Ref:	**223203FUL (REG3)**
Address:	**The Steyne Estate, Steyne Road, W3 9NF**
Ward:	**South Acton**
Proposal:	**Construction of three buildings, ranging in height from 4 to 20 storeys, to provide 188 mixed tenure residential units (Use Class C3) and ground floor community space (Use Class F2(b)); construction of a new one-way access road, new undercroft car park and landscaped podium to the car park; other landscape and public realm works; surface parking to accommodate existing car parking and blue badge parking and all other associated infrastructure works. (Regulation 3 Application by London Borough of Ealing).**
Drawing numbers:	**Existing** 544-KCA-XX-XX-DR-A-0001-P (Site Location Plan) and 544-KCA-XX-XX-DR-A-0002-P (Existing Site Plan). **Existing Site Sections** 544-KCA-XX-XX-DR-A-2000-P (Existing Site Section AA), 544-KCA-XX-XX-DR-A-2001-P (Existing Site Section BB), 544-KCA-XX-XX-DR-A-2002-P (Existing Site Section CC) and 544-KCA-XX-XX-DR-A-2003-P (Existing Site Section DD). **Existing Site Elevations** 544-KCA-XX-XX-DR-A-3000-P (Existing Site Elevation A), 544-KCA-XX-XX-DR-A-3001-P (Existing Site Elevation B), 544-KCA-XX-XX-DR-A-3002-P (Existing Site Elevation C) and 544-KCA-XX-XX-DR-A-3003-P (Existing Site Elevation D). **Proposed** 544-KCA-XX-XX-DR-A-0003-P (Proposed Site Plan), 544-KCA-XX-XX-DR-A-8000-P (Gross Internal Area (GIA) Schedule), 544-KCA-XX-XX-DR-A-8001-P (Net Internal Area (NIA) Schedule), 544-KCA-XX-XX-DR-A-8002-P (Tenure Allocation Schedule), 544-KCA-XX-XX-DR-A-8003-P (Wheelchair Unit Allocation Schedule), 544-KCA-XX-XX-DR-A-8004-P (Unit Type Schedule) and 544-KCA-XX-XX-DR-A-8005-P (Gross External Area (GEA) Schedule). **Site Plans** 544-KCA-XX-00-DR-A-1000-P (Site Layout - Ground Floor Plan), 544-KCA-XX-01-DR-A-1001-P (Site Layout - 1st Floor Plan), 544-KCA-XX-02-DR-A-1002-P (Site Layout - 2nd Floor Plan), 544-KCA-XX-03-DR-A-1003-P (Site Layout - 3rd Floor Plan), 544-KCA-XX-04-DR-A-1004-P (Site Layout - 4th Floor Plan), 544-KCA-XX-05-DR-A-1005-P (Site Layout - 5th Floor Plan), 544-KCA-XX-06-DR-A-1006-P (Site Layout - 6th

Floor Plan), 544-KCA-XX-07-DR-A-1007-P (Site Layout - 7th Floor Plan), 544-KCA-XX-08-DR-A-1008-P (Site Layout - 8th Floor Plan), 544-KCA-XX-09-DR-A-1009-P (Site Layout - 9th Floor Plan), 544-KCA-XX-10-DR-A-1010-P (Site Layout - 10th Floor Plan), 544-KCA-XX-11-DR-A-1011-P (Site Layout - 11th Floor Plan), 544-KCA-XX-12-DR-A-1012-P (Site Layout - 12th Floor Plan), 544-KCA-XX-13-DR-A-1013-P (Site Layout - 13th Floor Plan), 544-KCA-XX-14-DR-A-1014-P (Site Layout - 14th Floor Plan), 544-KCA-XX-15-DR-A-1015-P (Site Layout - 15th Floor Plan), 544-KCA-XX-16-DR-A-1016-P (Site Layout - 16th Floor Plan), 544-KCA-XX-17-DR-A-1017-P (Site Layout - 17th Floor Plan), 544-KCA-XX-18-DR-A-1018-P (Site Layout - 18th Floor Plan), 544-KCA-XX-19-DR-A-1019-P (Site Layout - 19th Floor Plan) and 544-KCA-XX-20-DR-A-1020-P (Site Layout - Roof Plan).

Proposed Site Sections

544-KCA-XX-XX-DR-A-2100-P (Proposed Site Section AA), 544-KCA-XX-XX-DR-A-2101-P (Proposed Site Section BB), 544-KCA-XX-XX-DR-A-2102-P (Proposed Site Section CC) and 544-KCA-XX-XX-DR-A-2103-P (Proposed Site Section DD).

Proposed Site Elevations

544-KCA-XX-XX-DR-A-3100-P (Proposed Site Elevation A), 544-KCA-XX-XX-DR-A-3101-P (Proposed Site Elevation B), 544-KCA-XX-XX-DR-A-3102-P (Proposed Site Elevation C) and 544-KCA-XX-XX-DR-A-3103-P (Proposed Site Elevation D).

Block A (Proposed)

544-KCA-AX-00-DR-A-1100-P (Tall Building - Block A - Ground Floor Plan), 544-KCA-AX-01-DR-A-1101-P (Tall Building - Block A - 1st Floor Plan), 544-KCA-AX-02-DR-A-1102-P (Tall Building - Block A - 2nd Floor Plan), 544-KCA-AX-03-DR-A-1103-P (Tall Building - Block A - 3rd Floor Plan), 544-KCA-AX-04-DR-A-1104-P (Tall Building - Block A - 4th Floor Plan), 544-KCA-AX-05-DR-A-1105-P (Tall Building - Block A - 5th Floor Plan), 544-KCA-AX-06-DR-A-1106-P (Tall Building - Block A - 6th Floor Plan), 544-KCA-AX-07-DR-A-1107-P (Tall Building - Block A - 7th Floor Plan), 544-KCA-AX-08-DR-A-1108-P (Tall Building - Block A - 8th Floor Plan), 544-KCA-AX-09-DR-A-1109-P (Tall Building - Block A - 9th Floor Plan), 544-KCA-AX-10-DR-A-1110-P (Tall Building - Block A - 10th Floor Plan), 544-KCA-AX-11-DR-A-1111-P (Tall Building - Block A - 11th Floor Plan), 544-KCA-AX-12-DR-A-1112-P (Tall Building - Block A - 12th Floor Plan), 544-KCA-AX-13-DR-A-1113-P (Tall Building - Block A - 13th Floor Plan), 544-KCA-AX-14-DR-A-1114-P (Tall Building - Block A - 14th Floor Plan), 544-KCA-AX-15-DR-A-1115-P (Tall Building - Block A - 15th Floor Plan), 544-KCA-AX-16-DR-A-1116-P (Tall Building - Block A - 16th Floor Plan),

544-KCA-AX-17-DR-A-1117-P (Tall Building - Block A - 17th Floor Plan), 544-KCA-AX-18-DR-A-1118-P (Tall Building - Block A - 18th Floor Plan), 544-KCA-AX-19-DR-A-1119-P (Tall Building - Block A - 19th Floor Plan), 544-KCA-AX-20-DR-A-1120-P (Tall Building - Block A - Roof Access Plan (20th Floor)), 544-KCA-AX-21-DR-A-1121-P (Tall Building - Block A - Roof Plan), 544-KCA-AX-XX-DR-A-1500-P (Tall Building - Block A - Unit Type 1B2P-A-01 & 2B4P-A-01), 544-KCA-AX-XX-DR-A-1501-P (Tall Building - Block A - Unit Type 2B4P-A-02 & 2B3P-A-01), 544-KCA-AX-XX-DR-A-1502-P (Tall Building - Block A - Unit Type 2B4P-A-03), 544-KCA-AX-XX-DR-A-1503-P (Tall Building - Block A - Unit Type 3B5P-A-01), 544-KCA-AX-XX-DR-A-2200-P (Tall Building - Block A - Section AA), 544-KCA-AX-XX-DR-A-2201-P (Tall Building - Block A - Section BB), 544-KCA-AX-XX-DR-A-3200-P (Tall Building - Block A - North West Elevation), 544-KCA-AX-XX-DR-A-3201-P (Tall Building - Block A - South East Elevation), 544-KCA-AX-XX-DR-A-3202-P (Tall Building - Block A - East Elevation), 544-KCA-AX-XX-DR-A-3203-P (Tall Building - Block A - North Elevation), 544-KCA-AX-XX-DR-A-3204-P (Tall Building - Block A - West Elevation), 544-KCA-AX-XX-DR-A-3205-P (Tall Building - Block A - South West Elevation), 544-KCA-AX-XX-DR-A-4500-P (Tall Building - Block A - Bay Study), 544-KCA-AX-XX-DR-A-4501-P (Tall Building - Block A - Bay Study), 544-KCA-AX-XX-DR-A-4502-P (Tall Building - Block A - Bay Study), 544-KCA-AX-XX-DR-A-3300-P (Tall Building - Block A - Detailed North West Elevation), 544-KCA-AX-XX-DR-A-3301-P (Tall Building - Block A - Detailed South East Elevation), 544-KCA-AX-XX-DR-A-3302-P (Tall Building - Block A - Detailed East Elevation), 544-KCA-AX-XX-DR-A-3303-P (Tall Building - Block A - Detailed North Elevation), 544-KCA-AX-XX-DR-A-3304-P (Tall Building - Block A - Detailed West Elevation) and 544-KCA-AX-XX-DR-A-3305-P (Tall Building - Block A - Detailed South West Elevation).

Block B (Proposed)

544-KCA-BX-00-DR-A-1100-P (Older Adults - Block B - Ground Floor Plan), 544-KCA-BX-01-DR-A-1101-P (Older Adults - Block B - 1st Floor Plan), 544-KCA-BX-02-DR-A-1102-P (Older Adults - Block B - 2nd Floor Plan), 544-KCA-BX-03-DR-A-1103-P (Older Adults - Block B - 3rd Floor Plan), 544-KCA-BX-04-DR-A-1104-P (Older Adults - Block B - 4th Floor Plan), 544-KCA-BX-05-DR-A-1105-P (Older Adults - Block B - 5th Floor Plan), 544-KCA-BX-06-DR-A-1106-P (Older Adults - Block B - 6th Floor Plan), 544-KCA-BX-07-DR-A-1107-P (Older Adults - Block B - 7th Floor Plan), 544-KCA-BX-08-DR-A-1108-P (Older Adults - Block B - Roof Plan), 544-KCA-BX-XX-DR-A-1500-P (Older Adults - Block B - Unit Type 1B2P-B-01 & 1B2P-B-02), 544-KCA-BX-XX-DR-A-1501-P (Older Adults - Block B - Unit Type 1B2P-B-03 & 1B2P-B-04),

544-KCA-BX-XX-DR-A-1502-P (Older Adults - Block B - Unit Type 1B2P-B-05 & 1B2P-B-06),
544-KCA-BX-XX-DR-A-1503-P (Older Adults - Block B - Unit Type 1B2P-B-07 & 1B2P-B-08),
544-KCA-BX-XX-DR-A-2200-P (Older Adults - Block B - Section AA), 544-KCA-BX-XX-DR-A-2201-P (Older Adults - Block B - Section BB), 544-KCA-BX-XX-DR-A-3200-P (Older Adults - Block B - North Elevation),
544-KCA-BX-XX-DR-A-3201-P (Older Adults - Block B - South Elevation), 544-KCA-BX-XX-DR-A-3202-P (Older Adults - Block B - East Elevation),
544-KCA-BX-XX-DR-A-3203-P (Older Adults - Block B - West Elevation), 544-KCA-BX-XX-DR-A-4500-P (Older Adults - Block B - Bay Study),
544-KCA-BX-XX-DR-A-4501-P (Older Adults - Block B - Bay Study), 544-KCA-BX-XX-DR-A-3300-P (Older Adults - Block B - Detailed North Elevation), 544-KCA-BX-XX-DR-A-3301-P (Older Adults - Block B - Detailed South Elevation),
544-KCA-BX-XX-DR-A-3302-P (Older Adults - Block B - Detailed East Elevation) and 544-KCA-BX-XX-DR-A-3303-P (Older Adults - Block B - Detailed West Elevation).

Block C (Proposed)
544-KCA-CX-P1-DR-A-1100-P (Podium - Block C - Lower Floor Plan), 544-KCA-CX-00-DR-A-1101-P (Apartment - Block C - Ground Floor Plan), 544-KCA-CX-01-DR-A-1102-P (Apartment - Block C - 1st Floor Plan),
544-KCA-CX-02-DR-A-1103-P (Apartment - Block C - 2nd Floor Plan), 544-KCA-CX-03-DR-A-1104-P (Apartment - Block C - Roof Plan), 544-KCA-CX-XX-DR-A-1500-P (Apartment - Block C - Unit Type 3B5P-A-01 & 3B5P-C-02),
544-KCA-CX-XX-DR-A-2200-P (Podium and Apartment - Block C - Section AA), 544-KCA-CX-XX-DR-A-2201-P (Podium and Apartment - Block C - Section BB),
544-KCA-CX-XX-DR-A-3200-P (Podium and Apartment - Block C - North Elevation), 544-KCA-CX-XX-DR-A-3201-P (Podium and Apartment - Block C - South Elevation),
544-KCA-CX-XX-DR-A-3202-P (Podium and Apartment - Block C - East Elevation), 544-KCA-CX-XX-DR-A-3203-P (Podium and Apartment - Block C - West Elevation),
544-KCA-CX-XX-DR-A-4500-P (Podium and Apartment - Block C - Bay Study), 544-KCA-CX-XX-DR-A-3300-P (Podium and Apartment - Block C - Detailed North Elevation), 544-KCA-CX-XX-DR-A-3301-P (Podium and Apartment - Block C - Detailed South Elevation),
544-KCA-CX-XX-DR-A-3302-P (Podium and Apartment - Block C - Detailed East Elevation) and
544-KCA-CX-XX-DR-A-3303-P (Podium and Apartment - Block C - Detailed West Elevation).

Supporting Documents: 055 (Tree planting schedule), 055-201 (Section A-A), 055-202 (Section B-B), 055-203 (Section C-C), Cover Letter, Planning Statement, Inclusive Design Statement, Chapter 1 Introduction, Chapter 2, The Site, Chapter 3 Masterplan Principles, Chapter 4 Older Adults Building, Chapter 5 Tall

Residential Building, Chapter 6 Family Homes Building, Chapter 7 Approach to Existing Buildings, Chapter 8 Site Wide Strategies, Design and Access Statement Landscape Architecture Part 1, Design and Access Statement Landscape Architecture Part 2, Design and Access Statement Landscape Architecture Part 3, Design and Access Statement Landscape Architecture Part 4, Design and Access Statement Landscape Architecture Part 5, Design and Access Statement Landscape Architecture Part 6, Design and Access Statement Landscape Architecture Part 7, Design and Access Statement Landscape Architecture Part 8 , Design and Access Statement Landscape Architecture Part 9, Design and Access Statement Landscape Architecture Part 10, Design and Access Statement Landscape Architecture Part 11, Design and Access Statement Landscape Architecture Part 12, Design and Access Statement Landscape Architecture Part 13, Design and Access Statement Landscape Architecture Part 14, Desk Study and SI Part 1, Desk Study and SI Part 2, Desk Study and SI Part 3, Desk Study and SI Part 4, Desk Study and SI Part 5, Preliminary Ecology Appraisal, Landscape Plan, Tree Plan, Stage 1 RSA Designers Response, RSA and Stage 1 Designers Response, Townscape and Visual Impact Appraisal, Outline Travel Plan, Framework Parking Design and Management Plan, Transport Assessment, Transport Assessment Appendices, Fire Strategy Sitewide, Fire Statement, Fire Strategy Block A, Fire Strategy Block B, Fire Strategy Block C, Fire Strategy Block A QDR, Lighting Strategy Part 1, Lighting Strategy Part 2, Operational Waste Management Strategy, Flood Risk Assessment Part 1, Flood Risk Assessment Part 2, Flood Risk Assessment Part 3, Daylight and Sunlight Report Part 1, Daylight and Sunlight Report Part 2, Daylight and Sunlight Report Part 3, Daylight and Sunlight Report Part 4, Daylight and Sunlight Report Part 5, Daylight and Sunlight Report Part 6, Daylight and Sunlight Report Part 7, Basement Impact Assessment Report Part 1, Basement Impact Assessment Report Part 2, Basement Impact Assessment Report Part 3, Basement Impact Assessment Report Part 4, Basement Impact Assessment Report Part 5, Arboricultural Implications Assessment, Bat Survey Report, Archaeological Desk Based Assessment, Air Quality Assessment, Acoustics Assessment, Energy Statement, Statement of Community Involvement, Financial Viability Assessment, Estate Management Strategy, Circular Economy Statement, BNG Report, Whole Life Cycle Carbon Assessment, Heritage Assessment, Arboricultural Report To BS5837, Wind Microclimate Analysis, Whole Life-Cycle Carbon Assessment, Outline Site Waste Management Plan and Sustainability Statement

Type of Application: **Major**

Application Received: **20/07/2022**

Report by: Marile van Eeden

Recommendation: Grant subject to conditions, s106, and 278 legal agreement and Stage II referral to the GLA

Executive Summary:

The application is known as Steyne Estate and is located on the corner of Steyne and Lexden Roads in South Acton. The site measures 1.42ha and contains the Rufford and Moreton Towers. The Acton Town centre is located to the south of the site and residential neighbourhoods comprising of small and medium rise (2-4 storeys) buildings. Steyne Road and Uxbridge Road to the south of the site are important transport links connecting the site to the Acton Main Line station to the north, Acton Town station to the south, Ealing Broadway station to the west and Acton Central station to the east.

The site is therefore ideally located for high rise and high-density development and will contribute towards delivering a built form that will enable the ACT 2 Acton Gateway Site (located to the south) to become a gateway into the town centre. The proposed development includes three (3) additional buildings of 3-20 storeys in height and providing 188 residential units (85.6% affordable housing). The site's proximity to transport networks creates an ideal opportunity for a car-free development. Therefore, car parking spaces for existing permit holders will be provided. Six (6) blue-badge parking spaces will be provided and sufficient cycle store spaces. The existing access road along Steyne Road will be retained and a second access (estate road) via Steyne Road will be created to provide access to the podium car park and exit along Lexden Road. Landscaping will be planted along this estate road to provide a buffer between the road and existing residential dwellinghouses to the north.

The siting of buildings was carefully considered with the tallest building (Block A) located along Steyne road and the low-rise buildings (Block B and C) towards the existing residential neighbourhood. The siting and form of each building was designed to reduce the impact of outlook and privacy onto neighbouring residential amenity. Block A will provide 111 homes of a mix of 1-, 2-, and 3-bedroom units and comprise of 90 Shared Ownership and 21 market sale units and community facilities (Use Class F2(b)) will be provided at the ground floor. Block B will provide 71 1-bedroom older person homes. The building will be 6 and 8 floors high in some places. The building is sited along Lexden Road and is substantially set back from the road. Private amenity space between Block B and Lexden Road will enhance the quality of living conditions for the elderly. Block C is located towards the north of the site near Lantry Court. The height of the building is reduced to three (3) storeys and provides 6 3-bedroom market sale units. Landscaping along the northern edge will reduce impacts on privacy and the active frontage of the building is towards the north to integrate the proposed building with the existing Lantry Court development to for a cohesive integrated public realm.

Several landscaped areas have been identified and designed to integrate into the site with the surrounding urban realm to provide an attractive open space which creates a well-connected public realm. Several private and communal amenity spaces are provided in addition to the play spaces which will provide areas for kickabouts, frisbee, trampolines, scooter play features, table tennis, etc. The active frontages and outdoor amenity spaces integrates with the existing public realm creating passive surveillance onto the outdoor spaces.

A daylight and sunlight assessment were undertaken to ensure the proposed development does not unacceptably erode the amenity of neighbouring properties. The assessment was completed in accordance with the BRE Guidelines and indicate that some neighbouring properties may be impacted, however, the proposal would not detrimentally impact the living conditions of any residential properties surrounding

the site. The proposed development will positively contribute to the skyline without causing substantial harm to the settings of heritage assets. Each building form was designed to minimise the impact of privacy and to reduce direct facing windows onto neighbouring properties. The privacy of no. 21 Lexden Road is impacted by the estate road, however, landscaping is proposed along the boundary of the site to reduce the impact.

The townscape visual impact assessment considered the impact of the proposed development on the conservation area and listed buildings located towards the south of the site. It is considered that there would be a less than substantial harm on the conservation area due to the separation distance between the application site and the Acton Town Centre Conservation Area. The greatest visual impact on the townscape would be along Lexden Road, along Steyne Road between Uxbridge Road and Rosemont Road, along Barlow Road and parts of Springfield Gardens. However, the views would be experienced by local residents and is unlikely to be the main focus of attention. It is only the views observed from Springfield Gardens that would be experienced by users of the open space and is likely to be the main focus of attention.

The quality of residential accommodation should be assessed to ensure the highest standards of housing is provided. The proposed development has been designed with quality and accessibility in mind noting that all of the proposed 188 flats would meet the minimum standards and therefore would provide good quality living space for future residents. A total of 11 unit in Block A and 11 units in Block B complies with the accessible standards set forth in the Building Regulation requirements M4(2). A mix of residential units would be provided ranging from 1 bedroom 2 person units to 3 bedroom 5 person units and therefore caters for single and family occupants. All the units comply with the minimum standards of Policy D6 of the London Plan (2021).

The GLA's strategic target is to provide 50% affordable housing and the proposed development would provide 85.6% affordable housing. This is provided through London Affordable Rent (30.4%) and Shared Ownership (44.33%). Each home would have adequate ventilation, daylight and privacy and avoid overheating. In addition, each unit has a minimum of 5sqm private outdoor space (predominantly in the form of balconies), and the wind and microclimate analysis indicate that the balconies are genuinely usable and good quality amenity space. Communal outdoor and amenity space is also provided. The landscape strategy proposes several scattered communal outdoor amenity spaces, paths and hard surfaces, grassed areas, landscape planting and play areas. Amenity spaces are provided around each proposed building and a private walled garden is created between Block B and the Victorian wall along Lexden Road. The proposed communal outdoor amenity space includes 4,241 sqm paths and hard surfaces, 529sqm amenity grass and 5,206 sqm planting area and 2,408 play area resulting in a total of 12,384sqm.

A significant contention with the proposed development, which was raised within the consultation period, was the impact of the proposed development on community, health and education facilities which are already constrained. Several financial contributions will be secured towards the upliftment and the provision of new facilities.

Overall, the development represents a high-quality development, that would regenerate and optimise this large site within the Acton District Centre. The proposal will provide a good and compliant amount of Affordable Housing giving opportunity for genuinely affordable homes in a highly accessible location. The application is accordingly recommended for approval, subject to conditions and S106 legal agreement.

1 Recommendation:

That the committee are minded to grant full planning permission subject to any **direction of the Mayor**. Following the Council's consideration of the application, the

application will be referred to the Mayor of London in accordance with Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

AND

That the committee **GRANT** planning permission subject to the satisfactory completion of a section 278 agreement for highways works, and completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure the following:

1.1 Heads of Terms

1.1.1 Financial contributions

The proposed contributions to be secured through a S106 Agreement are set out below in Table 1.

Table 1: Financial contributions

Financial Contribution Heading	Proposed Contributions
Sports and Leisure contribution towards sports facilities within the vicinity of the site.	£189,550.00
NHS Property Services contribution towards the provision for healthcare improvements within the local area.	£474,513.00
Education contribution towards education improvements within the local area.	£265,650.59
TfL contribution towards increased bus capacity.	£176,000.00
Transport contribution towards: - Link and junction improvements within the vicinity of the site; - Improved cycle infrastructure within the vicinity of the site; - Traffic calming (parking) measures within the vicinity of the site; - Pedestrian safety improvements within the vicinity of the site; and - Disabled parking spaces - Travel plan monitoring.	 £100,000.00 £25,000.00 £20,000.00 £75,000.00 £10,000.00 £3,000.00
Energy - Contribution towards carbon offset; - Post construction renewable energy monitoring.	 £147,815.00 £10,134.00
Air Quality contribution towards air quality monitoring.	£19,580.00

Trees - Offset contribution against loss of amenity onsite from tree removal.	£122,327.00
Total Contributions	£1,638,569.59

1.1.2 Non-financial contributions

- A permit-free agreement for all new residents;
- Provision of an on-site car club parking space;
- The provision of 82% affordable housing (by habitable room) of which a minimum of 50% will be provided at a policy compliant tenure split, unconditional on grant, and subject to an early stage review;
- All contributions to be index linked; and
- Payment of the Council's reasonable Legal and other professional costs in preparing and completing the agreement.

AND that the grant of planning permission be subject to the conditions contained in **Appendix 1.**

2 Site Description

The application site is most commonly known as the Steyne Estate. For the purpose of this report, it will be referred to as 'the site'.

The site measures approximately 1.42 hectares in area and is located in South Acton ward towards the south-east of the London Borough of Ealing as illustrated *in Figure 1* below. It is in close proximity to Acton Town Centre and is bounded by Lexden Road to the south-west and Steyne Road to the south-east. Access to the site is from Steyne Road.

