
- Some queries over additional parking requirements;
- Questions over the timescales of the planning application and the construction period of the scheme;
- Minor concerns over the impact of demolition and construction on the estate;
- Some residents requested that the new scheme remains under the control of Ealing Council rather than a Housing Association; and
- Support for the ongoing regeneration of the Estate as a whole.

The feedback received revealed considerable support for the redevelopment of Alnmouth and Portrush Courts, subject to due consideration around programming and minimising disruptions during construction. The applicant has carefully considered all feedback from members of the local community and the local planning authority and has ensured that all issues raised have been comprehensively addressed within the planning application and incorporated in evolving the final design of the proposed development.

Consultation by the London Borough of Ealing

In addition to the community engagement exercise, the Council also carried out extensive consultation on the application. The Council notified all the statutory public bodies, stakeholders, local residents and amenity groups and all other interest groups on the application.

Press Notices were published in the Ealing Gazette and Site notices were displayed within and around the application boundary. The bespoke notices advised interested parties that a full set of application documents were available in hard copy at the Council's offices (Perceval House). The full set of information was also available on the Council's website.

As reported by officers, only one representation were received from residents or community groups at the time of writing this report, with the comment received being addressed within this report.

THIS RESERVED MATTERS APPLICATION

This section of the report will outline the engagement and consultation activities that have taken place. Notwithstanding, full details are provided within the Statement of Community Involvement (SCI) submitted as part of this reserved matters application.

Pre-Application discussions have been held with the planning department, as agreed under the terms of the Planning Performance Agreement. The Reserved Matters Application has been prepared in partnership with Ealing Council officers and considers views expressed by local residents during consultation events.

Emails and telephone conversations were also shared with the Council over the course of the RIBA 1 design evolution process to ensure their feedback was fully considered. The Case Officer provided generally positive feedback to the proposals put forward.

Ealing Council have also been working closely with residents to explore the wider regeneration of the Golf Links estate and the development of a Design Charter. A Resident Steering Group was formed, and several engagement events have taken place over the last year. On 17th March 2022 it was announced that the residents voted overwhelmingly in support (82%) of the redevelopment of the estate based on The Resident's Design Charter and Landlord Offer.

Further to this, a public exhibition took place in December 2021 specifically regarding the reserved matters scheme. The presentation focussed on the strategic development of the design, key design moves, and building organisation.

Once again, feedback from residents was positive, with a clear desire shown for continued improvements to the Estate through regeneration. The main comments and outcomes of pre-application engagement included:

- The strategy of splitting up the building into 3 blocks was supported.
- The strategy of including bays to improve the aspect of units, and privacy of balconies was

supported.

- A query was raised about the privacy of the balconies. The residents were keen to understand how the design and materials of balcony railings can aid privacy. • A point was raised about the flats to the southwest corner of block A, as these units would have a less desirable aspect than the typical flats.
- A query was raised about how the pathways between the blocks would be treated. Would they be open, or gated?
- A view was requested from one of the balconies Serving Block A – looking towards Block B&C to illustrate the sense of privacy on a residential balcony.

The architects responded to the feedback in the following ways:

- A design for a finned balustrade guarding was developed to improved privacy on the residential balconies. More details on this can be found in the relevant section of the supporting DAS.
- The distance between the residential blocks was increased from 8m to 11.3m to improve the aspect and light in the apartments facing the courtyards.
- STA have developed proposals for open pathways between the buildings to facilitate movement through the site and to the new public garden.
- A view of the balcony space has been produced. Please see the DAS for further details.

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

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

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

BACKGROUND:

Golf Links Estate

Ealing Council's Housing Regeneration Strategy review in 2008 identified Golf Links as one of eight estates where a higher level of intervention was required to provide the transformational effect, due to above average cost of repairs, poor block design leading to anti-social behaviour, and non-compliance with current housing standards.

Since then, Golf Links has been redeveloped incrementally, initially by RPs and latterly by the Council directly constructing 125 new homes in two phases at Dormers Rise and Peterhead Court, replacing 1970s system-built housing.

Almouth and Portrush is the third chapter of this programme, but a substantial number of these systems-built blocks remain. The Council now considers whether a more comprehensive approach is necessary eventually through the development of a Masterplan for the Estate and the appointment of a developer partner to work with the Council. The Master Plan would develop options for residents to consider by way of a ballot and approval by the council.

LBE's Regeneration team have been in the process of leading a resident consultation exercise with the Golf Links Estate. This concluded with a resident Ballot in Feb/March of this year. The residents have been balloted on the principle of estate redevelopment. The ballot results were published on 17th March 2022, with 82% of residents voting in favour of redevelopment of the Golf Links Estate. The redevelopment of the existing estate will provide an opportunity for the council to raise the standard of housing, deliver more affordable homes and improve the local environment for everyone to enjoy. The new estate will have a better layout that improves safety and security for residents and designs out opportunities for crime and anti-social behaviour. It will have new green spaces and play areas and deliver more genuinely affordable homes for local people.

The new homes will be designed for modern living with well-proportioned rooms and storage, and private outdoor space. They will be energy efficient, accessible, sustainable, and secure. The redevelopment of the Golf Links estate will also provide the opportunity to help overcrowded families and provide more council homes for local people.

The principle of the residential led mixed-use development to provide up to 147 new homes within this site was first established by Outline Planning Permission (Ref: 195348OUT), approved on 30th April 2020.

The description of the 2020 Outline permission is as follows:

“Outline planning permission for the demolition of all existing buildings and construction of a residential led mixed-use development comprising of up to 147 residential units (Use Class C3) of up to 8 storeys in height, including up to 500 sqm of flexible non-residential floorspace (Use Classes A1, A2, A3, B1, D1 and D2) and associated infrastructure (Regulation 3 Application by London Borough of Ealing).”

The principle of the removal of the buildings Portrush and Alnmouth courts was thus also established initially as part of the Outline Planning Permission (Ref: 195348OUT).

The hereby Reserved Matters Application is to bring forward a residential led development following the guiding principles established in the extant Outline consent. Phase 3 is the next stage of development within the estate, and is being submitted pursuant to Conditions 6 and 7 of the Outline Application, which state that:

Condition 6 ‘Reserved Matters Submission’:

No part of the development as illustrated on the approved Parameter Plans shall commence until all the following reserved matters for that Phase have been approved by the Local Planning Authority (LPA): a) Appearance; b) Means of Access; c) Landscaping; d) Layout; e) Scale. All Reserved Matters Applications required by this Permission shall be in accordance with the Parameter Plans and the Design Guidelines.

Condition 7 ‘Reserved Matters Details’

Development shall not commence until details of the following matters have been submitted to and approved in writing by the LPA relative to that phase / reserved matters area: a) Design and Access Statement, which shall provide details of how the design principles and commitments established by the approved Design Guidelines are achieved; b) Floor, elevation and section plans; c) Details of ground floor level shopfronts (where proposed); d) Details of the internal space standards, unit-size mix, Wheelchair Standards of residential units; e) BREEAM Pre-Assessment for Non-residential elements on a Green Lease f) Daylight and Sunlight Report including shadow plot diagrams; g)

Details of play space, amenity space and landscaping strategy; h) Details of parking and servicing, both off-street and on-street and including details of Electric Vehicle Charging Points, wheelchair accessible parking, and car club spaces; i) Details of bicycle storage for residential accommodation, bicycle storage for staff, and bicycle storage for visitors to the non-residential floorspace; j) Details of the works to the public realm and highways, including any traffic calming measures; k) Planning Statement; l) Statement of Community Involvement; m) Affordable Housing Statement; o) Block Management Plan; p) Refuse and Recycling strategy and enclosure details; q) Security measures; r) Detailed drainage strategy (including further consideration of the potential for maximising the use of additional SUDS techniques) s) Detailed Energy Strategy; t) Fire Strategy; and u) A statement which shall provide details of how the scheme will result in a Biodiversity Net Gain

Prior to or concurrent with the submission of the Reserved Matters Application submit details of the following matters in respect of the masterplan to ensure the comprehensive delivery of the regeneration project: a) Car Parking - a statement setting out the total amount of all types of vehicle parking spaces to be delivered; d) Affordable Housing - a statement setting out the amount and type of affordable housing to be delivered; e) A Diagrammatic representation showing how the scale of the Reserved Matters Application accords with relevant principles and parameters described in the Design Specification and the detailed layout of Public Open Spaces and other Enhanced Public Real within the scheme, are consistent with the parameters and principles for the layout of the plot.

Accordingly, this Reserved Matters Application is seeking the Council's formal approval for the 'Appearance', 'Means of Access', 'Landscaping', 'Layout', and 'Scale' for Phase 3 i.e. the 'Proposed Development'.

As noted in the Committee Report for the extant Outline Application, the proposal included the phased demolition of all 84 existing residential units (270 habitable rooms) within the application red line, and their replacement with a minimum of 270hr in London Affordable Rent/ Social Rented tenure. Of this 270hr, the Permission's signed Memorandum of Agreement (in lieu of a S106 Agreement) required the following:

- Provision of a minimum of 84 dwellings (on a floorspace or habitable rooms basis) as Social Rent or London Affordable Rent;
- Submission of a Viability Assessment together with the Reserved Matters application to determine the final unit mix, quantum and tenure mix of the Affordable Housing provision;
- The minimum amount of Social Rent affordable housing that shall be ready for occupation prior to the occupation of no more than 35% of the remaining units;

Alongside the minimum affordable residential provision, the Outline Permission also permitted the following:

- A maximum of 500sqm of commercial (A1/ A2/ A3/ B1, D1 or D2) floorspace which could be used flexibly; and
- An energy centre with a maximum 700sqm floorspace;
- Private and Public open space; and
- Car and cycle parking.

On-Site Progress to Date

In residential terms, the decant program has been ongoing and residents have been given the opportunity to remain on the estate and, if preferred, to be relocated into newly constructed homes such as those proposed herein. The site is not within a Conservation Area and does not contain any heritage assets.

Reserved Matters Conditions

The 2020 Outline Permission includes several Reserved Matters related conditions intended to establish key principles of the forthcoming development. The majority of these require submission prior to or coincident with applications for reserved matters being submitted to the Council. Reserved Matters applications are required to accord with commitments and strategies approved under these conditions where relevant.

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

	Condition	Reference	Description	Status
Submission concurrent to Reserved Matters Application	10	221397CND	Details of Swept Paths	Approved
	11	221398CND	Details of Cycle Parking	Approved
	12	221399CND	Details of Fire Statement	Approved

APPRAISAL

Application (1) – Non-material amendment

The Government Guidance ‘Greater Flexibility for Planning Permissions’ (2010) states that there is no statutory definition of ‘non-material’. This is because it is dependent on the context of the overall scheme; what may be non-material in one context may be material in another. The local planning authority must be satisfied that the amendment sought is non-material in order to grant an application under s.96A of the Town & Country Planning Act.

The proposed amendments to the Parameter Plans as set out in the Proposals section of this report (above) are considered to be, individually and in combination, non-material amendments in the context of the approved scheme. The amendments include a very slight number of combined minor alterations aimed at optimising and improving the efficiency of the urban design and layout of the housing within Phase 3 and therefore maximising delivery of Affordable Housing.

These proposed amendments to the Parameter Plans are considered to be non-material amendments relative to the scale of the approved development. The amendments proposed would not result in a scheme that is inferior in design terms, nor would the amendments reduce the amenity of the neighbouring occupants of the adjacent properties within the site.

The non-material amendments are not considered to materially change the outcome or quality of the proposed development and as such it is considered that the non-material amendment application could be agreed.

As such, none of the proposed amendments are considered, individually or cumulatively, to result in a scheme that is poorer by design or otherwise, nor would the amendments reduce the amenity of the neighbouring occupants of the retained properties within the application site.

Application (2) – Reserved Matters for Phase 3

The REM has been submitted pursuant to the following conditions of the 2020 Outline Permission Ref: 195348OUT (dated 30/04/2020) for the redevelopment of Alnmouth and Portrush courts (Phase 3 of Golflinks Estate):

- Condition 6 (Reserved Matters Submission) relating to the relevant material planning considerations for a particular REM, including:
 - a) Appearance;
 - b) Means of Access;
 - c) Landscaping;
 - d) Layout; and
 - e) Scale

and

- Condition 7 (Reserved Matters Details) relating to the relevant documents all REM's must be accompanied by.

Outline Parameter Plans and Design Specification Document (Ref: 195348OUT)

The Outline Planning Permission was approved with a series of Parameter Plans that any forthcoming Reserved Matters Application must comply with. Alongside the Design Specification, these plans set out the key principles for the proposal.