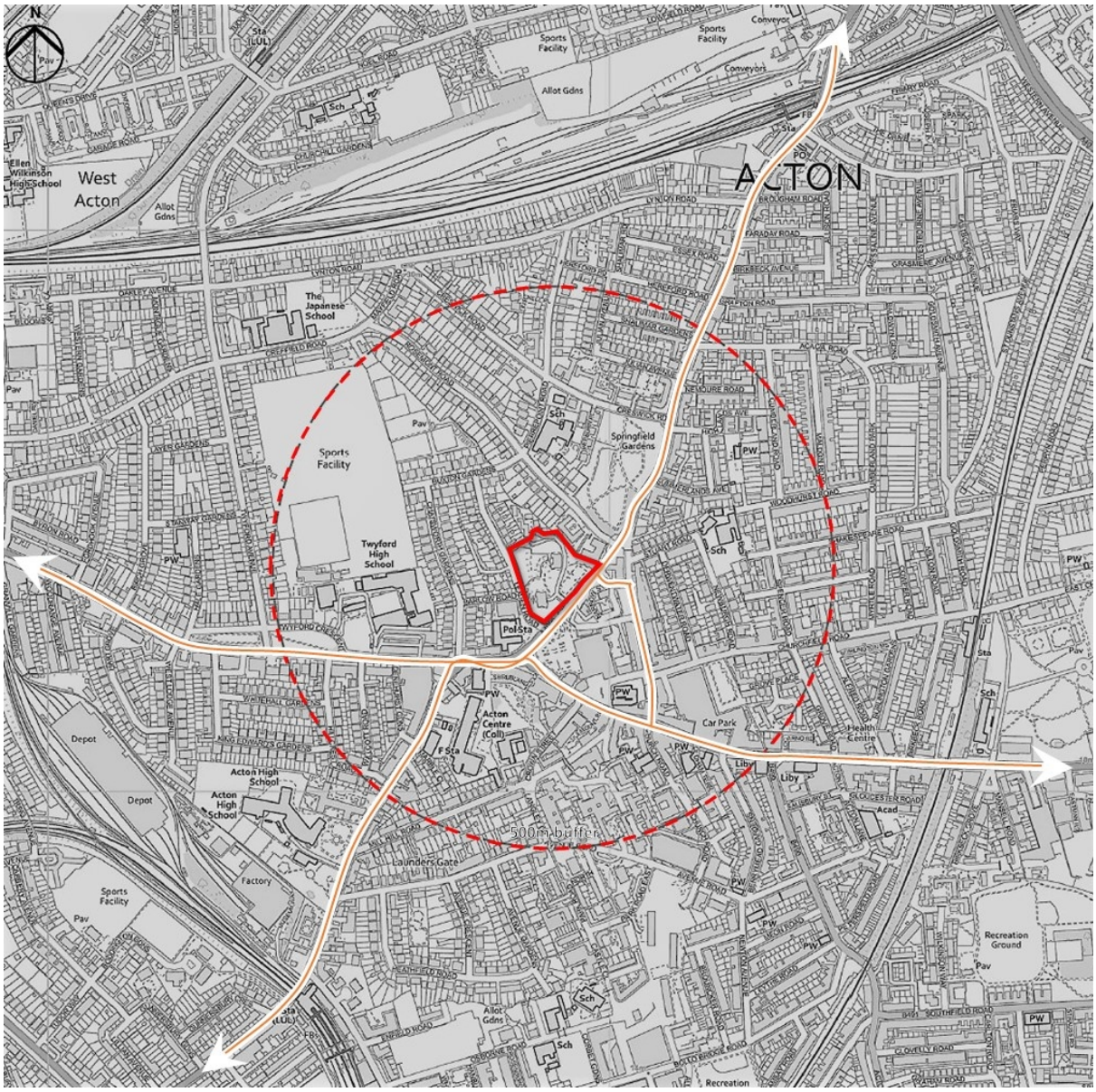

Figure 1: Location plan

The site currently contains two existing 22 storey buildings known as Moreton and Rufford Towers containing 200 homes. Although the site contains two tall buildings, the surrounding area is comprised of buildings that are generally small and medium rise (2-4 storeys in height). The buildings that bound the immediate vicinity of the site to the north, east and west are generally in residential use, whilst nearby buildings on Steyne Road comprise residential and commercial uses, including the Morrisons located on the corner with the High Street. The site and context are illustrated in *Figure 2* below and *Figure 3* below is taken from Steyne Road looking at the existing two residential tower blocks.

Figure 2: Aerial view looking south

Figure 3: View of existing Rufford and Moreton Towers

The site benefits from a relatively high Public Transport Accessibility Level (PTAL) rating of between 3 and 6, on a scale of 0 (Worst) to 6b (Best). The site is located in close proximity to four train stations including Acton Town, Acton Central, Acton Main Line and Ealing Common, all within 0.5 to 0.7 miles of the site, providing key routes eastbound to the City of London, West End, and westbound towards Heathrow. Immediately adjoining the side on Steyne Road, there is a bus stop providing routes southbound to Acton Town Centre and Turnham Green and northbound towards Wembley and Brent Cross (Routes 266, N266 and 440).

The site is not located within a Conservation Area, nor subject to an Article 4 Direction and does not contain any statutory or locally listed buildings. However, the Acton Town Centre Conservation Area is located to the south of the site. The Conservation Area benefits from a number of statutory and locally listed buildings. The nearest listed buildings to the site are the Grade II listed KINGS PARADE, 241-267 High Street which is located 100m to the south of the site. The nearest locally listed building is the Duke of York Public House at 86 Steyne Road, located 35m east of the north-eastern corner of the site as illustrated in *Figure 4* below.

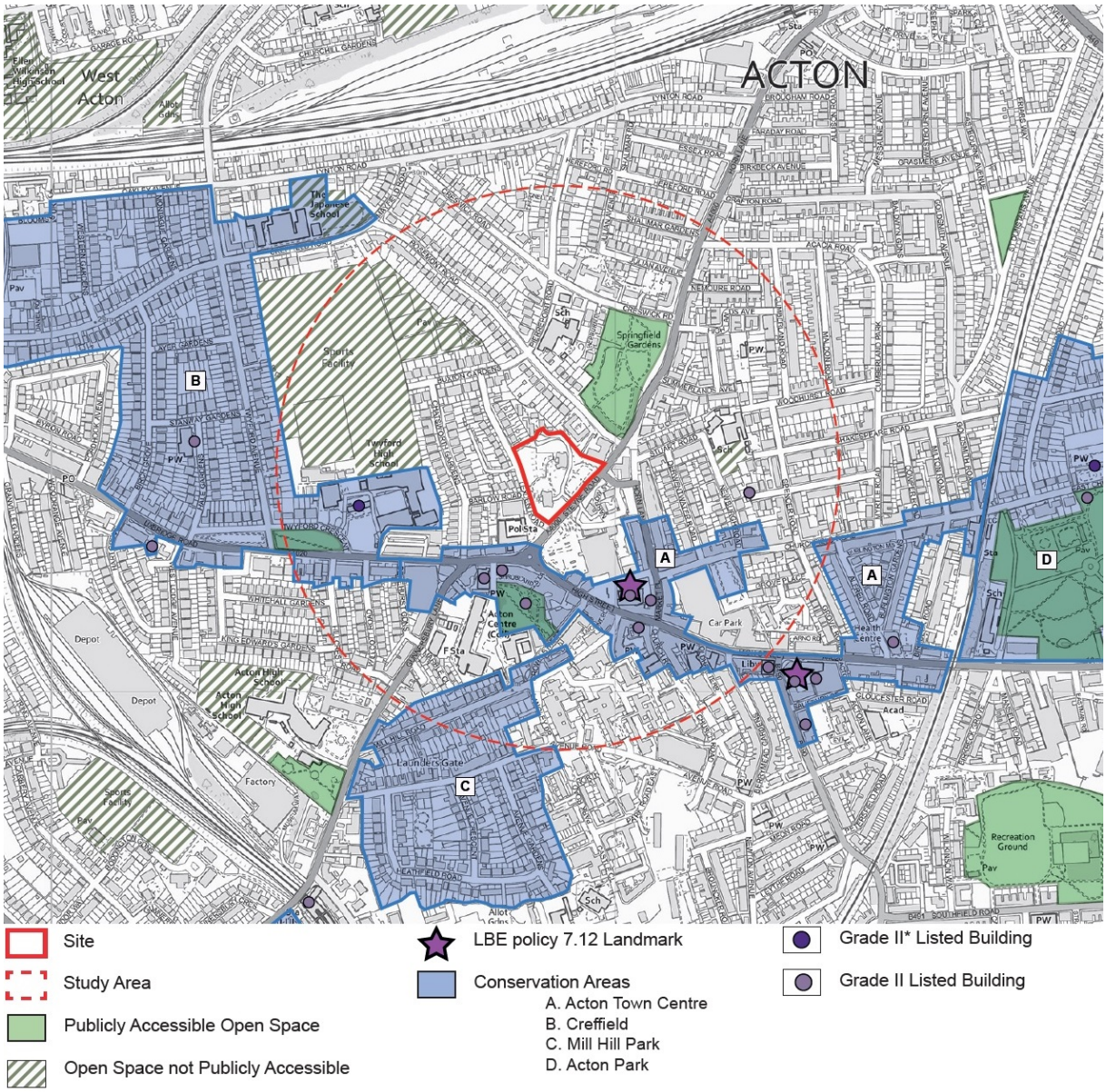

Figure 4: Conservation area and heritage assets

3 The Proposal

The proposed development comprises three new buildings on the site and the existing Rufford and Moreton Towers will be retained. These buildings comprising one 20 storey tower block (Block A), one 9 storey medium rise building (Block B) and one three storey building (Block C). A summary of the proposal are:

- A total of 188 flats will be provided across the site (comprising of 27 market sale, 90 shared ownership and 71 London Affordable Rent) resulting in 85.6% affordable housing;
- Block A will provide 111 units and up to 78sqm (GIA) community facilities within Use Class (F2(b));
- Block B will provide 71 units and cater only for Older Adults;
- Block C will provide 6 market sale units;
- The proposed development will be a car-free scheme only providing parking spaces to the existing permit holders of the Rufford and Moreton Towers;
- Residential cycle parking (long-stay and short-stay) are provided on site;
- Refuse collection will occur within the site;
- The proposed development will result in a net gain in biodiversity of 1.08 habitat units, representing a net gain of 22%; and
- New children play spaces are created which will integrate with the larger open space network across the site.

The scheme proposes to retain the existing Moreton and Rufford Towers and erect three new buildings being blocks A, B and C on the site, varying in height from 3 storeys to 20 storeys. The main vehicular access to the site would be from a new one-way vehicular access route (or estate road) along the eastern and northern boundary of the site. Vehicles would enter from Steyne Road and exit via a new vehicular egress at Lexden Road.

The existing vehicular access to the site from Steyne Road will be retained, but this will only be used for delivery and waste collection access to Rufford Tower and Block A (Tall Residential Building) and to provide access to several disabled parking spaces.

The new one-way vehicular access route (or estate road) will accommodate 29 car parking spaces. A further 50 car parking spaces will be provided below Block C (Family Homes Building) within the podium whilst 26 car parking spaces are incorporated into the landscape and the public realm works at grade. The proposal seeks to re-provide the existing car parking spaces being lost to Block A. It is not proposed to increase the amount of parking on site. Three (3) blue-badge car parking spaces are provided within the site and an additional three (3) spaces along Lexden Road.

The layout of the proposed scheme is structured around a connected public realm network. At the centre of this is a public open space in the form of the central lawn and square which is to be surrounded by well planted spaces between the buildings and spaces for active use. Play area is integrated within the open space areas. A model of the existing and proposed buildings is illustrated in *Figure 5* below. The following sections provide a description of the proposal for each of the three (3) new buildings.

Figure 5: Model of the existing and proposed buildings

3.1 Proposed Block A

Block A (Tall Residential Building) is a 20 storey building fronting Steyne Road and would be situated on an area of existing car parking. The building comprises 90 shared ownership and 21 market sale units, providing a total of 111 units. The ground floor is made up of residential facilities, including a residents and community space. *Figure 6* below provides an illustration of Block A looking east along Steyne Road.

Figure 6: CGI image of Block A looking northeast along Steyne Road

3.2 Proposed Block B

Block B (Older Adults Building) is a proposed part 6 and part 8 storey building fronting Lexden Road. The building provides specialist adult accommodation and comprises 71 London affordable rent units. At ground level there is proposed a communal lounge, as well as other residential facilities. Block B will provide accommodation for the elderly aged 55 and older (secured in the S106). *Figure 7* below provides an illustration of Block B looking north from Lexden Road.

Figure 7: CGI image of Block B looking north from Lexden Road

3.3 Proposed Block C

Block C (Family Homes Building) is a proposed part 1, part 2, part 3 storey building located to the north of the site. The building comprises 6 market sale units which are all family sized. At ground level, there is a resident's entrance, cycle store and refuse store. *Figure 8* below provides an illustration of Block C looking northeast.

Figure 8: CGI image of Block C looking north east

4 Consultation:

4.1 Public Consultation

In accordance with the requirements of Ealing Council's Statement of Community Involvement (2015) and the Town and Country Planning (Development Management Procedure) Order 2015, the application was advertised by site notice on 17/08/2022 with the consultation period expiry 07/09/2022. A total of 158 representations were received. Subsequently, additional notices were placed on lamp posts and the notice period was extended until 04.10.2022. A notice was published in the Ealing Gazette on 17.08.2022.

Public Comments	Officer's Response
Character and appearance of the development and setting within local area.	Blocks A, B and C are considered to integrate satisfactorily into the site and local context. Regarding Block A, this corresponds with the two existing tall buildings and creates a degree of visual conformity. Block B and C are of appropriate height to not adversely affect the character and appearance of the surrounding area.

Scale of the development	The London Plan (2021) indicate an increased need for housing. Since the adoption of the Core Strategy, the ten-year housing target (2015-2025) for Ealing increased from 12,972 homes under the London Plan (2016) to 21,570 for the years between 2020 and 2029 under the London Plan (2021). The site is located within the Acton Town Centre and Policy 2.2 of the Ealing's Core Strategy (201) indicate that the Acton town Centre will benefit from 500 new homes. The proposed development is in keeping with the development pattern of the existing site. This site and number of housing opportunities would therefore play a critical role in providing affordable homes Londoners need and complies with relevant policies in both the London Plan (2021) and the Ealing's Core Strategy (2012).
Density of the development	Existing density – 140du/ha. Proposed 273du/ha The size of the units is generous and either meet or exceed the Technical Housing standards. The units are considered to provide a high quality of living for future occupants.
Impact on setting of designated and non-designated heritage assets	The site is not located within a conservation area, nor are any listed buildings found on site. The nearest heritage assets are located towards the south of the site. The proposal is considered to result in less than substantial harm (at the low end) on surrounding designated and non-designated heritage assets". Refer to Section 6.6 and *Figure 16*.
The housing mix is out of character with the family housing found in the area	The development will provide nine (9) 3-bed family sized homes, 3 in Block A and 6 in Block C. Block A would also provide 73 2-bed homes and would provide the opportunity for smaller families to occupy these units. Further details can be found in Section 6.10 of this report.
The housing is not truly affordable accommodation	The development provides 85.6% affordable housing which exceeds the 50% London Plan (2021) strategic target. In addition, a price cap is conditioned to ensure the development is affordable. Further details can be found in Section 6.12 of this report.
Impact on the amenities of neighbouring properties	The impact on the amenities of neighbouring properties has been assessed in detail in Section 7.7 of this report and has been considered to not result in undue harm complying with relevant policies.
Impact on infrastructure (schools, surgeries, utilities, and parks)	The developer will pay S106 contributions towards education, transport, travel plan, energy, healthcare, and air quality to upgrade the existing infrastructure were required.
Impact on highway network	The proposed development is supported by a Transport Statement (July 2022) which concludes: The Proposed Development is car-free and is only expected to generate minimal vehicle trips associated with servicing and delivery vehicles and Blue Badge holders.

	In terms of public transport trips, there is an increase of 61 public transport trips in the AM peak and 39 public transport trips in the PM peak. Overall, the proposed development would have no undue additional transport or highway impacts Council's Transportation & Highways officer has reviewed the proposal. The officer requests S106 contributions to restrict future car parking permits, requested the possibility of a car club bay to be provided on site and a 3-year car club membership for residents of the scheme, a financial contribution is requested for disabled parking bays and a financial contribution is requested for improved pedestrian and cycle infrastructure near the site. More detail can be found in Section 1.1 and 11.
The development would result in increased air pollution	In accordance with adopted policy, the scheme will deliver a minimum 35% reduction in carbon dioxide emissions below Part L Building Regulations 2013 and provides a carbon offset payment to meet the 'zero carbon' requirement for the residential element. The development will reduce carbon emissions site wide by 19.37% from 'Be Lean' fabric and services efficiency measures. A further 50.21% reduction through the inclusion of 'Be Green' low or zero carbon technologies (PV arrays and communal Air Source Heat Pump loop) will also be achieved. The total cumulative carbon emissions will be reduced by 69.58% over Building Regulation 2013 targets (TER).
The development would result in the loss of trees and green space	The Biodiversity Net Gain Assessment calculates the biodiversity value of the existing Site and the proposed development using the Defra Biodiversity Metric 3.1 Calculation Tool. The Report indicates that the existing Site achieves a score of 4.94 habitat units, whilst the proposed development (incorporating the ecological enhancements described above) achieves a score of 6.02 habitat units. As such, the proposals are predicted to result in a net gain in biodiversity of 1.08 habitat units, which represents a net gain of 22%.
The development would result in the loss of on-site car parking	The development is car-free; however, 76 car parking spaces would be retained on site; 67 for existing live permit holders in the Moreton and Rufford Towers (including 3 blue badge parking); 4 for the residents of Landry Court; 6 blue badge parking spaces; 1 car worker; 1 car club parking bay.
The new estate road would prejudice highway safety and result in loss of footpath	Along the new estate road pedestrians and cyclists would have right of way over vehicular traffic. The detailed design of the accesses and arrangements would still be subject of an s278 Agreement, detailed design, and technical approval, including footway proposals.
Inadequate public consultation	A total of 49 site notices were placed around the application site. The notice period stretched from 17.08.2022 until 07.09.2022. Subsequently, additional notices were placed on lamp posts and the notice period was extended until 04.10.2022.

	A notice was published in the Ealing Gazette on 17.08.2022. Several community organisations, external departments and the relevant internal departments were consulted. The relevant documents pertaining to the proposed development is displayed on the Council's website. Due to the nature of the proposed development, it was also referred to the Mayor of London for comment.

4.2 External consultations

External department	Comments received
Cadent Gas	Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.
London Fire Brigade	The London Fire Brigade raises no objections to the proposed development.
Thames Water	Thames Water raises no objection to Foul Water. However, concerns have been raised over capacity to supply the development noting: "Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal". As such Thames Water has recommended a condition be imposed requiring the developer provide further details on infrastructure phasing and network upgrades. Informatives have been recommended with regard to waste and water comments.
GLA	The proposal is supported in principle, however, does not fully comply with the following policies: **Land Use Principles:** The proposed optimisation of this existing estate for a residential-led mixed use development is supported in principle. **Affordable housing:** The proposal would deliver an affordable housing provision of 82% (habitable room), which is strongly supported. This should be secured via the S106 agreement in line with London Plan Policy H6. An early-stage review should be secured.

	Urban design: The principle of a tall building could be supported in strategic terms, subject to fully addressing its impacts. A revised fire statement is required. The applicant should review the proposed wheelchair accessible homes and distribute them more evenly across unit sizes and tenure. **Heritage:** The proposed development could result in less than substantial harm to the significance of the Acton Town Centre Conservation Area as a result of development within its setting. At this stage, it is considered that the public benefits could outweigh the identified harm. A full assessment will be undertaken at Stage 2. **Transport:** Contributions towards bus capacity, active travel and road safety should be secured, reflecting the findings of the ATZ assessment, and the increased travel which will be generated by the development. Concerns about the design of the shared use estate road and on street servicing for the older adult building should be addressed and the recommendations of the road safety audit should be implemented in full. General car parking should only be provided on a temporary basis for existing permit holders and phased out as residents surrender permits or move out. Proposals for the reduction of car parking to achieve the aim of a car free development, should be set out in a revised version of the Parking Design and Management Plan. Further details of cycle parking are required to ensure provision meets London Plan minimum standards including proposals to serve existing residential units in Moreton and Rufford Towers. **Sustainable development:** Further information on the proposed energy strategy, and circular economy assessment are required. A commitment to post-completion reporting prior to occupation on whole life-cycle carbon and circular economy matters should be secured. **Environmental issues:** Further information on urban greening, flood risk, and sustainable drainage is required. Conditions to control the impact on air quality should be attached to any planning permission.
Heathrow Airport Limited	Heathrow Airport Limited no safeguarding objections to the proposed development, however, the British Standard Code of Practice for the safe use of Cranes should be adhere to when cares are required during construction.
National Air Traffic Services	NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.
National Highways	National Highways has no objection against the proposed development.
GLASS	GLASS requested further information before advising on the effects on archaeological interest and their implications. At time of writing this report further consultation was taking place with GLASS to determine appropriate conditions, which will be covered by the briefing note.
Transport for London (TfL)	TfL provided the following comments regarding the proposed development.

	All cycle parking to be designed and laid out in accordance with Chapter 8 of the London Cycling Design Standards (LCDS). The recommendations of the road safety audit (RSA) should be implemented in full. The final Delivery and Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP) to be secured by planning condition. A permit-free agreement for all new residents should be secured in the Section 106 Agreement. S106 contribution towards increased bus capacity for first/last mile journeys.
London Fire Brigade (LFB)	The London Fire Brigade (LFB) was consulted and has no comments to the proposed development.
Health and Safety Executive (HSE)	The HSE is content with the proposed development and provided advice to reduce the overall risk of the proposed development.

4.3 Internal consultations

Internal department	Comments received
Land Contamination	The submitted relevant documentation has also been assessed by Council's Contaminated Land Officer. Appropriate and standard conditions have been recommended with relation to a Site Investigation to confirm the conclusions of the desktop study, as well as Remediation Scheme and Verification Report. No comments received. Conditions added to Section 11.
Pollution technical	Council's Pollution-Technical Team have reviewed the submitted documentation on this application, with respect to matters relating to noise, vibration, air quality and contaminated land. Regarding noise and vibration, the Council Officer was not satisfied with the submitted Environmental Noise Assessment report because the assessment was undertaken during a period where Covid-19 lockdown measures were still in place. The results would therefore not be representative of 'normal' conditions. The Officer has requested a revised Noise Assessment, however, a further assessment was requested to be undertaken and will be required by condition. is as the revised noise assessment will inform the required sound insulation of the building envelope to ensure that good quality living conditions could be maintained for future residents. Any adverse impacts relating to noise and vibration can be effectively designed out through appropriate sound insulation and window glazing. It is noted that the proposed residential accommodation would also be located above community facilities, which would have its own impacts with relation to noise and vibration emanating from this use. Therefore, conditions have been recommended with relation to this, with a higher level of enhanced sound insulation needed to mitigate these impacts. Subject to the successful discharge of the recommended conditions, it is

	considered that the future occupants of the development would maintain a good standard of living conditions.
Air pollution	Air quality conditions have also been recommended. The Officer recommended that a Ventilation Strategy Report be prepared to mitigate the impact of existing poor air quality on future occupants. The report should provide details of the filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matters in the eternal air for receptors in Block A, and a scheme for providing fresh air ventilation to receptors in Block B and C. Council routinely requests s106 financial contributions to mitigate the total combined emissions from the scheme, which is based on the Greenwich Formula, which is contained within the Low Emissions Strategies Good Practice Guidance from DEFRA. London Council's Air Quality and Planning Guidance states that all development will have an impact on local air quality and mitigation should therefore be sought through all developments. The applicant has agreed to the requested financial contribution.
Housing	Housing Supply supports the application since the proposed development provide homes larger than the minimum space standards and units can be reconfigured to suit future needs. It is requested that the Shared Ownership homes should not be pitched at the top end of the shared ownership eligibility income of £90,000.00. In addition, an early stage review mechanism is implemented.
Active Ealing	Active Ealing indicated a strain on current indoor and outdoor sports facilities in Ealing and requested a financial contribution for the improvement of sporting infrastructure within the Borough.
Area Regeneration	Area Regeneration support the proposal for housing-led intensification and optimisation of residential growth at this edge of town centre location, however, active frontages should be maximised. The reduced massing along Lexden Road is supported Area Regeneration support the provision of this new community space which will contribute towards a diverse mix of uses across the centre.
Energy	No objection. The submitted relevant documentation has also been assessed by Council's Energy Officer. Conditions recommended and included in Appendix 1.
Tree Services	The tree officer raised concerns about the number of trees being felled, soil level changes within the root protection area of trees which needs to be retained and indicated that only small trees can be planed for the underground car park. A CAVAT value is requested for the replacement of trees and financial contribution is requested for the loss of amenity to the area. These are secured via a Section 106 legal agreement.
Transport	The transport officer raised concerns regarding the movement of service vehicles and subsequent impact on road uses, road safety, etc, the potential impact on existing parking problems on adjacent roads and link and junction improvements (Horne

	Lane). A Section 106 legal agreement is requested to make provision for concerns raised. The financial contributions will be used towards link and junction improvements (Horn Lane), link improvement on Uxbridge Road between Ealing Town Centre to the east of the borough boundary with Hammersmith & Fulham Council, improved cycle infrastructure near the development, replacement of footways in and around the site, mitigation measures for parking stress, traffic calming measures and pedestrian crossings near the site, bus stop improvements and travel plan monitoring. More detail is found in Sections 1.1 and Section 11.

4.4 Design Review Panel

A Design Review Panel was held on Tuesday 1 June 2021 and attended by nineteen (19) representatives.

Summary

The panel appreciates the opportunity to review the scheme in its early stage. It recognises the complexity of the site and feels the proposals have the potential to improve the estate; it welcomes the extensive analysis that has been undertaken and feels that the site-wide strategy and the place-making principles underpinning the scheme are positive. However, further work is required in relation to the landscape and the massing, and further engagement with local community is needed, to achieve a high-quality scheme. The wider pedestrian network and flows should inform the entrances and pathways, and the landscape design should be organised as a series of distinct, structured areas that reflect the needs and desires of the residents. The public and private areas should be clearly defined, and the design should consider the different demographic groups that will use the space and how the landscape will be activated of during the day and night. Areas for food production should be provided early in the programme and be discussed with the residents. A robust management strategy should be developed to ensure the landscape retains its quality once delivered. The panel also feels that the massing of the proposed buildings requires refinement, with consideration given to the immediate and broader context and their mediating role within the townscape. Extensive microclimate studies are also crucial to reduce their overshadowing impacts. More information regarding access to and operation of the car park is needed, and the scheme's sustainability ambitions should be clearly translated into the proposals. These comments are expanded below.

Overall design

- The panel welcomes the extensive analysis, the site-wide strategy and the place-making principles underpinning the scheme. It feels that the ambitions are positive, but that further work is needed to achieve the quality envisaged.
- The design team should analyse the wider pedestrian routes and movements, including into and from the town centre, to inform the proposed entrances, parkways, and streetscape.
- The retention of the historic wall and its integration into the master plan is welcomed, as are the proposed openings and entrances.
- The family housing block should be integrated with the rest of the site, providing enclosure to the houses to the north. The panel is also concerned this block will be overshadowed by the other blocks.

- The design team should consider how other developments being brought forward in the area could inform the scheme.

Landscape

- The panel welcomes the proposed landscape, including the functional ecological spaces, but feels the design is currently lacks differentiation.
- The landscape should be organised as a series of distinct, structured landscape areas that reflect the needs and desires of the local residents. Further, they should be articulated to indicate the nature of the spaces, with public, semi-public and private areas clearly defined.
- The integrated play areas for all ages are welcomed. However, these spaces should respond to different demographic groups, such as families and teenagers, creating spaces with varying identities while still ensuring they are part of a holistic proposal.
- The design team should consider activating the landscape, acknowledging the 24-hour use of the open spaces and mitigating the potential for anti-social behaviour.
- The panel encourages the inclusion of allotment areas within the scheme and feels that areas for food growing should be provided early in the programme, as meanwhile uses, to involve residents.
- The panel would like to see further detail regarding food production, including the provision of specific spaces, such as protected areas for food growing and equipment storages.
- The panel welcomes the tree study but would like to see further thought given to how long-term tree growth across the estate can be ensured, working with Ealing officers.
- The panel is concerned that the raised podium could become a barrier to surveillance across the site and also be challenging to manage, due to its difficult access.
- The landscaped roofs are positive, but given their reduced permeability, they will make a limited contribution to sustainable urban drainage or to biodiversity.
- The panel would welcome more clarity regarding the scheme’s urban greening factor, the planting species selected, and their location within the master plan.

Management

- The panel urges the design team to define a robust approach to landscape management, to ensure that the design ambitions are achieved and maintained into the future.
- As part of the management strategy, pop-up events, such as visiting food trucks and live music, could be promoted to enhance the local identity of the space, to make people excited about the area.

Older Adults Building

- The panel supports the preferred option for the Older Adults Building, as its massing allows for more dual aspect units, favours sustainable design, and contributes to the townscape.

- The building's heights have a crucial role in mediating the impact of the development on the town centre conservation area and the immediate context of 2 storey houses.
- The panel feels the Older Adults block mediates well between the street and the rest of the site, but the mediation to the south appears more successful than to the north.
- The entrances to the Older Adults Building are appropriate and enhance the relationship of the site with Lexden Rd.

Residential tower

- The panel supports the preferred option for the tower block, especially considering the impact of the other options on the views from the existing buildings.
- The panel asks, however, that the design team continues to develop the massing of the tower, with a less explicit correlation to the existing blocks, testing the form, including rigorous studies of distant views, to ensure the proposal is a high-quality contribution to the immediate and broader townscape.
- The design team could also explore expanding the ground floor and the first few upper levels to reduce the impact of the height of the building on the surroundings and the town centre conservation area.
- The panel is concerned by the extensive overshadowing impacts of the residential tower on the existing buildings, especially the lower flats. Robust microclimate studies should be developed to inform the design, considering the sun movement during the day and in different seasons.
- The fronting of the residential tower towards the street is positive and provides a sense of enclosure. However, there is a tight relationship between the block and the bus stop, and the design should allow for a more generous space in between the two.
- The panel would welcome more information regarding the layout of the houses in future reviews.

Existing buildings

- There is an opportunity to address the site holistically and promote a refurbishment of the existing buildings, beyond just upgrading their entrances.
- The use of the undercroft areas for community spaces is strongly supported, and the design team should ensure the challenges regarding the existing heights do not compromise the proposed uses.

Materiality

- The panel would welcome more information regarding materiality, including the relationship between the material palette with the local and wider context.
- The design team should also define the surface treatment of the new access route. The design team is encouraged to investigate whether this could be a shared street.

Parking

- The podium parking is potentially positive, but the panel finds it challenging to understand its impact at present. Further work and visualisations are needed.

Community engagement

- The panel strongly support the co-design workshops undertaken with the local community. It encourages the design team to engage further with residents to gain insights from their experience living within the estate. These insights could be valuable in shaping and refining the design strategy.
- The design team should also discuss with the community the scope, stewardship and location of the community centre, the food growing areas, and the approach to ecology and the energy strategy.

Sustainability

- The panel welcomes the Passivhaus ambitions for the new buildings but encourages the design team to clearly translate those principles into the proposals.
- There is an opportunity to integrate the energy strategy of the new and existing buildings, upgrade the current systems, and take advantage of this project to engage with local residents on this subject.

The comments were incorporated into the designs and drawings submitted to the Ealing Council.

5 Relevant Planning Policies:

The policies relevant to this application are listed in the informative section of the recommendation toward the end of this report.

6 Reasoned Justification:

6.1 Main Issues

The proposal is assessed in terms of its potential impact on the area, on the amenities of the occupiers of neighbouring development, taking into account the relevant development plan policies for the area, considerations of the impacts of the development and all other material considerations. The main issues (not in order of importance) are:

- Main issues
- Principle of the development;
- Site allocation
- Design and character
- Impact on neighbouring amenity
- Impact on heritage
- Energy and sustainability
- Tall buildings

- Housing land supply
- Quality of residential accommodation
- Mix of residential units
- Affordable housing
- Appearance and materiality
- Landscaping and trees
- Amenity space
- Road layout, transport and parking
- Fire strategy
- Whole life carbon assessment
- Refuse and recycling
- Wind and microclimate
- Crime prevention
- Financial viability assessment

6.2 Principle of Development

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

Chapter 5 of the NPPF (the Framework) concerns the delivery of sufficient homes, with paragraph 60 noting the government's support in significantly boosting the supply of homes. To allow this to happen the Framework recognises that, a sufficient amount and variety of land must come forward where it is needed.

The application site is located within Acton which is located within the primary development corridors in terms of the Ealing's Core Strategy (2012). Policy 2.2 of the Ealing's Core Strategy (2012) indicates that The Acton Town Centre regeneration will benefit from amongst others, over 500 new homes and the London Plan (2021) places a greater focus on District Centres in playing a role in accommodating residential uses to provide accommodation for local residents, as is outlined within the policies above. Since the adoption of the Core Strategy, the ten-year housing target (2015-2025) for Ealing increased from 12,972 homes under the London Plan (2016) to 21,570 for the years between 2020 and 2029 under the London Plan (2021). Therefore, Council is under increasing pressure to meet existing Housing Targets, and residential accommodation in District Centres, within close proximity to high quality and frequent public transport are considered suitable sites for intensification, in principle.

This is further supported by Policy H1(2) of the London Plan (2021) which requires Council's to optimise housing delivery on sites with PTAL Scores of between 3 and 6 and located within 800m distance of a station or town centre. TfL's online WebCAT

tool shows the site has a PTAL level of 3-6a; however, as the site access fronts onto Steyne Road, which has a PTAL of 6a, the PTAL will be considered as 6a. This indicates excellent access to public transport. Furthermore, the site is located within the Acton Town District Centre and therefore the site provides the opportunity to realise the potential of the site in contributing to borough-wide Housing Targets. This scheme presents a mix of London Affordable Rent, market sale and shared ownership units.

Development Strategy DPD Policy 1.2(h) and DMD Policy 7.7 and Policy D9 of the London Plan (2021) state that tall buildings are acceptable where they contribute positively to the local context and do not cause harm to heritage assets. The location of the application site is within a town Centre and existing tall buildings are found on the site. In addition, Block A is sited along Steyne Road which are in close proximity to the town centre and public transport. The siting of Block A, furthermore, has a minimal impact and less-than substantial harm on the listed buildings and heritage assets located to the south of the application site. The design of Block A considered the existing site constraints and the potential for overlooking from the existing Rufford and Moreton Towers.

The proposed development adds to the existing character of the site (similar scale and massing as the Rufford and Moreton Towers), and it is therefore a suitable location for a development of this scale. *Figure 9* below illustrate the siting and massing of the proposed buildings in relation to the existing context.

Figure 9: The proposed concept

The buildings are designed to maximise the development potential of the site and create a cohesive development which caters to the needs of the local community. The site offers development potential in three (3) areas. Firstly, due to the accessibility of Steyne Road and the location of the existing Rufford Tower and the Moreton Tower, the existing car park near Steyne Road provides an ideal location for a high-density

high-rise building matching the scale of the Rufford and Moreton Towers. The area between Rufford Tower, Lexden Road and the existing dwellinghouses along Lexden Road is underutilised and lends itself towards a medium rise building whilst the car park behind the Moreton Town lends itself towards a low rise building to blend in with the existing Lantry Court.

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

6.3 Site Allocation

The application site located directly to the west of the ACT2 Acton Gateway Steyne Road / High Street Acton W3. The ACT 2 Acton Gateway is earmarked for a mixed-use development including retail and residential. It is anticipated that this site will form the first impression of the town centre and by incorporating high quality design and residential on the upper floors, the site will be used more effectively. In addition, it will contribute to a more coherent street scene.

The application site contributes toward improved pedestrian movement and the active frontages and high-quality façade treatment proposed for Block A will enhance the street scene and create a welcoming public realm with no dead frontages. The proposed development will contribute towards delivering a built form equivalent that will enable the ACT 2 Acton Gateway Site to become a gateway into the town centre. The development of the ACT 2 Acton Gateway Site plays a fundamental role in the transition between the application site and the town centre.

6.4 Design and Character

Policy objectives are expressed in terms of achieving optimum, rather that maximum development potential. The site provides the opportunity to make full and efficient use of sustainable brownfield sites to significantly boost the supply of housing is four squares with NPPF and development policy and guidance.

As well as the Council's published guidance on design quality, guidance on the best practice approach is found in National Design Guide (NDG). Para.16 states: *'Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context'.*

Section 12 of the NPPF, Policies D1, D3 and D4 of the London Plan (2021) and Ealing Local Variation Policy 7.4 and Policy 7B of the Ealing Development Management DPD (2013) require new buildings to complement their street sequence, building pattern, scale, materials and detailing and to have high quality architecture. New buildings should also conform to the height, scale and proportions of existing forms of development within the immediate area, in order to define a sense of place.

The NPPF demands that development shall achieve well designed spaces and encourages early engagement with Council's to develop designs that respond positively to the local area to create "high quality, beautiful and sustainable buildings". Similarly, Policy D4 of the London Plan (2021) states that developments should be given scrutiny at an early stage through the use of Design Review Panels (DRP). A DRP was undertaken during the pre-application stage. The applicant has also sought advice from the Greater London Authority (GLA) through their pre-application process prior to submission.

The site currently presents the highest buildings within the immediate area, however, buildings up to six (6) storeys are found around the site and double storey

dwellinghouses beyond that. High rise buildings of up to thirteen (13) storeys are found 500m to the south of the application site along Avenue Road.

It is noted that the proposed development would constitute one (1) tall building as defined by planning policy, however as noted in the section above, the site is considered to be suitable for a tall building within the Acton Town District Centre.

In taking into consideration the prevailing character of the surrounding area, the application site is located within in a commercial node with the Morrisons shopping centre and the Lidl nearby to the southeast. The buildings along the A4020 vary in form and character and predominantly comprise of two to three storey buildings with retail on ground level. The character and form along the A4000 also vary with several flats up to five (5) storeys.

The area east of the Morrison and south of Horn Lane comprise of double storey residential dwellinghouses of similar form and character. The area to the north of the application site comprises of double storey dwellinghouses of varied form and character. Development activity occurs at the Gunnersbury Land and Uxbridge Road and is altering the residential form with the mixed use and commercial uses being developed.

The development proposes a high-rise building of twenty (20) storeys along Steyne Road. The two (2) proposed buildings towards the north and west of the application site would be significantly lower in height to reduce the scale and massing towards the adjoining residential neighbourhood which is generally 2-3 storeys in height. The shape and siting of Block A located along Steyne Road has been dictated by the view corridors of the existing Rufford and Moreton Towers, attempts to maximise the retention of high-quality trees, and avoiding underground sewer lines. The siting and design of this building offers active frontages and passive surveillance along Steyne Road.

The frontage of block A faces onto Steyne Road and therefore interfaces with the public realm along Steyne Road and the commercial and retail stores south of the application site. The communal residential entrance sits beneath a loggia, created through the placement of terraces above. Several secondary exit points are located along the building to provide optimal access to the other facilities on and around the application site. Flexible residents and community space is situated along Steyne Road, providing significant active frontage. Refuse stores and plant spaces are located to the north, avoid adjacency to communal spaces as well as dead frontages along Steyne Road. Two large cycle stores wrap the building along Steyne Road and to the north. This introduces activity to this area of the site, particularly around the bus stop. Public realm improvements help create varied boundary conditions to the building, with an entrance forecourt to the south. The central public realm space is located immediately to the west, with green open spaces and new proposed trees to the north.

The design and character of each of the three proposed buildings are discussed in more detail below.

6.4.1 Design and Character of Block A

The Tall Residential Building (Block A) as illustrated in *Figure 10* below consists of 6 homes per typical floor, accessed from a centrally located single core. Typical floor plans contain two (2) one-bedroom homes, and four (4) two-bedroom homes. Careful consideration and spatial planning have provided every home with dual aspect living / kitchen / dining spaces, and it is noted that the design has achieved 100% of homes as dual aspect. Generous terraces have been located to avoid potential overlooking towards neighbouring homes. Two-bedroom homes are provided with ensuites to principal bedrooms. At upper levels, 3 three-bedroom homes are carefully stacked to

maintain vertical service runs and allow the façades to maintain consistency. All homes would comply with the Nationally described Space Standards.

Figure 10: View looking north east along Steyne Road (Block A)

6.4.2 Design and Character of Block B

Block B (older adults building) as illustrated in *Figure 11* below is located to the northwest of the Steyne Estate, adjacent to Lexden Road. This building comprises of 8 storeys in height, with the upper two level set back in areas in response to neighbouring homes, creating a 6 storeys datum in many places.

The siting of the building is heavily influenced by several high-quality Category A trees, the existing Victorian boundary wall, neighbouring residential dwellinghouses and therefore, the building footprint is stepped back from Lexden Road. In addition, this setback will provide privacy to the ground floor homes.

The communal residential entrance is located towards Lexden Road, with a forecourt providing level access at the entrance. The communal entrance is flush with the façade, providing residents with a generous space upon arrival. The entrance is identified through a projecting precast concrete canopy, with glazed brickwork detailing signifying the importance of this space. The building footprint has been arranged through two volumes connected through a centrally located core.

The triple aspect space provides a partially civic presence to the south, providing active frontages and views from Lexden Road through to the landscape proposals within the site. Ancillary spaces such as refuse stores and cycle stores are located off the forecourt, for ease of access as well as servicing needs. The existing Victorian boundary wall along Lexden Road is retained and encloses a private walled garden for residents. This space contains several category A trees, with the building stepping back to maintains the trees, while providing privacy to ground floor homes. A wetland SUDS landscape provides privacy to north and east facing homes. The east and south, residents are provided with a semi-private communal terrace. Due to the site levels, this space sits above the landscape proposals, affording residents with privacy, ownership, and expansive views.

The Older Adults Building would consist of 10 homes per typical floor. Light would penetrate the core, allowing natural daylight to spill into the generous communal lobby. This is further enhanced through the use of glazed 'hold open' doors, allowing light to filter into communal corridors, while improving accessibility for residents. All homes are 1 bedroom 'plus', with larger space allowances than typically found within 1-bedroom homes. 60% of homes are dual aspect, with single aspect homes east and west facing. Equally, through recessed balconies, and window opening placement, single aspect homes are provided with oblique views to improve aspects. Internally, living / kitchen / dining spaces are generously sized, with access provided to private amenity space. Equally, bedspaces are larger than required within the Nationally described Space Standards. To avoid north facing private amenity spaces, recessed corner balconies are provided to the north.

Figure 11: View looking north along Lexden Road

6.4.3 Design and Character of Block C

The third building (Block C) as illustrated in *Figure 12* is located to the north of the site adjacent to Lantry Court. The massing is carefully sculpted to avoid direct overlooking towards neighbouring homes within Moreton Tower (to the south), Lantry Court (to the north) and the Older Adults building (to the west). The building edge faces towards Lantry Court and aims to interface with Lantry Court to create a viable and

attractive space for the residents of the Steyne Estate as well as Lantry Court and to provide passive surveillance and active frontages.

The building partly sits above the proposed podium car park which provides circa 50 spaces as well as plant and ancillary spaces. The naturally undulating site levels have been used to cover the car park below the podium. A landscaped open space is provided above, improving views from resident's homes whilst also giving considerable benefits for the wider neighbourhood.

The building benefits from a centrally located, through core which enables residents to enjoy a view through to the landscaped podium upon entry. A secondary entrance provides stepped access to the podium woodland play space whilst ramped access is provided within the landscape due to site level changes. This building is considered a small stair building under current guidance, it features an open stair arrangement. Residents will benefit from stepping straight into a welcoming double height space with a generous open stair and plenty of natural daylight.

Dual and triple aspect ground floor homes provide active frontages and passive surveillance to the street and podium. Ground floor homes are provided with generous south facing terraces with direct stepped access to the podium amenities. The landscape gently rises giving additional privacy to these terraces. A single storey volume to the west provides cycle and refuse stores, with a communal stair providing access to the car park within the podium below.

The building consists of two homes per typical floor, which allows the design to maximise the envelope available to home layouts. Each home typology benefits from a triple aspect arrangement. Homes are accessed from the generous centrally located core. The open stair arrangement visually connects homes from ground to upper floors.

Layouts have been carefully designed to allow spacious open plan living/ kitchen/ dining spaces to take advantage of the triple aspect setting. Kitchens are located to the north with south facing living spaces opening onto large balconies and terraces. Each home provides two double bedrooms and a single bedroom. Bedrooms are suitable sized to allow for flexible furniture arrangement. A family bathroom is accessible from the generous entrance hall, whilst the principal bedroom has access to an ensuite. Balconies and living spaces have been carefully positioned to avoid overlooking to neighbouring homes within Lantry Court, the Older Adults building and Moreton Tower. South facing balconies benefit from views over the landscaped podium and public realm improvements.

Overall, it is considered that the design of the proposed development has been well considered to reflect where possible existing design features and respond positively to the neighbouring residential dwellinghouses and the emerging character within the site's immediate context. The design includes significant design features such as articulation and variation to promote visual interest and the proposed development is considered to be a positive design intervention into the Acton District Centre. The proposed development would accordingly comply with Policies D1 and D4 of the London Plan (2021) and Policies 7B and LV7.4 of the Ealing Development Management DPD.

The development overall is a qualitative improvement on the present character of the site comprising of two (2) existing buildings of no marked architectural quality, scattered car parking and a central play area which will be enhanced with high quality, building designs that reflect the character of the area, functional and integrated public realm and spaces. The design of the buildings furthermore responds to the current context and site constraints including engineering networks, siting and views of existing buildings and the public transport stops. The design includes use of traditional facing materials like brick and colours that successfully bring together this mixed urban regeneration development.

Figure 12: View looking north towards Block C

6.4.4 Summary of design and character

In summary, Block A provides community facilities on the ground floor, active frontages onto Steyne Road and the development responds to the character of the area by siting tall buildings along Steyne Road and lower-rise buildings towards the existing residential areas (Lantry Court and along Lexden Road). Block B is, furthermore, set back from Lexden Road. The proposed private garden space provides sufficient screening along Lexden Road.

Overall, it is considered that the Blocks will positively contribute to the skyline without causing substantial harm to the settings of heritage assets. The building forms and typology throughout the scheme secure a high-quality design that responds positively to its location and positively contributes to the character of the area, enabling the scheme to achieve the potential of a high level of quality and meet sustainable development objectives on its merits and having regard to the NPPF and development plan policies. The proposed development, furthermore, improves the townscape and its immediate surrounding area.

Balancing the policy considerations therefore, this scheme would be both Development Plan and London Plan policy compliant in terms of urban design (sense of place, density, new public realm, landscaped areas and active frontages) and optimises development potential.

6.5 Impact on Neighbouring Amenity

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.

The proposed daylight and sunlight for both internal to the scheme and to external dwellings needs to be regarded, when determining whether the impacts and changes in height are appropriate for the area, it is important to consider the current unique site context.

6.5.1 Impact on 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. 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 Waldrams and submitted in support of the development of three buildings on the application site. The report determined the potential impact of the proposed development on the daylight and sunlight to surrounding residential properties, amenity spaces, and internally to the scheme itself.

The methodology set out in the report is in accordance with the methodologies contained in the Building Research Establishment's Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022) (the "BRE Guidelines"), which is used by the local authority to determine the acceptability of a proposal in terms of its effect on neighbouring daylight and sunlight amenity.

6.5.1.1 Impact on Barlow Road, Lexden Road, Lantry Court, Rosemeth Road, Townshend House, Horn Lane, Steyne Road and Steyne Hall

In terms of daylight and sunlight, the following properties were analysed due to their proximity to the development site given the height and massing of the proposal. These properties meet the target values as set out in the BRE Guidelines for daylight (in terms of VSC and daylight distribution) and sunlight (in terms of APSH).

- 8 to 12 (even) Barlow Road;
- 10 to 16 (even) Lexden Road;
- 22 and 24 Lantry Court;
- 2 Rosemonth Road;
- 1-31 Townshend House;
- 35 Horn Lane;
- 51-53 Steyne Road; and
- Steyne Hall

6.5.1.2 Impact on Moreton Tower

The analysis was focused on the windows and rooms of the Moreton Tower. A total of 568 windows were analysed. The analysis indicates that 425 (74.8%) of windows retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. There are 143 (25.2%) which experience an adverse impact. These windows, however, comprise of 19 serving circulation space, 34 serving small non-habitable kitchens and 20 are secondary windows serving a living room of which the main window meets the target values for VSC.

There are 70 windows which serve bedrooms and 20 that serve living rooms. All of these windows retain between 18% and 26% VSC with the proposed scheme in place and therefore, exceeds the alternative target value of 15% VSC.

A total of 466 rooms were analysed and 440 (94.4%) will retain at least 80% of their existing level. Of the remaining 26 rooms, four are circulation space and nineteen are the small non-habitable kitchens and were therefore discounted. The three remaining rooms are single aspect living rooms which retain between 65% and 75% of their existing levels of daylight distribution.

A total of 40 living rooms were analysed with at least one south facing window. Thirteen (32.5%) meet the target values for both measures of ASPH whilst the 27 living rooms will experience a noticeable reduction in sunlight, nine meet for APSH across the whole year in that they retain at least 25% APSH, but do not achieve the target 5% during the winter months, and nine more meet for APSH during the winter months but not across the whole year. The remaining nine living rooms which don't meet for either annual or winter sunlight all retain at least 18% APSH across the whole year, including at least 3% during the winter months. These nine living rooms' main windows all face within 90 degrees of north and so are reliant on sunlight through the smaller secondary window which is blinkered to one side by the main block of the building.

The daylight impacts on this building is considered acceptable as the majority of windows and rooms will continue to meet the BRE Guidelines' target values for VSC and daylight distribution. Where transgressions beyond these target values occur, they are predominantly to non-habitable living space or to secondary windows. In terms of the sunlight impacts, the living rooms will retain contextually appropriate levels of sunlight. Where living rooms with south facing windows do not meet for either annual or winter sunlight, this is due to the fact that the main windows serving these rooms are north facing and they are therefore reliant on sunlight through a secondary window which is blinkered to one side by the main block of the building. It is found that the daylight and sunlight impacts are considered acceptable as the residents within this block has appropriate levels of amenity which are comparable to those of other local residents.

6.5.1.3 Impact on Rufford Tower

The analysis was focused on the windows and rooms of the Rufford Tower. A total of 568 windows were analysed. The analysis indicates that 507 (89.2%) either retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. A total of 61 (10.8%) experience an adverse impact. Of these windows, 14 serve circulation space, 17 serve small non-habitable kitchens, and 11 are secondary windows serving a living room which have a main window which meets the target values for VSC. These windows are therefore discounted. There are 16 windows which serve bedrooms and 3 serve living rooms. All of these windows retain between 20% and 26% VSC with the proposed scheme in place, exceeding the alternative target value of 15% VSC.

In terms of the impact on daylight distribution, all of the 466 (100%) rooms analysed will retain at least 80% of their existing level.

All living rooms analysed with at least one south facing window will meet the target values for both measures of ASPH.

The daylight and sunlight impact on this building are considered acceptable as the majority of windows will meet the BRE Guidelines' target values for VSC, all rooms will meet for daylight distribution, and all living rooms will meet for APSH. Where there are transgressions beyond the VSC target values, they are predominantly to non-habitable living space or to secondary windows. In all cases, the main windows analysed to habitable rooms will exceed the alternative target value for VSC achieving at least 20% VSC in absolute terms with the proposal in place.

6.5.1.4 Impact on 14 Barlow Road

A total of 33 windows were analysed and the results indicate that 20 (60.6%) either retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. The impact on daylight distributions on rooms indicate that 12 (85.7%) of rooms will retain at least 80% of their existing level. All south windows analysed will meet the target values for APSH.

The daylight and sunlight impact on this building is therefore considered acceptable.

6.5.1.5 Impact on 6 Lexden Road

A total of 15 windows were analysed and the results indicate that 8 (53.3%) either retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. The impact on daylight distributions on rooms indicate that 8 (88.8%) of rooms will retain at least 80% of their existing level. All south facing windows serving living rooms will meet the target values for APSH.

The daylight and sunlight impact on this building is therefore considered acceptable.

6.5.1.6 Impact on 8 Lexden Road

All likely habitable windows and rooms analysed will meet the BRE Guidelines' target values for daylight and sunlight.

The daylight and sunlight impact on this building is therefore considered acceptable.

6.5.1.7 Impact on 21 Lexden Road

All windows either retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. In terms of the impact on daylight distribution, out of the two rooms analysed, one will retain at least 80% of its existing level and the other 76%.

Both south facing windows meet the target values for APSH.

The daylight and sunlight impact on this building is therefore considered acceptable.

6.5.1.8 Impact on 1 Lantry Court

All windows either retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. In terms of the impact on daylight distribution, out of the two rooms analysed, one will retain at least 80% of its existing level and the other 77%.

Both south facing windows meet the target values for APSH.

The daylight and sunlight impacts on this building is therefore considered acceptable.

6.5.1.9 Impact on 1 to 40 Rosemont Road

A total of 108 windows were analysed and the results indicate that 82 (75.9%) retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. All rooms analysed will retain at least 80% of its existing levels of daylight distribution.

The daylight and sunlight impacts on this building is therefore considered acceptable.

6.5.1.10 Impact on 1 to 14 Lucas House

A total of 37 windows were analysed and the results indicate that 19 (51.3%) retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. The impact on daylight distributions on rooms indicate that 25 (92.6%) of rooms will retain at least 80% of their existing level. All south windows analysed will meet the target values for APSH.

The daylight and sunlight impacts on this building is therefore considered acceptable.

6.5.1.11 Impact on Steyne House

A total of 9 windows were analysed and the results indicate that 6 (66.6%) retain in excess of 27% VSC in absolute terms or retain at least 80% of their existing level of daylight. All rooms analysed retain at least 80% of its existing level.

The daylight and sunlight impacts on this building is therefore considered acceptable.

6.5.1.12 Impact on 86 Steyne Road

All habitable rooms and windows will meet the target values for daylight and sunlight.

The daylight and sunlight impacts on the surrounding properties should be considered acceptable, as they will retain sufficient and contextually appropriate levels of daylight and sunlight with the proposed massing in place.

6.5.1.13 Impacts on proposed dwellings

A detailed assessment was conducted to determine the daylight and sunlight on the proposed habitable rooms. For internal daylight, the UK National Annex to BS EN 17037 gives the following daylight factor targets to be achieved over at least 50% of the assessment grid in domestic habitable rooms with vertical and/or inclined daylight apertures:

- Bedrooms - 0.7%;
- Living Rooms - 1.1%
- Kitchens - 1.4%

As per paragraph C17 of the BRE Guidelines, the target for a combined living/dining/ kitchen room has been set to that of a living room in cases where the kitchens have been added to the main living space in order to avoid small separate kitchens in the design. In these cases, the primary use of the room is as a living room and the kitchen area is there solely for food preparation etc.