Parameter Plans

Parameter Plans approved under permission Ref: 195348OUT are listed below, alongside a description, which specifies the overarching principles, parameters, constraints and restrictions within which the elements of the proposed development must be contained in the subsequent reserved matters submission. Each of the parameter plans illustrates one aspect of the proposal, and are all to be used in conjunction, in order to develop and define the proposals.

Built Development Plot (drawing ref. 0005 Rev C): This Parameter Plan illustrates the maximum developable area within the development site. It is to be used to define the maximum footprint of the proposed scheme. This sets out the extents within the site on which development can take place. Within these extents, the layout of proposals is flexible and outside of which, development will not be permitted. The Plan does however include a zone for minor projections and/or protrusions such as balconies. Proposals are otherwise not to exceed the upper limits that the Plan defines.

Building Heights (drawing ref. 0006 Rev C): This Parameter Plan illustrates the maximum developable heights in terms of storey numbers on the development site. It is to be used to define the maximum heights of the proposed scheme and is related to the scale of the built form of the wider context. Together with the Development Plot, this forms the limits of the three-dimensional envelope for the proposed scheme, outside of which development will not be permitted.

Access and Circulation (drawing ref. 0007 Rev B): This Parameter Plan illustrates possible zones for access and circulation in relation to the permitted land uses. It does not specify the exact location of access or circulation points but is to be used to ensure access points are located appropriately according to function and context, with additional consideration of privacy and security. This begins to define the detailed layout of the proposals in relation to the overall extents defined in the previous

Plans. Access is considered to be both private, communal and non-residential, although each shall be separate, clear and distinct.

Ground Floor and Upper Floors Land Uses (drawing ref. 0008 Rev B and drawing ref. 0009 Rev B): These Parameter Plans illustrate the various permitted land uses and their extents within the development plot. It is to be used to define and locate the agreed uses within the development plot. The Plans of ground level and upper floor uses begin to shape the location and extent of the various possible uses, ensuring these are integrated into and relate well to the wider context.

Parking (drawing ref. 0010 Rev B): This Parameter Plan illustrates zones available for use as vehicle parking provision in support of the scheme. It is to be used to position and define parking areas in relation to the development which should not exceed the maximum extents indicated on the Plan. These zones include both on-street and off-street areas and should be considered within the context of existing provision, street hierarchy and existing traffic controls. Detailed provision will be guided by Council policy in response to the scale and type of design options put forward.

Open Space (drawing ref. 0011 Rev C): This Parameter Plan illustrates the nature, use and type of external open spaces across the development site. It is to be used to ensure appropriate provision, extent and uses for open spaces in relation to public and private uses. It also considers privacy and security in relation to users and inhabitants of the scheme.

Design Specification

The granted application was also accompanied by a Design Specification, which provides detailed guidance on how to interpret the Parameter Plans so as to achieve an acceptable and policy compliant scheme at the Reserved Matters stage.

The elements described in the Specification are followed as they collectively aid the development of the scheme with a view to achieving a coherent urban form. However, it is noted that the Design Specification is also intended to provide scope for flexibility and creativity to ensure the creation of a vibrant place to live which can meet the changing needs of the Golf Links Estate as the scheme is delivered.

The guiding principles outlined in the Design Specification document for building frontages are to create a coherent but diverse appearance of the area and enable a fine-grained architectural response to the present context of Golf Links Estate. As a minimum, the document expects that the building will add to an articulate locality with designs that are mandated to seek to find the elementary commonalities between the existing and emerging context that could lead to a coherent fabric.

The design principles in the Design Specification Document also set out guidelines for optimising the use of building breaks, frontages and corners, residential and non-residential building frontages, access to open space, internal and external circulation, car parking design arrangements, balconies and robust building materials.

There are also opportunities to adopt and interpret these principles in the detailed design and develop them further at the reserved matters stage. This means that the document is not intending to prevent designers from aspiring to create a diverse place with visual variations between the different elements of the scheme.

Throughout the document, cross references are made, both between the principles and to other documents in the Outline Application.

It is considered that the proposed development relating to Phase 3 conforms with all of the relevant Parameter Plans, as amended, and the Design Specification guidance and this is explained throughout the appraisal below.

Principle of development

The principle of the residential led mixed-use development to provide up to 147 new homes within this site was first established by Outline Planning Permission (Ref: 195348OUT), approved on 30th April 2020.

The description of the 2020 Outline permission is as follows:

“Outline planning permission for the demolition of all existing buildings and construction of a residential led mixed-use development comprising of up to 147 residential units (Use Class C3) of up to 8 storeys in height, including up to 500 sqm of flexible non-residential floorspace (Use Classes A1, A2, A3, B1, D1 and D2) and associated infrastructure (Regulation 3 Application by London Borough of Ealing).”

The principle of the removal of the buildings Portrush and Alnmouth courts was thus also established initially as part of the Outline Planning Permission (Ref: 195348OUT).

The hereby Reserved Matters Application is to bring forward a residential led development following the guiding principles established in the extant Outline consent. Phase 3 is the next stage of development within the estate and is being submitted pursuant to Conditions 6 and 7 of the approved Outline Application Ref: 195348OUT.

Density

The Mayor’s Housing SPG states that the potential for increased densities should be positively explored and enabled on large sites and in opportunity areas. The London Plan highlights the scope for large sites to determine their own character in terms of residential densities.

The site has a Public Transport Accessibility Level (PTAL) of 2. Policy 3.4 of the London Plan states that development should optimise housing output for different types of locations within the density range shown in Table 3.2 of the London Plan.

The site setting is characterised as urban, given the preponderance of medium scale apartment buildings. An acceptable density range for the site is 200- 450 habitable rooms / ha and between 45-170 units / ha. However, it should be noted that the guidance provided in table 3.2 of the old London Plan should not be applied mechanistically but should be considered as a guide rather than an absolute rule when determining the optimum housing potential of a site.

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

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

To this end, the London Plan seeks to select appropriate development densities on a site-by-site basis in order to optimise housing and development delivery. Rather the merits of the proposal and its potential impacts on the local context are considered throughout this report.

The need to optimise the use of residential land is a view strengthened by the London Plan Policy D6 which, in light of the significant increase in housing need now recognised, has removed the Density Matrix. Rather, Policy D6 of the new London Plan also no longer refers to prescribed densities but rather states that proposals "must make the most efficient use of land and be developed at the optimum density". This policy further adds that "the optimum density of a development should result from a design-led approach to determine the capacity of the site".

Phases 3, as proposed, comprises 143 residential units across a site of 0.64ha in size, thereby resulting in a density of 223u/ha. The proposals are considered to represent the optimum density for the size, layout and location of the site, and have been underpinned by a design-led approach to maximise its potential. The Design and Access statement details the design evolution of the scheme to demonstrate how the current proposal was arrived at. It is therefore considered that the proposal is sufficiently justified in terms of proposed sustainable density levels.

The site area is 0.64ha. With 143 units proposed across the entire site area, the density of the scheme is a maximum of 223 units per hectare. The development proposes 456 habitable rooms across 143 units which results in 713 habitable rooms per hectare, which is well within the density levels expected for urban locations such as this. It should also be noted that the proposed built development does not exceed 80% of the site area, in accordance with the requirements of the Design Specification approved as part of the outline consent.

It is also noted that the overall density of the application was assessed and permitted to as part of the Outline permission. As such, within the context of the London Plan, and given both the permitted site densities and the high quality of the design demonstrated through the submitted drawings and Design and Access Statement, it is considered that the density proposed is wholly appropriate

Replacement Housing

London Plan Policy H8 states that proposals which include the demolition and replacement of existing affordable housing and estate redevelopment at higher densities, are required to follow the Viability Tested Route. An uplift in affordable housing in addition to the replacement affordable housing floorspace should be provided.

Policy 1.1 in LB Ealing's Core Strategy sets out the spatial vision for the borough, which includes the Golf Links Estate to provide more homes for residents.

An Affordable Housing and Financial Viability Assessment (FVA) prepared by QUOD has been submitted as part of the planning application. The proposals will deliver 143 new homes across three blocks totalling 16,371m² GEA. The homes will be a mix of social / affordable rent and intermediate homes, meeting the needs of local estate residents and the wider community.

Whilst the proposals are 100% affordable homes and include 73% Social / London Affordable rent, planning policy requires a viability assessment for any scheme involving the demolition of existing affordable homes.

The viability assessment has been created on a residual land value basis. In this approach the costs of development, are subtracted from the gross development value of the completed scheme to result in a residual land value. The residual land value is compared to a benchmark land value to confirm whether the proposals include the maximum reasonable level of affordable homes.

The viability assessment results demonstrate a substantial negative residual land value, as may be expected for a 100% affordable housing scheme. This evidences that the quantum and tenure mix of affordable homes is more than what would usually be considered the maximum reasonable level.

Notwithstanding this, the Applicant is able to proceed with the delivery of the homes, given the Council's priority to invest in and deliver affordable homes and support the regeneration of the Golf Links estate.

Whilst the scheme will deliver in excess of what would typically be considered to be the viable level of affordable homes, these will be affordable to a range of local people and keyworkers. The homes will make a positive contribution to meeting housing needs in Ealing and should be given significant positive weight in determining the application.

The proposals have been allocated GLA affordable housing grant and the final quantum and tenure split will be negotiated during the course of the planning application between the Applicant and LBE and secured through the s106 Agreement.

To facilitate the construction of Phases 3, Alnmouth and Portrush would need to be demolished, which equate to a residential quantum of 84 homes which are being decanted in order to make way for redevelopment.

The proposals therefore deliver an uplift of up to 63 homes across these phases alone.

In accordance with the Memorandum of Agreement (s106), of these homes, a minimum of 84 homes (270hr) would need to be provided as affordable rent. This is clearly exceeded with the current proposal.

It is therefore considered that the redevelopment of the existing residential homes across the Site meets the objectives of the London Plan as well as LB Ealing's Local Policies.

Affordable Housing

Policy 1.2(a) of Ealing's Development Strategy seeks 50% of all new housing on sites of 10 or more units to be affordable housing. London Plan Policies H6 and H10 and the Mayor's Affordable Housing & Viability SPG requires all estate regeneration schemes to establish affordable housing provision through Viability Testing, principally to ensure that beyond the minimum requirement to replace existing stock additional affordable housing delivery is maximised.

Currently, the Council and policy 3A of Ealing's Development Management DPD seek to secure 60% of the total affordable housing provision as social or affordable rent and the remaining 40% for intermediate tenure. Policy 1.2(a) of Ealing's Development Strategy and policy 3A of Ealing's

Development Management DPD require that at least 50% of the new housing developed in the borough up to 2026 to be affordable housing.

London Plan Policy H4 seeks the provision of on-site affordable housing, unless in exceptional circumstances, and its supporting text states that all schemes are expected to maximise the delivery of affordable housing and make the most efficient use of available resources, in order to meet the need for circa 43,500 homes per annum.

The Mayor's Affordable Housing and Viability SPG and Policy H6 of the London Plan sets out that the following split of affordable products should be applied to residential development:

- a minimum of 30% low-cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes (rent significantly less than 80% of market rent).
- a minimum of 30% intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership.
- the remaining 40% to be determined by the borough as low-cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

As required by London Plan policy H5, the Proposed Development would need to replace all existing affordable housing units and/or floorspace with new affordable housing at existing or higher densities and with at least the equivalent level of overall floorspace.

The existing Alnmouth and Portrush Court contain 84 units (all social rent). These add up to approximately 6348 sqm of residential floorspace.

Policy H10 in the London Plan states that, where redeveloped, such floorspace should be replaced on an equivalent like-for-like basis in terms of tenure and provision. In addition to this reprovion, such schemes should also seek to further maximise the delivery of affordable housing through Viability Testing as reiterated in the Mayor's Good Practice Guide to Estate Regeneration.

The proposals will provide a mix of London Affordable Rent, Shared Rent, Shared Ownership and Shared Equity. The housing mix forming part of the FVA exceeds requirements for a minimum of 30% as low-cost homes for London Affordable Rent and 30% intermediate within the affordable provision.

	Affordable Rent/Social Rent	Percentage	Intermediate (Shared Ownership/Shared Equity)	Percentage	Total
No. of Homes	104	72.7%	39	27.2%	143
No. of Habitable Rooms	338	74.2%	118	25.8%	456

Table xx: Proposed Tenure Split

London Plan Policy H8 further outlines that demolition of affordable housing, including where it is part of an estate redevelopment program, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace. In addition to this reprovion, such schemes should also seek to further maximise the delivery of affordable housing through Viability Testing as reiterated in the Mayor's Good Practice Guide to Estate Regeneration.

This is a view reiterated in the Mayor's Affordable Housing SPG, which stipulates that affordable housing lost as part of a development would be required to be replaced by better quality floorspace providing at least the equivalent floorspace of affordable housing.

LB Ealing's Core Strategy Policy 1.2 acknowledges the London level requirements, and states that 'At least 50% of the housing developed in the borough up to 2026 will be affordable housing, as defined in the London Plan, to achieve mixed communities with a range of housing types across the borough and to meet need.'

In summary, the proposed affordable housing provision is considered to meet policy requirements and the minimum affordable housing provision committed to as part of the 2020 Outline Application. Accordingly, this affordable housing provision and tenure split is considered appropriate.

Further detail on affordable housing is provided in the submitted Affordable Housing Statement.

As such, the tenure split is considered to meet the permitted 2020 Outline Permission requirement and is therefore considered acceptable. If permitted, it would further LB Ealing's key commitment to deliver genuinely affordable homes in a range of sizes and tenures for the Borough.

Housing Mix

London Plan policy H10 states that proposed sites should generally consist of a range of unit sizes, in recognition of the need for additional family housing and the role of one and two bed units in freeing up existing family housing. The policy also states that to determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, Applicants should have regard to the aim to optimise housing potential on sites and decision-makers should have regard to:

- Robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment;
- The requirement to deliver mixed and inclusive neighbourhoods;
- The need to deliver a range of unit types at different price points across London;
- The mix of uses in the scheme;
- The range of tenures in the scheme;
- The nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity;
- The aim to optimise housing potential on sites;
- The ability of new development to reduce pressure on conversion, subdivision, and amalgamation of existing stock; and
- The need for additional family housing and the role of one and two bed units in freeing up existing family housing

LB Ealing Core Strategy Policy 1.2(h) also reiterates the need for a 'suitable housing mix', in line with London Plan policy.

The proposed mix comprises a relatively balanced allocation across 1, 2 and 3+ bed homes, with a greater emphasis towards the provision of 2 and 3+ bed units. The proposals will provide a total of:

No. of Bedrooms	No. of Dwellings	Percentage	Habitable Rooms	Percentage by Habitable Room
1	17	12%	34	7%
2	88	62%	264	58%
3	32	22%	128	28%
4	6	4%	30	7%
Total	143	100%	456	100%

Table xx: Proposed Accommodation Mix

Tenure	No. of Dwellings	Percentage
Social Rent	45	31%
London Affordable Rent	59	41%
Shared Equity	25	17%
Shared Ownership	14	10%
Total	143	100%

Larger family sized units are focused within the affordable tenures with more than 30% of homes in the Affordable Rent tenure being 3 beds or more the proposals provide a significant uplift to the number of existing homes alongside new commercial and community use floorspace.

Overall, the proposal for Phase 3 provides a balanced mix of family and non-family sized accommodation in accordance with planning policy, the needs of the ongoing decant, and the extant S.106 agreement.

LIVING CONDITIONS OF FUTURE RESIDENTS

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

In accordance with policy, Phase 3 has been designed with quality and accessibility in mind. All homes meet or exceed the minimum National Space Standards and are of a legible and usable layout.

The Phase 3 apartment buildings and houses are provided on the basis of their design being ‘tenure blind’, in accordance with the principles adopted by the extant 2020 Outline Permission. There would be a balance of social rent, shared equity, shared ownership and London Affordable Rent tenure accommodation within each building.

All tenures have equal access to the same communal outdoor amenity space within the centre of each apartment building.

Internal Space Standards

Figure 18 – Typical 4 bedroom 5 person apartment

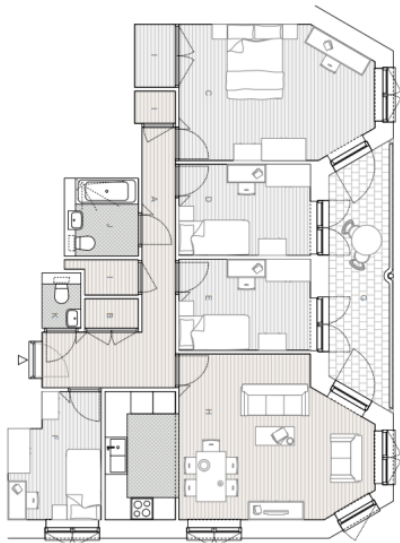


Figure 17 – Typical 2 bedroom 4 person apartment



London Plan Policy D6 states that housing development should be of high-quality design and provide adequately-sized rooms, with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Accordingly, dwellings should be designed in accordance with the National Space Standards.

Further to the above, the Mayor’s Housing SPG sets out the standards of residential design quality that new schemes should consider in order to be comfortable, usable to provide occupants with the highest quality of living.

In accordance with policy, Phase 3 has been designed with quality and accessibility in mind. All units meet or exceed the minimum National Space Standards and are of a legible and usable layout. Each block is separated by a 11.3m gap which allows for the creation of a large percentage of dual aspect units on corners. Of the 143 units provided, a large number will be dual aspect, with only 14 being single aspect north facing and, in accordance with the London Plan, no 3 bed units are single aspect.

This ensures that every home receives a suitable quality of sunlight and daylight in accordance with Standard 29 of the Mayor’s Housing SPG. There would be no more than maximum of 6 units to any one core, also as per the SPG.

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

Windows and Doors

The scheme’s fenestration clearly communicates each opening’s intended use. Windows are raised from the apartment floor level by 850mm giving a sense of enclosure and privacy to rooms, often missing from contemporary developments. Raising windowsills also has a practical purpose,

providing use of the sill for ornaments or plants and giving appropriate places to position radiators or furniture.

Where access is provided from rooms to amenity space full height doors are proposed. In rooms with both doors and windows, such as typical living areas, the taller openings help to provide a sense of orientation to the room helping to establish secondary routes of circulation through the apartment.

Accessibility

Paragraph 92 in the NPPF states that developments must be designed to be safe, accessible, and legible for residents and visitors of all abilities and ages – encouraging opportunities for social interaction and enjoyment.

London Plan Policy D7 requires 90% of new dwellings to be designed as accessible in accordance with Building Regulation requirement M4(2). The remaining 10% should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in accordance with Building Regulation requirement M4(3).

Accordingly, a total of 14/15 units out of the 143 proposed across the site would be provided as M4(3). The remainder of units are designed to M4(2) standard.

Given the proposal includes 10% M4(3) compliant units and the remainder as M4(2) compliant, the proposal is considered compliant with the NPPF and London Plan policy.

Internal Daylight and Sunlight

London Plan Policy D6 requires developments to provide sufficient daylight and sunlight to new housing that is appropriate for its context. Furthermore, the need for developments to consider the comfort and wellbeing of existing and future residents is referenced in LB Ealing's Development Management Policy 7B, which explains that new developments will be resisted if they do not achieve 'good levels' of daylight and sunlight as well as privacy. In this respect, LB Ealing are not prescriptive, simply that this is to be derived on a site-by-site basis.

Accordingly, a Daylight and Sunlight Assessment has been prepared by XCO2 and submitted in support of this Reserved Matters Application.

The methodology set out in this report is in accordance with BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" by PJ Littlefair (2011) which is accepted as good practice.

The rooms evaluated in the internal daylight assessment include open plan living/dining (LD) spaces, kitchen, living room, dining spaces, (LKD) and bedrooms within the proposed development.

The assessment was carried out for 30 no. dwellings considered to be the worst-case units in terms of daylight access across the scheme. All habitable rooms within these dwellings have been included in the assessment.

The analysis results indicated that approximately 93.7% of assessed bedrooms and 94.3% of assessed open plan LD spaces satisfy the recommendations set out by the BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" by PJ Littlefair (2011).

Out of the 35 LKD rooms assessed; 29 received an ADF of at least 2% and a further 4 received an ADF of at least 1.5% which is considered adequate for spaces where living rooms are the main function of the space.

It is worth noting that the 2 remaining LKDs will receive acceptable levels of daylight (ADF ≥ 1.30). Considering the site constraints, living, kitchen, dining spaces' access to daylight is therefore deemed acceptable for the proposed development within an urban environment. Of the 63 bedrooms assessed, 59 meet the 1% ADF target as set out by the BRE and 1 received an ADF of at least 0.8%, which is deemed acceptable for bedrooms; therefore 95.3% of all bedrooms assessed are expected to achieve adequate levels of daylight. The remaining 3 bedrooms falling short of the BRE recommendations are located on the ground floor and the first floor of Block A facing the side of Block B as well as including balconies above their windows. However, these spaces all link directly to private external amenity spaces.

It should be noted that the design team has maximised the glazing area and added extra windows in some spaces, to achieve adequate daylight/sunlight access in bedrooms and living spaces. Overall, it can be concluded that the proposed design offers optimum accessibility to sunlight in the bedrooms considering the context.

In summary the proposed development as a whole is anticipated to achieve good levels of daylighting to all dwellings and habitable spaces and is therefore considered to provide good quality of accommodation to the future occupants in terms of daylight, in accordance with regional and local planning policies.

Noise

Paragraph 130 in the NPPF states that developments should seek to secure a good standard of amenity for all existing and future occupants of both the new scheme and surrounding properties. Similarly, London Plan Policy D3 outlines that development proposals should achieve indoor and outdoor environments that are comfortable and inviting for people to use and help prevent or mitigate the impacts of noise.

Standards 28 – 33 in the Mayor's Housing SPG build upon the concept of a home as a "place of retreat", reiterating the need for habitable rooms within new dwellings to be designed with a minimal exposure to undue noise or poor air quality.

Further to the above, Policy 7A of Ealing's Development Management DPD states that sensitive uses will not be permitted where these would achieve acceptable levels of amenity only by substantially sealing residents or users off from their surrounding environment.

Phase 3 is positioned at the northern end of the Estate and is adjacent to the south of Fleming Road, the primary thoroughfare within the estate. The other adjoining road, namely Whitecote Road, is considered a secondary route and is not expected to form any primary access within the estate. The surrounding uses are primarily residential, with some complementary community uses, and no potentially noise-generating uses are therefore identified in proximity to the site.

As such, it is not anticipated that future occupants would be exposed to excessive environmental noise levels. Nonetheless however, a Noise Assessment will be submitted in due course pursuant to the Outline Conditions. The Assessment should be able to provide an overview of the existing noise

environment in and around the site, and consequently propose any mitigation measures necessary to ensure future occupiers have experience a suitable living environment in respect of noise.

Microclimate Assessment

Policy D8 (Public Realm) of the London Plan (2021) requires development proposals to consider the local microclimate created by buildings, including temperature and wind, taken into account in order to encourage people to spend time in a place. Further to this, Condition 9 of the outline consent requires the reserved matters submission to be accompanied by an assessment which demonstrates that appropriate levels of amenity, as set out in the Lawson Criteria for Distress and Comfort, or any subsequently adopted standard, can be met.

A Microclimate Assessment has been prepared by WSP and submitted in support of the application. The study assesses the impact of the proposed development on the local wind environment and determine the level of adherence to the recommended criteria for pedestrian safety and comfort. The assessment considers the effect of the surrounding context and pays particular attention to wind effects in open amenity spaces, pedestrian routes, balconies and terraces.

In terms of safety, the assessment concludes that all areas in the site and its surroundings are safe for all pedestrians with wind speeds not exceeding 15m/s for more than 0.025% of the time.

In terms of comfort, the results also set out that the majority of the area within and around the site is suitable for 'sitting' and 'standing' throughout the year and therefore, suitable for the proposed use with no mitigation required.

Please refer to the submitted Microclimate Assessment and Design and Access Statement for further detail in this regard.

On balance, it is considered that the proposed development would be capable of providing satisfactory living conditions for future occupiers of the block, in accordance with policy 7A of Ealing's Development Management DPD and in accordance with the Mayor's Housing SPG and London Plan (2021).

URBAN DESIGN

Scale, Layout and Massing

LB Ealing Development Management Policy 7B states that massing of new development must be carefully designed with changes in scale and perspective to ensure visual interest across the development is maintained. Legibility should be key in the design of any building as this would facilitate the creation of safe and usable public and private spaces.

London Plan Policy D3 outlines those developments should positively respond to local distinctiveness through their layout, orientation and scale. Policies D4 and D6 concern with the design and quality of new housing. These policies state that developments should demonstrate a high quality of design, and should provide comfortable, functional and fit for purpose layouts. The supporting text of Policy D6 provides an overview of the key qualitative design aspects to be addressed in housing development, including layout, orientation and form.