The analysis demonstrates that for the proposed development, 60% of rooms across the three blocks meet the target illuminance values for daylight as set out by the BRE Guidelines. Block A has 158 rooms meeting out of 301 (53%), Block B has 103 rooms meeting out of 142 (73%), and Block C has 21 rooms meeting out of 24 (87%). On average, across all rooms, 61% of the assessment points will meet the recommended lux level for half the daylight hours, above the 50% target.

In sunlight terms, out of 188 main living rooms, 141 (75%) receive at least 1.5 hours of sunlight on 21 March. Waldram's comment that in a scheme of this size, it is inevitable that some units will be north facing and will not meet the sunlight target values as a result, however, the vast majority of units do have at least one room meeting the minimum sunlight level.

Whilst the scheme overall will be well lit, a number of the units do not meet the target values. This is predominantly due to the inset balcony design. These areas will, however, provide the occupants with an alternative source of private amenity space and there is clearly a trade-off between providing private amenity space in the form of balconies and achieving higher levels of daylight and sunlight directly to the rooms below.

Overall, when viewed in the round, the proposal would not detrimentally impact the living conditions of any residential properties surrounding the site and would generally comply with the objectives of BRE Guidance, Policy D6 of the London Plan (2021) and Policy 7B of the Ealing Development Management DPD.

6.5.2 Impact on Privacy

Concerning privacy matters the standard BRE guideline for directly facing windows is for at least 18 metres separation distance whilst the Ealing Housing Design Guidance states the following: ‘separation distance between front elevations should generally be no smaller than the height of the developments that are facing each other. In constrained settings’.

Figure 13 below provides an indication of the outlook from the kitchen/dining spaces. This indicates minimal impact on the privacy of neighbouring properties.

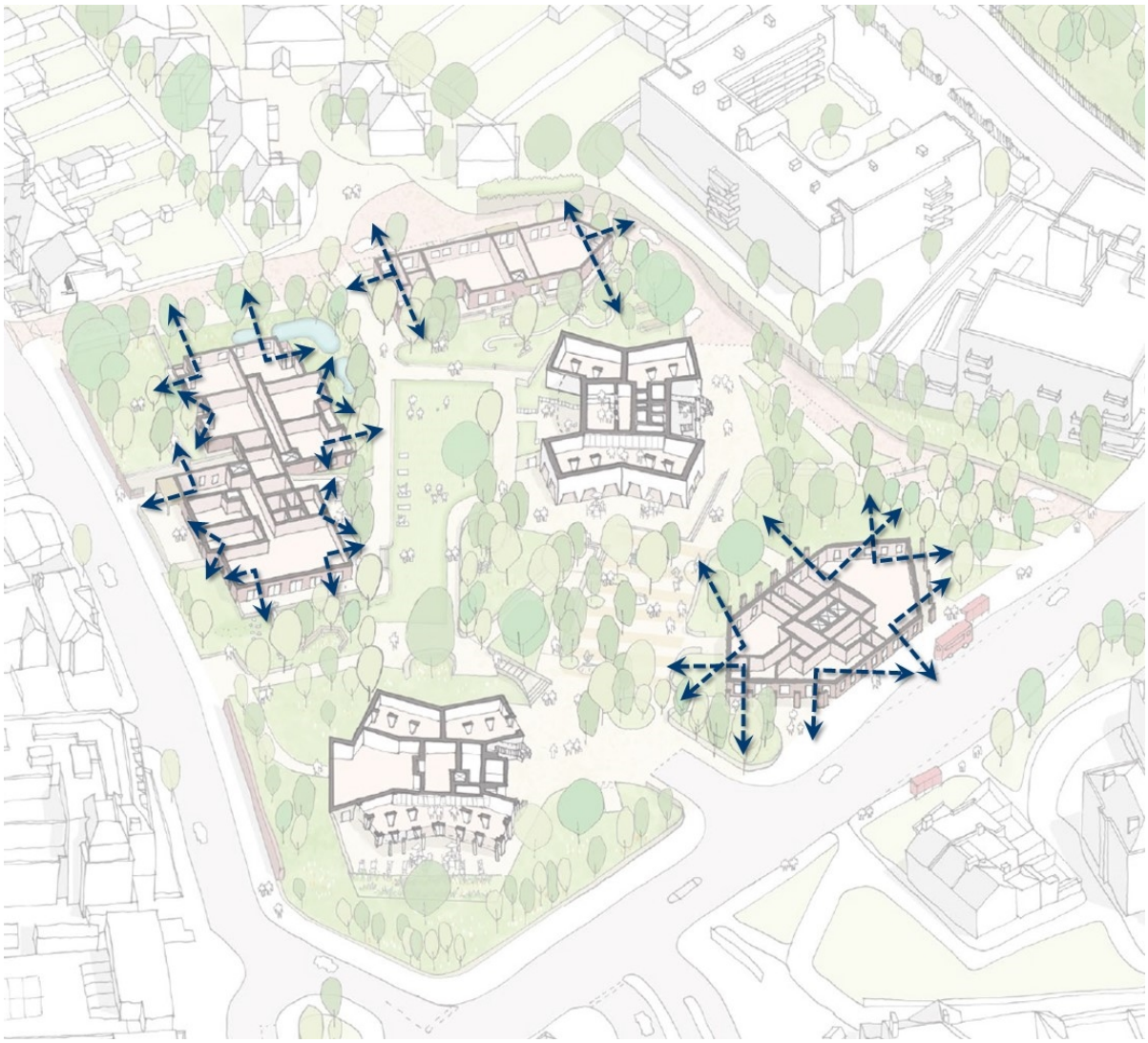

Figure 13: Outlook from kitchen / dining spaces

The nearest residential properties with directly facing windows would be the flats of the Rufford and Moreton Towers. Block A is located approximately 19.8m from the nearest corner of the Moreton Tower, 33m from the Rufford Tower and 28m from the Townshend House. Block B is located approximately 27.7m from the Moreton Tower, 19m from Block C, 43m from the Rufford Tower, 32m from 8 Lexden Road and 19m from 21 Lexden Road. Block C is located approximately 21.8m from 1 Lantry Court, 16m from 24 Lantry Court, 12.8m from the Moreton Tower. Residential properties facing each other over an established public highway do not raise any concern with undue loss of privacy as they respect the existing urban form and pattern of development.

Each building form was designed to minimise the impact of privacy and to reduce direct facing windows onto neighbouring properties. Although Block C poses a greater

impact on privacy, the height of the building is limited and therefore a small portion of flats in the Moreton Tower will be impacted.

Block B is sited to reduce overlooking or loss of privacy and there is a generous set back from Lexden Road.

The height of Block C is limited to reduce the impact onto Lantry Court. In addition, it is located to have active frontages onto Lantry Court to provide passive surveillance and to create a cohesive and integrated urban environment. The proposed terraces are located on the southern side of the building. A low wall and landscaping provide a buffer between Block C and Lantry Court as illustrated in *Figure 14* below.

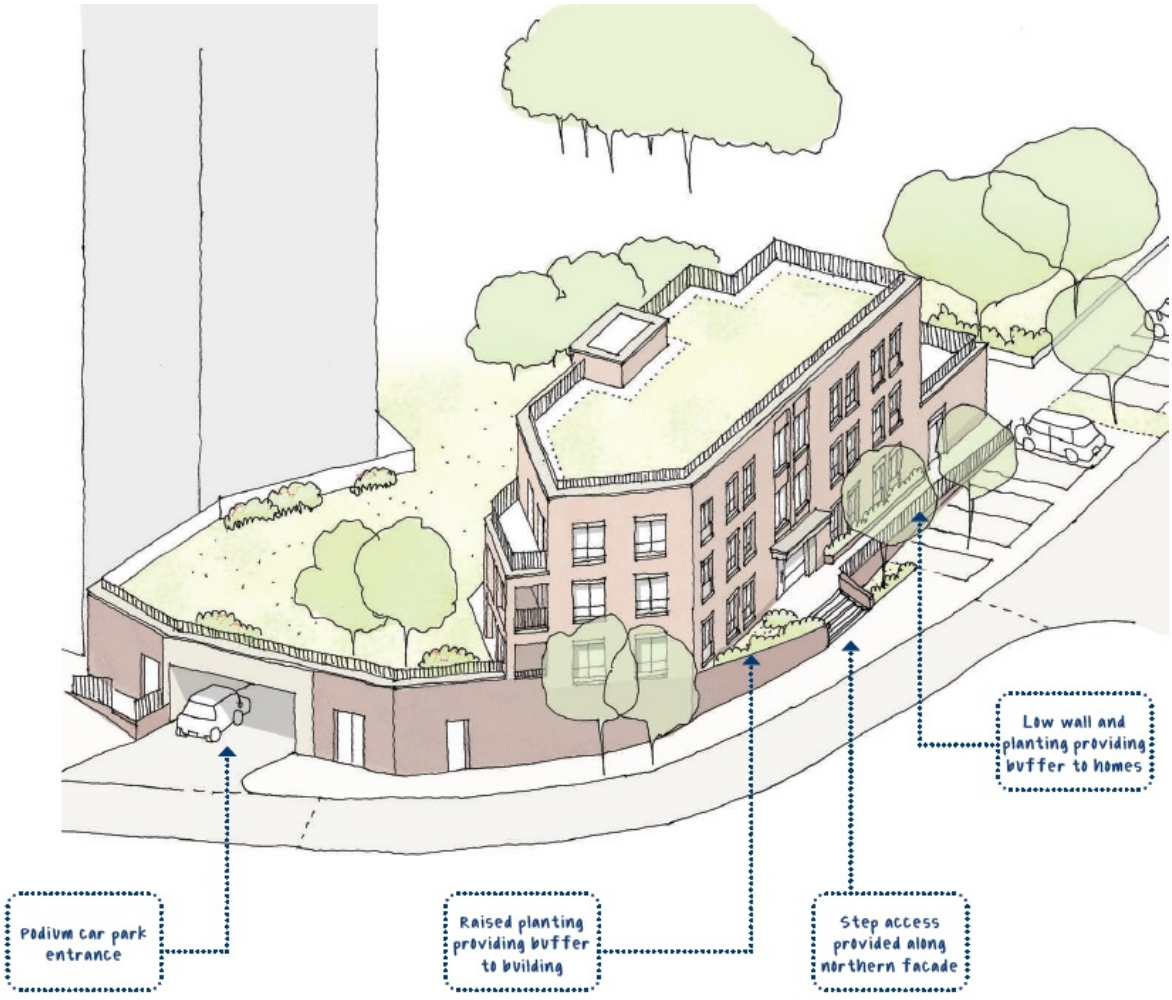

Figure 14: Block C facing towards Lantry Court

The lighting strategy provides details regarding the lighting of the public realm and the exterior of the proposed buildings. The proposed lighting strategy aims to provide a safe and secure environment which will provide a sense of natural surveillance, yet it should not cause disruption to residential units.

6.5.3 Other impacts

The proposed exit road onto Lexden Road is located adjacent to 21 Lexden Road. An increase in noise and vehicular traffic is anticipated however, the impact is mitigated by landscaping between the exit road and 21 Lexden Road as illustrated in *Figure 29*.

6.5.4 Impact Summary

In summary, the sunlight and daylight impact across the proposed development is considered acceptable. The design and siting of the buildings considered its impact

on the privacy of neighbouring properties and therefore does not cause undue harm and the neighbouring residential amenity remains suitably intact, and the development as a whole is therefore considered to be compliant with Local Plan Policy 7A.

6.6 Impact on Heritage

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBCA Act) requires that when determining planning applications, special regard must be had to the desirability of preserving designated listed buildings, their setting and any features of special architectural or historic interest which they possess.

Section 16 of the NPPF states as follows:

'Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

a. *the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
b. *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
c. *the desirability of new development making a positive contribution to local character and distinctiveness; and*
d. *opportunities to draw on the contribution made by the historic environment to the character of a place.'*

'Harm' is deemed by the NPPF to be either 'substantial' or 'less than substantial.' Since the application does not directly involve a listed building nor is located on land comprising of one, harm in this application relates only to impacts on the settings of assets.

Policy HC1 of the London Plan (2021) outlines that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets significance and appreciation within their surroundings. Policy 7C of the Ealing Development Management DPD also outlines that development affecting the setting of Conservation Areas should retain characteristic features and elements identified as contributing positively to Conservation Areas. It should be noted that the NPPF makes a distinction between non-designated and designated heritage assets, with non-designated heritage assets being historic buildings on the Local Heritage List, with designated heritage assets being things such as Conservation Areas and Statutory Listed Buildings.

The site does not fall within a conservation area, nor does it contain any listed buildings. Statutory Listed Buildings are located towards the south of the application site as illustrated in *Figure 15* below. These include Acton Hill Church and nos.241-267 (uneven) High Street, Acton. Acton Hill Church is a Grade II Listed Building.

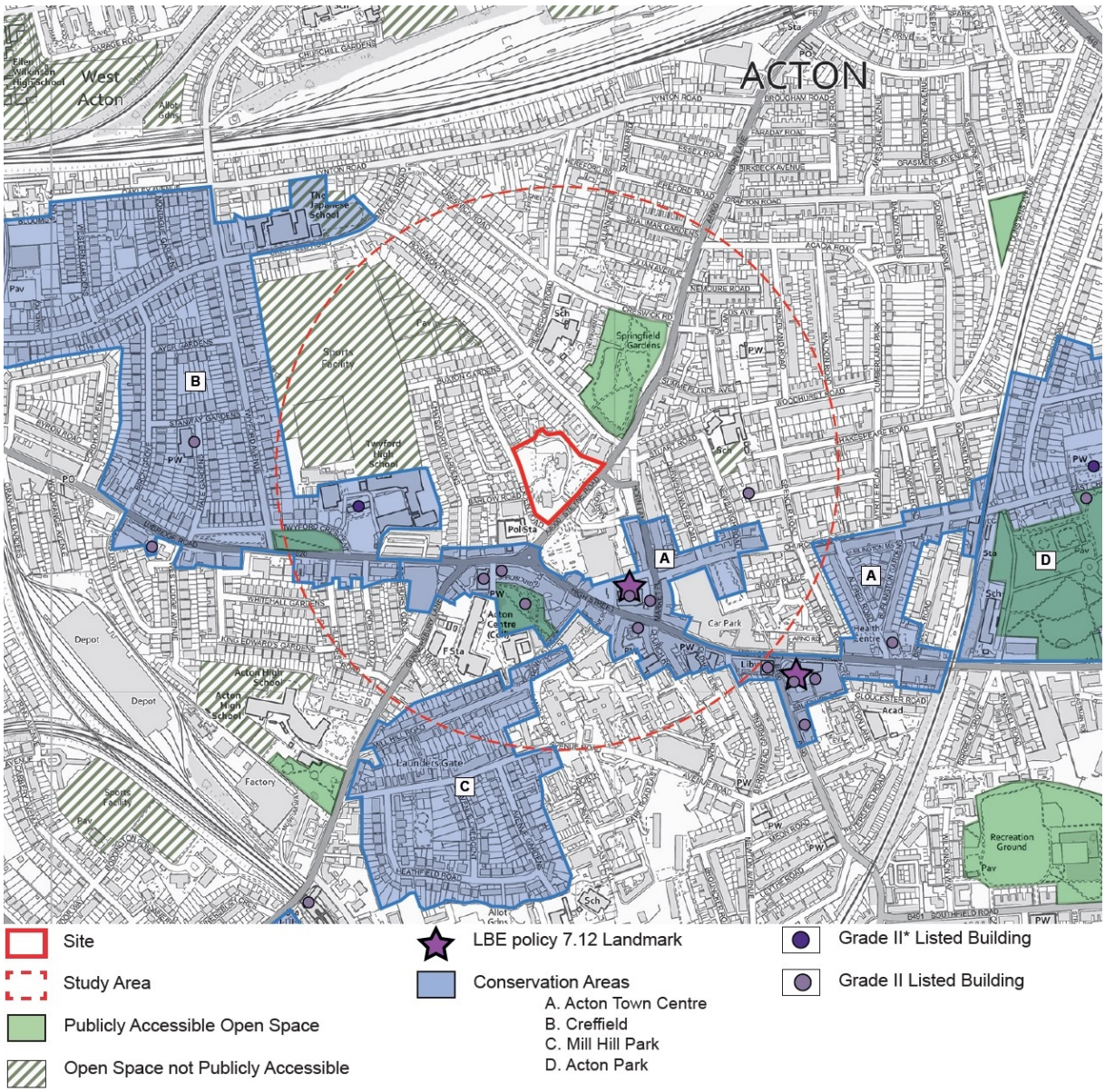

Figure 15: Heritage Assets

The Duke of York Public House, a Local Heritage Asset, is located to the east of the application site. It is an early 20th century corner pub of three storeys and red brick with pepperpot turret with copper cladding. Other Local Heritage Assets in close proximity to the site is The Aeronaut (formerly Redback Public House) locate at 264 High Street, Acton.

It is anticipated that the Rufford Tower will obscure views of the proposed residential buildings (Block A and B) as viewed along Uxbridge Road is illustrated in *Figure 16*. Moving towards the A4020 and A4000 circle, it is anticipated that a part of Block A may be visible, however, this impact will be minimal. The building does become more prominent as one moves east along Uxbridge Road as illustrated in *Figure 17*. The impact of the proposed development is greatest viewed along Steyne Road from the northeast of the site.

Figure 16: Impact on Listed Buildings – view along Uxbridge Road

Figure 17: Block A view along Uxbridge Road

The Acton Town Centre Conservation Area is located towards the south of the application site.

It is not considered that there would be less than substantial harm on the conservation area due to the separation distance from the application site and the

Acton Town Centre Conservation Area and the fact that the existing Rufford Tower would screen the majority of the proposed Block A.

Based on the assessment of the above, the impact on identified heritage assets within the vicinity of the site would be categorised as “less than substantial harm” at the low end and Section 202 of the NPPF states that in instances were a proposal would lead to less than substantial harm to the significance of a designated heritage asset, “this harm should be weighed against the public benefits of the proposal including securing its optimum viable use”. The public benefits of the proposal are demonstrable and are identified within other sections of this report. The proposal provides an optimisation of the site for residential uses in the Acton District Centre with good public transport connections and would deliver 188 additional flats of which 85.6% is affordable housing units, community facility, improved public realm and improvements to the existing towers will follow.

As such, the proposal would result in less than substantial harm (at the low end) on any identified heritage assets and is considered to be acceptable on these grounds.

6.7 Energy and Sustainability

The NPPF (2021) sets out the purpose of the planning system is to contribute to the achievement of sustainable development, including moving to a low carbon economy.

Policy SI 2 of the London Plan (2021) states major development should be net zero-carbon and major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy (‘Be Lean’, ‘Be Clean’, ‘Be Green’ and ‘Be Seen’). A minimum on-site reduction of at least 35% beyond Building Regulations is required. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough’s carbon offset fund, or off-site provided that an alternative proposal is identified, and delivery is certain.

The scheme would provide an overall reduction in regulated carbon dioxide emissions of 69.58%, with 19.37% through ‘Be Lean’ energy efficiency measures and 50.21% through ‘Be Green’ renewable energy measures. This exceeds the above minimum 35% requirement.

There is a shortfall of 1,556 tonnes of carbon dioxide emissions (over a period of 30 years) in the net zero-carbon target which will be mitigated through an offset S106 payment of £147,815 (calculated at £95 per tonne), which has been included within the recommendation.

In terms of meeting with the ‘Be Seen’ element of the energy hierarchy, Ealing Council will require the monitoring of the PV arrays and communal Air Source Heat Pump loop to evaluate their performance/efficiency for a period of 4 years. Ealing Council will supply some of the monitoring equipment through a S106 contribution and the Applicant will need to source the remainder in consultation with Ealing/Energence.

In light of the above, Officers consider the energy strategy submitted by the Applicant acceptable and would accord with the above policies.

6.8 Tall Buildings

The Council adopted a formal position statement on tall buildings as an ICMD on 13th January 2022, this is implemented as planning guidance by the LPPG. It is considered important to adopt this guidance in order to ensure clarity now that the 2021 London Plan has been adopted with the Secretary of State’s directed changes, and in the interim before the development of the new Local Plan.

The Council's approach is:

'Ealing will apply the following principles in planning for tall buildings pending the development of the new local plan:

- Tall buildings in Ealing should be plan-led and speculative schemes will generally be resisted.
- Ealing's adopted Core Strategy directs tall buildings to specified sites within Acton, Ealing and Southall town centres, gateways to Park Royal and identified development sites only.
- The locations of tall buildings need to be tested against the sensitivity indicators identified in the Council's evidence base as set out below.'

Development Strategy DPD Policy 1.2(h) and DMD Policy 7.7 and Policy D9 of the London Plan (2021) state that tall buildings are acceptable where they contribute positively to the local context and do not cause harm to heritage assets. The quality of the design, especially in relation to context and accessibility are the overriding considerations.

A 'tall building' is defined by Policy D9A of the London Plan Policy (2021) as: '*Based on local context, Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey*.'

Policy D9B (and supporting paras 3.92 and 3.9.3) set the criteria where tall buildings may be appropriate as:

1. In locations determined by Boroughs to be an appropriate form of development and subject to meeting other requirements of the Plan,
2. In any such locations identified on Development Plan maps
3. Should only be in locations identified as suitable in a Development Plan.

As stated in the Ealing Local Planning Policy Guidance (LPPG): Tall Buildings, January 2022: 'This definition accords with the contextual definition set out in DM DPD Policy 7.7 and so that definition will continue to apply in Ealing pending the development of the new Local Plan.'

Policy D9 para.3.9.2 sets out that Boroughs should employ a sieving exercise form of evidence gathering to identify areas for growth including the locations where tall buildings could have a role to play 'in contributing to the emerging character and vision for a place' within the Borough. Locations for tall buildings would be defined in the adopted Local Plan. LBE has prepared a Character Study to inform this approach in identifying locations to be identified in development plans.

The proposed development complies with these policies since it is in accord with the *"spatial objectives of the Development Strategy*" and is located within the Acton Town Centre.

The relationship to the above assets where they occur or may be affected is considered in this Report. The overall conclusion of that analysis is that none of the above considerations, taken individually or cumulatively, is likely to be significantly adversely affected.

6.8.1 Ealing Character Study and Design Guide

In the Character Study, the site is located within the Town Centre Borough typology (red), with urban villa / spacious (dark blue) to the north east and north west of the application site as illustrated in *Figure 18* below. The opportunities identified for Town Centres include the following:

- Take advantage of services and transport infrastructure by increasing residential dwellings, taking care not to undermine the role of centres through loss of commercial space or frontage.
- Repair the urban fabric on larger sites or areas where grain has been lost. Reimagine the role of vacant, low density and mono-use sites.
- Reinforce the role of key routes, densifying plots through scale and massing that addressing the street; whilst respecting the grain, particularly in historic areas. New building stock should demonstrate adaptability between uses, particularly at ground level.

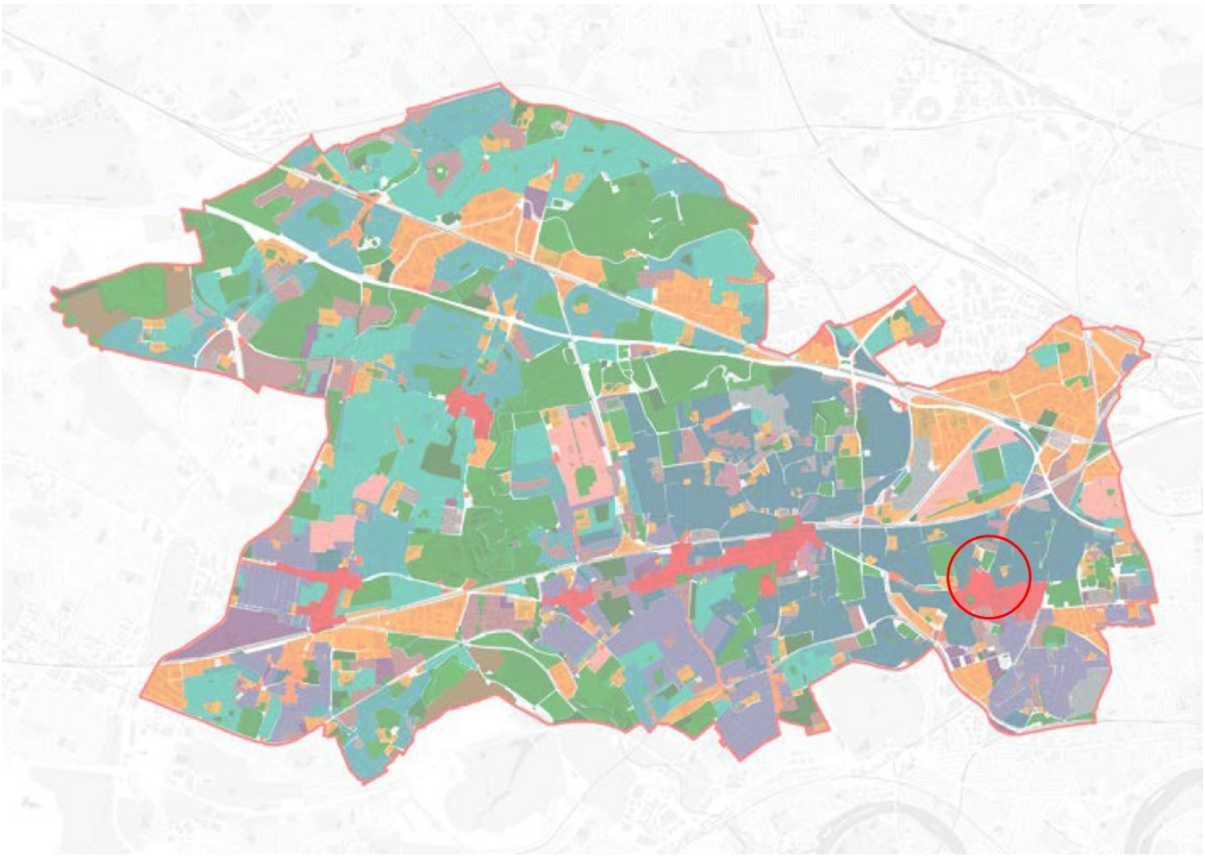

Figure 18: Application site designation in terms of the Ealing Character Study and Design Guide

The application positively responds to opportunities identified in the Character Study, taking advantage of the existing services and transport infrastructure in this location as well as the rail connections. It contributes to the Acton Town Centre identity through the creation of a key new public realm activated by the proposed development.

The application site offers an ideal opportunity for infill development and the proposed development further aims to enhance the public realm by providing a connected pedestrian movement network. Thereby, connecting the existing and future residents as well as residents located north of the application site with the commercial opportunities found in the Acton Town Centre.