Outline Parameter Plan Ref: 006 illustrates allowable maximum height limits across the site. It is important to draw attention to the fact that this parameter plan must be read and interpreted in conjunction with the Design Specification, which sets heights in two forms, by storey height and

maximum height AGL, both of which are valid in terms of determining the maximum height limitations. Notwithstanding, the absolute maximum height for the development must be set no higher than 29.5m above finished ground levels.

The accompanying approved Design Specification document explains that maximum residential heights encompass a typical storey height of 3.3m and an enlarged ground floor storey height of 5.1m (both measured top of finished floor to top of finished floor).

Therefore, the height limit is the figure expressed as meters AGL, as opposed to the storey range outlined; with ground floor levels defined by the level at which pedestrian entrance points into buildings interface with the public realm.

The proposed development has been designed to ensure that heights are fully in accordance with the maximum heights illustrated in Parameter Plan 0006, generally using the storey heights as the upper limit.

The Blocks proposed on Phase 3 fronting Whitecote Road are six-storeys tall, and the northern block is made up of a single two core, eight-storey building. The tallest eight-storey element has been carefully positioned along Fleming Road, on the northern side of the development site, in order to act as a marker to the principal street within the estate and to help define the architectural sequence along this east-west throughfare.

The proposal is split into three built forms with generous gaps between. This helps to break down the scale of the building as seen from the surrounding streets and creates corners that provide the opportunity for dual aspect apartments.

Bay windows articulate the principal façades, creating an undulating rhythm of light and shadow, similar to that seen on a London terraced street. They express each dwelling's principle living space and breakdown the overall mass of each block. Balconies are inserted into the space between bay windows, providing a strong horizontal expression to the facade and marking each storey.

Special urban moments at corners and between the buildings are marked by variations to the proposal's underlying DNA. These moments help the building to 'turn the corner' marking the transition between the character of streets and spaces, for example Fleming to Whitecote Road or between the Greenway Park and Whitecote Road.

With regard to layouts, the proposals reflect the approved parameter plans, with Phase 3 comprising of development blocks laid out in an L-shaped style formation. The blocks are arranged with spacing in between to ensure the quality of the proposed residential accommodation and improve visual and pedestrian permeability.



Figure 13 – View from the corner of Fleming Road and Whitecote Road showing the communal residential entrance of Block A and how the building marks turning the corner of the two streets

The proposed layout on Phase 3 enables active frontages to be delivered along the surrounding streets, whilst simultaneously framing the open space to the east of the site. This arrangement also ensures that the maximum amount of daylight and sunlight is received by the open land.

As such, the proposed design is considered to include innovative design solutions to deliver the optimal development for this site, and its layout, scale and massing would be responsive to the local setting with a well-considered and high quality of design.

This is in accordance with the design principles set out in London Plan Policies, D3, D4 and D6 and Ealing Development Management Policy 7B, as well as the overarching vision and design for the neighbourhood.

Building Heights and Massing

The proposed development is to provide three blocks, ranging between 6 and 8 storeys in height, comprising 143 new homes.

The proposal is split into three buildings, Blocks A, B and C. Each building will have its own entrance, with Block A having two entrances to Fleming Road. Refuse and cycles are located adjacent to building entrances within 10m of the public highway.

Generous gaps have been created between each block, allowing public routes from Whitecote Road into the Greenway Park and increasing connectivity between Whitecote Road and Fleming Road, making day-to-day journeys through the estate more enjoyable.

Splitting the proposal into three blocks helps to reduce the building's mass to Whitecote Road and increase permeability through the site to the Greenway Park. The Greenway Park acts as a link from Fleming Road to the south of the estate, as well as a green link from the estate to beyond.

Non-residential units are located in Block A adjacent to Fleming Road, the public square and the Greenway Park. These are key urban intersecting points providing active frontage and overlooking to the public realm.

Block A contains the energy centre, which is adjacent to the block's switch room and ground floor residential units, as well as being adjacent to Whitecote Road, maintaining a high level of passive surveillance over the site. Splitting the proposal into three blocks helps to reduce the building's mass to Whitecote Road and increase permeability through the site to the Greenway Park.

The proposed building heights range from 6-8 storeys and incorporate a bay design approach for the homes that means that the building lines are proposed with steps and setbacks. Above ground floor level three blocks are proposed.

Design and Layout

In accordance with the intent of the approved Outline Parameter Plans and Design Specification, the proposal works hard to ensure activity and interest is maximised, with no "dead frontages". The orientation and layout of all buildings ensures active frontages to all sides and passive surveillance over the wider area.

As noted above, the proposed development comprises three blocks with the buildings arranged to align with the development plot consented under the Outline Application.

All dwellings are accessed from shared, sheltered entrances at street level. No more than 6 units are proposed per core. The proposed buildings and their architecture have developed through an 'inside-out' design approach, thinking firstly about rooms and spaces and how the interiors of apartments might then inform the architectural character of the exterior.

A strong emphasis has been placed on creating good quality, inventive layouts with interconnecting spaces that link and flow visually, one to another. As per their traditional intention, bay windows have been utilised as an extension to living spaces, which allow multiple views out and across to the Greenway Park and the surrounding site.

As a critique of balconies that are often isolated and underused in modern developments, balconies here have been designed as an extension of the internal living spaces and can be used for apartment circulation.

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

The material palette is predominantly brick based. The elevations will be constructed using bricks with a subtle variation in colour. This will give a strong tonal quality when seen from a distance with a more varied texture when seen up close.

A series of cast concrete elements such as columns, cills, cornices and lintels are incorporated into the façades with a strong textural quality to compliment the surrounding brickwork. 5.24 Secondary elements such as windows, ironmongery and railings bring a recognisable sense of craft to areas of the building that residents come into contact with.

Full details of proposed finishes are set out in the accompanying Design and Access Statement.

Design Specification

The Design Specification which formed part of the Outline extant consent has been closely followed through the development of the reserved matters scheme. The specification described various parameters including the scale, footprint, massing, and strategy of any proposed building.

There are also opportunities to adopt and interpret these principles in the detailed design and develop them further at the reserved matters stage. This means that the document is not intending to prevent designers from aspiring to create a diverse place with visual variations between the different elements of the scheme.

Where deviations from these parameters have been made, the relevant section of the submitted Design and Access Statement aims to explain the reasoning behind them, and the steps taken to comply as closely as possible.



Figure 6 – View from Greenway Park looking west towards Whitecote Road

Appearance and Materiality

LB Ealing Development Management Plan Policy 7B states that external treatments, fittings and material must complement the building and its context. Such detailing should be of high-quality design rather than “poor quality imitation”. New developments as a whole must be attractive, “well-matched” and contribute positively to its context.

London Plan Policy D3 states that developments should be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

The proposed development has been carefully designed, taking into account the design specification which underpin the outline consent. These specifications are, as follows:

- High quality, durable and low maintenance materials are to be used on the façades of the buildings to achieve attractive aesthetics and durability.
- Facing materials that require a regular maintenance regime should be limited in their extent and be easily accessible.
- Metalwork, including parapet coping, rainwater goods, flashings, balustrades and window frames are to be colour coordinated.
- Ancillary spaces and service elements are to be carefully considered and sensitively integrated into the fabric of the building. Consumer units will be out of sight, concealed or hidden within external stores.
- For all façades, except on taller built elements, extensive areas of curtain walling shall be avoided.

- For all façades, uPVC framing elements should not be used.
- Window frames should be timber or metal. Only natural, achromatic or metallic finishes shall be used.
- Windows shall be at least two thirds of the floor and ceiling height of the storey.
- Maintain window proportions where possible in order to maintain continuity along building façade.
- Location and proportion of the windows to maximise access to daylight and ventilation
- Avoid flats which exclusively have windows on the north elevation to prevent single aspect, north facing dwelling.

The material palette is predominantly brick based. The elevations will be constructed using bricks with a subtle variation in colour. This will give a strong tonal quality when seen from a distance with a more varied texture when seen up close.



Figure 14 – Block C from Whitecote Road

A series of cast concrete elements such as columns, cills, cornices and lintels are incorporated into the façades with a strong textural quality to compliment the surrounding brickwork.

Secondary elements such as windows, ironmongery and railings bring a recognisable sense of craft to areas of the building that residents come into contact with. 6.98 The elevations showcase a clear hierarchy of a base, middle and top, with a different emphasis based on the building’s scale and how they are seen and approached from the street or afar.

Further detail on materials and appearance are provided in the accompanying Design and Access Statement and the proposed plans.

Paragraph 134 of the NPPF (2021) states that “significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

The development will promote a high quality and sustainable form of design, and continues to improve the appearance, quality and liveability of the wider Estate. In all, it is considered that the design, materiality and details of Phase 3 accord with the requirements of the NPPF, the current and London Plan and the relevant local policy. Full details, including samples of all proposed materials, will be provided for approval prior to the commencement of relevant works, which is secured by condition.

Road Layout, Transport and Parking

Golf Links Estate is predominantly residential with 20mph speed limits and traffic calming measures in place. The site does not lie within a Controlled Parking Zone (CPZ), and therefore parking on surrounding streets is unrestricted.

The application site is located with access from Fleming Road and Whitecote Road, which are both local adopted streets. Fleming Road is a 7.3m wide street with traffic calming, waiting restrictions and is a local bus route for the E5 bus. Whitecote Road is a 5.8m wide street that connects onto Fleming Road. Whitecote Road predominantly serves Phase 1 - the Southern part of the estate, which is now occupied.

A Transport Assessment (TA) was submitted with the Outline Application to assess the likely transport impacts of the proposed scheme, including public transport, trip generation, parking and access.

The Outline Consent TA findings calculated the estimated trip generations for the proposed development, noting that there would be a total of 63 vehicle movements in the AM peak and 35 in the PM peak. When compared with the existing context, this equates to a net increase of 21 vehicle movements in the AM peak and 15 movements in the PM peak. This is approximately 1 vehicle every 3 minutes on the road network, and it was therefore considered to be a negligible impact.

The proposed parking numbers and layout are further detailed later in this report, where it is demonstrated that parking to be provided would be to an appropriate level to ensure there is no net detriment to existing on-street parking stress, in compliance with policy.

In line with London Plan requirements, 20% of spaces will need to be provided with active charging, and all remaining spaces would need to be designed to have passive electric charging.

The Overall conclusion of the local planning authority in the determination of the extant Outline application was that the proposed development will not have an unacceptable impact on highway safety or the road network.

Cycle parking has been designed in accordance with the London Plan, with each core having access to a bike store. The details of Cycle Parking provision are also outlined later in this report.

Parameter Plans

The Parameter Plans illustrate the existing connections surrounding the site, with Fleming Road to the north and Whitecote to the west. Parameter Plan 0010 ‘Parking’ identifies both roads as suitable to provide on-street parking. Parameter Plan 0007 ‘Access and Circulation’ illustrates possible zones for access and circulation in relation to the permitted land uses. It does not specify the exact location of access or circulation points but indicates the areas where access points are located appropriately according to function and context, with additional consideration of privacy and security. Access is considered to be both private, communal and non-residential, with each being separate, clear and distinct.

Landscape and Amenity Space

London Plan Policy D6 states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. The supporting text of Policy D6 also outlines that the use of podiums, roof space and courtyards for additional private or shared outside space is encouraged.

Furthermore, London Plan Policy G4 and LB Ealing Core Strategy Policy 5.5 supports the creation of a network of open spaces in developments, which would ensure satisfactory levels of local provision whilst maximising the access for local residents. 6.167 LB Ealing’s Development Management Policy 7D reiterates the importance of green and open space to underpin people’s quality of life, health and wellbeing. Accordingly, where new developments occur, sufficient open space should be provided.

With regards to private amenity space, every ground level home would be provided with a private garden, and every apartment would benefit from private amenity in the form of balconies and sized accordingly to meet the requisite policy standards set out in the Mayor’s Housing SPG.

The amenity space is directly accessed from the living room and bedrooms. The balconies are held by bay windows at either end, creating sheltered and private spaces that can be enjoyed throughout the year. Angled metal balustrades provide increased privacy, whilst still allowing light into the rooms behind.



Figure 19 – Private amenity space of a 3B6P unit on Block A overlooking the Greenway Park

This phase is also well situated to take advantage of the surrounding open spaces to the east of the site, which are within a 50m walk from the proposed residential units, in accordance with the requirements of the GLA’s ‘Shaping neighbourhoods - Play and Informal Recreation’ SPG. 6.171 On the basis of the above, the proposal will provide a high-quality open space and amenity offer for future occupiers, in accordance with London Plan and LB Ealing requirements.

Public Realm

The relationship between the buildings and public realm has been closely considered throughout the design process. The site is unique as it presents faces to Fleming Road and Whitecote Road, as well as the Greenway Park.

Primary residential entrances are located off Fleming Road and Whitecote Road and accessed at grade. Between the buildings, courtyards provide links from the street to the Greenway Park. The courtyards act as thresholds between street and park and provide framed views through arched entrances of the spaces beyond.

Residential units at ground floor take advantage of the natural slope of the site to raise above street and park level. This gives privacy to residents, whilst also providing good overlooking and a formal edge to the public realm.



Figure 15 – View looking north on Whitecote Road

The proposed buildings are arranged to create a variety of accessible, safe and engaging public spaces around the site. Between Whitecote Road and the Greenway Park small courtyards provide routes through the site, providing a transition from the activity of the street to the tranquillity of the park.

Windows from the living spaces of adjacent homes overlook the courtyards, which are open to the park to the east. As they meet the street, each courtyard is defined by an arched brick wall that

provides the space with sense of intimacy, differentiating them from the open space of the park and sheltering them from the street.

The walls continue the façade line of the three blocks on Whitecote Road, tying the buildings together and forming a continuous street edge as they descend to the south. Eye level openings provide glimpses of the park from the street, with large archways forming passageways and framing views of the space beyond. This ensures clear lines of sight through the public realm, and bestows a sense of theatre to the streetscape, where moments of play and conviviality are encouraged.

The architectural expression of the gateways is intentionally distinct from the more rigorous language defining the façades of each building. This juxtaposition allows them to become more present within the street where they act as markers signalling routes through the public realm and enlivens the visual composition of the development creating a sense of place.

When seen together, the courtyards, streets and park combine form a rich series of public spaces with different attributes across the site.



Figure 16 – View from the Greenway Park looking west to the courtyard between Blocks B & C

Children’s Play Space

London Plan Policy S4 states that, for residential development, at least 10 square metres of play space should be provided per child that:

- provides a stimulating environment;
- can be accessed safely from the street by children and young people independently;
- forms an integral part of the surrounding neighbourhood;

- incorporates trees and/or other forms of greenery;
- is overlooked to enable passive surveillance; and
- is not segregated by tenure.

The supporting text of Policy S4 further clarifies that off-site provision, including the creation of new facilities or improvements to existing provision, secured by an appropriate financial contribution, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents. This is likely to be more appropriate for the provision of play facilities for older children, who can travel further to access it, but should still usually be within 400 metres of the development and be accessible via a safe route from children’s homes.

The Mayor’s SPG “Providing for Children and Young People’s Play and Informal Recreation” requires play facilities to meet the needs of the expected child population through the provision of 10sqm of playable space per child. This is a view supported by Table 7D.2 in LB Ealing’s Development Management DPD.

The Design and Access Statement outlines the proposed total yield of children – and how many will be under the age of 5 and how many would fall into the 5 -11 category. This indicates a requirement of 727sqm of provision for under-5’s play space, 555sqm for under-11s and 384sqm for 12+. As such, the total required play space is 1666sqm.

The total play space provided is 799sqm. This comprises 384sqm of doorstep play and 415sqm of neighbourhood play. This total meets the re-provision of existing play space on site, provides an additional 371sqm and offers uplifts in doorstep play (from 0sqm to 384sqm).

Age Group	Development Child Yield	GLA Requirement (10sqm per child)	Existing Provision	Proposed Provision
0-4	72.7	727sqm	0	384sqm
5-12	55.5	555sqm	428sqm	415sqm
12+	38.4	384sqm	0	0sqm
TOTAL	166.6	1,666sqm	428sqm	799sqm

Whilst the proposed provision does not meet the GLA play space target provision of 1666sqm, it is considered that such a requirement would be difficult to accommodate as the space within the red line boundary is limited. It is considered that aiming to provide a greater area of play space would result in the overdominance of play-provision at the expense of wider multi-functional uses in the landscape area.

Regarding the balance between neighbourhood and doorstep play provision, it is considered that a larger local play area would better meet the provisions of a ‘neighbourhood’ play space due to its location within the wider estate and would be a positive attribute to the proposal given the setting as part of the Greenway Linear Park. However, if there is a preference to do so, the play space proposals can be amended. Given the site characteristics and constraints, it is considered that a financial contribution would be appropriate to mitigate the short fall in on-site provision.

Notwithstanding the above, play space will be of a high-quality design and will include a variety of interactive features such as steppingstones to allow for greater opportunities to play.

The proposal is therefore to provide a generous amount of play space which exceeds the existing on-site provision, whilst being of a high-quality design, providing a stimulating environment and creating a safe and secure environment.

Whilst the proposal does not include any play space for children aged 12+, there are significant opportunities for play within the site-wide open spaces. The site is adjacent to an open space, with opportunities to provide diverse play experiences.

All residential lobbies are up to 50m walking distance from one of these play areas, which is below the distance from residential units which is recommended for children over 5 years old in the GLA's 'Shaping neighbourhoods - Play and Informal Recreation' SPG.

It should also be considered that there is an approved ballot for wider estate regeneration. As such, there will be a comprehensive analysis and provision of play space across the wider estate in due course once a defined regeneration strategy is in place.

Following discussions with residents, the applicant is also proposing to relocate the existing play space to the south of the temporary building at the application site during construction works. It is proposed to relocate this play space to land within the control of the applicant (please refer to the blue line on site plan ref: 308_A_10_001 Rev PL) at the communal green open space in front of 1-24 Thurlstone Court and 1-16 Panmure Court (fronting Fleming Road).

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

Trees, Landscaping and Ecology

Whilst no existing trees on site are proposed to be felled, new trees will be planted across the development, resulting in a betterment in arboricultural, ecological and amenity terms. Several of the new trees will be planted as semi-mature specimens to provide immediate impact within the new landscape scheme.

A tree strategy has been prepared for the scheme and is included in the accompanying Design and Access Statement; the strategy seeks to deliver a number of new trees along Fleming Road and Whitecote Road with tree species to be selected in relation to the street and open space hierarchy. An Arboricultural Impact Assessment, Tree Protection Plan and Tree Schedule will be submitted prior to the commencement of development in line with Conditions 19 & 20 of the outline consent.

A variety of other landscape and biodiversity enhancements will have been proposed across the site, including biodiverse roofs, bat and bird boxes, edible species and communal grow beds, rain gardens, meadow and amenity grass areas so as to improve the biodiversity value and urban greening factor for the site. Please refer to the submitted Trees and Planting Strategy (prepared by Jonathan Cook Landscape Architects) for full details in this regard.

A statement requiring details of how a net gain in biodiversity has been achieved on site will be required as part of the Reserved Matters application as per Condition 7 of the outline consent. Such a statement has been submitted, demonstrating that a 10% net gain will be achieved on site. Please refer to the submitted statement for further detail.

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

Impact on Neighbours

Policy 7A 'Amenity' of Ealing's Development Management DPD requires that new development does not unacceptably erode amenity for neighbouring occupiers by ensuring, amongst other things, good levels of sunlight, daylight and privacy. Coherent and appropriate development of a site is emphasised.

Sunlight and Daylight

Policy D6 (Housing Quality and Standards) of the London Plan (2021) outlines the need for the design of development to provide sufficient daylight and sunlight to new and surrounding housing. 6.146 Policy 7B of Ealing's Development Management Document (2013) states that development must achieve good levels of daylight/sunlight.

A Daylight and Sunlight Assessment has been prepared by XCO2 and submitted in support of this Reserved Matters Application. The assessment analyses the impact of the proposed development against the existing situation on the lighting levels to neighbouring residential properties.

The methodology set out in the report is in accordance with BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" by PJ Littlefair (2011) which is accepted as good practice.

A total of 173 windows from buildings surrounding the site were highlighted as being in close proximity to and facing the proposed development.

Daylighting levels for potentially affected windows of surrounding developments by the proposed development were found to be acceptable.

In summary:

- 48 out of 173 windows passed the 25-degree line test;
- 39 of the remaining 126 windows achieved VSCs greater than 27%;
- 63 windows achieved relative VSCs over 0.8 of their former values;
- 8 of the remaining 23 windows were found to meet the no skyline test;

15 windows are identified as falling short of the BRE criteria. However, overall, the development is not anticipated to have any notable impact on the daylight received by neighbouring properties.

A total of 65 windows from buildings surrounding the site were assessed for sunlight access. The analysis indicated that 0 of the 65 windows passed the 25-degree line test. The analysis indicated that 56 out of 65 windows within 90° due south achieved the BRE criteria for annual probable sunlight hours (APSH) and winter probable sunlight hours (WPSH) or the relative APSH/WPSH recommendations by the BRE. From the remaining 12 windows, 8 achieve either the APSH or the WPSH criteria.

The last remaining window is located to a kitchen/living/dining room on the ground floor of Clay Court to the north of the proposed development and is recessed behind its own building massing to the west, and the church building to the east, which restricts sunlight access during the morning and afternoons under the existing condition. Other windows on the same building meets the sunlight targets set out by the BRE.

Therefore, the proposed development at Golf Links Estate is not considered to have any notable impact on sunlight access to windows of surrounding developments.

A solar access analysis was undertaken for a total of 3 amenity spaces for the full 24 hours on 21st of March. All the amenity spaces are predicted to have a minimum of 2 hours of sunlight on 21 March over at least 50% of each assessed amenity space.

The proposed development is therefore not considered to have any significant impact on sunlight access to the amenity spaces surrounding the site.

The analysis shows that the proposed works at Phase 3 would leave the neighbouring residential properties with suitable levels of natural light appropriate for a dense urban location.

Overbearing and Privacy

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

The proposals have been designed to conform with the consented parameters, and with the Illustrative scheme. The proposals will therefore retain the separation distances and relationships with neighbouring existing, emerging, and proposed buildings which was consented under the 2020 Outline Permission.

The careful positioning of balconies also ensures that no additional overlooking or loss of privacy is generated above that which was consented under the 2020 Outline Permission.

Please see the accompanying Design and Access Statement for further information.

Impact Summary

In summation and overall, considering the existing site situation, the density of the proposed site redevelopment and the urban context created the sunlight and daylight impacts across the estate would be considered as acceptable.

With regards to overbearing and privacy impacts, every effort has been made in design terms to ensure no undue impacts result from the proposed development. As demonstrated above, the relationships proposed are in line with the assumptions made within the Outline Consent and are considered typical of an urban London location. Neighbouring residential amenity therefore would remain suitably intact, and the development as a whole is therefore considered to be compliant with Local Plan Policy 7A.

Transport, Parking, and servicing

Section 9 in the NPPF sets out the importance of developments encouraging and facilitating an increase in the use of and access to sustainable transport methods. To this degree, London Plan Policies 6.10, 6.11 and 6.12 are also relevant which regard the need to prioritise the provision of a high-quality pedestrian environment. Pavements should be decluttered, fully accessible and where appropriate, adhere to “shared space principles”. Streets and roads should be designed and laid out to ensure that the needs of the respective street users and surrounding public realm are dealt with in a coordinated way.

The proposals follow the key principles of the development agreed through the outline application, particularly with respect to road layout and design, parking numbers and pedestrian/cycle infrastructure improvements.

A Transport Assessment has been prepared by Project Centre Limited and submitted in support of the application.

New entrances to the blocks will be provided on Whitecote Road and Fleming Road. 6.195 The site will be permeable to pedestrians with a minimum footway width surrounding the site of 2m leading to all pedestrian entrances leading to the residential and non-residential portions of the development.

Improvements to the public realm at the site include sections of resurfacing on Fleming Road and Whitecote Road, with footways being maintained at an average width of 2m (dropping to 1.9m in some sections for a short distance), with the aim of providing a pleasant walking experience.

Car Parking

London Plan Policy T6 states that parking across new development should be restricted in line with levels of existing and future accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

Accordingly, Policy T6.1 requires new residential development to not exceed the maximum car parking standards set out in Table 10.3. Given LB Ealing is "Outer London" (as noted in Annex 2), the following parking standards from Table 10.3 apply:

Number of Beds	Outer London PTAL 2-3	Outer London PTAL 4
1-2	Up to 0.75 spaces per dwelling	Up to 0.5 - 0.75 spaces per dwelling*
3+	Up to 1 space per dwelling	Up to 0.5 – 0.75 spaces per dwelling*
* When considering development proposals that are higher density or in more accessible locations, a lower standard shown here should be applied as a maximum		

London Plan Policies T6 and T6.1 also note that major car-free or car-lite development should still deliver disabled parking and demonstrate that, as a minimum:

- for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset;
- an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.