The site also presents intensification opportunities: 'Potential for higher density perimeter blocks and taller elements if a strong design case is made'. National Design Guide (NDG) gives further advice on appropriateness of tall buildings typologies in para. 69. It states: 'well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline'.

Para.70 adds that: 'proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration. This includes their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and the sky; and environmental impacts, such as sunlight, daylight, overshadowing and wind. These need to be resolved satisfactorily in relation to the context and local character'.

The arrangement and locations of tall and other blocks on the site have been tested in design reviews with the GLA, CRP and DRP, in accordance with development management policies and are assessed later in this Report.

Sections 6.4 and 6.8.1 above notes how the development positively responds to Tall Buildings LPPG and the Ealing Character Study and Design Guide criteria as an appropriate and suitable location to accommodate tall buildings.

6.8.2 Townscape and Visual impacts

Policy D9 of the London Plan (2021) states that visual impact should be considered from short, mid and longer views whilst policy HC3 of the London plan (2021) states that development proposals must be assessed for their impact on a designated view if they fall within the foreground, middle ground or background of that view and policy HC4 of the London Plan (2021) states that development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. As such, the proposed development should not be intrusive, unsightly or prominent to the detriment of the view. Policy 7.12 of the Ealing Development Management DPD (2013).

Several respondents consider that the development would adversely affect views and negatively detract from the character of the surrounding aera and their residential amenities.

A Townscape Visual Impact Assessment (TVIA) was undertaken to assess how the proposed development may affect the townscape character and visual amenity of identified receptors. The TVIA was undertaken in accordance with the Guidelines for Landscape and Visual Impact Assessment, third addition (2013), An approach to landscape character assessment (2014), Shaping neighbourhoods: Character and context SPG (2014), Townscape character assessment – Landscape Institute Technical Information Note 05/2017 (revised 2018) and Visual representation of development proposals – Landscape institute technical guidance note 06/19.

The TVIA study considered the effects of the proposed development on the townscape. There would be temporary, localised effects during construction (due to larger vehicles, deliveries, cranes, etc.), however, these would be temporary. Blocks A and B have active frontages to Steyne Road and Lexden Road and therefore would respond to the existing building line along these roads. The Acton Town Centre townscape character area has a low sensitivity.

Figure 19 and Figure 20 below illustrate the zones of theoretical visibility from Block A and B respectively. The greatest visual impact on the townscape would be along Lexden road, along Steyne Road between UxbrindgeRoad and Rosemont Road, along Barlow Road and parts of Springfield Gardens.

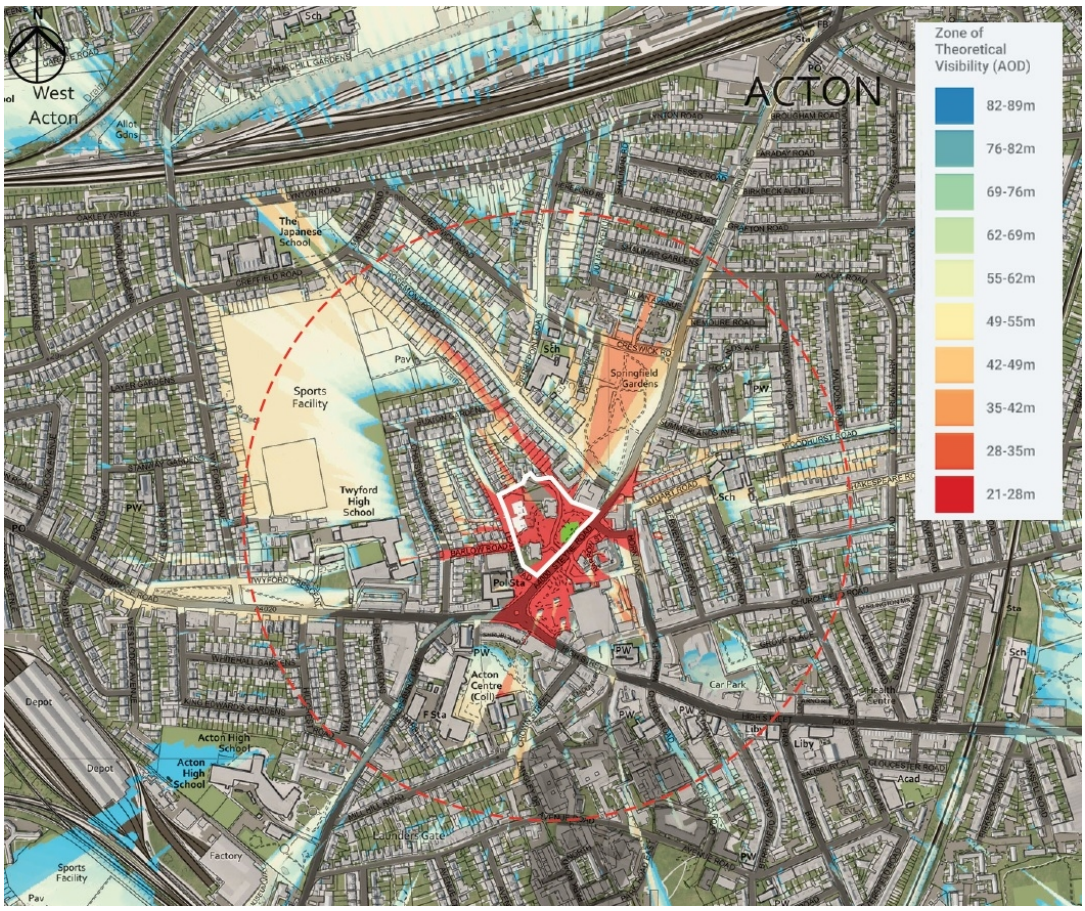

Figure 19: Block A's Zone of theoretical visibility

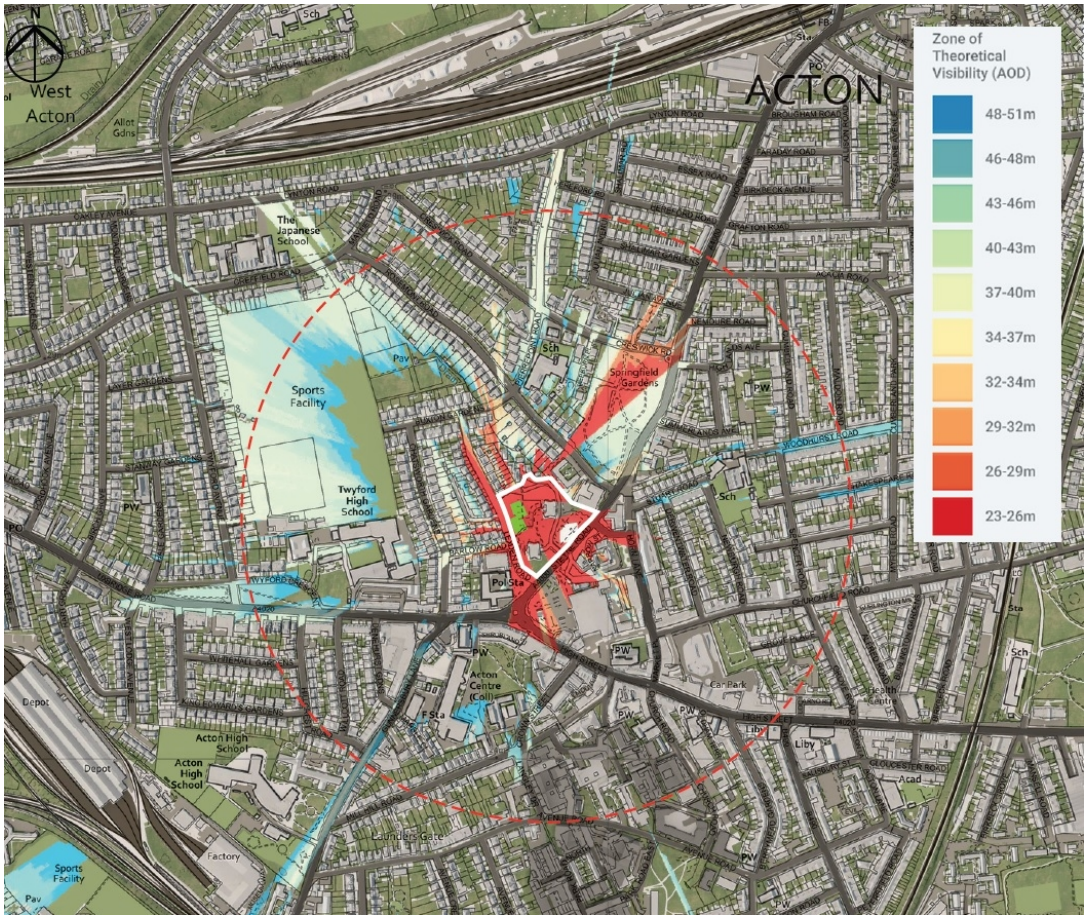

Figure 20: Block B's Zone of theoretical visibility

The views of the proposed development around the site are illustrated in *Figure* 21 to *Figure 25*.

The views illustrated below in *Figure 21, Figure 22, Figure 23* and *Figure* 25 would be experienced by local residents and is unlikely to be the main focus of attention. The view from *Figure* 24 would be experienced by users of the open space and is likely to be the main focus of attention.

Figure 21: View from Barlow Road and Chatsworth Gardens

Figure 22: View along Lexden Road

Figure 23: View along Pierrepoint Road

Figure 24: View from Springfield Gardens

Figure 25: View from Spencer Road and Shakespeare Road

The submitted TVIA demonstrates that views of the building, cumulatively with other surrounding developments would not have an overriding significant harmful impact in terms of its design, height and massing, having regard to the policies above, Policy D4 of the London Plan (2021) and Ealing local plan policies 7.4, 7B and 7.7 which refer to local character, design and amenity and that tall buildings should not affect their surroundings adversely in terms of, inter alia, microclimate, wind turbulence, noise or overshadowing.

In respect of this application, GLA Officers, as well as the DRP, raise no in principle objections to the provision, layout, heights or design of new tall buildings on the site.

In the context of the other criteria of Policy D9, the applicant has provided a detailed and rational assessment of the distribution of height within the scheme. The development is considered to be of a high-quality design of the type contemplated by Policy D4 of the London Plan (2021), that can positively contribute to the amenities of the locality. Overall, it is considered the location, scale and massing of the proposed tall buildings is successfully incorporated into the locality.

6.9 Housing Land Supply

NPPF para.74 advises that Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of 5 years' worth of housing (the '5-year housing land supply') against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than 5 years old.

The Council is currently compiling the evidence needed to confirm its position regarding the level of deliverable supply, and once completed this will be documented in an update to the latest Annual Monitoring Report (AMR) (October 2021). For reasons outside the Council's control the completion of this exercise has been delayed awaiting the migration of missing pipeline data into the GLA's Planning London Datahub, which replaced the GLA's London Development Database in 2020.

During this transition between databases, there was a gap in coverage where neither database was operational and this prevented permission data being captured for a significant period, which has given rise to the incomplete pipeline. This incomplete pipeline poses a significant barrier to establishing a 5-year land supply, most of which is expected to be derived from the pipeline of permissions.

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

Whilst the possibility of a shortfall pertains, the NPPF presumption in favour of sustainable development – the so-called 'tilted balance' – is engaged in dealing with applications for residential-led development such as this application. NPPF paragraph 11d)ii states that in these circumstances the development plan policies most important for determining the application are to be treated as out-of-date.

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

1. assets of particular importance (such as for example, heritage, environment, flood risk, ecology, protected countryside) provide a clear refusal reason; or

2. any adverse impacts of the development would significantly and demonstrably outweigh the benefits of granting permission, when assessed against the policies in the NPPF considered as a whole.

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

The proposal will be situated in a sustainable location with a high degree of connectivity to a variety of destinations through a range of travel options. The s106 contributions referred to in the recommendation will deliver a series of benefits within the scheme. The proposals will also deliver significant economic benefits during construction and increased spending from new residents, which should be given significant weight, as supported by para.81 of the NPPF.

With regard to environmental benefits, the landscape masterplan and Design Statement have been prepared to demonstrate that known constraints have been taken into account. The biodiversity enhancements will make a positive and permanent contribution to local biodiversity, including the provision of significant areas of green infrastructure and public realm, which should also be given significant weight.

Ultimately the function of identifying and demonstrating adequate supply is with the objective of increasing and facilitating housing delivery and therefore the Committee may also want to take note of the Council's performance in delivering new homes.

The official measure of housing delivery in this context is the Government's Housing Delivery Test (HDT). Ealing has comfortably and consistently passed this test since its introduction in 2018. The latest results record that the Council has delivered a total of 5,359 (against a requirement of 4,395) between April 2018 and March 2021, which equates to 122% of its housing requirement. It should be noted however that given the different periods covered by the HDT and a 5-year housing land supply, different requirement figures may be employed for the two measures. So direct comparisons should be avoided, although the general positive direction of performance is an important indicator.

Against the background of NPPF para.11d)ii, these figures indicate that, in respect of delivery, the Council has been meeting or exceeding targets. Whilst this is different to the supply measure covered through a 5-year housing land supply, nevertheless until a definitive position on the Council's 5-year supply is available, the Council's recent performance in respect of delivery is indicative that its pipeline of permissions and supply of sites continues to appear to be healthy against available forms of measurements. Balanced with these considerations is the significant weight given to the above mentioned economic and environmental benefits.

6.10 Quality of Residential Accommodation

6.10.1 Internal living accommodation

Policy D4 of the London Plan (2021) 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.

Policy D6 of the London Plan (2021) 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.

In accordance with policy, the Steyne Estate has been designed with quality and accessibility in mind noting that all of the proposed 188 flats would meet the minimum standards of the London Plan for 1b2p, 2b4p and 3b5p flats. Many of the flats would exceed the minimum requirement, providing for a good quality living space for future residents. The proposed residential units would be provided with good outlook and have been designed to maximise dual aspect where practicable. Moreover, it has been demonstrated that the homes would have adequate ventilation, daylight and privacy, and avoid overheating.

Overall, each of the proposed dwellings has a well-designed layout that would enable a good standard of internal living accommodation.

6.10.2 Private outdoor amenity space

The London Housing Supplementary Planning Guidance Standard 4.10.1, policy 7D of the Ealing Development Management DPD and policy D6 of the ITP London Plan requires a minimum of 5sqm of private outdoor space to be provided for 1 to 2-person dwellings and an extra 1sqm should be provided for each additional occupant.

All of the proposed flats would have directly accessible private amenity areas (balconies) that comply with these standards. The Wind and microclimate analysis indicate that some of the balconies on the higher levels may experience minor adverse effects cause by fewer obstructions to wind flow and therefore may experience higher wind speeds. This is however not uncommon. The other balconies may experience minor adverse effects; however, the change is minimal and is not likely to impact the resident's activities.

Overall, the balconies are considered a genuinely useable and good quality amenity space given the wind climate mitigation measures integrated into the scheme.

6.10.3 Communal outdoor amenity space

Policy 7D of Ealing's DM DPD further clarifies that in addition to the minimum baseline for private amenity for flats, communal provision should be made to accommodate the need for recreation and landscaping.

The landscape strategy proposes several scattered communal outdoor amenity spaces, paths and hard surfaces, grassed areas, landscape planting and play areas. Amenity spaces are provided around each proposed building and a private walled garden is created between Block B and the Victorian wall along Lexden Road.

The proposed communal outdoor amenity space include 4,241 sqm paths and hard surfaces, 529sqm amenity grass and 5,206 sqm planting area and 2,408 play area resulting in a total of 12,384sqm.

Overall, the proposed communal outdoor amenity space complies with Policy D6 of the London Plan (2021) and Policy 7D of the Ealing's Development Management DPD (2013).

6.10.4 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.

Policy D7 of the London Plan (2021) 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 11 units in Block A and 11 units in Block B out of the 188 proposed across the site would be provided as M4(3). The remainder of units are designed to M4(2) standard.

Given the proposal includes 11.7% M4(3) compliant units and the remainder as M4(2) compliant, the proposal is considered compliant with the NPPF and London Plan policy.

6.11 Mix of Residential Units

Policy H10 of the London Plan (2021) outlines that schemes should generally consist of a range of unit sizes. 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

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

Table 2: Proposed Accommodation Mix

Tall Residential Building (Block A)				
No. of Bedrooms	No. of Dwellings	Percentage	Habitable Rooms	Percentage by Habitable Room
1b2p	35	31.5%	70	23.3%
2b4p	73	65.8%	219	72.8%
3b5p	3	2.7%	12	3.9%
Sub Total	111	100%	301	100%
Older Adults Building (Block B)				
1b2p	71	100%	142	100%
Sub Total	71	100%	142	100%
The Family Homes Building (Block C)				
3b5p	6	100%	24	100%
Sub Total	6	100%	24	100%
TOTAL	188		467	

Table 3: Proposed Tenure Mix

	Market Sale	Shared Ownership	London Affordable Rent
Tall Residential Building (Block A)	21	90	
Older Adults building (Block B)			71
The Family Homes building (Block C)	6		
TOTAL	27	90	71

The scheme proposes 106 one-bedroom 2-person units and 82 family sized units comprising of 2-bedroom 4-person and 3 bedroom 5-person units. Policy also notes that well-designed one- and two-bedroom units in suitable locations can "attract those wanting to downsize from their existing homes" giving the ability to free up existing family stock.

The proportion of the flats in favour of larger sized homes (2 beds) is welcomed and would provide the opportunity for smaller families to occupy this space. It is considered that the proposed development would make a positive contribution toward

local housing need and cater for a wide variety of residents, who are seeking residential accommodation in a well located and connected area of the Borough.

6.12 Affordable Housing

Core Strategy Policy 1.2(a) and DMD Policy 3A seek affordable housing at a level equivalent to 50% of new residential development on public land. The GLA's strategic target is also 50%. The GLA operates a fast-track route whereby applications are not required to be accompanied by a Financial Viability Assessment (FVA) where a scheme exceeds certain threshold levels for affordable provision. The scheme proposes 50% by habitable room, would make it eligible for the fast-track route.

Turning to affordable tenure mix, as noted earlier in the Report, the scheme provides 85.6% affordable tenure which exceeds the 60:40% ratio normally required by DM DPD housing Policy 3A. It is considered by the GLA as well as LBE Housing Services, on the merits of the scheme, to be within acceptable margins, taking account in particular of the contribution towards the provision of family homes for affordable rent.

Table 4: Affordable housing provision

Affordable housing provision					
Habitable room calculation			Number of units calculation		
Flat type	No. habitable rooms	Percentage of Total	Flat type	No. units	Percentage of Total
1b2p	142	30.41%	1b2p	71	37.76%
1b2p	60	12.85%	1b2p	30	15.96%
2b4p	147	31.48%	2b4p	49	26.06%
TOTAL	349	74.73%	TOTAL	150	79.79%

Table 5: Proposed London Affordable Rent

London Affordable Rent					
Habitable room calculation			Number of units calculation		
Flat type	No. habitable rooms	Percentage of Total	Flat type	No. units	Percentage of Total
1b2p	142	30.41%	1b2p	71	37.76%
TOTAL	142	30.41%	TOTAL	71	37.76%

For information purposes, the total residential floor area equates to 11,986.50sqm of which 3,969.40sqm (33.1%) would be London Affordable Rent and 5,934.00sqm (49.5%) would be Shared Ownership. The proposed development therefore exceeds the GLA's strategic target of 50% affordable housing.

The Housing officer within the Housing Supply strongly supports the proposed development.

6.13 Appearance and Materiality

The external facades appearance and materials are a key component of achieving exceptional design quality. Below is typical detailing of the palette of external materials proposed for each of the proposed buildings. The architectural approach to

each building has been heavily influenced by local character and precedent, with attention paid to Ealing's Housing Design Guide, particularly the base, middle, crown approach.

6.13.1 Block A:

The building consists of a base which extends to the cill level of the second floor windows. A warm red / brown precast concrete tone articulates the base. Levels are linked through recessed precast concrete panels, with fluting providing visual differentiation. As the building meets the ground, waterproof precast concrete provides a robust junction, reducing future weathering and maintenance requirements. The precast concrete tone has been carefully selected to compliment brickwork tones, as well as reducing future straining due to the adjacency to Steyne Road.

A warm domestic red brickwork tone wraps the upper levels. Minimal window types provide repetition and consistency to façades, with terrace opening proportions replicating window openings, applying a uniform approach to façades. Deep 'bathstone' precast concrete sills in conjunction with recessed brickwork lintels provide verticality to window and terrace openings. This careful play with solid and void in relation to opening and brickwork results in appropriate scale and proportion.

The building crown consists of the upper three levels, commencing in a string course to the windowsill to level 18. The use of 'bathstone' precast concrete detailing contrasts with the deep red / brown precast concrete to the base. All windows benefit from full brick reveals, adding depth and richness across façades. The material palette for Block A is provided in Figure 26 below.

Figure 26: Block A material palette

6.13.2 Block B:

The building consists of a base which extends to the cill level of the first floor windows. This provides a generous ground floor proportion. A contrasting brickwork tone and string course further articulate the base. To differentiate communal spaces, rusticated brickwork is utilised to ground floor window head level. Decorative warm domestic red / brown glazed brickwork is provided to the communal entrances. Further prominence are provided through a 'bathstone' precast concrete projecting canopy.

A warm domestic red brickwork tone wraps the upper levels, with a subtle difference to the setback levels through slightly lighter red brickwork tones. Minimal window types provide repetition and consistency to façades, with 'bathstone' precast concrete sills and lintels. Half brick recessed red / brown glazed brickwork adds richness to window openings, while playing with the solid and void relationship of window opening to brickwork, resulting in comfortable domestic proportions.

Recessed balconies utilise ‘bathstone’ precast concrete sills and lintels, with glazed brickwork balcony dividers to centrally paired balconies. Primary façades are articulated through significant ‘bathstone’ precast concrete parapets, with refined brickwork parapets to setback levels. Setback levels are connected through half brick set back panels at balconies and windows, providing a subtle differentiation to lower levels. Building corners are slightly erodes through brickwork detailing, playing with facade proportion at setback levels. All windows benefit from full brick reveals, adding depth and richness across façades.

The material palette for Block B is provided in *Figure 27* below.

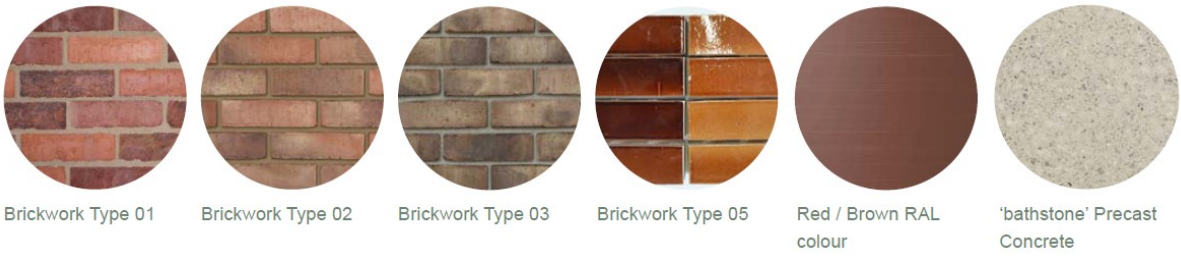

Figure 27: Block B material palette

6.13.3 Block C:

The lower courses of Block C are constructed with dense engineering brickwork to ensure a robust junction with the ground to avoid staining and weathering issues. This brickwork continues through to the podium car park, providing a plinth for the building to sit on. Bathstone precast concrete is used to add richness to parapets, sills, and lintels, as well as signify the communal entrances through a projecting canopy.

The centrally located core is expressed vertically to the north and south façades. By stepping the core out to the north elevation and through the use of precast concrete detailing and generous glazing, the primary communal entrance is clearly demarcated. To the south elevation, masonry shadow gap details softly emphasize the lift core whilst a precast canopy denotes the secondary access onto the landscaped podium. The material palette for Block B is provided in *Figure 28* below.

Figure 28: Block B material palette

Overall, the Blocks are designed to form one cohesive unit rather than three separate entities.

6.14 Landscaping and Trees

Policy G1 of the London Plan (2021) (Green Infrastructure) suggests that proposals should incorporate appropriate elements of green infrastructure that are integrated into London’s wider green infrastructure network. Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building

design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage

Policy 5.10 (Urban Greening) of the Ealing Development Management DPD (2013) indicates that development proposals should replace existing trees and plantings based on no net loss of amenity and this is supported by Policy 7D of the Ealing Development Management DPD (2013) which highlights the importance of open space and facilities for sports and recreation for people's quality of life and should therefore be promoted.

The sitewide proposed landscaping is provided below in *Figure 29* below.

Figure 29: Proposed landscaping plan

6.14.1 Landscaping

Low quality amenity grass covers one third of the application site. The landscaping approach was done to adopt new buildings on the application whilst minimising the loss of open space. Several landscaped areas have been identified and designed to integrate into the application site with the surrounding urban realm to provide an attractive open space.

A focal green space is provided in the centre of the application site. New trees and woodlands will be planted to the north and south and will mediate between the Older Adults building and the Moreton Tower. This will facilitate an integration and a sense of community through a common shared space. The podium car parking area is located to the north and has been developed to retain the Category A Plane tree adjacent to the Moreton Tower. Another landscaped area is provided towards the proposed Block A. This space facilitates movement between the existing and proposed buildings on the application site, Lantry Court north of the application site and the Town Centre located towards the south of the application site. Children's play facilities (scooter play features and table tennis) are located here and a SuDS approach followed.

The undulating topography was maximised to retain tress and to minimise environmental and financial costs by retaining and building over the existing road. A front garden is proposed south of the Rufford tower. It is envisioned that this

landscaped area will tie Steyne Estate with Acton High Street and will provide a positive relationship with the urban realm. The proposal include seating areas, lifted canopies and low planting trees. The area between the existing brick wall on Steyne Road and the Older Adults building will be used by the residents of the Older Adults building only. The existing wall to the west will be extended around the garden to enclose it to the north and south. The garden itself is formed around a grouping of mature trees. These trees are underplanted with woodland mix to create a lush woodland garden. Small clearings within the garden allow groups to enjoy the space with loose furniture, while a circular walking route and sensory planting are also provided for residents to enjoy the space.

A woodland area is proposed south of the proposed Family Homes (Block C). This area will form an important separation between the new building to the north as such provide an intermediary space between the public and private spaces. New rich woodland planting is incorporated and play areas are designed in the small clearings. Trees have a clear stem to facilitate views across the space while planting between 0.6m and 1m break views from the central landscaped area to people sitting in their homes or gardens but still maintains clear views across the space.

A variety of landscaping is proposed, new functional open spaces are created which creates a well-connected public realm. Furthermore, the proposed development achieves an urban greening factor of 0.39 and therefore complies with Policy G1 and G5 of the London Plan (2021) and Policy 5.10 and 7D of the Ealing Development Management DPD (2013)

6.14.2 Pedestrian movement

The proposal considered the broader intent of accessibility to create a more inclusive development. This is achieved through pedestrian links from Lantry Court through the site towards Lexden Road and Steyne Road as illustrated in *Figure 30* below. The pedestrian movement strategy provides two step-free routes. These provide access to the underground car park.