Finally, Policy T6.1 also outlines that 20% of car parking spaces proposed should be provided with active electric car charging facilities, with all other spaces equipped with passive provision.

The proposed development is car-free, and parking on surrounding roads is currently unrestricted. However, an existing informal area containing off-street courtyard parking is located on Whitecote Road which falls within the red line boundary of the site and as part of the proposals this will provide 6 parking spaces.

4 bays for disabled residents will be provided from the onset and accessed via Whitecote Road. The design accommodates the ability to convert 11 general parking bays to disabled bays if there is future demand, with 5 parking bays on street (formalising the existing arrangement) and 6 parking

bays provided via an off-street parking area. This provision is in line with the London Plan requirements for providing up to 10% disabled parking based on unit numbers.

The proposal will reduce the parking provision on Whitecote Road by approximately 10 spaces. However, given the wide availability of unrestricted parking available within a 200m walking distance of the site, it is considered that existing parking demands on Whitecote Road could be accommodated elsewhere within a short walking distance of the site. A revised parking supply, demand and stress study resulted in a parking stress figure of 99.8% or spare capacity of two spaces, demonstrating that there is spare parking supply to accommodate worst level cases of increased vehicle ownership in the area as a result of the development.

The proposal will therefore meet the requirements of the Outline Consent, whilst simultaneously accounting for London Plan Policies T6 and T6.1.

In line with London Plan requirements, the proposal would provide 20% active electric-vehicle charging spaces, with all remaining spaces being provided with passive EV charging.

Cycle Parking

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

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

Accordingly, the proposal requires a significant number of long-stay spaces, and the proposal will provide these spaces in five dedicated cycle stores internally, within the buildings at ground floor level in the cores to serve the proposed flats above ground level.

The proposed cycle parking quantities for the development therefore includes:

- Secure residential cycle parking: 278 spaces,
- Secure non-residential cycle parking: 2 spaces,
- Short stay cycle parking: 12 spaces.

Secure cycle parking will be provided via two tier cycle racks, meaning that 50% of them will not require users to lift cycles. In addition, there are wide spaces provided to accommodate large cycles also.

Short stay cycle parking will be provided via Sheffield stands in easily accessible locations within the cycle parking areas.

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

Cycle Track

The existing two-way cycle track on Fleming Road is proposed to be retained at its current width, however, relocated closer to the road carriageway as a means of reducing conflict with those

entering/ exiting Block A via the entrance points on Fleming Road. It is recommended that a condition is attached to the decision to require the submission of detailed cycle track design prior to occupation.

The TA notes that the existing cycle track for two-way cycle movements, measuring around 1.5m in width would not meet current standards. As such, it is likely if cyclists approached each other, they will use the adjacent footway, essentially making this area operate like a shared space when flows are higher.

Notwithstanding this, the proposal would not lead to a loss or a reduction in cycling facilities in the area.

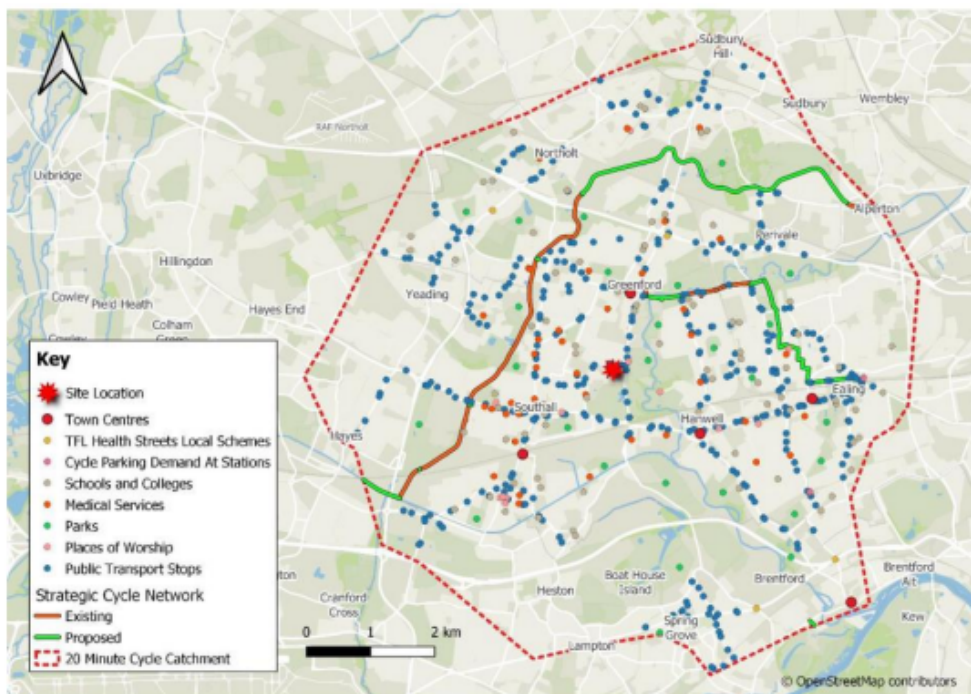


Figure 23 – 20 Minute Active Travel Zone Map

Active Travel Zone Assessment

An Active Travel Zone (ATZ) assessment has been undertaken, with key routes and locations within a 30-minute walking distance identified, in relation to the TfL Healthy Streets Indicators. The ATZ is a qualitative analysis of the walking and cycling infrastructure from the proposed development to key destinations.

The full ATZ assessment of key routes is provided in Appendix C of the Transport Assessment.

Kerb Alterations

Condition 10 of the outline consent requires the submission of details of Swept Paths of a 10- metre rigid lorry serving the development plot for the LPA's approval.

Vehicle tracking is provided in Appendix E of the Transport Assessment and shows a 10m rigid lorry manoeuvring on Fleming Road and Whitecote Road.

As the current road alignment stands, the existing kerb radii on Whitecote Road is not sufficient to accommodate the required design vehicle. There is evidence on site that large vehicles mount the footway to turn at the bend. This is evident from the installed blacktop surfacing and bollards that have been installed, due to damaged block paving on the footway.

To mitigate this issue and accommodate large vehicles turning on Whitecote Road, it is proposed to modify the existing kerb line and provide a mountable area for large vehicles. This will allow the existing drainage and road markings to remain while maintaining the existing road alignment.

This approach is viewed to be appropriate given that the junction already presents an asymmetrical arrangement and would result in an improvement on the existing situation in terms of highways safety. It is proposed that these works be included within a future Section 278 Agreement.

Trip Generation

A trip generation assessment using the TRICS database demonstrates that the predicted vehicle trip generation of the proposed development is negligible with an estimated net increase of 22 vehicle movements during the AM peak, and 15 movements during the PM peak. This equates to a maximum increase of approximately 1 vehicle every 3 minutes and is considered negligible.

However, it is worth noting that the S106 requires that new residents will not be entitled to car parking permits within any future CPZ in the area and that the proposals are for a considerable reduction in parking provision within the vicinity of the application site. In this instance, it is likely that trip generation resulting from the scheme will not achieve the predicted 22 vehicle movements during the AM peak

Servicing, Refuse and recycling

With regard to bins, these will be provided internally within each core of the three blocks, near the entrances so that they are readily accessible and secure. Design and capacity is based on approved document H and Ealing's Waste management guidelines.

Delivery and Servicing will primarily take place in line with the existing strategy that LBE adopts within the locality of the site. Blocks A, B and C will be serviced via a mixture of on street and off-street.

The drag distances for refuse collection for the operatives will be provided within the guidelines, with a drag distance of no more than 15m for bins of up to 240-litres, or 10m for larger containers, as detailed in LBE's Waste Management Guidelines. The proposals contain dropped kerbs to assist with bin collections.

It is noted that a 'Servicing and Refuse Management Plan' was produced by PCL as the outline planning application stage and was determined based on a total of 141 units, which is to be increased by an additional 2 units (total 143). Following a sensitivity test to determine the impacts of the additional 2 units, it is noted that there will be no change to that presented as part of the original 'Servicing and Refuse management Plan'.

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

In summary, based on the above and all considerations within the Transport Assessment, it is deemed that the proposals for this development are acceptable in transportation terms, according with all relevant national, regional and local policy.

Energy and sustainability

Sustainable development is the core principle underlying the spatial planning system and is promoted in the NPPF. Similarly, London Plan Policies require new developments to minimise carbon dioxide emissions, make efficient use of all-natural resources and maximise, both during construction and operation of the development, opportunities for recycling and reuse of materials. This should be achieved following the London Plan Energy Hierarchy: Be Lean, Be Clean, Be Green and Be Seen.

The integration of sustainability and energy efficiency into Phase 3 has been carefully considered throughout the design process to ensure that it makes the fullest contribution to the mitigation of, and adaption to, climate change, energy usage, and resource wastage, whilst minimising carbon dioxide emissions.

Details of the of all energy and sustainability measure s utilised across this phase have been included in the Energy Statement (prepared by XCO2) that has been submitted alongside this application.

In summary, a low carbon approach to the design of the building's fabric and associated systems will be used to minimise energy use.

The energy centre is proposed to be served by air source heat pumps. A Photovoltaic panel installation will also be mounted on the roofs, which means there will be a total reduction of regulated emissions once energy efficiency measures and renewable energy is considered on NCM building performance.

The Energy Statement demonstrates that the proposal has been developed in line with the energy policies of the London Plan and of the London Borough of Ealing Development Strategy policies. The three-step Energy Hierarchy has been implemented and the estimated regulated CO2 savings on site are 77.2% for the domestic part and 43.2% for the non-domestic part of the development, against a Part L 2013 compliant scheme with SAP10 carbon factors.

The proposed development complies with the London Plan CO2 savings target of 35% overall. With SAP 10 carbon factors, to achieve 'zero carbon' for the residential 34.8 tonnes of CO2 per annum, equivalent to 1,043.5 tonnes over 30 years should be offset. For the non-domestic portions of the scheme, 1.1 tonnes per annum of regulated CO2, equivalent to 32 tonnes over 30 years, should be offset offsite. It should be noted that the carbon offset figure was set at £60 per tonne as part of the outline consent.

Condition 46 of the outline consent requires the submission of sustainable design and construction strategies prior to the commencement of development. A Sustainability Statement has been prepared by XCO2 and submitted as part of the application. This demonstrates that the proposals include the incorporation of sustainable design and construction methods, energy and water saving measures, waste reduction techniques as well as measures to enhance the ecological value of the site.

The Air Quality Assessment submitted as part of the outline application was meticulously reviewed and the relevant section for the proposed development is the dispersion modelling for exposure results (section 9 pages 23 and 24) that summarises that the pollutant concentrations at the new receptors in the future year scenario will be acceptable for all pollutants and poses a low risk to future residents.

The key sustainable design and construction measures incorporated in the proposals are summarised below:

- The re – use of a previously developed site to ensure efficient use of land; • Effective site layout in response to the neighbouring context;
- Limiting of daylight and sunlight impacts associated with the proposed development via the adoption of a similar geometric configuration to the existing development;
- Efficient design of the proposed massing, openings and internal layouts so that habitable spaces across the site benefit from abundant daylight and sunlight levels, whilst impacts to neighbouring buildings are kept to a minimum;
- A focus on minimising energy demand for heating, lighting and cooling in line with the energy hierarchy;
- To enhance thermal comfort for the occupants, improve building efficiencies and lower utility bills, the scheme will target Passivhaus certification at design and as-built stages;
- An electricity led servicing strategy consisting of photovoltaic panels and Air Source Heat Pumps (ASHPs), with all available roof space to be utilised for PV;
- The specification of water efficient fittings to limit water consumption to less than 105 litres per person per day for domestic uses;
- Use of mechanisms to reduce material consumption during construction via re – use and recycling;
- Responsible material selection, including the use of low embodied carbon materials as far as practically possible;
- An extensive planting strategy in Greenway Park and the introduction of new trees and rain garden planters in streets surrounding the development to protect nature and encourage biodiversity;
- Measures to encourage sustainable travel, including provision of 278 internal, secure, covered cycle storage spaces;
- Sustainable Urban Drainage Systems comprising permeable paving, green/brown roofs and water butts on certain downpipes to enable the reduction of potable water use for irrigation purposes.
- Effective pollution management and control: the development is not expected to have any significant adverse effects to air, noise, land or watercourses.

Condition 34 of the outline consent requires the submission of details regarding overheating and cooling of the residential units prior to the commencement of above ground works. An Overheating Assessment has been prepared by XC02 and submitted as part of the application.

The assessment tests the design of the proposed scheme and ensures the mitigation of any overheating risk within the occupied zones across the development. This will ensure the comfort of the occupants as well as future-proof the scheme by taking into account projected increased ambient air temperatures from climate change.

The results show that most habitable rooms assessed for the proposed development were found to achieve compliance with CIBSE TM59 overheating risk criteria for London Weather Centre DSY1 weather data, through the use of passive natural ventilation through openable windows (up to 90% openable free area) and solar control strategies within the design.

Condition 14 of the outline consent requires that the non-residential element shall achieve BREEAM Rating Very Good and make reasonable endeavours to achieve Excellent. However, it should be noted that due to the very limited size of the commercial units this is no longer required - as agreed by the LPA.

The proposed development is therefore considered to be of a high-quality and sustainable development, in accordance with local and regional policy aspirations

OTHER PLANNING CONSIDERATIONS

Fire Strategy

London Plan Policy D12 requires development proposals to achieve the highest standards of fire safety, embedding these at the earliest possible stage. Further to this, London Plan Policy D12(B) states that all major development proposals should be submitted with a Fire Statement.

Conditions 7 & 12 of the outline consent require the submission of a Fire Strategy as part of the reserved matters submission.

The Greater London Authority London Plan Guidance Sheet Policy D12(B) defines a Fire Statement as “a standalone document which defines the fire safety objectives and performance requirements of a development, and the methods by which these objectives will be provided/ satisfied. The Fire Statement should evidence the provisions made for the safety of occupants and protection of property as well as the provision of suitable access and equipment for firefighting in light of London Plan fire safety policy requirements and the justification for these measures”.

A Fire Statement has been prepared by Sweco and submitted in support of the application. The Fire Statement outlines that the residential portions of the development have been developed in line with the emerging BS 9991:2021 document. It is stated that no particular issues with regards to the fire safety of the blocks have been identified.

The scheme has been designed to comply with GLA requirements outlined in Policies D5 & D12 of the London Plan via a combination of complimentary passive and active fire protection measures to offer reasonable levels of safety. The primary passive measures rely on fire resistance rated compartmentation to limit fire spread and growth beyond the compartment of origin, as well as active fire safety measures in the form of sprinkler protection to limit fire growth and spread, and mechanical smoke control facilities to prevent smoke ingress into escape stairs. The façade design is to follow appropriate guidance, and a focus is placed on using appropriate materials (Class A2 and above) to help prevent fire spread and falling debris via the external walls of the building. The building access arrangements at ground floor are off main roads, which are intended to offer fire appliance parking zones in close proximity to building entrance routes.

A fire service site plan has been provided in outlining the proposed arrangements for fire service access and facilities. Details have also been provided regarding emergency vehicle access, the siting of fire appliances and the suitability of the water supply for the scale of the proposals. Please refer to the submitted Fire Strategy for full details.

The proposed development is therefore considered to achieve the highest standards of fire safety, in accordance with GLA requirements.

Flood Risk and Drainage

A Flood Risk Assessment was submitted in support of the outline application. The report outlined that the site is located in an area with of very low risk of flooding from all potential sources.

The FRA detailed that the geological conditions of the site are such that ground infiltration devices would not be feasible and drainage connections to the local sewer network will therefore be required. Below ground attenuation of approximately 576m³ is proposed to achieve this rate which would accommodate rainfall events up to and including the 1 in 100-year event with 40% allowance for future climate change.

Condition 7 of the outline consent required the submission of a detailed drainage strategy to further consider the potential for maximising the use of additional SUDS techniques that may reduce the volume of underground attenuation required, including: Permeable paving; Green and brown roofs; and Rainwater butts on certain downpipes.

A Surface Water Drainage Strategy has been prepared by Stantec and submitted in support of the application. The submitted Technical Note outlines that the surface water discharge from the development is to be restricted to three times greenfield run off rates (QBAR) which equates to 3.0L/s for a total drained catchment area of 4,576m².

Surface water is proposed to be attenuated via green roofs, permeable paving with a 30% voids subbase, recessed rain gardens with an open graded crush rock drainage layer and shallow underground attenuation tanks. The underground attenuation tanks (geo-cellular crate units) have been designed to ensure the drainage system accommodates runoff during storm events up to the 1 in 100 (1%) AEP plus 40% climate change event. The scheme demonstrates no flooding within the drainage network for events up to and including the 1 in 100 (1%) AEP plus 40% climate change.

Sustainable Drainage Systems (SuDS) to retain and limit surface water run-off within the development areas. Green roofs (designed by others) are proposed across the vast majority of roof areas. The green roofs are proposed to discharge via rainwater pipes directly into the below ground drainage network. Permeable paving is proposed across the majority of paved areas across the site. Run off from these areas will drain through the permeable paving subbase, which also provides additional attenuation storage. Areas of soft landscaping including rain gardens and tree pits will utilise water for photosynthesis with excess water discharging run off directly into the ground.

Discharge is proposed to be limited to three times greenfield runoff rates (QBAR) for all storm events up to, and including, the 1 in 100 year + 40% climate change event.

Surface water is proposed to be discharge into Thames Water surface water sewer at a controlled maximum rate of 3.0L/s. Thames Water have no objections to the proposed discharge rate provided that the drainage hierarchy has been followed.

Overland flow routes have been reviewed for events which exceed the 1 in 100-year storm event +40% climate change event design capacity. The proposed finished levels have been designed with sympathy to the proposed layout and in conjunction with the proposed drainage strategy such that exceedance routes do not result in building flooding or safety issues.

It is therefore considered that the proposed development would be compliant with Ealing Policies 1.2(m) and 5.12, and Policy SI 13 of the adopted London Plan in regard to drainage.

Planning Obligations

The NPPF and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL) require planning obligations to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and,
- (c) fairly and reasonably related in scale and kind to the development.

The NPPF stresses the importance for local planning authorities to meet the infrastructure requirements needed to deliver future developments. Planning obligations are a critical way of ensuring that the objectives of the NPPF are met and future growth is stimulated.

In accordance with Policy DF1 of the London Plan and Policies 6.1, 6.2, 6.3 and 6.4 of Ealing’s adopted Development Strategy, appropriate measures and financial contributions were sought through a Memorandum of Agreement as part of the outline consent.

The contributions secured are set out below:

Non-Monetary Contributions:

a) Affordable Housing

- i. Provision of a minimum of 84 dwellings as Social Rent or London Affordable Rent;*
- ii. Submission of Viability Assessment together with the Reserved Matters application to determine the final unit mix, quanta and tenure mix of the Affordable Housing provision (complies);*
- iii. The Social Rent affordable housing shall be ready for occupation prior to the occupation of no more than 35% of the units (compliance in due course);*
- iv. The Registered Provider shall be required to comply with the Council’s Deed of Nomination Rights in respect of the affordable tenure units (compliance in due course);*

b) Energy

- i. Provision of Energy Centre (complies);*
- ii. Connection of identified off-site buildings to the Energy Centre where feasible, viable and subject to entering into an appropriate contract (compliance in due course where feasible).*

a) Participation in an Apprentice and Placement Scheme.

The Apprentice and Placement Scheme shall provide opportunities across the development, including the construction, design and post construction management of the development (detail will be provided in due course).

d) Submission of a Parking Management Plan for approval in writing by the Local Planning Authority. The Parking Management Plan should provide details of the criteria for the allocation of any proposed off-street parking spaces. The Parking Management Plan shall also include details of the criteria and management for the allocation of the disabled parking spaces. The parking shall be provided in accordance with the Parking Management Plan (this will be provided in due course).

e) A Contribution (with the sum to be confirmed at reserved matters stage) towards the provision of a CPZ in the vicinity of the site;

f) Restriction of Parking Permits

Aside from existing residents all the units shall be precluded from obtaining a parking permit and visitor parking vouchers to park within the surrounding Controlled Parking Zones and future CPZ's in the area (compliance in due course);

g) Highways Agreements

The applicant to enter into a S228, S278 and S38 agreement, as necessary to ensure the delivery of any necessary highways related works (compliance in due course); h) Highways Approvals Submission of details for Highway Services technical approval of the design and construction of proposed works on the adopted highway, including any area to be dedicated as highway, 'stopping ups' and traffic management (temporary and/or permanent) and the appointment of contractor for the highway works (compliance in due course);

Monetary Contributions The following financial contributions were secured at outline stage under the Memorandum of Agreement:

- a) All contributions (to be determined at Reserved Matters) to be index linked;*
- b) Payment of the Council's reasonable Legal and other professional costs in preparing and completing the agreement; and*
- c) Carbon Dioxide Offsetting contribution (carbon shortfall calculated at current rate of £60 per tonne of carbon for 30 years in the event that the CO2 emissions of the development, including both residential and non-residential, cannot be achieved onsite).*

A financial contribution is proposed to mitigate the short fall in on-site provision of children's play space.

At the time of submission, landscape proposals have been based on information received to date, including records information for existing utilities on site. Proposals within the public highway/footway require further liaison with the LPA and further coordination to ensure viability, including testing against GPRS survey results - this is anticipated to be via a S278 agreement. The extent of the Thames Water easement is still to be confirmed, which may affect proposals within the red line site boundary.

As per the Memorandum of Agreement secured at outline stage, the extent of all financial contributions is to be determined during the determination of this reserved matters application.

The level of contributions must take into account that it is only the net increase in population and child yield that is to be taken into consideration and only the net gain in this regard that is liable. The existing 84 dwellings on site are already factored into the social infrastructure of the local area.

Community Infrastructure Levy

The Mayor's Community Infrastructure Levy (CIL) was adopted on 1 st April 2019. This introduced a charging system within Ealing of £60 per sqm of gross internal area (GIA) of net additional floorspace created. The CIL Regulations 2010 (as amended) state that affordable housing would be exempt from the charge, but this is subject to the criteria set out in Regulation 51 of the regulations.

CONCLUSION

The recommendation to approve the reserved matters application for Phase 3 has been taken having assessed the application against the relevant policies contained in the Development Plan, comprising the London Plan 2016, Ealing's Development Strategy 2012 and Ealing's Development

Management DPD 2013, as well as the material planning considerations including the NPPF and the extant Outline Permission ref: 195348OUT dated 30/04/2020.

The Reserved Matters have been considered against the parameters and controls captured within the 2020 Outline Permission. Details relating to Landscape, Access, Appearance, Layout, Scale, including land use have been demonstrated to comply with the parameters within the 2020 Outline Permission and the allowable limits of deviation.

The supporting technical details accompanying this application demonstrate satisfactory compliance with the relevant standards and Policies including daylight and sunlight, drainage, residential space standards and amenity, accessibility and sustainability. Where minor deviations have been identified these have been demonstrated to be acceptable.

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

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

Mayor's Community Infrastructure Levy (CIL)

In accordance with the Community Infrastructure Levy (CIL) regulations, the industrial elements of the development would be liable to pay CIL at £60 per square metre (rate as of 2019 and subject to indexation).

Conclusion:

The principle of redevelopment of the site to provide a more intensive use in a Strategic Industrial Location (SIL) for uses within the B1c, B2 and B8 use classes is acceptable and supported by current and draft London Plan policy. The overall design is considered to be acceptable and consistent with the industrial character of the locality. The height and positioning of the proposed buildings is unlikely to cause significant impacts to residents on Long Drive or Hill Rise to the south of the application site.

The development would represent a sustainable form of development and Council's Energy Consultant is supportive of the submitted Energy Strategy, subject to recommended conditions and s106 contributions relating to energy monitoring. The submitted documentation in relation to the proposed landscaping strategy, along with the Arboricultural Assessment and Ecological Report are deemed to be acceptable and would ensure that the visual amenity of the area would be improved, and no significant impact would be caused to the adjacent SINC to the south.

Subject to s106 financial contributions for traffic calming measures and cycling/pedestrian infrastructure, the proposal would not raise significant concerns in relation to transport or highway safety. It is therefore considered that the proposal would comply with all relevant Ealing Council and current and draft London Plan policy.

The application is therefore recommended for approval, subject to conditions, s106 agreement and payment of the Mayor's Community Infrastructure Levy.

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.