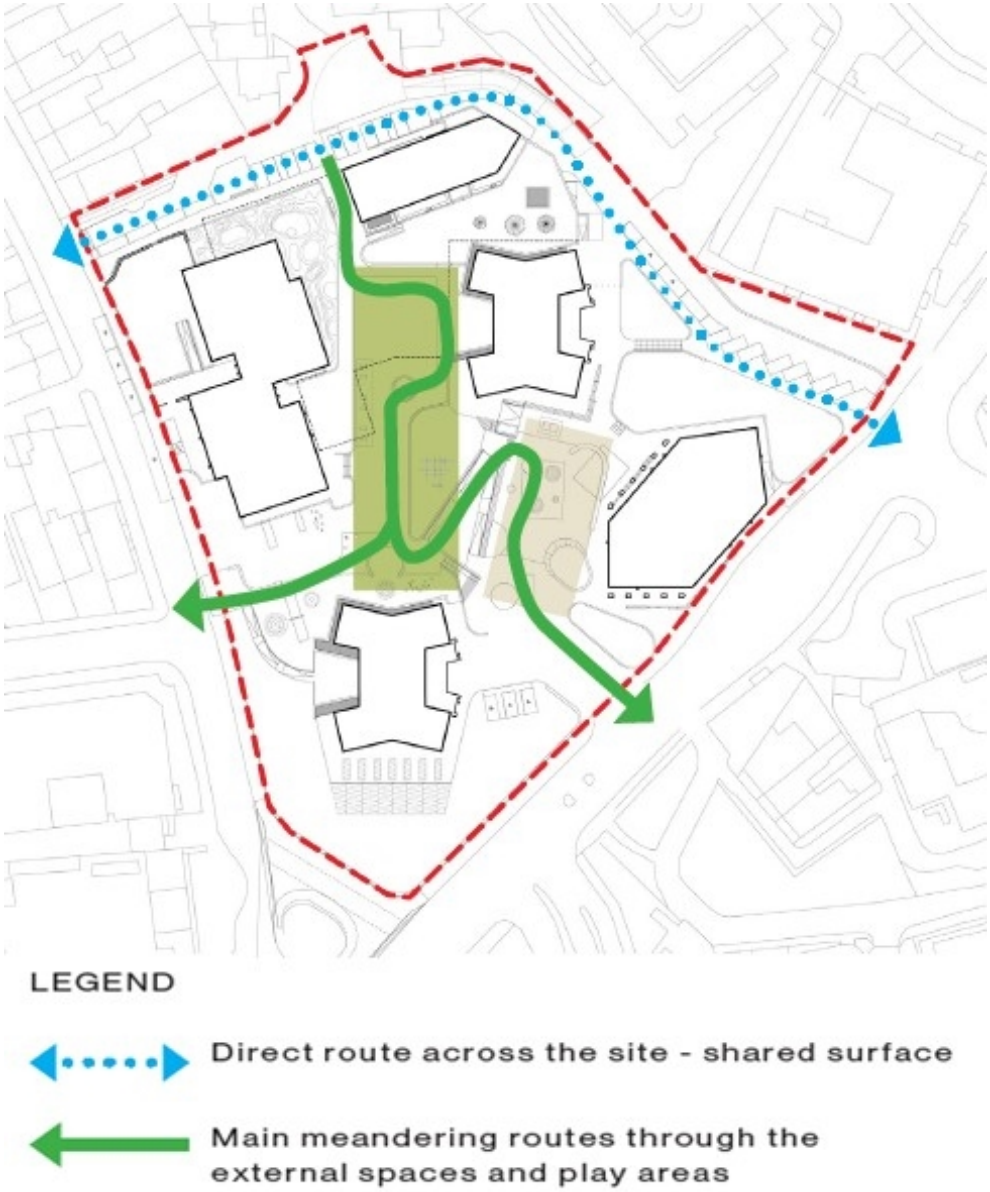

Figure 30: Proposed step free pedestrian movement

6.14.3 Drainage and retention (SuDS)

Policy SI13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

A key SuDS feature on-site includes the wetland edge to the Block B which takes run off from the building and the new estate road to the north and example of the wetland is illustrated in Figure 31 below. In places the space retains permanent standing water with limited free board of 50 to 100mm to maximise ecology while giving a sense of separation to ground floor units and a connection to nature to both residents in those units and residents of the wider estate as they spend time in the central open space area. A new rainwater garden brings attenuation and a splash of planting into the wheeled play space located towards the proposed Block A. The Flood and Water Management Officer is satisfied with the approach. The proposed drainage and retention strategy therefore complies with Policy SI13 of the London Plan (2021).

Figure 31: Example of the proposed wetland

6.14.4 Trees

Policy G6 of the London Plan (2021) states, development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process. Policy G7 further requires, development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments - particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy. Policy 5.10 of the Ealing Development Management DPD (2013) requires that development proposals should replace existing trees and plantings based on no net loss of amenity.

The Site supports a total of 109 semi-mature trees 8 are Category A, 45 are Category B, 45 are Category C and 11 Category U trees.

Several trees will be removed to unlock areas for development. These include six (6) trees towards the north east corner of the site to make provision for an additional entrance point to the site. Eight trees near the existing car park along Steyne Road will be removed to accommodate Block A. Five (5) trees will be removed to accommodate Block B and a further nine (9) trees will be removed to allow the exit road towards Lexden Road. Six (6) trees are removed to accommodate Block B. In total 91 new trees and flower rich grassland, woodland, rain gardens and wetlands will be planted on the application site as illustrated in Figure 32. It is acknowledged that the new trees can't fully mitigate the loss of mature trees, therefore a CAVAT value contribution of £310,737.0 is required and an additional £122,327 for the loss of amenity to the area. The proposal will deliver a biodiversity net gain of 22.94%, an UGF score of 0.61.

Figure 32: Proposed tree planting

The Councils Tree Officer raised concerns regarding the number of trees being felled, soil level changes within the root protection area of trees proposed to be retained and only small trees can be plated on the underground car park.

As such, the proposal is considered to be in accordance with the aims and objectives of policies G1, G5, G6 and G7 of the London Plan (2021) and policy 5.10 of the Ealing DPD (2013).

6.14.5 Biodiversity

The Biodiversity Net Gain Assessment calculates the biodiversity value of the existing Site and the proposed development using the Defra Biodiversity Metric 3.1 Calculation Tool. The Report indicates that the existing Site achieves a score of 4.94 habitat units, whilst the proposed development (incorporating the ecological enhancements described above) achieves a score of 6.02 habitat units. As such, the proposals are predicted to result in a net gain in biodiversity of 1.08 habitat units, which represents a net gain of 22%.

A Bat Roost survey was undertaken, and it confirmed that the existing trees provides no obvious roosting opportunities for bats. The Preliminary Ecology Appraisal (PEA) sets out several recommendations in terms of delivering ecological enhancements, including:

- Retaining as many of the existing trees as possible;
- Plant replacement trees and shrubs, including native species and/or non-native species with known value for urban wildlife;
- Incorporating sustainable drainage and rain gardens;
- Including biodiverse green roofs;
- Installing artificial nesting, breeding and boxes for common species of birds, bats, and invertebrates, such as solitary bees.

6.15 Amenity Space

6.15.1 Private and communal amenity space

Policy D6 of the London Plan (2021) states a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The private outdoor space should also have a minimum depth and width of 1.5m. The scheme provides amenity space in the form of balconies (upper floor units) and patios (ground floor units) to all 188 units. Detailed plans show that these spaces would provide good quality amenity space and accord with the above policy requirements.

In addition to the above policy requirement, private communal amenity space is also provided in the form of the Terrace and Wetland which is for all residents of the estate at approximately 225.27 sqm and 371.89 sqm respectively. The Walled Garden would provide private communal amenity space for occupants of Block B at approximately 353.03 sqm.

Sufficient private and communal amenity space is provided and therefore complies with Policy D6 of the London Plan (2021).

6.15.2 Play space

Policy S4 of the London Plan (2021) seeks to ensure that development proposals include at least 10 sqm per child of suitable play provision. Further guidance is set out in the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012). Policy 7D of the Ealing Development Management DPD (2013) applies the above standard for play space. In accordance with the above policies, 2,410sqm of play space is required and provided on site, though to a large extent incorporated within the landscape provision. The play space comprises a mix of formal, informal and natural opportunities for play appealing to a wide range of ages. These areas allow kickabouts, frisbee, trampolines, scooter play features, table tennis, etc. A slide area is also provided to the west of the site. The play provision is illustrated in Figure 33 below. Sufficient play space is provided and therefore complies with Policy S4 of the London Plan (2021), the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012). Policy 7D of the Ealing's Development Management DPD (2013).

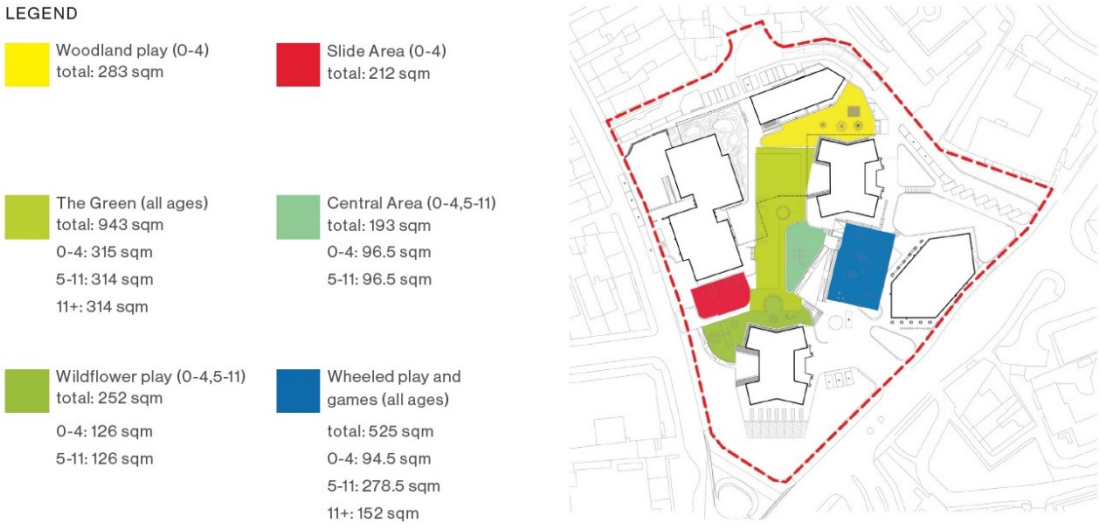

Figure 33: Play provision

6.15.3 Open space

Policy G4 of the London Plan (2021) promotes the creation of new areas of publicly-accessible open spaces particularly green space and should ensure that it remains publicly accessible. Policy 7D of the Ealing Development Management DPD (2013) provides standards for open space provision which entails 19.5sqm per person for public open space.

The proposed quantity of open space or publicly accessible areas has increased from 9,358sqm to 9,976sqm. It has also increased in quality in terms of aesthetic and ecological value. The areas of open space are well connected and contribute positively to the overall design and layout of the scheme. All are sufficient in size and shape to allow for a range of simultaneous different activities for a significant quantity of people and at the same time incorporating child play. The public open space provided is large enough for a number of communal gatherings. The open space provided provides a significant improvement to the public realm and accords with Policy G4 of the London Plan (2021) and Policy 7D of the Ealing Development Management DPD (2013).

6.16 Road layout, Transport & Parking

Policy T3 of the London Plan (2021) requires development proposals to ensure that development does not adversely affect safety on the transport network. Policy T6 provides that an appropriate balance should be struck between promoting new development and preventing excessive car parking and that in locations with high public transport accessibility, car-free developments should be promoted.

The development is designed to optimise its highly accessible location and prioritise pedestrian and cycle access and movement, while minimising car parking provision and reliance on the private car, with emphasis placed on future residents and visitors walking, cycling and using public transport. The application site is located on the corner of Lexden and Steyne Road in the Acton Town Centre. It has good access to public transport that new residents will be able to utilise. The Rosemont Road (Stop O) bus stop is located along the A4000 in close proximity to Block A. A PTAL rating of between 3 and 6 covers the site. The application site is located approximately 0.7miles south of the Acton Main Line (Elizabeth Line) that offers services to Heathrow/Reading through to Central and East London.

Several objections were raised regarding the impact the proposed development will have on the highway network, the loss of on-site car parking and the new estate road would prejudice highway safety and result in loss of footpath.

6.16.1 Access

The existing access point along Steyne Road will be retained and will provide access for delivery and waste collection at Rufford Tower as well as the new residential tower only. A new vehicular access point will be created at the northeastern corner of the site near the shared boundary with Townsend House. This road will form a one-way inbound only junction with Steyne Road. This road will lead through the application site to provide access to Block B, C and Lexden Court. It will exit along Lexden Road adjacent to no. 21 Lexden Road as illustrated in Figure 34. Landscaping and a new footpath are created at the estate road and Lexden Road intersection. The landscaping will create a buffer to mitigate adverse effects onto no. 21 Lexden Road and the footpath will facilitate pedestrian movement through the site. In addition, the Council's Transportation and Highways Officer reviewed the proposal and requested a financial contribution towards improved link and junction improvements, pedestrian networks and traffic calming and pedestrian crossing facilities.

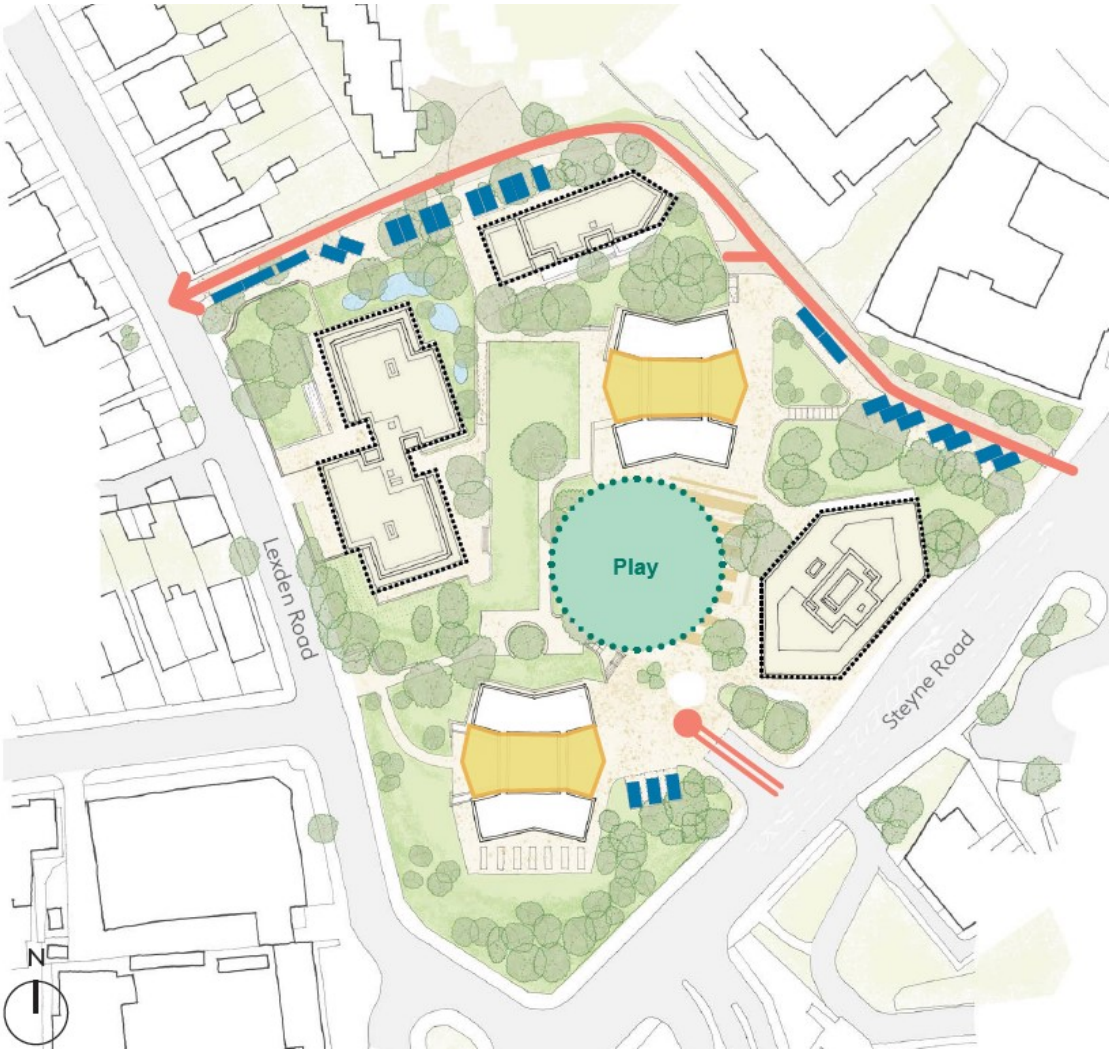

Figure 34: Proposed road layout

6.16.2 Car parking

Policy T6.1 of the London Plan (2021) states that the starting point for new residential development should be car free and provides the maximum parking standards for residential developments. The site has a PTAL rating of between 3 and 6 and therefore should be car free.

The proposed development will only provide car parking for the existing permit holders of the Moreton and Rufford Towers. Fifty (50) car parking spaces are provided within the podium at Block C whilst 26 car parking spaces are incorporated into the landscape and the public realm works at grade. Sixty-seven (67) will be provided for existing live permit holders in the Moreton and Rufford towers, of which three (3) blue-badge parking spaces will be provided to replace the existing blue-badge provision. Four (4) parking spaces are provided for Lantry Court residents, situated to the north of the site boundary. The remaining spaces will be provided as blue badge (3) spaces, care worker (1) and a possible car club bay. In addition, three blue badge parking bays are proposed on the public highway at Lexden Road adjacent to the older adult building. The proposed car parking is illustrated in Figure 35 below.

Policy T6.1 G sets out disabled parking requirements for residential developments larger than ten homes, which will be required to do the following as a minimum:

“ensure that for three per cent of dwellings, at least one designated disabled person’s parking bay per dwelling is available from the outset; and

demonstrate as part of the Parking Design and Management Plan how an additional seven per cent of dwellings could be provided with one designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. This should be secured at the planning stage."

The proposed development makes provision for six (6) blue-badge car parking spaces of which three (3) are within the site and three (3) are located along Lexden Road. The blue-badge parking spaces are provided as close as possible to the existing and proposed building entrances.

Policy T6.1 C sets out the electric vehicle charging requirements for residential developments larger than ten homes, which will be required to do the following as a minimum:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission Vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

Electric vehicle charging points (EVCPs) will be provided in line with the London Plan (March 2021). It is proposed that 20 per cent of the parking bays will have active provision; this would equate to fifteen parking spaces. The remaining sixty-one bays (i.e., 80%) will have passive charging provision installed. In addition, one (1) of the blue badge parking spaces provided for the new residents will be included in the active charging spaces provision.

A car club parking provision is considered as an alternative to private cars; however, the location of the parking bay must still be confirmed. The proposal indicate that the car club bay will extend beyond the use of the residents and would be earmarked for communal use to benefit the surrounding residential properties as well. The car club bay will be conditioned through a S106 legal agreement.

The Council's Transportation and Highways Officer reviewed the proposal are concerned about exacerbating the existing street parking problem in the vicinity of the site and requested a financial contribution towards mitigating the impact of parking congestion on nearby roads, bus stop improvements and will explore the provision of a car club bay on the proposed site. These will be secured through a S106 legal agreement.

The proposed development constitutes a car free development, future parking permits restrictions and car club bay will be secured through a S106 legal agreement. The proposed development is therefore aligned with Policies T3 and T6.1 of the London Plan (2021).

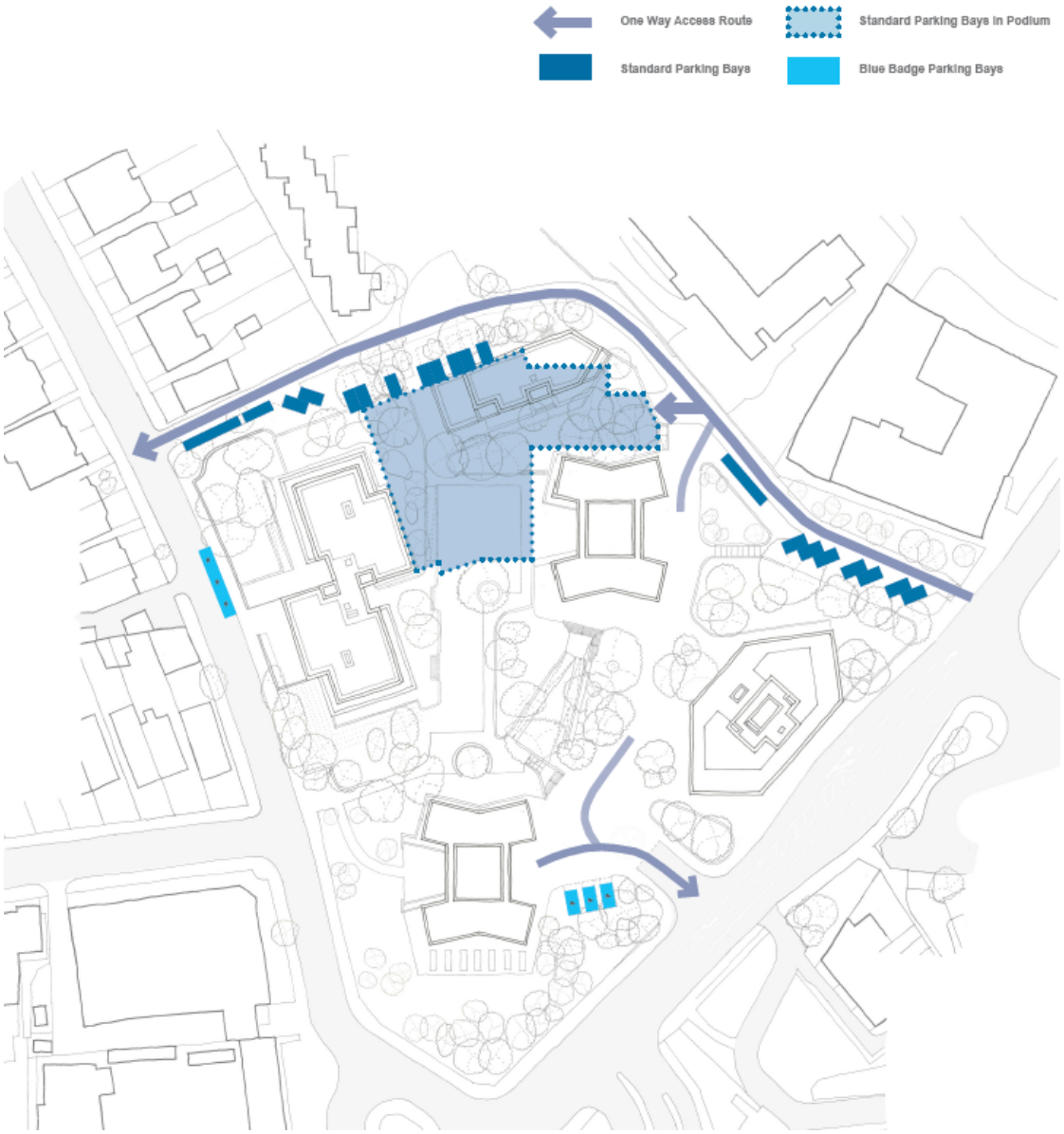

Figure 35: Proposed car parking

6.16.3 Cycle parking

Policy T5 sets out the requirements for cycle parking for all uses, with more specific standards on cycle parking quantity given in Table 10.2. Policy T5 also states that barriers to cycling should be removed, cycle parking should be designed and laid out in accordance with the development guidance contained in the London Cycling Design Standards and cycle parking should be fit for purpose, secure and well-located.

The minimum long-stay cycle parking standards for dwellings are:

- 1 space per studio or 1 person 1 bedroom dwelling;
- 1.5 spaces per 2 person 1 bedroom dwelling; and
- 2 spaces per all other dwellings

The minimum short-stay cycle parking standards for dwellings are:

- 5 to 40 dwellings: 2 spaces; and
- Thereafter: 1 space per 40 dwellings

The minimum long-stay cycle parking standards for Specialist older persons housing are:

- 1 space per 10 bedrooms

The minimum short-stay cycle parking standards for Specialist older persons housing are:

- 1 space per 40 bedrooms.

The proposed development makes provision for 224 long stay cycle parking spaces for residents and 10 short-stay parking spaces for visitors as illustrated in Figure 36. The long stay cycle parking will be secured and sheltered and would comprise of:

- 20% of cycle parking would be Sheffield stands of which 25% will be enlarged to cater for all types of bicycles;
- The accessible cycle parking spaces are conveniently located to building entrances.

The total requirement for the residential component of the development would equate to 223.5 spaces.

Figure 36: Proposed cycle parking

Sufficient cycle parking is provided and as a car-free development, the proposed development promotes a healthy, dedicated spaces and facilities for larger cycle spaces are provided, secure cycle parking stores are provided. Although the podium cycle parking is located approximately 70m from Block A, there is accessible pedestrian paths linking the proposed buildings with the cycle stores. Short stay cycle

parking will be provided in the public realm in the form of Sheffield stands, and several powered scooter parking and charging points will be provided within the Older Adults building.

Financial contributions have been secured, which are outlined within the s106 Heads of Terms, for transport and public realm improvements, which include contributions towards the nearby Uxbridge Road Active Travel Corridor project. The applicant will need to submit a Travel Plan, which has been secured by condition.

The proposal does not raise any specific concern with respect to transport and public safety and any impacts will be effectively mitigated through the recommended conditions and financial contributions through the s106 agreement. The proposed development therefore complies with Policy T5 of the London Plan (2021).

6.17 Fire strategy

Policy D12 of the London Plan (2021) requires development proposals to achieve the highest standards of fire safety, embedding these at the earliest possible stage. Further to this, Policy D12(B) of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement.

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”.

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

A site wide Fire Strategy (car park), Outlined Fire Strategy Reports for Block A, B and C and a QDR report for Block A were prepared. These reports make a series of recommendations in relation to means of warning and means of escape, wall and ceiling lining provisions, use of sprinklers, compartmentation, structural fire resistance, performance of external materials and access and facilities for the Fire Service and Fire Safety Management. It is considered that the proposed Outline Fire Strategy Reports demonstrate that each component part of the proposed development is in compliance with Policy D12 of the London Plan (2021).

6.18 Whole Life Carbon Assessment

A comprehensive Whole Life Carbon Assessment (WLC) has been submitted in accordance with Policy SI2 of the London Plan (2021).