Appendix A

Description of the conditions/reasons:

1. Time Limit

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

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

2. Approved Plans

The development hereby approved shall be carried out in accordance with drawing title(s) PL39 rev C (Location Plan); PL03 rev J (Proposed Site Plan); PL13 rev C (Existing Elevations Units P14 and P15); PL14 (Existing Elevations Unit 17); PL15 (Existing Elevations Units P11, P12 and P13) PL16 rev C (Existing Elevations Unit P18); PL19 rev D (Proposed Elevations Unit 1); PL21 (Proposed Elevations Units 2 and 3); PL22 (Gatehouse Plan, Section and Elevations); PL23 (Typical Cycle Shelter); PL28 rev D (Unit 1 Proposed Floor Plans); PL28 rev A (Unit 1 Proposed Plans and Roof Plan); PL29 (Proposed Floor Plans Unit 2); PL30 rev C (Unit 3 Proposed Floor Plans); PL32 (Proposed Site Sections); PL34 rev D (Proposed Site Plan East); PL35 (Existing Site Sections); PL36 rev D (Proposed Site Plan South West); PL37 rev D (Proposed Site Plan West); PL38 rev C (Phasing Plan); PL40 rev G (Hard Landscaping Plan); PL41 rev F (Fences and Street Furniture Plan); PL42 (Existing Roof Plans); PL43 (Existing Site Plan); PL44 (Topographical Survey); PL46 (Existing Site Plan East Part); PL47 (Existing Site Plan West and South Part); 18-166/300 (Proposed Levels and Drainage Layout); 784.TS.03 (Tree Survey); 784.29.05 (Planting Layout – Unit 1); 784.10.06 (Landscape Layout); 784.19.04 (Planting Layout - West); Construction Management Plan, dated 3 December 2019; Arboricultural Statement, dated 3 December 2019; BREEAM Pre-Assessment Report, dated December 2019; Design and Access Statement, dated November 2019; External Lighting and CCTV Assessment, dated November 2019; Framework Travel Plan, dated 3 December 2019; Environmental Noise Assessment, dated 14 November 2019; SUDS Proforma; Overheating Risk Analysis Report, dated January 2020; Energy Strategy, dated January 2020; Ecological

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Assessment, dated November 2019; Air Quality Assessment, dated November 2019; Daylight and Sunlight Assessment Report, 15 November 2019; Drainage Assessment Form; 18-166R_001 (Flood Risk Assessment and Drainage Strategy); Geo-Environmental Assessment Report, dated November 2019; Planning Statement, dated December 2019; Transport Assessment, dated November 2019; Delivery and Service Plan, dated 4 December

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

3. External noise from machinery, equipment, extract/ventilation ducts, mechanical installations

The individual and combined external rating noise level emitted from plant, machinery or equipment at the development site shall be lower than the lowest existing background sound level by at least 10dBA, as measured at/calculated to the nearest and/or most affected noise sensitive premises. The assessment shall be in accordance with BS4142:2014, with all machinery operating together at maximum capacity.

Reason: To ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by noise from mechanical installations/equipment, in accordance with Policy 7.15 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

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

Prior to use, machinery, plant or equipment/ extraction/ ventilation systems 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 vibration noise, in accordance with Policy 7.15 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

5. Switching off vehicle engines on site

No vehicle engines shall be left running while vehicles used in conjunction with the development are stationary at the site.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise or fumes, in accordance with Policy 7.15 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

6. External Activities and Mitigation Measures

Noise from activities and uses in external areas shall be minimised and mitigated and incorporating the installation of an impervious acoustic barrier as recommended by Sharps Redmore in their report Project No 1818415, dated 14th November 2019. Silenced reversing methods shall be used and low noise activities carried out during evening and night time hours of 21:00 to 07:00.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policies Policy 7.15 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

7. Tannoys and PA systems

No tannoys or public address systems shall be used.

Reason: To ensure that external noise sources are kept to a minimum to protect the amenity of surrounding residential uses in accordance with Policy 7.15 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

8. Sound Insulation of commercial/industrial building envelope

The sound insulation of building envelopes and any mitigation measures shall ensure that noise from internal uses and activities is contained within the building, as assessed according to standards of the Council's SPG10 and criteria of BS8233:2014, at the nearest and most affected noise sensitive premises incl. private external amenity spaces. Measures shall be implemented prior to use 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, in accordance with Policy 7.15 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

9. Floodlights, Security lights and Decorative External Lighting

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

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policy 7A of the Ealing Development Management DPD.

10. Demolition Method Statement and Construction Management Plan

Prior to commencement of the development hereby approved, an amended 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), lighting (Guidance Notes For The Reduction Of Light Pollution 2011 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, 0800 -1300 Saturdays, 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 Policies

11. Energy and CO₂

- a) Prior to final completion the permitted development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall reduction in regulated CO₂ emissions of at least **94.83%** (equal to 121.96 tonnes of CO₂ per year) beyond Building Regulations Part L 2013. These CO₂ savings shall be

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achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement (issue 3) prepared by Watkins Payne in January 2020 including:

- i. Lean passive design measures to achieve an annual reduction of at least 34.99% equating to at least 69.22 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2013.
 - ii. Green renewable energy equipment including the incorporation of three photovoltaic arrays with a combined total capacity of at least 567.3 kWp, and variable refrigerant flow Air Source Heat Pump(s) to achieve an annual reduction of at least 92.05%, equating to 118.40 tonnes, in regulated carbon dioxide (CO₂) emissions over the Be Lean/Clean stage of the Energy Hierarchy.
- b) Prior to final completion of construction, details of the specifications, design and layout of the proposed renewable energy equipment shall be submitted to and approved in writing by the Local Planning Authority.
 - c) Prior to completion details of the installed renewable energy equipment shall be submitted to the Council for approval. The details shall include the exact Heat Pump, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the renewable energy installation contractor(s), and if different, the commissioning electrical contractor, should be submitted to the Council along with copies of the MCS certificates and all relevant commissioning documentation. The development shall be implemented only in accordance with the approved details.
 - d) Within three months of the occupation/first use of the development the Display Energy Certificates (DEC's), accompanying Advisory Reports and detailed BRUKL modelling output reports showing clearly the TER and BER from the 'as built stage' following completion of the development, shall be submitted to, and approved by, the Local Authority in order to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy. The development shall be carried out strictly in accordance with the approved details.

Reason: In the interest of addressing climate change and to secure environmental sustainable development in accordance with policies, 5.1, 5.2, 5.3, 5.6, 5.7 and 5.9 of the London Plan 2016, guidance note 11 of the GLA Energy Assessment Guidance 2018, policies LV5.2 and 7A of Ealing's Development Management DPD 2013, and policies 1.1(k) and 1.2(f) of Ealing's Development (Core) Strategy 2012.

12. Non-Residential BREEAM energy/CO₂ accreditation

- a) The non-residential space shall be registered with Building Research Establishment (BRE) and achieve BREEAM Rating Very Good with a score of 60.58% (based on the latest BREEAM NC Technical guidance).
- b) Within 3 months of each non-residential element of the development, Interim BREEAM NC Assessment and related Certification verified by the BRE shall be submitted to the Local Planning Authority for written approval.
- c) Within 3 months from the date of first occupation of each non-residential element of the development, BREEAM 'Post Construction Stage' Assessment and related Certification verified by the BRE should be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.

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- d) Following any approval of a 'Post Construction Stage' assessment and certificate of the development, the approved measures and technologies to achieve the BREEAM Very Good or higher standard shall be retained in working order in perpetuity.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies 5.1, 5.2, 5.3, 5.6, 5.7 and 5.9 of the London Plan 2015, policies LV5.2 and 7A of the Ealing Development Management DPD 2013, and Policies 1.1(k) and 1.2(f) of the Ealing Development (Core) Strategy 2012.

13. Energy Centre

Prior to commencement of the approved development the following details should be submitted to the Local Planning Authority for written approval:

- a) All boilers to serve the energy requirements of the development detailed in the approved energy strategy should be specified with NO_x emissions (g/m²) that are compliant with or better than the ultra-low NO_x (g/m²) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG. The approved boilers, if provided, shall be installed prior to the first occupation of the development;

Reason: To secure the measures set out within the approved Energy Strategy Statement. To ensure that the development contributes to reducing the use of fossil fuel or other primary energy generation capacity, and to reduce emissions of greenhouse gases in accordance with policies 5.3, 5.5 and 5.6 of the London Plan 2015, policies 1.1(k) and 1.2(f) of Ealing's adopted Development (or Core) Strategy 2012, policy LV5.2 of Ealing's Development Management DPD, and the Mayor's Sustainable Design and Construction SPG.

14. Overheating and Cooling

The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE TM52 and TM49 guidance and detailed in the Dynamic Overheating Assessment, submitted by Watkins Payne December 2019.

Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy 5.9 of the London Plan; Ealing's Development (Core) Strategy, and Development Management DPD.

15. Post construction energy equipment monitoring

- 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, suitable devices for monitoring of the renewable 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.

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- 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 three years from the point that the building is occupied and the equipment fully operational.

Reason: To monitor the effectiveness and continued operation of the renewable/low carbon energy equipment in order to confirm compliance with energy policies and establish an in-situ evidence base on the performance of such equipment in accordance with the relevant policies in the (current and draft) London Plan; currently London Plan policy 5.2, draft London Plan policy S12 ("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.

16. Unsuspected Contamination

The developer shall draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development.

In the event of contamination to land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial work to include methods of monitoring and certification of such work undertaken has been submitted and approved in writing by the Local Planning Authority.

None of the development shall be occupied until the approved remedial works, monitoring and certification of the works have been carried out and a full validation report has been submitted to and approved in writing by the Local Planning Authority.

In the event that no contamination is encountered, the developer shall provide a written statement / photographic evidence to the Local Planning Authority confirming that this was the case, and only after written approval by the Local Planning Authority shall the development be occupied. The evidence shall include waste disposal transfer notes proving correct disposal of soil.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use.

Description of the 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 (2016), the Draft London Plan (2019), 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 (2019)

6. Building a strong, competitive economy
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment.

The London Plan 2016

- 2.7 Outer London: Economy
- 2.8 Outer London: Transport
- 2.13 Opportunity Area Planning Frameworks
- 3.7 Mixed and balanced communities
- 4.1 Developing London's economy
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.1 Strategic approach
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.18 Protecting local open space and addressing local deficiency
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

Draft London Plan (2019)

- SD1 Opportunity Areas
- SD10 Strategic & Local Regeneration
- D2 delivering Good Design
- D13 Noise
- G3 Metropolitan Open Land
- E1 Offices
- S1 Developing London's Social Infrastructure
- S2 Health & Social Care facilities
- S3 Education & Childcare Facilities

S4 Play & Informal Recreation
C3 Strategic & Local Views
S11 Improving Air Quality
SI13 Energy Infrastructure
SI12 Minimising Greenhouse Emissions
SI13 Sustainable Drainage
SI4 Managing Heat Risk
Policy T5 Cycling
Policy T6 Car Parking
Policy T9 Funding Transport Infrastructure through Planning

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
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)

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)

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

In reaching the decision to grant permission, specific consideration was given to the impact of the proposed development on the amenities of neighbouring properties and the character of the area as a whole. Consideration was also given to highways, and the provision of adequate living conditions for occupiers. The proposal is considered acceptable on these grounds, and it is not considered that there are any other material considerations in this case that would warrant a refusal of the application.

2. Permitted hours for building work

Demolition and Construction works and associated activities 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.

3. Notification to neighbours of demolition/ building works

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. Dust

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. Dark smoke and nuisance

No waste materials should be burnt on site of the development hereby approved.

6. Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc.

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.

7. Asbestos

Where works involve materials containing asbestos, specialist licensed contractors and carriers should be employed for the safe handling and disposal of asbestos materials to a licensed site. Measures for protection of people at risks from exposure to asbestos fibers

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should be implemented in accordance with The Control of Asbestos Regulations 2012. For further advice please contact the Health & Safety Executive on tel. 0300 0031647, www.hse.gov.uk.

8. Energy and CO₂

The provision of sustainable development is a key principle of the National Planning Policy Framework which requires the planning process to support the transition to a low carbon future. Policies 5.2 and 5.3 of the London Plan require submission of energy and sustainability strategies showing how the heating and cooling requirements of the development have been selected in accordance with the Mayor's energy hierarchy.

In particular policy 5.2 that requires new major development to meet zero-carbon standards with at least a 35% CO₂ reduction beyond Building Regulations Part L 2013 (or any later version) being achieved onsite. Any shortfall will be met through a S106 carbon offset contribution.

In addition, London Plan policy 5.7 (5.42) states that there is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation wherever feasible. Section 11.2 of the GLA (2018) Energy Assessment Guidance expects all major development proposals to maximise on-site renewable energy generation regardless of whether a 35% target has already been met.