Several objects were submitted relating to the increase in air pollution.

The estimated whole life-cycle carbon emissions of the proposed development are shown in the table below. Table 6 illustrates the results for Estimated WLC Assessment – current status of the electricity grid with SAP10 carbon factors, which is the scenario that was chosen to form the basis of design decisions.

Table 6: Estimated WLC emissions (Assessment 1)

	Module A1-A5	Module B1-B5	Module B6-B7	Module C1-C4	Module D
Total Kg CO2e	12,255,167	3,948,188	5,015,565	1,724,872	-348,019
Total kg CO2e/m²	644	207	263	91	-18

The main option implemented in order to reduce the building's whole life carbon emissions consisted of specifying Hybrid Aluminium – Timber Windows. The building structure has been optimised to avoid structural redundancy and minimise structural material quantities.

In addition, the estimated whole carbon emissions of the proposed development are within the GLA benchmark, however, it is still above the aspirational benchmarks for modules A1-A5.

The following whole life-cycle carbon reduction opportunities will be investigated at the next stage, with a view to achieving further reductions in whole life carbon:

- 20% GGBS Cement replacement in sub-structure and super-structure options;
- 40% GGBS Cement replacement in sub-structure and super-structure options.

6.19 Refuse and Recycling

Standard 3.5.1 of the London Supplementary Planning Guidance November 2012 provides that 'refuse stores should be accessible to all residents…and should satisfy local requirements for waste collection'. Policy SI8 of the London Plan (2021) 'Waste capacity and net waste self-sufficiency' requires the provision of suitable waste and recycling storage facilities in all new developments. The development has been designed to accommodate refuse generated by the residential units according to LBE's waste guidance and designed to maximise the opportunities for recycling.

All residential refuse stores are designed according to the BS5906:2005 Waste Management in Buildings. Residents are required to transport waste from their properties to the nearest residential waste store. Subsequently, the Local Borough of Ealing waste collection operatives will access the bins from the residential waste store directly and move it to the refuse collection vehicle. An Operational Waste Management Strategy has been prepared.

Table 7 below provides details pertaining to the residential waste container provision for the proposed development.

Table 7: Residential waste container provision

Blocks	Residual Waste	DMR	Food Waste	Total
A*	10	11	3	25
B	5	5	2	12
C	1	1	1	3
Total	16	17	6	40

6.20 Wind & Microclimate

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.

The sustainable Design and Construction Supplementary Planning Guidance (2014) state the following: 'Large buildings have the ability to alter their local environment and affect the micro-climate. For example, not only can particularly tall buildings cast a long shadow effecting buildings several streets away, but they can also influence how wind travels across a site, potentially making it unpleasant at ground level or limiting the potential to naturally ventilate buildings. One way to assess the impact of a large building on the comfort of the street environment is the Lawson Comfort Criteria. This tool sets out a scale for assessing the suitability of wind conditions in the urban environment based upon threshold values of wind speed and frequency of occurrence. It sets out a range of pedestrian activities from sitting through to crossing the road and for each activity defines a wind speed and frequency of occurrence. Where a proposed development is significantly taller that it's surrounding environment, developers should carry out an assessment of its potential impact on the conditions at ground level, and ensure the resulting design of the development provides suitable conditions for the intended uses'.

A wind and microclimate analysis report was prepared to assess the proposed development on the local wind conditions. The analysis used Computational Fluid Dynamic (CFD) modelling to predict what effect the proposed development will have on wind conditions and relates the findings to industry standards on pedestrian comfort.

The analysis assessed the wind conditions at 59 sensitive receptor locations including 24 amenity spaces (incl. 15 balconies), 19 entrances, 15 pedestrian routes and 1 car parking space.

The analysis indicate that the wind conditions, based on the proposed assessment, show acceptable comfort conditions for the intended use for the vast majority of external spaces analysed.

- 5 receptors experience a moderate beneficial impact (corresponds to 8% of the receptors assessed);
- 18 receptors experience a minor beneficial impact (corresponds to 31% of the receptors assessed);
- 28 receptors experience a negligible impact (corresponds to 47% of the receptors assessed); and
- 8 receptors experience a minor adverse impact (corresponds to 14% of the receptors assessed).

It is also worth noting that the results of the microclimate assessment demonstrate that no major adverse effects are anticipated for ground level and upper floor receptors in close proximity and within the site. The proposed development is therefore in line with Policy D8 of the London Pan (2021).

6.21 Crime Prevention

The NPPF (2021) states that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Policy D11 of the London Plan (2021) states developments should create a safe and secure environment and reduce the fear of crime.

Section 8.1 of the Design Access Statement states that the proposed development seek to achieve a Secured by Design accreditation for both the buildings and the public realm. To achieve this, coherent building frontages have been created to maximise active frontages and passive surveillance addressing the public realm and green spaces. The Design Out Crime Officers provided comments during the design stage which has been adopted into the final scheme:

- The car park is laid out to avoid dead end conditions and so that users can afford good views through the space;
- Enhancing windows to the gables of the buildings to provide greater passive surveillance;
- Lobby designs for the older adults and residential buildings;
- Provision of a post room for parcels for the tall building A to reduce parcel theft;
- Providing a defined walled garden amenity space for the older adults;
- Design of the cycle stores including providing large single leaf security rated entry doors;
- Input into the design of the landscaping to provide clear vistas and clearly defined outdoor spaces; and
- Design of the podium carpark including lighting, CCTV provision and access control and entrance barrier in the form of SBD rated vertical stacked door system or similar.

The scheme will provide welcoming and legible movement routes through the creation of active frontages and a high-quality public realm network. This will create passive surveillance and activation. Entrances to the site would be wide and clearly visible. It is considered that the development of the site will inherently improve the perception of safety within the area compared to the existing situation. In light of this, the scheme will provide a safe and secure environment and reduce the fear of crime for current and future occupants and wider public. A planning condition has also been recommended to ensure compliance with Secured by Design (SBD) Standards.

6.22 Financial Viability Assessment

Policy H5 of the London Plan (2021), Core Strategy Policy 1.2(a) and DMD Policy 3A seek to secure affordable housing at a level of 50% on public sector land where there is no portfolio agreement with the Mayor, which the site comprises in large part. In this case 50% by habitable room is proposed and accords with the Mayor's minimum criterion.

The applicant submitted a Financial Viability Assessment (FVA) to demonstrate this provides the maximum viable amount of affordable housing. The FVA was prepared in accordance with policy and guidance on the preparation FVAs established in the National Planning Policy Framework (2021), National Planning Policy Guidance (2019), Greater London Authority's Affordable Housing and Viability SPD (2017), LB Ealing's Development Strategy 2026 Development Plan Document (2012) and the RICS Assessing viability in planning under the National Planning Policy Framework (2021).

One of the fundamental principles of the planning viability process is to ensure that a determination on project viability takes into account the requirement for both developer and landowner to generate a "minimum return" in the latest Planning Policy Guidance. In order to meet this requirement, it is necessary to determine a Benchmark Land Value (BLV) for the purpose of planning viability negotiations. Fundamentally the BLV should reflect a value at which a landowner would be

prepared to release their asset for development. In addition, an Alternative Use Value (AUV) approach may also be used to inform the assessment of BLV.

The FVA was determined considering private sales of units, no income to be generated from the car parking, typical rental income from the London Affordable Rent and London Shared Ownership units, Social Housing Grant, and nil value was applied to the community centre, anticipated construction costs, Section 106 and Community Infrastructure Levy financial contributions, professional fees, disposal fees and financing costs.

It was found that the scheme generates a negative Residual Land Value on the basis of the grant supported affordable housing provision offered. On this basis the analysis suggests the scheme is technically unviable assuming the provision of delivering 161 affordable units (71no. London Affordable Rented / 90no. London Shared Ownership). However, the Applicant is willing to proceed despite the clear viability challenges that this presents, recognising the grant support for the project and the contribution it achieves towards affordable housing provision across the borough.

7 Conclusion

For all the reasons outlined in this report the proposal on balance represents a good example of optimisation, balancing policy, amenity and site constraints, whilst maximising the delivery of affordable housing. It is recommended that it be resolved to grant planning permission, subject to the conditions within Appendix A and a s106 agreement, with the Heads of Terms of this agreement outlined in Section 1.1 of this report.

8 Human Rights Act:

You are referred specifically to Article 8 (right to respect for private and family life), Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

9 Public Sector Equality Duty

1. In making your decision you must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:

A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act

B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).

C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

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

3. The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149 which is only one factor that needs to be considered and may be balanced against other relevant factors.

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

10 Fire Safety

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

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

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

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

APPENDIX 1

11 Conditions/Reasons:

Statutory Timeframes

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

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

Approved Plans and Documents

2. The development hereby approved shall be carried out in accordance with drawing title numbers:

Proposed

544-KCA-XX-XX-DR-A-0003-P (Proposed Site Plan), 544-KCA-XX-XX-DR-A-8000-P (Gross Internal Area (GIA) Schedule), 544-KCA-XX-XX-DR-A-8001-P (Net Internal Area (NIA) Schedule), 544-KCA-XX-XX-DR-A-8002-P (Tenure Allocation Schedule), 544-KCA-XX-XX-DR-A-8003-P (Wheelchair Unit Allocation Schedule), 544-KCA-XX-XX-DR-A-8004-P (Unit Type Schedule) and 544-KCA-XX-XX-DR-A-8005-P (Gross External Area (GEA) Schedule).

Site Plans

544-KCA-XX-00-DR-A-1000-P (Site Layout - Ground Floor Plan),
544-KCA-XX-01-DR-A-1001-P (Site Layout - 1st Floor Plan),
544-KCA-XX-02-DR-A-1002-P (Site Layout - 2nd Floor Plan),
544-KCA-XX-03-DR-A-1003-P (Site Layout - 3rd Floor Plan),
544-KCA-XX-04-DR-A-1004-P (Site Layout - 4th Floor Plan),
544-KCA-XX-05-DR-A-1005-P (Site Layout - 5th Floor Plan),
544-KCA-XX-06-DR-A-1006-P (Site Layout - 6th Floor Plan),
544-KCA-XX-07-DR-A-1007-P (Site Layout - 7th Floor Plan),
544-KCA-XX-08-DR-A-1008-P (Site Layout - 8th Floor Plan),
544-KCA-XX-09-DR-A-1009-P (Site Layout - 9th Floor Plan),
544-KCA-XX-10-DR-A-1010-P (Site Layout - 10th Floor Plan),
544-KCA-XX-11-DR-A-1011-P (Site Layout - 11th Floor Plan),
544-KCA-XX-12-DR-A-1012-P (Site Layout - 12th Floor Plan),
544-KCA-XX-13-DR-A-1013-P (Site Layout - 13th Floor Plan),
544-KCA-XX-14-DR-A-1014-P (Site Layout - 14th Floor Plan),
544-KCA-XX-15-DR-A-1015-P (Site Layout - 15th Floor Plan),
544-KCA-XX-16-DR-A-1016-P (Site Layout - 16th Floor Plan),
544-KCA-XX-17-DR-A-1017-P (Site Layout - 17th Floor Plan),
544-KCA-XX-18-DR-A-1018-P (Site Layout - 18th Floor Plan),
544-KCA-XX-19-DR-A-1019-P (Site Layout - 19th Floor Plan) and
544-KCA-XX-20-DR-A-1020-P (Site Layout - Roof Plan).

Proposed Site Sections

544-KCA-XX-XX-DR-A-2100-P (Proposed Site Section AA),
544-KCA-XX-XX-DR-A-2101-P (Proposed Site Section BB),
544-KCA-XX-XX-DR-A-2102-P (Proposed Site Section CC) and
544-KCA-XX-XX-DR-A-2103-P (Proposed Site Section DD).

Proposed Site Elevations

544-KCA-XX-XX-DR-A-3100-P (Proposed Site Elevation A),
544-KCA-XX-XX-DR-A-3101-P (Proposed Site Elevation B),
544-KCA-XX-XX-DR-A-3102-P (Proposed Site Elevation C) and
544-KCA-XX-XX-DR-A-3103-P (Proposed Site Elevation D).

Block A (Proposed)

544-KCA-AX-00-DR-A-1100-P (Tall Building - Block A - Ground Floor Plan), 544-KCA-AX-01-DR-A-1101-P (Tall Building - Block A - 1st Floor Plan), 544-KCA-AX-02-DR-A-1102-P (Tall Building - Block A - 2nd Floor Plan), 544-KCA-AX-03-DR-A-1103-P (Tall Building - Block A - 3rd Floor Plan), 544-KCA-AX-04-DR-A-1104-P (Tall Building - Block A - 4th Floor Plan), 544-KCA-AX-05-DR-A-1105-P (Tall Building - Block A - 5th Floor Plan), 544-KCA-AX-06-DR-A-1106-P (Tall Building - Block A - 6th Floor Plan), 544-KCA-AX-07-DR-A-1107-P (Tall Building - Block A - 7th Floor Plan), 544-KCA-AX-08-DR-A-1108-P (Tall Building - Block A - 8th Floor Plan), 544-KCA-AX-09-DR-A-1109-P (Tall Building - Block A - 9th Floor Plan), 544-KCA-AX-10-DR-A-1110-P (Tall Building - Block A - 10th Floor Plan), 544-KCA-AX-11-DR-A-1111-P (Tall Building - Block A - 11th Floor Plan), 544-KCA-AX-12-DR-A-1112-P (Tall Building - Block A - 12th Floor Plan), 544-KCA-AX-13-DR-A-1113-P (Tall Building - Block A - 13th Floor Plan), 544-KCA-AX-14-DR-A-1114-P (Tall Building - Block A - 14th Floor Plan), 544-KCA-AX-15-DR-A-1115-P (Tall Building - Block A - 15th Floor Plan), 544-KCA-AX-16-DR-A-1116-P (Tall Building - Block A - 16th Floor Plan), 544-KCA-AX-17-DR-A-1117-P (Tall Building - Block A - 17th Floor Plan), 544-KCA-AX-18-DR-A-1118-P (Tall Building - Block A - 18th Floor Plan), 544-KCA-AX-19-DR-A-1119-P (Tall Building - Block A - 19th Floor Plan), 544-KCA-AX-20-DR-A-1120-P (Tall Building - Block A - Roof Access Plan (20th Floor)), 544-KCA-AX-21-DR-A-1121-P (Tall Building - Block A - Roof Plan), 544-KCA-AX-XX-DR-A-1500-P (Tall Building - Block A - Unit Type 1B2P-A-01 & 2B4P-A-01), 544-KCA-AX-XX-DR-A-1501-P (Tall Building - Block A - Unit Type 2B4P-A-02 & 2B3P-A-01), 544-KCA-AX-XX-DR-A-1502-P (Tall Building - Block A - Unit Type 2B4P-A-03), 544-KCA-AX-XX-DR-A-1503-P (Tall Building - Block A - Unit Type 3B5P-A-01), 544-KCA-AX-XX-DR-A-2200-P (Tall Building - Block A - Section AA), 544-KCA-AX-XX-DR-A-2201-P (Tall Building - Block A - Section BB), 544-KCA-AX-XX-DR-A-3200-P (Tall Building - Block A - North West Elevation), 544-KCA-AX-XX-DR-A-3201-P (Tall Building - Block A - South East Elevation), 544-KCA-AX-XX-DR-A-3202-P (Tall Building - Block A - East Elevation), 544-KCA-AX-XX-DR-A-3203-P (Tall Building - Block A - North Elevation), 544-KCA-AX-XX-DR-A-3204-P (Tall Building - Block A - West Elevation), 544-KCA-AX-XX-DR-A-3205-P (Tall Building - Block A - South West Elevation), 544-KCA-AX-XX-DR-A-4500-P (Tall Building - Block A - Bay Study), 544-KCA-AX-XX-DR-A-4501-P (Tall Building - Block A - Bay Study), 544-KCA-AX-XX-DR-A-4502-P (Tall Building - Block A - Bay Study), 544-KCA-AX-XX-DR-A-3300-P (Tall Building - Block A - Detailed North West Elevation), 544-KCA-AX-XX-DR-A-3301-P (Tall Building - Block A - Detailed South East Elevation), 544-KCA-AX-XX-DR-A-3302-P (Tall Building - Block A - Detailed East Elevation), 544-KCA-AX-XX-DR-A-3303-P (Tall Building - Block A - Detailed North Elevation), 544-KCA-AX-XX-DR-A-3304-P (Tall Building - Block A - Detailed West Elevation) and 544-KCA-AX-XX-DR-A-3305-P (Tall Building - Block A - Detailed South West Elevation).

Block B (Proposed)

544-KCA-BX-00-DR-A-1100-P (Older Adults - Block B - Ground Floor Plan), 544-KCA-BX-01-DR-A-1101-P (Older Adults - Block B - 1st Floor Plan), 544-KCA-BX-02-DR-A-1102-P (Older Adults - Block B - 2nd Floor Plan), 544-KCA-BX-03-DR-A-1103-P (Older Adults - Block B - 3rd Floor Plan),

544-KCA-BX-04-DR-A-1104-P (Older Adults - Block B - 4th Floor Plan), 544-KCA-BX-05-DR-A-1105-P (Older Adults - Block B - 5th Floor Plan), 544-KCA-BX-06-DR-A-1106-P (Older Adults - Block B - 6th Floor Plan), 544-KCA-BX-07-DR-A-1107-P (Older Adults - Block B - 7th Floor Plan), 544-KCA-BX-08-DR-A-1108-P (Older Adults - Block B - Roof Plan), 544-KCA-BX-XX-DR-A-1500-P (Older Adults - Block B - Unit Type 1B2P-B-01 & 1B2P-B-02), 544-KCA-BX-XX-DR-A-1501-P (Older Adults - Block B - Unit Type 1B2P-B-03 & 1B2P-B-04), 544-KCA-BX-XX-DR-A-1502-P (Older Adults - Block B - Unit Type 1B2P-B-05 & 1B2P-B-06), 544-KCA-BX-XX-DR-A-1503-P (Older Adults - Block B - Unit Type 1B2P-B-07 & 1B2P-B-08), 544-KCA-BX-XX-DR-A-2200-P (Older Adults - Block B - Section AA), 544-KCA-BX-XX-DR-A-2201-P (Older Adults - Block B - Section BB), 544-KCA-BX-XX-DR-A-3200-P (Older Adults - Block B - North Elevation), 544-KCA-BX-XX-DR-A-3201-P (Older Adults - Block B - South Elevation), 544-KCA-BX-XX-DR-A-3202-P (Older Adults - Block B - East Elevation), 544-KCA-BX-XX-DR-A-3203-P (Older Adults - Block B - West Elevation), 544-KCA-BX-XX-DR-A-4500-P (Older Adults - Block B - Bay Study), 544-KCA-BX-XX-DR-A-4501-P (Older Adults - Block B - Bay Study), 544-KCA-BX-XX-DR-A-3300-P (Older Adults - Block B - Detailed North Elevation), 544-KCA-BX-XX-DR-A-3301-P (Older Adults - Block B - Detailed South Elevation), 544-KCA-BX-XX-DR-A-3302-P (Older Adults - Block B - Detailed East Elevation) and 544-KCA-BX-XX-DR-A-3303-P (Older Adults - Block B - Detailed West Elevation).

Block C (Proposed)

544-KCA-CX-P1-DR-A-1100-P (Podium - Block C - Lower Floor Plan), 544-KCA-CX-00-DR-A-1101-P (Apartment - Block C - Ground Floor Plan), 544-KCA-CX-01-DR-A-1102-P (Apartment - Block C - 1st Floor Plan), 544-KCA-CX-02-DR-A-1103-P (Apartment - Block C - 2nd Floor Plan), 544-KCA-CX-03-DR-A-1104-P (Apartment - Block C - Roof Plan), 544-KCA-CX-XX-DR-A-1500-P (Apartment - Block C - Unit Type 3B5P-A-01 & 3B5P-C-02), 544-KCA-CX-XX-DR-A-2200-P (Podium and Apartment - Block C - Section AA), 544-KCA-CX-XX-DR-A-2201-P (Podium and Apartment - Block C - Section BB), 544-KCA-CX-XX-DR-A-3200-P (Podium and Apartment - Block C - North Elevation), 544-KCA-CX-XX-DR-A-3201-P (Podium and Apartment - Block C - South Elevation), 544-KCA-CX-XX-DR-A-3202-P (Podium and Apartment - Block C - East Elevation), 544-KCA-CX-XX-DR-A-3203-P (Podium and Apartment - Block C - West Elevation), 544-KCA-CX-XX-DR-A-4500-P (Podium and Apartment - Block C - Bay Study), 544-KCA-CX-XX-DR-A-3300-P (Podium and Apartment - Block C - Detailed North Elevation), 544-KCA-CX-XX-DR-A-3301-P (Podium and Apartment - Block C - Detailed South Elevation), 544-KCA-CX-XX-DR-A-3302-P (Podium and Apartment - Block C - Detailed East Elevation) and 544-KCA-CX-XX-DR-A-3303-P (Podium and Apartment - Block C - Detailed West Elevation).

Supporting Documents: 055 (Tree planting schedule), 055-201 (Section A-A), 055-202 (Section B-B), 055-203 (Section C-C), Cover Letter, Planning Statement, Inclusive Design Statement, Chapter 1 Introduction, Chapter 2, The Site, Chapter 3 Masterplan Principles, Chapter 4 Older Adults Building, Chapter 5 Tall Residential Building, Chapter 6 Family Homes Building, Chapter 7 Approach to Existing Buildings, Chapter 8 Site Wide Strategies, Design and Access Statement Landscape Architecture Part 1, Design and Access Statement Landscape Architecture Part 2, Design and Access Statement Landscape Architecture Part 3, Design and Access Statement Landscape Architecture Part 4, Design and Access Statement Landscape Architecture Part 5, Design and Access Statement Landscape Architecture Part 6, Design and Access Statement Landscape Architecture Part 7, Design and Access Statement Landscape Architecture Part 8 , Design and Access Statement Landscape Architecture Part 9, Design and Access Statement Landscape Architecture Part 10, Design and Access Statement Landscape Architecture Part 11, Design and Access Statement Landscape Architecture Part 12, Design and Access Statement Landscape

Architecture Part 13, Design and Access Statement Landscape Architecture Part 14, Desk Study and SI Part 1, Desk Study and SI Part 2, Desk Study and SI Part 3, Desk Study and SI Part 4, Desk Study and SI Part 5, Preliminary Ecology Appraisal, Landscape Plan, Tree Plan, Stage 1 RSA Designers Response, RSA and Stage 1 Designers Response, Outline Travel Plan, Framework Parking Design and Management Plan, TVIA Part 1, TVIA Part 2, TVIA Part 3, TVIA Part 4, TVIA Part 5, Transport Assessment, Transport Assessment Appendices, Fire Strategy Sitewide, Fire Statement, Fire Strategy Block A, Fire Strategy Block B, Fire Strategy Block C, Fire Strategy Block A QDR, Lighting Strategy Part 1, Lighting Strategy Part 2, Operational Waste Management Strategy, Flood Risk Assessment Part 1, Flood Risk Assessment Part 2, Flood Risk Assessment Part 3, Daylight and Sunlight Report Part 1, Daylight and Sunlight Report Part 2, Daylight and Sunlight Report Part 3, Daylight and Sunlight Report Part 4, Daylight and Sunlight Report Part 5, Daylight and Sunlight Report Part 6, Daylight and Sunlight Report Part 7, Basement Impact Assessment Report Part 1, Basement Impact Assessment Report Part 2, Basement Impact Assessment Report Part 3, Basement Impact Assessment Report Part 4, Basement Impact Assessment Report Part 5, Arboricultural Implications Assessment, Bat Survey Report, Archaeological Desk Based Assessment, Air Quality Assessment, Acoustics Assessment, Energy Statement, Statement of Community Involvement, Financial Viability Assessment, Estate Management Strategy, Circular Economy Statement, BNG Report, Whole Life Cycle Carbon Assessment, Heritage Assessment, Arboricultural Report To BS5837, Wind Microclimate Analysis, Whole Life-Cycle Carbon Assessment, Outline Site Waste Management Plan and Sustainability Statement

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

Details of Materials - Building

3. Details of the materials and finishes to be used for all external surfaces of each of the buildings hereby approved shall be submitted to and approved in writing by the local planning authority before any part of the super structure of each of the buildings is commenced and this condition shall apply notwithstanding any indications as to these matters which have been given in this application. The development shall be implemented only in accordance with these approved details.

Reason: To ensure that the materials and finishes are of high quality and contribute positively to the visual amenity of the locality in accordance with policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies D1 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

Restriction to class F2(b) only

4. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order, 1995 as amended, or any future amendments, the community spaces hereby permitted shall be used only for purposes within Use Class F2(b) of the Town & Country Planning (Use Classes) Order 1987 as amended, and for no other purpose, without the prior written permission of the local planning authority. The industrial workspace must be completed in full prior to the occupation of the proposed residential flats.

Reason: In the interests of residential amenity of the future occupiers of the site in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policy D14 of The London Plan (2021), Ealing SPG10 and the National Planning Policy Framework (2021).

CONTAMINATED LAND

Remediation Scheme

5. A detailed remediation scheme, based on the RSK report 1921928 R01 (00), to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority.

The scheme must address all the recommendations / data gaps mentioned in the RSK report, and will include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation works.

Reason: To ensure the land contamination issues are addressed in accordance with National Planning Policy Framework 2021; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.

Verification Report

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

Reason: To ensure the land contamination issues are addressed in accordance with National Planning Policy Framework 2021; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.

Unsuspected contamination

7. 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 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.

ENVIRONMENTAL HEALTH – NOISE

Transport/commercial/industrial/cultural noise sources

8. Prior to commencement of the development, a noise assessment shall be submitted to the Council for approval in writing, of external noise levels from transport and industrial/ commercial/ cultural sources, having regard to the assessment standards of the Council's SPG10. Details shall include the sound insulation of the building envelope including glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-noise) to achieve internal noise limits specified in SPG10. Best practicable mitigation measures shall also be implemented, as necessary, in external amenity spaces to achieve criteria of BS8233:2014. The approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policy D14 of The London Plan (2021), Ealing SPG10 and the National Planning Policy Framework (2021).

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

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

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policies and D14 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'

Anti- vibration mounts and silencing of machinery etc.

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

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'

Separation of noise sensitive rooms in neighbouring flats

11. Prior to commencement of the superstructure of each building hereby approved, details shall be submitted to the Council for approval in writing, of an enhanced sound insulation value of at least 5dB above the maximum Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings/areas, eg. kitchen/living/dining/bathroom above/below/adjoining bedroom of separate dwelling. The assessment and mitigation measures shall have regard to standards of the Council's SPG10 and noise limits specified in BS8233:2014. Approved

details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Standard 30 of the Housing SPG and Policy D14 of the London Plan (2021).

Separation of non-residential, commercial and community uses, plant and facilities from dwellings

12. Prior to commencement of the superstructure of each building hereby approved, details shall be submitted to the Council for approval in writing, of enhanced sound insulation of at least 10/15dB as necessary, above the Building Regulations value for residential use, of the floor/ceiling/walls separating the non-residential uses (eg. plant rooms/ locations, car parking/ communal main entrances/staircase, bin/cycle storage etc.) from dwellings.

13. Where noise emissions include characteristic features, the Noise Rating level should be shown to not exceed NR20 Leq 5mins (octaves) inside habitable rooms. Details of mitigation measures shall include the installation method, materials of separating structures and the resulting sound insulation value and internal sound/rating level. The assessment and mitigation measures shall be based on standards and noise limits of the Council's SPG10 and BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with Standard 30 of the Housing SPG and Policy D14 of the London Plan (2021)

Lifts

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

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with policy D14 of the London Plan (2021).

Construction Management Plan

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

- noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014),
- dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition),
- lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals),
- delivery locations,

- hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays),
- neighbour liaison, notifications to interested parties and
- public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the site, in accordance with Policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14, T1, T3 and T4 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'

Construction Logistics Plan

16. Prior to the commencement of development, a site Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The submission shall take into account other major infrastructure and development projects in the area and shall include the following:

a) The number of on-site construction workers and details of the transport options and parking facilities for them;

b) Details of construction hours;

c) Anticipated route, number, frequency and size of construction vehicles entering/exiting the site per day;

d) Delivery times and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods);

e) Route and location of site access for construction traffic and associated signage;

f) Management of consolidated or re-timed trips;

g) Details of site security, temporary lighting and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

h) Secure, off-street loading and drop-off facilities;

i) Wheel washing provisions;

j) Vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points;

k) Details as to the location(s) for storage of building materials, plant and construction debris and contractor’s welfare facilities and offices;

l) Procedures for on-site contractors to deal with complaints from members of the public;

m) Measures to consult cyclists, disabled people and the local schools about delivery times and necessary diversions;

n) Details of all pedestrian and cyclist diversions;

o) A commitment to be part of Considerate Constructors Scheme; and

p) Confirmation of use of TfL's Fleet Operator Recognition Scheme (FORS) or similar.

q) The submission of evidence of the condition of the highway prior to-construction and a commitment to make good any damages caused during construction.

r) Details of parking restrictions which may need to be implemented during construction work.

17. Prior to the commencement of any construction work, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken, and the name and address of a responsible person to whom enquiries / complaints should be directed. These details shall also be displayed at regular intervals around the site construction compound.
The development shall be carried out strictly in accordance with the details so approved. Any areas to be used for the storage of building materials or other site activities outside of the relevant phase of the development shall be returned to the original condition immediately following the practical completion of the development.

Such details shall be implemented, and phasing agreed in writing, prior to the commencement of works on site and thereafter retained for the duration of the works.

Reason: To protect the amenity of local residents and ensure adequate highway and site safety in accordance with policies D6, D11, D14, SI1, S12, T1, T2, T4 and T5 of the London Plan (2021); the Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006); and BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise and TFL Construction Logistics Planning Guidance

AIR QUALITY

Air Quality Assessment

18. Prior to the commencement of the development, a revised Air Quality Assessment shall be submitted to and approved by the Local Planning Authority. The revised assessment will detail the impact of any fixed plant proposed onsite including emergency generators, likely change in pollutant concentrations arising from the proposed development, and proposed mitigation measures. The development shall be carried out in accordance with the approved details. The emergency plant and generators may be operated only for essential testing, except when required in an emergency situation.

Reason: To minimise the impact of building emissions on local air quality in the interests of health, in accordance with policy SI1 of the London Plan (2021), the Mayor's Sustainable Design and Construction SPG; policies 1.1(e) and (j) of Ealing's Development (or Core) Strategy 2012, and policy 7A of Ealing's Development Management DPD

Ventilation Strategy

19. Prior to the commencement of the superstructure of the buildings hereby approved, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for residents shall be submitted to and approved by the Local Planning Authority. The report will contain details for the installation of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air for receptors in Block A, and a scheme for providing fresh air ventilation to receptors in Block B and C, the supply to be provided from rear of the building at high level.
The report shall also include the following information:

a) Details and locations of the ventilation intake locations of all floors

b) Details and locations of ventilation extracts locations of all floors

The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: To minimise exposure to existing poor air quality, and provide a suitable internal living environment for future occupiers, in accordance with policy SI 1 of the London Plan 2021, policy 1.1(j) of the Ealing Development Strategy 2026 DPD (2012); and policy 7A of the Ealing Development Management DPD (2013).

Air Quality and Dust Management Plan (AQDMP)

20. Prior to commencement of any works onsite, an Air Quality and Dust Management Plan (AQDMP) shall be submitted for the approval of the Local Planning Authority. The AQDMP will be based on the findings of Air Quality (Dust) Risk Assessment provided in the report titled “AIR QUALITY ASSESSMENT The Steyne Estate, Acton, London W3 9NF” dated July 2022. The AQDMP will provide a scheme for air pollution mitigation measures based on the findings of the Air quality report.

The plan shall include:

a) Dust Management Plan for Construction Phase

The applicant shall contact the council's pollution technical team about the installation of air quality monitors on site and provide direct access to monitoring data at all times for the duration of the project. The monitors shall be installed on site at least 4 weeks prior to any site clearance and demolition to provide baseline data and shall be maintained on site until first occupation of the development hereby approved. Direct access to monitoring data at all times will be provided. The Air Quality Dust Management Plan shall be implemented on commencement of any works on site and the site shall be managed in accordance with the approved plan for the duration of the construction.

Reason: In the interests of the amenity of adjoining occupiers and to minimise particulate matter associated with construction works in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy SI1 of the London Plan (2021); and National Planning Policy Framework (2021).

Non-Road Mobile Machinery

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

Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, policies 1.1(j) of the Ealing Development (Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing's Development Management DPD (2013) and policy SI1 of the London Plan (2021); and National Planning Policy Framework (2021).

TRANSPORT

Cycle Parking

22. Prior to the commencement of the superstructure of the development, details of all cycle parking spaces, with long and short stay cycle parking spaces separated, shall be submitted to the local planning authority for written approval. The approved cycle parking facilities shall be fully implemented in accordance with Council standards and as shown on the approved plans and made operational before the first occupation of the development, and permanently retained thereafter.

Reason: To promote sustainable patterns of transport, in accordance with policy T3 of the OPDC Local Plan (2022) and policy T5 of the London Plan (2021).

Cycle Management Plan

23. Details of a Cycle Management Plan shall be submitted to and approved in writing by the local planning authority prior to the first occupation or use of the flats hereby approved. The development shall be implemented only in accordance with these approved details and retained permanently thereafter.

Reason: To promote sustainable patterns of transport, in accordance with policies T3 and T9 of the OPDC Local Plan (2022) and policy T5 of the London Plan (2021).

Travel Plan

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

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

Delivery and Servicing Plan

25. Prior to first occupation of any part of the development hereby approved a Parking, Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall cover the following:

- Vehicle tracking - Swept paths drawings for a refuse lorry vehicle, 10-metre rigid vehicle and a fire appliance vehicle;
- Deliveries and collections (both commercial and residential); including how deliveries will be scheduled to avoid several lorries arriving at the site simultaneously;
- Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation);
- Details for the management and receipt of deliveries for the residential units.
- Cleaning and waste removal; including arrangements for refuse collection;

- Monitoring and review of operations.

The Delivery and Servicing Plan shall be implemented on first occupation of any part of the development hereby approved and the site shall be managed in accordance with the approved plan for the life of the development, or as otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development can be adequately serviced in the interests of the amenity of occupies of the development and neighbouring properties, local/regional strategies adopted to increase the use of sustainable modes of transport, and pedestrian and highway safety and movement, in accordance with policies D4, D6, D8, SI7, T1, T2, T4, T5, T6 and T6.1 of the London Plan (2021).

Electric Car Charging Points

26. Prior to the first occupation of the hereby approved development, 20 per cent of the car parking spaces shall be fitted with active electric car charging provision and the remainder of car parking spaces shall be fitted with passive provision (80 per cent). The provision shall be permanently retained thereafter and shall not be altered, other than for maintenance, upgrades and/or the conversion of a passive charging point to an active charging point, without the express consent of the LPA.

Reason: To provide adequate electric car charging provision in accordance with policy T6 of the London Plan 2021, and policy 1.1(h) of the Ealing Development Strategy (2012).

Car Parking (Disabled)

27. Prior to the first occupation of the hereby approved development, all of the car parking spaces and associated access and manoeuvring areas shall be implemented and brought into use. These areas shall not obstructed or used for any other purpose at any time.

Reason: To provide adequate facilities for disabled drivers, in accordance with policies T6, T6.2 and D5 of the London Plan 2021, and policy 1.1(h) of the Ealing Development Strategy (2012).

Car Parking Management Strategy

28. a). Prior to the occupation of the development hereby approved, a Car Parking Management Strategy shall be submitted and approved in writing by the Local Planning Authority for that relevant phase. This Strategy shall detail the arrangements for management of:
    a. Visitor car parking;
    b. Residential car parking;
    c. Disabled persons/Blue Badge car parking; and
    d. Non-residential car parking

    At no time shall the Disabled persons/Blue Badge car parking be used for any other purpose, including as parking by able persons or non-Blue Badge parking.

    b). The Car Parking Management Strategy shall also include:

    a. Measures for preventing parking in undesignated places throughout the site;
    b. The provision of active Electric Vehicle Charging Points (EVCP) for a

minimum of 20% of all public and private car parking spaces and all remaining spaces with passive provision and

c. The safety and security measures to be incorporated within the development to ensure the safety of car parking areas. The car parking within a Phase shall be provided and managed in accordance with the approved strategy for that Phase for the life of the development, or as otherwise agreed in writing by the Local Planning Authority.

Reason: To provide adequate facilities for drivers, in accordance with the London Plan and Ealing Development (Core) Strategy.

ENERGY AND SUSTAINABILITY

Energy and CO2

29. a) Prior to construction completion and occupation, the development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO_2 emissions against SAP10 standards, or SAP 10.2 if required, of at least 69.37% (equating to 118.64 tonnes of CO_2 per year) beyond Building Regulations Part L 2013. These CO_2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy (assessed against Part L 2013, or 2021 if required by adopted policy at Determination) as detailed in the approved Energy Statement prepared by XCO2 in July 2022 (9.616-v2) including:

i. Lean, passive design measures to achieve an annual reduction of at least 10% in regulated carbon dioxide (CO_2) emissions over BR Part L 2013, or Part L 2021 if required, for the residential development, and at least 15% for the non-residential space.

ii. Green, renewable energy equipment, which at the current planning stage include the incorporation of photovoltaic panels with a combined total capacity of at least 60 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 50.21%, equating to 85.61 tonnes, in regulated carbon dioxide (CO_2) emissions over Part L 2013, or revised carbon reduction against Part L 2021 if required.

iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pump system (including the heat generation and the electrical parasitic loads of the heat pumps) in line with the Council's monitoring requirements.

b) Prior to Installation, details of the proposed renewable energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the exact number of heat pumps, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.

c) On completion of the installation of the LZC equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.

d) The development shall incorporate the overheating and cooling measures detailed in the dynamic Overheating Analysis produced by XCO2 in July 2022 (9.616-v2). Any later stage version shall be compliant with CIBSE guidance TM59 and/or TM52, and modelled against the TM49 DSY1 (average summer) weather data files, and the more extreme weather DSY2 (2003) and DYS3 (1976) files for TM59 criteria (a) and (b).

e) Within three months of the occupation/first-use of the development a two-page summary report prepared by a professionally accredited person comparing the "as built stage" TER to BER/DER figures against those in the final energy strategy along with the relevant Energy Performance Certificate(s) (EPC) and/or the Display Energy Certificate(s) (DEC's) shall be submitted to the Council for approval.

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

Post-construction renewable/low-carbon energy equipment monitoring

30. In order to implement Ealing Council DPD policy E5.2.3 (post-construction energy equipment monitoring), and key parts of London Plan policy SI2 ("be Seen"), the developer shall:

a) Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO_2 Condition(s).

b) Upon final construction of the development, or relevant phases of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency 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 (Energence Ltd) on commencement of construction to facilitate the monitoring process.

c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational. Any repair or maintenance of the energy equipment must be carried out within one month of a performance problem being identified.

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

Post-construction energy use monitoring (Be Seen)

31. In order to demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan (2021), the legal Owner shall at all times and all in all respects comply with the energy monitoring requirements set out in points a, b and c below. In the case of non-compliance the legal Owner shall upon written notice from the Local Planning Authority immediately take all steps reasonably required to remedy non-compliance.

a) Within four weeks of planning permission being issued by the Local Planning Authority, the Owner is required to submit to the GLA accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, for the consented development. This should be submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.

b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new legal owner, if applicable), the legal Owner is required to provide updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance. All data and supporting evidence should be uploaded to the GLA's monitoring portal. In consultation with the Council's chosen Automated Energy Monitoring Platform provider the owner should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document.

c) Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, the legal Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document. All data and supporting evidence should be uploaded to the GLA's monitoring portal. This condition will be satisfied after the legal Owner has reported on all relevant indicators included in Chapter 5 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document for at least five years.

d) In the event that the in-use evidence submitted shows that the as-built performance estimates have not been or are not being met, the legal Owner should use reasonable endeavours to investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'be seen' spreadsheet. Where measures are identified, which it would be reasonably practicable to implement, an action plan comprising such measures should be prepared and agreed with the Local Planning Authority. The measures approved by the Local Planning Authority should be implemented by the legal Owner as soon as reasonably practicable.

Reason: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan (2021).

Circular Economy

32. Prior to completion of construction of phase of the permitted development a Circular Economy Statement Post Completion Report should be completed accurately and in its entirety in line with the GLA's Circular Economy Statement Guidance (or equivalent

alternative Guidance as may be adopted). This should be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Specific commitments detailed in the Circular Economy statement produced by XCO2 in July 2022 (v2), or any later approved version, should be implemented including; diverting 95% of non hazardous construction waste from landfill, putting 95% of excavation materials to beneficial on-site use.

Reason: In the interests of sustainable waste management and in order to maximise the appropriate re-use and recycling of materials in line with Policy D3 (Optimising site capacity), SI7 (Reducing waste) and SI2 (Minimising greenhouse gas emissions) of the London Plan (2021).

33. Prior to the occupation [the development/each phase of development], a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance.
The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the [development/ phase of development].

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with Policy SI7 of the London Plan (2021).

Whole Life-Cycle Carbon Assessment

34. Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: **ZeroCarbonPlanning@london.gov.uk**. The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.
    a) The Development shall implement the measures identified in the WLC Assessment prepared by XCO2 in July 2022 (9.616 v1). Modules A1-A5 should achieve 644 $KgCO_2e/m^2$, and B1-C4 (excluding B6/B7) 298 $KgCO_2e/m^2$, with a total carbon emissions baseline scenario (over 60 years) of 924 $KgCO_2e/m^2$ (including Module D benefits).

Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI2(F) of the London Plan (2021).

35. Prior to the occupation of the development the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.
The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the

guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Policy SI2 of the London Plan (2021).

INFRASTRUCTURE

Waste Water

36. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. **https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes** Should you require further information please contact Thames Water. Email: **developer.services@thameswater.co.uk** Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Water Network

37. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. The developer can request information to support the discharge of this condition by visiting the Thames Water website at **thameswater.co.uk/preplanning.**

LANDSCAPING

Details of Children's Play Areas, Landscaping, Boundary Treatments, Green Roof and Surface Drainage

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

- Details of children's play area including safety surfacing and equipment.
- Details of hard and soft landscaping scheme, including landscape design.
- Details of boundary treatments.

- Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting (specify only for applications with significant public aspect, important habitat qualities & opportunities or communal spaces in larger residential developments).
- Details of the green roof construction and specification, together with a maintenance schedule.
- Details of sustainable urban drainage systems to be implemented on site.

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

Protection of existing trees/hedgerows and planting locations (demolition & construction)

39. No operations (including initial site clearance) shall commence on site in connection with development hereby approved until a suitable scheme (Arboricultural Method Statement) for the protection of existing trees and hedgerows has been submitted and its installation on site has been approved in writing by the Local Planning Authority. All protection measures must fully detail each phase of the development process taking into account demolition/site clearance works, all construction works and hard and soft landscaping works. Details shall include the following:

- Full survey of all trees on site and those within influencing distance on adjacent sites in accordance with BS5837*, with tree works proposals. All trees must be plotted on a site plan**, clearly and accurately depicting trunk locations, root protection areas and canopy spreads.
- A plan** detailing all trees and hedgerows planned for retention and removal.
- A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS 3998.
- Timing and phasing of works
- Site specific demolition and hard surface removal specifications
- Site specific construction specifications (e.g. in connection with foundations, bridging, water features, surfacing)
- Access arrangements and car parking
- Level changes
- Landscaping proposals
- A Tree protection plan** in accordance with BS5837* detailing all methods of protection, including but not restricted to: locations of construction exclusion zones, root protection areas, fit for purpose fencing and ground protection, service routes, works access space, material/machinery/waste storage and permanent & temporary hard surfaces.
- Soil remediation plans, where unauthorised access has damaged root protection areas in the construction exclusion zones.

- Details of the arboricultural supervision schedule.

All tree protection methods detailed in the approved Arboricultural Method Statement shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.

*Using the most recent revision the of the Standard

** Plans must be of a minimum scale of 1:200 (unless otherwise agreed by the Local Planning Authority).

Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance with policies 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

Tree monitoring plan

40. The development hereby approved shall be constructed in accordance with a suitable Tree Monitoring Program.
(a) Prior to the commencement of development (including ground works and site clearance), the following shall be submitted to and approved by the Local Planning Authority:

A tree monitoring program to include:

- Confirmation of who shall be the lead arboriculturalist for the development.
- Confirmation of the Site Manager, key personnel, their key responsibilities and contact details.
- Details of induction procedures for all personnel in relation to Arboricultural matters.
- A detailed timetable of events for arboricultural supervision concerning all tree protection measures within the approved Tree Protection Plan, including:
  - Prestart meeting with an Ealing Council Tree Officer
  - Initial implementation/installation of the tree protection measures
  - Approved incursions in to construction exclusion zones
  - Final removal of the tree protection measures
- Procedures for dealing with non-approved incursions into the construction exclusion zones as detailed in the approved Arboricultural Method Statement.

(b) Within three months of first use of the development hereby approved, a report containing the following details shall be submitted to and approved by the Local Planning Authority:

- Results of each site visit by the lead arboriculturist with photos attached.
- Assessment of the retained and planted trees including any necessary remedial action as a result of damage incurred during construction.

Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance

with policies 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

Tree planting and soil rooting volume condition

41. A suitable scheme of proposed tree planting and pits shall be submitted to and approved by the Local Planning Authority prior to the first use of the development hereby approved.
No operations shall commence on site in connection with the development hereby approved until a suitable scheme of proposed tree planting and tree pits have been submitted to and approved by the Local Planning Authority. The scheme shall include the following comprehensive details of all trees to be planted:

- Full planting specification – tree size, species, the number of trees and any changes from the original application proposals.
- Locations of all proposed species.
- Comprehensive details of ground/tree pit preparation to include:
  - Plans detailing adequate soil volume provision to allow the tree to grow to maturity.
  - Engineering solutions to demonstrate the tree will not interfere with structures (e.g. root barriers/deflectors) in the future.
  - Staking/tying method(s).
  - Five year post planting maintenance and inspection schedule.

All tree planting must be carried out in full accordance with the approved scheme in the nearest planting season (1st October to 28th February inclusive). The quality of all approved tree planting should be carried out to the levels detailed in British Standard 8545, Trees: from nursery to independence in the landscape - Recommendations.

Any trees which die, are removed, uprooted, significantly damaged, become diseased or malformed within five years from the completion of planting, must be replaced during the nearest planting season (1st October to 31st March inclusive) with a tree/s of the same size, species and quality as previously approved.

Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance with policies 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

Existing tree/shrub/hedge retention

42. No trees, shrubs or hedges within the site which are shown to be retained on the approved plans (Plan/Drawing:) shall be felled, uprooted, damaged or destroyed, cut back in any way or removed without previous written consent of the Local Planning Authority.
Any shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with shrubs or hedge plants or similar species capable of achieving a comparable size unless the Local Planning Authority gives written consent to any variation.

If a tree marked on the tree report to be retained is removed without consent, or dying, or being severely damaged, or becoming seriously diseased (crown more than 50% sparse), within 5 years from the start of work on the development hereby permitted, a replacement tree shall be planted on the site or surrounding area

reflecting the CAVAT value of the tree, or a proportion of its value reflecting the damage. This penalty shall be sought, unless the Local Planning Authority has given written consent to any variation.

Reason: to secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of important amenity value to the local landscape.

OTHER

Secure by Design

43. Prior to the commencement of the superstructure, a statement shall be submitted for the approval of the Local Planning Authority to demonstrate how Secured by Design accreditation will be achieved.
The development shall be implemented only in accordance with the approved details, which shall be completed prior to the first occupation of the development hereby approved and thereafter permanently retained.

Within three (3) months of first occupation, evidence that Secure by Design Accreditation has been achieved shall be provided in writing to the Local Planning Authority.

Reason: To ensure a safe and secure environment and reduce the fear of crime in accordance with policy D1 and D3 of the OPDC Local Plan (2022) and policies D3 and D11 of the London Plan (2021).

Former Adaptable wheelchair housing

44. 10% of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(3) (Wheelchair user dwellings) of Building Regulations 2015, or other such relevant technical standards in use at the time of the construction of the development.

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

Refuse Storage

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

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

Passenger Lifts

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

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

Fire Statement and Evacuation Lifts

47. The development shall be implemented strictly in accordance with the approved Fire Strategy (Ref: TRG-200176-RT-07-SITEWIDE-I01 dated 7 July 2022) prepared by Trigon and retained as such for the lifetime of the development. In accordance with the Outline Fire Strategy fire evacuation lifts suitable to be used to evacuate people who require level access from the building to serve both the co-living and public house parts of the development shall be installed prior to the occupation of the development retained in perpetuity.

Reason: In order to achieve the highest standards of fire safety and ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

48. Prior to commencement for each building details shall be submitted to and approved in writing by the local planning authority demonstrating that a minimum of at least one lift per core (or more subject to capacity assessments) will be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. The development shall be carried out in accordance with these details and maintained as such in perpetuity.

Reason: In the interests of fire safety in accordance with Policy D5 of the London Plan (2021).

No masts/satellite dishes or external equipment

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

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

Digital connectivity

50. Prior to commencement of each building detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness in accordance with Policy SI6 of the London Plan (2021).

Informatives

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

National Planning Policy Framework (2021)

2. Achieving sustainable development

5. Delivering a sufficient supply of homes

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

16. Conserving and enhancing the historic environment

London Plan (2021)

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

SD10 Strategic and Local Regeneration

D1 London's form, character and capacity for growth

D2 Infrastructure requirements for sustainable densities

D3 Optimising site capacity through the design-led approach

D4 Delivering good design

D5 Inclusive design

D6 Housing quality and standards

D7 Accessible housing

D8 Public realm

D9 Tall buildings

D10 Basement Development

D11 Safety, security and resilience to emergency

D12 Fire safety

D13 Agent of Change

D14 Noise

H1 Increasing housing supply

H4 Delivering affordable housing

H5 Threshold approach to applications

H6 Affordable housing tenure

H7 Monitoring of affordable housing

H10 Housing size mix

H11 Build to Rent

S4 Play and informal recreation

HC1 Heritage conservation and growth

HC5 Supporting London's culture and creative industries

G1 Green infrastructure

G4 Open space

G5 Urban greening

G6 Biodiversity and access to nature

SI 1 Improving air quality

SI 2 Minimising greenhouse gas emissions

SI 3 Energy infrastructure

SI 4 Managing heat risk

SI 5 Water Infrastructure

SI 7 Reducing waste and supporting the circular economy

SI 8 Waste capacity and net waste self-sufficiency

SI 12 Flood risk management

SI 13 Sustainable drainage

T1 Strategic approach to transport

T2 Healthy Streets

T3 Transport capacity, connectivity and safeguarding

T4 Assessing and mitigating transport impacts

T5 Cycling

T6 Car parking

T6.1 Residential parking

T7 Deliveries, servicing and construction

T9 Funding transport infrastructure through planning

DF1 Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

Accessible London: achieving an inclusive environment

Mayor's Sustainable Design and Construction SPD April 2014

The Mayor's transport strategy

The Mayor's energy strategy and Mayor's revised Energy Statement Guidance April 2014

The London housing strategy

The London design guide (interim edition) (2010)

Draft shaping neighbourhoods: Children and young people's play and informal recreation (2012)

Planning for equality and diversity in London

Housing - Supplementary Planning Guidance (2012)

Housing SPG (March 2016)

Energy Planning (March 2016)

Children and Young People's Play and Informal Recreation SPG (September 2012)

Crossrail Funding: Use of Planning Obligations and the Mayoral Community Infrastructure Levy SPG (March 2016)

Affordable Housing & Viability- Supplementary Planning Guidance (2017)

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

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

1.2 Delivery of the Vision for Ealing (a), (c), (d), (e), (f), (g), (h), (k) and (m)

5.5 Promoting parks, local green space and addressing deficiency (b) and (c)

6.1 Physical infrastructure

6.2 Social infrastructure

6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document (2013)

Ealing local variation to London Plan policy 3.4: Optimising housing potential

Ealing local variation to London Plan policy 3.5: Quality and design of housing development

Policy 3A: Affordable Housing

Policy 4A: Employment Uses

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

Ealing local variation to London Plan policy 5.10: Urban greening

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

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

Ealing local variation to London Plan policy 5.21: Contaminated land

Ealing local variation to London Plan policy 6.13: Parking

Policy 7A : Operational amenity

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

Ealing local variation to London Plan policy 7.4 Local character

Policy 7B : Design amenity

Policy 7D : Open space

Adopted Supplementary Planning Documents

Sustainable Transport for New Development

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality SPG 4 Refuse and recycling facilities (draft)

SPG 10 Noise and vibration

2. This development is the subject of an Agreement under Section 106 of the Town and Country Planning Act (as amended).
3. Mayoral Community Infrastructure Levy (MCIL2): Ealing is a collection authority on behalf of the Mayor of London. This is charged at £60 per sqm since 1/4/19 subject to Indexation. The exact amount of liability will be calculated by the CIL Officer who can be contacted at cilcollections@ealing.gov.uk
4. Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.
5. 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.
6. 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.
7. No waste materials should be burnt on site of the development hereby approved.
8. 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.
9. 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. We would like to advise 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. https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=5705
10. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholsesale; Business customers; Groundwater discharges section.
11. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk