

Ref : 221747HYBRID

Address: Friary Park Estate, Joseph Avenue, Acton, W3 6NL

Ward: Acton Central

Proposal: Hybrid planning application for the phased demolition of all existing buildings & structures & all site preparation works followed by a mixed-use phased development comprising buildings of 3-14 storeys (Block A), 2-24 storeys (Block B), 44.16m AOD to 106.47m AOD (Block C), 40.06m AOD to 82.32m AOD (Block D), 4-6 storeys (Blocks E, F, G and H), up to 1228 residential units & up to 1825sqm of non-residential floorspace, including Commercial, Business & Service floorspace (Use Class E(a)-E(g)(i), Drinking Establishments & Hot Food Takeaways (Sui Generis)) & Community & Learning floorspace (Use Class F1 & F2), & community floorspace (Use Class E(f), F1 & F2(b)); landscaping; removal and replacement of trees; public realm improvements; access alterations; car & cycle parking; & other highway works incidental to the development.

Outline planning permission for phased demolition of all existing buildings & structures, all site preparation works & redevelopment to provide new buildings ranging in height from 40.60m AOD to 106.47m AOD with up to 52,880sqm (GIA) of total floorspace; up to 576 homes (Use Class C3); up to 440sqm of community floorspace (Use Class E(f), F1 & F2(b)); cycle & vehicle parking; highway & access improvements; & landscape & public realm improvements. Full planning permission for phased demolition of all existing buildings & structures & all site preparation works & Blocks A (3-14 storeys), B (2-24 storeys), E, F, G and H (4-6 storeys) comprising 652 homes (Use Class C3); 1,385sqm Commercial, Business & Service floorspace (Use Classes E(a)-E(g)(i), Drinking Establishments & Hot Food Takeaways (Sui Generis)) & Community & Learning floorspace (Use Class F1 & F2)); energy centre; cycle & vehicle parking; highway & access improvements; & landscape & public realm improvements. An Environmental Statement has been submitted with the application under the Town & Country Planning (Environmental Impact Assessment) Regulations 2017, as amended.

Drawing numbers: Refer to relevant conditions

Type of Application: Hybrid application

Application Received: 12/04/2022 **Application Validated:** 11/05/2022

Report by: Chris Maltby

Having taken into account all environmental information received by the Council under the Environmental Impact Assessment (EIA) process and giving full consideration to the environmental impacts of the proposed development, it is concluded that the proposed development is in accordance with the development plan taken as a whole and that there are no other material considerations that should outweigh the granting of planning permission and it is recommended that the Committee resolve to approve the proposed development subject to:

- 1) That the applicant and the other relevant persons having a requisite interest, be invited to complete the Section 106 Agreement in accordance with the detailed summary of the proposed terms of the planning obligations for this application in the 'Legal Agreements and Community Infrastructure Levy' section of this report, subject to:
 - a. such reasonable amendments as may be approved by the Development Planning Manager having due regard to any comments of the (Stage II referral to) Mayor of London and/or TfL and/or any other relevant comments on the Revised Section 106 Agreement; and,
- 2) That upon completion of the Revised Section 106 agreement the Development Planning Manager be instructed to APPROVE the application ref: 221747HYBRID under delegated powers and grant planning permission subject to conditions substantially in the form contained in the subsequent recommendation (with such detailed amendments as the Development Planning Manager may consider to be reasonable and necessary in the course of negotiating the final Revised Section 106 Agreement and having due regard to any comments of the Mayor and/or TfL and/or the Secretary of State and/or any other relevant comments on the Conditions).

PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

This planning application for a Hybrid Planning Permission for the redevelopment of the Friary Park Estate was submitted on 12 April 2022 and validated on the 11th May 2022 and supported by an Environmental Statement and other supporting documents. The Hybrid Application has undergone consultation for a period in excess of 16 weeks, including consultation in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 ("the EIA Regulations 2017"). Approximately 61 site notices notifying of the planning application were erected within areas surrounding the application site. A summary of the consultation process and responses is contained in the 'Statutory Consultation' section of this report, below.

The Greater London Authority has been notified, as the application is within the thresholds of potential strategic importance to London. The application has been referred under the following categories: (1A) new housing exceeding 150 units; (1B) mixed uses exceeding 15,000 sqm and (1C) new buildings over 30 metres high.

The Mayor of London considered the proposal on 4th July and issued a Stage 1 letter of response containing the Mayor's observations on the application. The comments received from the GLA are generally supportive of the application proposals, however the Stage 1 response confirmed at that stage the proposals did not fully comply with the London Plan. Further discussion between

the Applicant and the GLA has taken place since the issuing of the Stage 1 Report and following this discussion the Applicant issued to the GLA and the Council on 1st October 2022 a comprehensive response which addresses the comments made by the GLA.

Executive Summary:

This hybrid planning application seeks permission for a residential led mixed-use redevelopment of the existing Friary Park Estate in Acton. The existing estate was originally built by Laing Homes for private sale in the late 1980's but due to the recession at this time were never sold and were instead acquired as a whole by Catalyst Housing and occupied in social rent tenures. The existing buildings (some of which have now been demolished) comprised 225 dwellings arranged in low rise (3 and 4 storey) apartment blocks of poor quality, falling well below modern space standards, particularly in terms of bedroom numbers or sizes, are poorly insulated and do not benefit from adequate heating. The estate was also poorly laid out, dominated by parking courts and failed to make the most efficient use of the available space. In addition to the 225 apartments 5 privately owned 4-bedroom homes (now demolished) also fell within the application site.

The application site has been subject of a previous application ref: 193424HYBRID that secured planning permission for the comprehensive phased redevelopment of the site. Planning permission was granted in November 2020 following the signing of the Section 106. The first phase of development was commenced in March 2021 and is now well advanced.

Prior to the submission of the consented scheme Catalyst Housing explored a number of alternatives to repair, infill and partially develop the estate over previous years but none were considered to deliver the optimum solution or the improvements to the quality of place or condition of the existing housing stock. Accordingly, Catalyst together with their development partners Mount Anvil put forward comprehensive proposals to regenerate the estate to significantly improve the quality of life for existing and future residents. These overarching objectives have been secured via the initial planning permission.

Following the commencement of development and in part as a result of the Covid 19 pandemic the decision was taken to review the previously approved scheme to identify opportunities to enhance the proposals and deliver additional planning benefits including affordable housing.

The revised application seeks the following enhancements over that secured by the original application:

- Deliver 238 additional homes, increasing the overall total from 990 to 1,228 homes.
- 50% of the habitable rooms contained in the 238 net additional homes to be delivered in affordable housing tenures, split 60% low cost rent and 40% intermediate.
- Increase the footprint and massing of Blocks B3, C1, C2 & D.
- Increase the height of Block B2 to between 12 to 17 storeys whilst maintaining the height of the tallest elements in Blocks B1, B3, C1 and C2.
- Revise the size and layout of Blocks E, F1 and F2.
- Bring Blocks E, F1 and F2 into the Detailed Element of the Planning Permission.
- Include revised parameter plans for the Outline Element to capture the changes to the massing of Block C and D.
- Include new resident amenity and community facilities on the ground floors of Blocks B3, C, F1 and F2.
- Update the landscape design to create a community square at the heart of the scheme.

- Provide a parcel consolidation centre in Block B2 and additional loading bays along Friary Road.

Due to the nature of the changes they could not be considered as an amendment to the previous application and therefore a new application for the full development as previously approved with the enhancements identified above is now submitted. The extant planning permission is a material planning consideration and is a realistic fall-back position and is therefore a key relevant consideration in the determination of this current application.

As with the original application this application proposes a hybrid planning application which seeks detailed planning permission for the initial phase of the development with later phases of the development submitted in outline. Overall, the proposals comprise of the demolition of all existing buildings and structures on the site and the redevelopment of the site to provide:

- Up to 1228 new residential apartments
- 1,043 sqm of flexible non-residential floor space (Use Classes E(a)-E(g)(i) (inclusive), F1, F2, Drinking Establishments (Sui Generis) & Hot Food Takeaways (Sui Generis)).
- Up to 782 sqm of community floorspace (Use Classes E(f), F1 & F2(b)) and
- Public realm and access improvements, public open space, children’s play space and landscape works

As indicated the planning application comprises two different elements the initial phase has commenced Phases 2 and 3 forming part of the outline application are to be delivered later following the submission of reserved matters applications. The table below sets out details of the proposed delivery of the project:

Phase	Anticipated construction start date	Anticipated construction completion date
Phase 1	Q1 2021	Q4 2025
Phase 2	Q1 2023	Q1 2025
Phase 3	Q3 2025	Q3 2028

The first phase which has commenced on site comprises the western part of the wider site closest to Acton Mainline Station. Phase 1 is submitted in detail and comprises:

- Blocks A, B, E, F1, F2, G and H
- 652 new apartments
- 1,043 sqm of flexible non-residential floor space
- 342 sqm of community floorspace
- Public realm and access improvements, children’s play space and landscape works

Phase 2 and 3 of the development comprising the eastern part of the site is submitted in outline with all matters reserved. The outline part of the application is submitted on the basis of a series of parameter plans which control the upper limits of development. The Parameter Plans are supplemented by a Design Codes document that provides a set of design objectives and principles that will provide guidance for the detailed designs in respect of appearance, layout, scale and landscaping. All subsequent reserved matters applications will be expected to demonstrate conformity with both the Parameter Plans, Design Code document and all relevant planning policies at the time of submission as well as responding positively to Phase 1 and the existing surrounding areas. The Phase 2/3, outline part of the application comprises:

- Blocks C and D
- Up to 576 new apartments
- Up to 440 sqm of community floorspace and
- Public realm and access improvements, children's play space and landscape works.

The development over all phases comprises seven blocks (A, B, C, D, E, F1, F2, G and H) ranging in height from 3 storeys to 24 storeys. The development includes 7 tall buildings including 2no. 14 storey towers, 2no. 22 storey towers and 1no.17, 1no.18 and 1no.24 storey.

In addition, the development will include a high quality landscaped public realm incorporating active frontages, play spaces and improved pedestrian/cycles routes throughout the estate. A multi-use games area for public use is proposed to the east of the site overlooked by the proposed replacement community centre. Parking is proposed for 140 vehicles including 41 wheelchair parking spaces, cycle parking for 1112 bicycles is proposed including 88 visitor/short stay spaces.

A controlled access road is proposed through the development that will provide limited access for deliveries and servicing. The access road is designed to favour pedestrians and cyclists and encourage very slow speeds from any motorised vehicles.

46% of all residential units (by habitable room) will be affordable comprising a total of 455 units. Of these 315 units (74.2%) will be Social Rent and London Affordable Rent, 140 units (25.8%) will be Intermediate Tenure. It is proposed that the majority of the Social Rent and London Affordable Rent will be delivered in Phase 1 of the development with the Intermediate tenure being delivered in Phase 2 and 3.

The affordable housing offer has been scrutinised by independent viability consultants and the GLA and is supported. In response to discussions with the GLA the affordable housing offer has been improved to increase the number of units secured as affordable rent.

The application is supported by an Environmental Statement (ES) prepared in accordance with the EIA regulations. The ES has been independently assessed by expert consultants (Temple Group) appointed by the Council. The ES has been thoroughly assessed and tested and clarifications sought and as a result it has been concluded that whilst some adverse effects are acknowledged to occur during the construction phases of the development these are only temporary in nature. The proposals will also lead to a number of beneficial effects in terms of housing provision, local expenditure and townscape character. These beneficial effects are considered to outweigh the temporary adverse effects. A number of mitigation measures are secured by relevant planning conditions and/or contributions secured via the S106 agreement to address any adverse impacts.

The proposals have developed through a programme of extensive pre-application consultation that first commenced in November 2014. Following the granting of the now extant planning permission the applicant reengaged with the Council initially considering proposals to increase the height of a number of the taller buildings these initial proposals were abandoned due to concerns raised by Officers, the GLA and the local community. The revised proposals have also been subject to a review by Ealing's Design Review Panel as well as further consultation with stakeholders, Council Officers including representatives from Planning, Regeneration, Energy and Sustainability, Regulatory Services and Officers from the GLA.

The proposals include a comprehensive residential led mixed-use development that will bring forward a large number of new homes significantly contributing to the Council's and the GLA's housing supply

and also significantly improving the living conditions of existing residents. A significant proportion of all new homes proposed are affordable dwellings helping to address housing need in the Borough.

The proposals also include a number of commercial spaces that could come forward in a variety of uses meeting the needs of the local community whilst also providing employment opportunities. The existing community centre on the site is to be re-provided with a larger, modern facility better suited to meeting the varied needs of different groups in the local community. A variety of community use and facilities are also proposed in the ground floor of building surrounding the public square at the heart of the development.

The proposals also include 448sqm of affordable workspace to be delivered by the Creative Land Trust providing discounted workspace to small and start up businesses in the creative industries.

The site is in an accessible location being located very close to Acton Mainline Station with a current PTAL ranging from 2 to 4, the existing PTAL is set to improve further in the coming years. In addition, the proposals include financial contributions of £726,000 towards increasing bus capacity in the area.

The scheme is arranged in a series of blocks located around one central route (Friars Walk). The proposed commercial uses are located at the base of Block A and Block B fronting onto Friary Road at the western entrance to the site. The replacement community facility together with the multi-use games area is located at the eastern edge of the site. Vehicular access into the podium car parks and Friary Walk are all from Friary Road on the site's northern boundary, pedestrian/cycle routes are also provided from the north in between Blocks B and C and from the east to the south of Block D.

The height and massing of the development has evolved from a consideration of the existing townscape and the daylight and sunlight analysis. The tallest parts of the development are located to the west and north of the site, the marker building being 24 storeys is located in Block B to the north of the main entrance into the site when accessing from Acton Mainline station. Beyond the marker building the taller elements are located towards the northern boundary of the site closest to the railway line with the heights gradually reducing to the south where the application site meets with the rear boundary of properties fronting Emmanuel Avenue. At this boundary the heights of Blocks G, F1, F2 and E are up to a maximum of 6 storeys.

The layout, bulk massing and scale of the proposed development has been assessed from a townscape and visual impact perspective and in terms of existing development in the surrounding streets and would not cause significant harm to adjoining development and occupiers or the visual amenity in the local or wider environment.

The detailed application proposes buildings of a high architectural quality taking cues from the history of the site and the surrounding areas, whilst also looking to provide a new architectural character marking the new development and the updated Acton Mainline Station. The proposed buildings utilise differing typologies, architectural styles and material finishes to create a varied and interesting urban environment. The buildings use different brick types to create variety and careful attention has been paid to the detailing of the fenestration and balconies to ensure that a high level of architectural quality is delivered.

In respect of the outline part of the application where detailed design is not being considered the Design Codes document provides a robust framework to secure the design quality and appearance of the future phases of development. The detailed Design Codes will ensure that the proposals would respect both the existing and emerging urban context and have a positive relationship with neighbouring buildings ensuring the comprehensive joined up development of the site.

The residential quality of proposed and existing development has been assessed and it has been demonstrated that due to good levels of separation that have been achieved the proposed development will not have a significantly detrimental impact on issues of overlooking, privacy and overshadowing and high levels of residential amenity for surrounding development will be retained.

In terms of the residential quality of the proposed development all dwellings will comply with the Nationally Described Space Standards, GLA Housing SPD and all other relevant planning policies. In the detailed phase all dwellings fully comply with these key policy documents and in the outline phase the Design Code document confirms a commitment to complying with these standards.

In terms of the public open space, the proposals include a new 'Parkway' running through the site which due to its design provides a generous area of public space and public realm running through the site linking both sides of the new development. A total of 9,585sqm of public open spaces is provided throughout the site.

Communal open space is provided in the form, courtyard gardens at podium and roof level and communal gardens to the south of the site. A total of 7,031sqm of communal open space is proposed including 146sqm of resident's allotments. Private amenity space is proposed in the form of balconies and terraces with a total 10,286sqm being proposed across the development with each flat having direct access to private amenity space.

In addition to the public open space a play space strategy is proposed that will facilitate the delivery of a range of different play spaces to be brought forward suitable for all age groups. The proposals allow for a minimum of 2,646sqm of dedicated play space with separate provision for age groups 0-4 and 5-11. This includes a multi-use games area to be brought forward in the later phases of development, the detail of which is secured by the Design Code document.

The proposed development has demonstrated a strategy to achieve high standards in terms of sustainable design and construction including high levels of energy and water efficiency, low emission levels, with a final Air Source Heat Pump Solution to serve the whole development at completion of the project. The proposed development has been demonstrated to achieve a 44.4% improvement on the baseline reduction in carbon emissions beyond Part L of 2013 Building Regulations. Potential impacts with regard to air quality, noise and wind have all been assessed by the Environmental Statement with no significant long-term adverse impacts being identified. Relevant conditions are recommended to ensure additional information and details of mitigation measures are submitted for approval by the Council.

Overall, the proposals for the comprehensive redevelopment of this site will significantly improve the standard of accommodation for existing residents and provide a wide range of high-quality new homes including 455 affordable homes and in excess of £6.1 million in S106 contributions (excluding carbon offsetting contributions). The development will also result in a considerable Mayoral CIL contribution in excess of £3 million.

In light of the above considerations, it is considered that the proposed development is consistent with the aims of the relevant policies of the adopted the Ealing Core Strategy (2012), The London Plan (2016), The New Draft London Plan (2017), Relevant Supplementary Planning Guidance, the National Planning Policy Framework (2019), the Ealing Development Management Development Plan Document (2013), as such the proposals are recommended for conditional approval subject to S106.

Recommendation:

That the committee **GRANT** planning permission subject to Stage II referral to the Mayor of London, the satisfactory completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure the following:

Heads of Terms

The proposed financial contributions to be secured through a S106 agreement are set out below:

Financial Contribution Heading	Proposed Contributions	Previously Agreed Contributions
Education contribution	£1,669,543	£1,323,878
Healthcare Provision	£1,355,882	£1,093,097
Air Quality Monitoring	£133,230	£109,150
Bus Service Improvements	£726,000	£585,000
Highways Contributions (active travel, cycle, pedestrain infrastructure and safety improvements)	£300,000	£300,000
Travel Plan monitoring	£3,000	£3,000
CPZ Review	£30,000	£30,000
Employment/Training/Apprenticeship Scheme	£1,306,800	£1,306,800
Open space contribution	£318,701	£256,933
Play space contribution	£322,490	£216,690
Renewable and Low Carbon Energy Monitoring	£18,076	£18,076
Carbon offset payment	£1,863,609 (TBC)	£812,378
Total Contributions	£8,044,331	£5,752,002

- Provision of 46% by habitable room of affordable housing comprising of a total of 455 dwellings including 315 dwellings (74%) Social Rent/London Affordable Rent and 140 dwellings (26%) Intermediate. With early, mid and late stage viability review mechanisms;
- Provision of 448sq.m of affordable workspace provided at 20% discount to market rents in perpetuity, market rents to be agreed through an independent valuer jointly appointed by the Applicant and the Council;
- Participation in an Apprentice and Placement Scheme. The Apprentice and Placement Scheme shall provide opportunities across the development, including the construction, design and post construction management of the development. Details of the Apprentice and Placement Scheme including the number of placements details shall be agreed with the Council;
- The developer is to meet the Council’s costs in full to arrange the stopping up of the public highway effected by the development, enter into a Section 278/38 agreement to deliver new and altered accesses from the public highway, reinstatement of any redundant accesses to footways, introduction of loading/unloading restrictions in Friary Road, Relocation of bus stop(s) in liaison and with the agreement of TfL. (Note the stopping up order has been commenced as secured by the S106 in respect of application ref: 193424HYBRID);
- Restriction of Parking Permits - all the units shall be precluded from obtaining a parking permit and visitor parking vouchers to park within the surrounding Controlled Parking Zones and future CPZ’s in the area;

- Provision on site up to 2 car club spaces and 3 years free membership for all future residents;
- Contribution for Carbon Dioxide Offsetting (carbon shortfall calculated at current rate of £95 per tonne of carbon for 30 years in the event that the CO2 emissions of the development, including both residential and non-residential, cannot be achieved onsite);
- The developer not to occupy Phase 3 of the development until they have provided Air Source Heat Pumps supplying all domestic and non-domestic units within the development with heating, hot water and where possible, cooling requirements;
- Submit to the LPA for approval District Heating Network Statement to ensure the development is designed and constructed with an appropriate connection point to a future local district heating network.
- Submission of a detailed Residential Management Plan to include confirmation of unrestricted/no cost access to all residents to all on site community facilities on the site.
- Submission of a detailed Community Centre Management Plan to include details of the management, availability, rental costs, opening hours, security.
- Submission of a Parking Management Plan, including details of future monitoring, management and enforcement measures to be submitted to and agreed with the LPA.
- Post construction energy monitoring.
- Implementation of the Travel Plan;
- Contributions to be payable in stages to be agreed with the Council;
- All contributions to be index linked;
- Payment of the Council's reasonable Legal and other professional costs in preparing and completing the agreement.

AND the conditions and informatives set out in **Appendix 1** to this Report.

Site Description:

The application site is 2.82 ha in size and is located within the Acton Central Ward approximately 800m north of Acton Town Centre. The site is the subject of planning permission ref: 193424HYBRID which secured the comprehensive redevelopment of the site this development has now commenced and Phase 1 of the approved development which comprises the western part of the application site is currently under construction.

Prior to the commencement of the current development the site was occupied by a residential estate developed in the late 1980's by Laing Homes for private sale, due to the recession at this time the homes were never sold privately and were purchased as a whole by Catalyst Housing Limited.

The application site has an irregular but broadly oval shape and is bounded by Friary Road which extends along both the eastern, northern and western boundaries. The southern boundary of the site is shared with the rear boundary of properties fronting onto Emmanuel Avenue. A short projection from the main part of the application site extends between numbers 23 and 29 Emmanuel Avenue giving the

application site a short frontage to this road. Beyond the application site to the north is the over ground railway line into London Paddington. Acton Mainline station is located opposite the western most part of the application site. Beyond the application site to the south and east the wider area is characterised by terraced and semi-detached housing largely 2-3 storeys and of various architectural styles and sizes. Friar Place Green is located to the north east of the site and is the nearest public open space.

The application site previously comprised 230 residential dwellings. Of these 225 were affordable housing which were let on a social rent basis. The majority of these social rented homes were one and two bedroom apartments which were of a poor quality and fell well below modern space standards. In addition, the application site also included 5 privately owned 4-bedroom homes. These dwelling were located on the Drive at the western end of the application site and have now been demolished.

The existing housing on the site part of which has now been demolished was arranged in apartment blocks of three and four storeys and two storey semi detached housing. The buildings were arranged around a series of cul-de-sacs with two separate vehicular access points from the west and north of the site both from Friary Road. The northern access (Joseph Avenue) remains in use whilst the western access is located within Phase 1 of the development currently under construction. The buildings and vehicle routes were surrounded by modest areas of incidental landscaping, hardstanding, pedestrian walkways and car parking.

Existing car parking was provided in parking courts within each of the cul-de-sacs, a total of 188 existing parking spaces were provided within the site. The Application Site lies within Controlled Parking Zone MM/ MM1 (Friars Green CPZ).

A two-storey community hall 'The Friary Park Community Centre' is located in the south-east corner of the Application Site that is accessed from Joseph Avenue. The community centre has historically hosted services and events for the local community, such as play groups for small children and exercise classes. A small Multi-Use Games Area with basketball hoops and enclosed by 2.5m high fencing is located centrally within the Application Site located between The Drive and Joseph Avenue.

The site is located within Flood Zone 1, it is not within or adjacent to a conservation area, does not contain any statutory listed buildings and does not contain any trees with preservation orders.

As mentioned, the application site is located approximately 300m from Acton Mainline Station which is served by trains towards London Paddington and Reading and the West including Ealing Broadway, West Ealing, Hanwell and Southall and Greenford (via West Ealing). A new Crossrail Station has recently been completed at Acton Mainline Station and now serves the new Elizabeth Line providing direct services into Central London east of Paddington, as well as to Heathrow and beyond to the west.

Acton Central (Overground) and North Acton London Underground stations are both located approximately 1km from the Application Site. The closest bus stop is located on the southern side of Friary Road, between The Drive and Joseph Avenue with the bus stop for the opposite direction located on Westbourne Avenue. These bus stops are served by the bus route 260 which connects White City Bus Station and Golders Green Station. The Application Site benefits from a PTAL rating of between 2 and 4 across the site.

The Proposal

The Application is a 'Hybrid' application that seeks part outline and part full planning permission for the residential-led mixed use regeneration of the Application Site. This application follows a previous similar application ref: 193424HYBRID that was granted consent in November 2020. Table 1.1 at the

bottom of this section of the report sets out the differences between the current proposals and those previously approved.

The proposals subject of this application include:

- Demolition of Existing Buildings and Structures;
- Up to 1,228 residential units, including studios and 1-4 bedroom apartments (Use Class C3)
- Up to 1,043 sqm of flexible commercial floorspace (Use Classes E(a)-E(g)(i), F1, F2, Drinking Establishments (sui generis) and hot food takeaways (sui generis) to include 448sq.m of affordable workspace;
- Up to 782 sqm of community floor space (Use Class D1);
- New 'Friars Walk' east west pedestrian and cycle route with restricted vehicle access through the centre of the site in an east west direction
- Car parking – up to 140 car parking spaces and 2 car club spaces
- Cycle parking - 1024 long stay cycle spaces and 88 short stay cycle spaces
- Private amenity space (10,286sq.m), communal amenity space (7,031sq.m), public open space (9,585sq.m), allotments (146sq.m)
- Multi activity play space and other smaller play spaces throughout the site (2,646sq.m)
- All ancillary infrastructure (including an energy centre) and hard/soft landscaping

The application is submitted in hybrid form which allows the site to be brought forward in a phased manner, the first phase (also subject of the extant planning permission and remaining unchanged from that permission) is submitted in detail which has allowed development to commence on site. The second phase of development will be delivered later following the submission of subsequent reserved matters applications. Key principles of the extant planning permission remain unchanged the key differences are detailed later in this section of the report.

Non-residential floorspace – non residential uses are located at ground floor level in Block A and Block B in the western part of the site. Here they complement the existing commercial uses on Horn Lane and the new Acton Mainline Station. The non-residential uses are proposed with a flexible use class designation to allow for a variety of different uses to come forward. The proposals will increase the amount of commercial floor space on the site improving access to services for future and existing residents and providing job opportunities.

Building Heights – the proposed development includes a number of tall buildings (more than 30m in height).

- Block A to the west of the application site comprises a block of 3 and 5 storeys with a taller element that is 14 storeys.
- Block B is a perimeter block fronting Friary Road it comprises three tall buildings of 24 storeys, 22 storeys and 17 storeys. The linking elements forming the perimeter of the block are 12, 10, 6 and 4 storeys. The centrally located podium has a height of 2 storeys.
- Block C is a second perimeter block with two tall buildings of 22 storeys and 18 storeys. The linking elements forming the perimeter of the block are 12, 10, 8 and 6 storeys. The centrally located podium has a height of 2 storeys.
- Block D to the east of the site has one tall building of 14 storeys, the remainder of the block being 1, 7 and 8 storeys.
- Blocks E, F and G are located to the south of the site and are predominantly 6 storeys with elements of 5 storey.

- Block H is located to the south of the site fronting Emmanuel Avenue has a height of 4 storeys.

Open Space – overall the proposed development will result in a significant increase in both public open space, private communal and private amenity space. As well as increasing the quantum, the quality of open space is also significantly improved. Key aspects of the open space strategy include:

- A 'Parkway' (Friars Walk) will run through the centre of the site. This heavily landscaped pedestrian friendly route with limited and restricted vehicle use will connect the eastern and western edges of the site providing a significant area of public open space for the enjoyment of existing and future residents;
- A multi-use games area facing Friars Place Green in the north east of the site linking with the community centre and resident's allotment also located in this part of the site;
- Entrance plaza at the western end of the site facing Friary Road providing a more formal area of public open space and providing an entrance into the site from the west;
- A centrally located community square acting as a focal point for the new community surrounded by a range of community use and facilities
- Private amenity space for residents will be provided in the form of balconies and terraces;
- Private communal space will be provided in the form of communal courtyards and communal roof terraces;
- Exercise zones throughout the Application Site will provide space for active recreation;
- Communal gardens along the southern boundary will create a space that reflects the predominantly residential nature of the Application Site and will provide a complementary interface between new and existing residences.

Play Space – a variety of different plays spaces are proposed, overall 2,646sqm of play space is proposed including:

- A 'flexible' MUGA for children aged over 5 with ball courts, a climbing wall, skateboarding facilities
- Smaller areas of play and playable space throughout the proposed development both at ground level and within the podium gardens

Trees – 56 existing trees on the site will be felled, 5 trees will be retained, and 213 new trees will be planted

Vehicle Access - The Proposed Development proposes to stop up the section of Friary Road to the south of the Friars Place Green, as well as The Drive in the eastern part of the existing site. Access to the podium parking will be from Friary Road on the northern boundary of the site. Vehicular access through the site will be limited to only those vehicles essential to the operation of the development. Access will be controlled via a concierge and will follow a one-way route through the site from the north east corner also from Friary Road to the western side of the site.

Car Parking – 140 car parking spaces are proposed 41 of these being wheelchair spaces the majority of these spaces are provided in the podium within Blocks B and C with some limited provision proposed at street level adjacent to the community centre and Block D.

Cycle Parking – 1,024 long stay cycle spaces are proposed in secure cycle storage areas within the residential blocks, a further 84 short stay/visitor spaces are proposed at street level throughout the development.

The Extant Planning Permission

Planning permission was approved in November 2020 (Ref:193424) for a similar form of development to that now being proposed by this application. This permission has been implemented and the

demolition and construction works in respect of Phase 1A of the development commenced in March 2021.

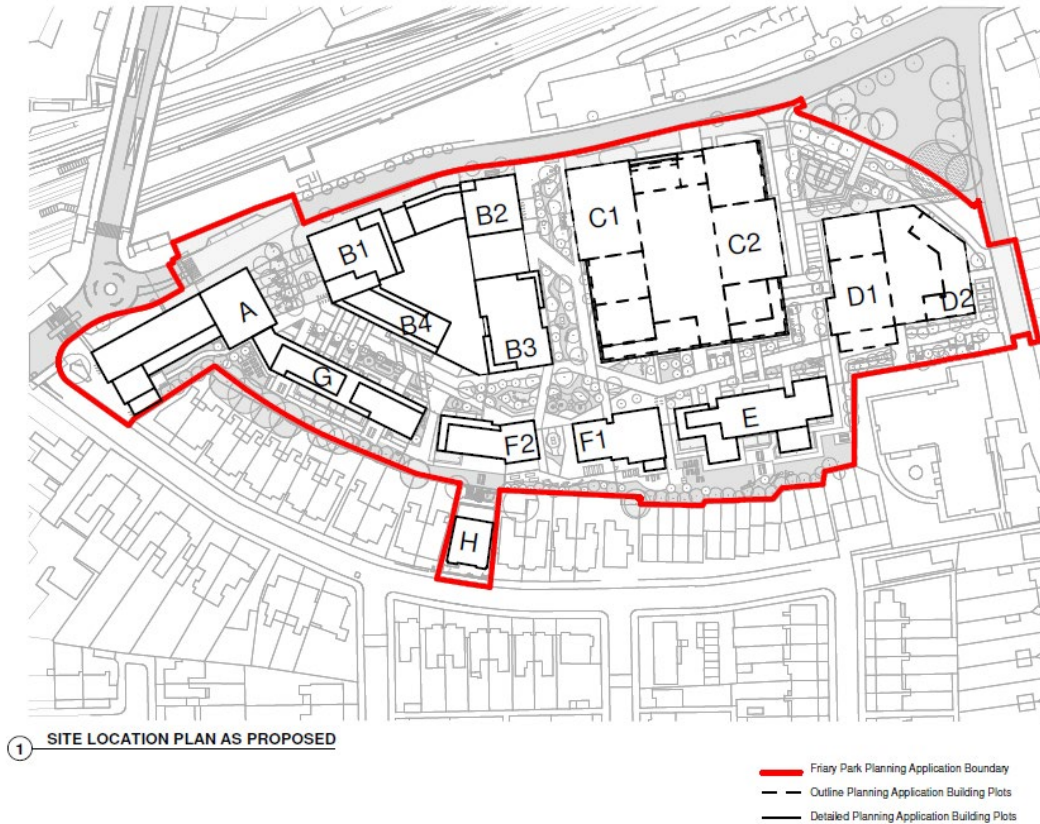
The Applicant having reviewed the previous planning permission now seek various alterations to this original consent. The revised planning application seeks a new planning permission for the whole of the proposed development the existence of the extant planning permission is a material planning consideration. The table below sets out the details of the previously approved development alongside details of the development now proposed with the last common indicating the uplift associated with the revised proposals:

Metric	Planning Permission 193424HYBRID	Proposed Development	Difference
Sitewide figures			
Site area	2.83 hectares		
Total number of homes	990	1,228	+238
Total number of affordable homes	372	455	+83
Total number of habitable rooms	2,484	2,915	+431
Total number of affordable habitable rooms	1,122	1,338	+1216
Housing mix – All tenures			
Studios	80	130	+50
1 bedroom apartment	487	648	+161
2 bedroom apartment	325	378	+53
3 bedroom apartment	85	67	-18
4 bedroom apartment	13	15	+2
Housing tenure mix			
Market housing	618	773	+155
Social rent homes	237	237	0
London Affordable Rent homes	28	70	+42
London Shared Ownership homes	107	148	+41
Land use areas (sqm; GIA)			
Residential (C3)*	90,830	107,880	+17,050
- Private	52,465	59,558	+ 7093
- Social rent floorspace	24,800	23,197	-1603
- London Affordable Rent floorspace	2,184	5,757	+3573
- London Shared Ownership floorspace	10,502	13,054	+2552
Flexible commercial including affordable workspace (Use Classes E(a)-E(g)(i), F1, F2 & Sui Generis)	1,019	1,043	+24
Community (Use Classes E(f), F1 & F2(b))	440	782	+342
Amenity and open space (sqm)			
Private amenity space	7,170	10,286	+3,116
Communal amenity	5,753	7,031	+1278
Public open space	6,166	9,585	3419
Allotments	117	146	29
Active outdoor recreation	0	2,646	+2,646
Children's play space	2,873	2,646	-227
Car and cycle parking			
Conventional car parking bays	110	99	-11
Disabled car parking bays	30	41	+11
Car club spaces	2	2	0
Car parking total	140	140	0
Residential long-stay cycle parking spaces	708	1,008	+300

Residential short-stay cycle parking spaces	13	32	+29
Non-residential long-stay cycle parking spaces	7	16	+9
Non-residential short-stay cycle parking spaces	30	56	+26

The differences between the approved development and that now proposed as indicated numerically in the table above manifest themselves in terms of the changes to the scheme as summarized below:

- Increased footprint and massing of Blocks B3, C1, C2 and D including increasing the heights of some for the lower building by between 2 and 4 storeys
- Increasing the height of Block B2 from part 6 storey, part 10 storey to part 10, 12 and 17 storeys
- Revisions to the layout and form of Blocks E, F1 and F2 (these blocks were also previously submitted in outline but now form part of the detailed phase of development)
- The introduction of new resident and community uses on the ground floors of blocks B3, C, F1 and F2
- The introduction of 448sq.m of affordable workspace in the ground floor of Block B
- Updates to the landscape design to reflect the above changes and to facilitate the new community square
- Provision of a parcel consolidation centre in Block B2 and additional loading bays along Friary Road



The Application

As detailed above the application is submitted in hybrid form with the western part of the site submitted in detail with the eastern part of the site submitted in outline with all matters reserved. The detailed proposals include full details of the proposed development allowing full consideration to be given to all material planning considerations required in the determination of the application.

Due to the complex nature of the application and the phased nature of the development that will be delivered it is essential to introduce some certainty to the outline part of the application proposals to give confidence that the development can and will be developed in a way to not only compliment the initial phase but to ensure that it meets with all relevant planning policy objectives. With this in mind the outline element of the application is submitted on the basis of a series of Parameter Plans and a detailed Design Codes document. These key plans and document will provide the framework for the reserved matters application to come forward and all reserved matters applications will be required to demonstrate full compliance with these documents and all relevant planning policy at the time of submission. The plan below demonstrates which parts of the application are submitted in detail (blue) and which are submitted in outline (green):



Below is a description of the detailed and outline parts of the hybrid application as referred to in the detailed description above (Pages 9-11):

Detailed Element of the Application

The Detailed Element of the Application comprises Blocks A, B, E, G and H and highway/landscape/public realm improvements across the Application Site area. A total of 1,043 sq.m of non-residential floorspace (non-residential floorspace (Use Classes E(a)-E(g)(i) (inclusive), F1, F2, Drinking Establishments (Sui Generis) & Hot Food Takeaways (Sui Generis)); 342sq.m of community floorspace (Use Classes E(f), F1 & F2(b));

Outline Element of the Application

The outline element of the application will deliver blocks C and D, highway/landscape/public realm improvements and the multi-use games area. Up to 440sqm of community floor space (D1) and up to 576 new apartments. All matters including Access, Appearance, Landscaping, Layout and Scale are reserved and will be dealt with in latter reserved matters applications.

The outline element of the application is submitted on the basis of a series of Parameter Plans that identifies development plots, access routes, siting, maximum height and areas of open space:

Parameter Plan 01200 – Building plots

This plan identifies the building plots and names within which all buildings will be located. A total of 5 building plots are identified.

Parameter Plan 01201 – Ground floor land uses

This plan identifies the proposed ground floor uses within each of the plots.

Parameter Plan 01202 – Upper floor land uses

This plan identifies the land uses for all upper levels which are all residential

Parameter Plan 01203 – Building heights

This parameter plan sets the maximum building heights for the different parts of the building within each plot. The maximum heights are set as a maximum AOD above the ground floor level which is set at between 33.65m AOD and 34m AOD. The maximum height of the buildings in each block are: Block C up to 22 storeys (106.47m) and Block D up to 14 storeys (82.32m).

Parameter Plan 01204 - Building lines and set back

This parameter plan fixes the building lines of each of the buildings. All buildings when designed in detail must fall within these identified building lines. A maximum of 1m + and – deviation is permitted on some less sensitive building facades to allow for final design solutions to come forward.

Parameter Plan 01205 – Green infrastructure

Indicates the location of public space, shared amenity at ground floor level, shared amenity at podium level and private amenity or defendable space

Parameter Plan 01206 – Access and Circulation

Indicates the locations of routes through the outline element (with connections to the detailed element) of the application site for pedestrians, cycles, vehicles and emergency vehicles.

Design Codes Document

The Design Codes document supplements the Parameter Plans. Whereas the Parameter Plans set out the framework for the maximum extent of development and the location of proposed uses the Design Codes provide a set of design objectives and principles that must be taken into consideration in any subsequent reserved matters applications. The Design Codes provides additional comfort that the character and quality of the buildings, public realm and public spaces will come forward in an acceptable manner that respects the existing and emerging context of development.

The Design Codes documents sets out a series of site wide design principles in relation to layout, uses, access, scale, appearance and technical considerations that all development on the site will be expected to adhere to. The document goes onto describe design principles to guide the way that the public realm and public open spaces come forward. The final section of the document describes in detail the design principles relevant to each plot.

Each reserved matters application in addition to demonstrating compliance with relevant policies will also be required to be supported by a statement to demonstrate how the proposals comply with the parameter plans and the design principles set out within the Design Codes document. This requirement is recommended to be secured by a planning condition.

Indicative Masterplan

The applicant has submitted an Illustrative Masterplan with the application to demonstrate one way in which the site could be brought forward that is in full accordance with both the Parameter Plans and the Design Codes. Although in respect of the outline element of the development it is not being submitted for approval the illustrative masterplan has been tested to ensure a scheme is capable of coming forward that would be acceptable in terms of all material planning considerations. The indicative masterplan has also enabled testing of the proposed residential quality to ensure a good quality residential environment can be brought forward with respect to space standards, access to daylight, overlooking and privacy. Full details of these considerations are provided later in this report.

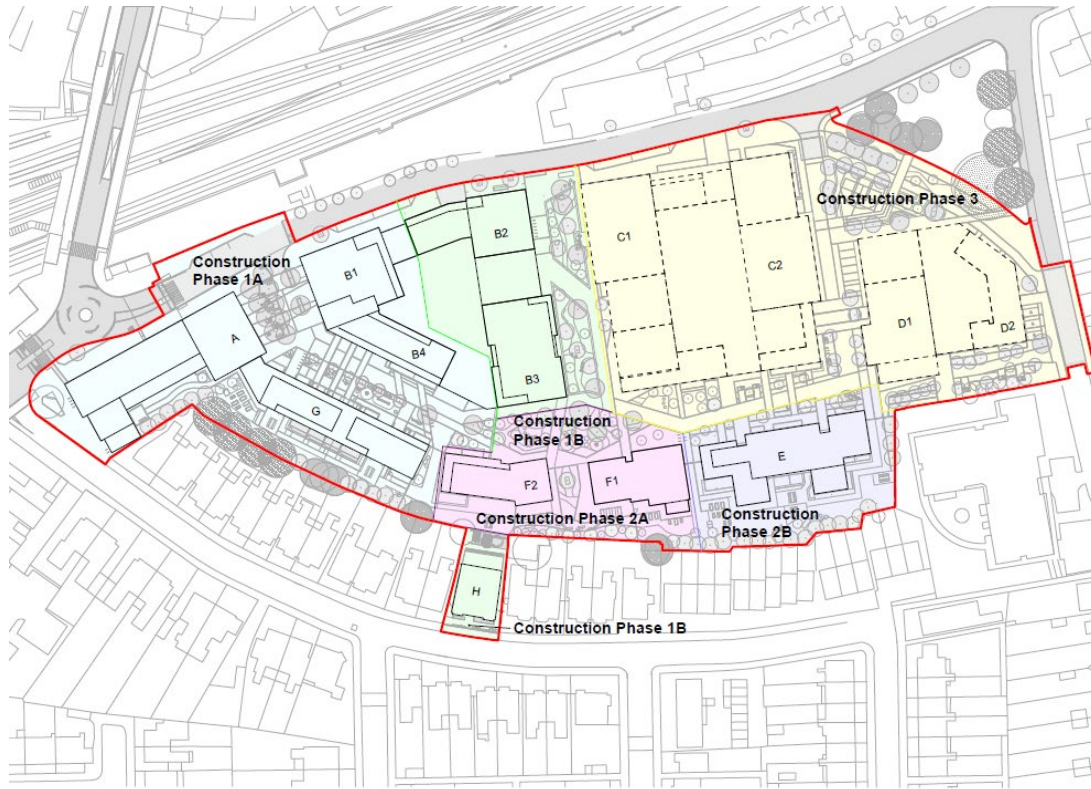


(Illustrative Masterplan)

Phasing of Development

The proposal is a phased development that will be completed over a period of up to 7 years, development commenced on the initial phase on Q1 2021, the second phase of development is expected to commence Q1 2023 with the final phase expected to commence Q3 2025. The development is expected to be completed Q3 2028.

(See plan over page)



(Construction Phasing Plan)

Scheme Design

The majority of the fundamental design principles are carried over from the extant planning permission with various modifications required to accommodate the scheme amendments referred to previously. The key features of the design that are proposed in the detailed element and supported by the Parameter Plans and Design Codes in respect of the outline element include:

- Demolition of all existing buildings and structures;
- A new east-west route ('Parkway'), a pedestrian friendly heavily landscaped route with amenity areas and integrated play areas (Friars Walk) through the centre of the site connecting the community centre in the east of the site with the community square in the centre of the site and the gateway into the development and Acton Mainline Station to the west of the site;
- A new community centre in the east of the site adjacent to a multi-use activity area providing a community hub to the site and wider communities;
- Closing off the Friary Road spur separating the application site with Friars Place Green, providing a safe pedestrian and cycle route and improving access for the wider community to Friars Place Green
- The creation of a community square in the centre of the site surrounded by community uses and facilities including co-working space, concierge, residents' room, community kitchen and private dining, bike hub and potting shed with associated amenity and play space creating a community hub for the development.

- Provision of a public plaza at the western end of the site providing a welcoming entrance into the site from the west. Surrounded by commercial, retail uses and the affordable workspace the western plaza will provide connectivity with Acton Mainline station, the existing commercial and retail uses along Horn Lane and the wider existing community.
- Flexible commercial and retail uses enhancing the current provision of facilities for the proposed and existing residents and providing a number of job opportunities.
- Affordable workspace to be delivered by the Creative Land Trust providing opportunities for local creative industries to operate from Friary Park at affordable rents.
- A series of urban blocks laid out in a legible pattern facilitating permeability via pedestrian and cycle friendly routes through the site providing integration with the existing surroundings and better connectivity to Acton Mainline station.
- A mixture of building heights with the taller building of 24 storeys in height providing a marker building fronting the western plaza with 6 further tall buildings with 2 buildings of 14 storeys, 2 buildings of 22 storeys, 1 building of 17 storeys and 1 building of 18 storeys.
- The tall buildings are generally located in the northern part of the site and closer to the railway line, with lower elements (5/6 storeys) to the south of the site responding to the scale and character of existing property on Emmanuel Avenue.
- The creation of a sustainable residential led environment with a wide range of good quality residential accommodation of different sizes and tenures including a significant proportion of affordable housing (46% by habitable room/455 Units) and delivering a total of 1228 much needed new homes.
- A series of public, semi private and private spaces across the site provided in a way that complements the architectural character of the area and the development site. Residential amenity areas would be provided in the form of podium courtyard gardens, terraces and balconies.
- Approximately 2,646sqm of dedicated play space located at ground level throughout Friars Walk, to the south of blocks E, F and G in the south of the site, the multi-use games area and at podium level in blocks B, C and D.
- A total of (max.) 140 parking spaces are proposed in the podiums to blocks B and C accessed from Friary Road with a small number of surface spaces located adjacent to the community centre and to the east of Block D.
- 1,022 secure long stay cycle parking spaces provided within the residential blocks and an additional 88 visitor/short stay spaces provided throughout the development at street level.

Relevant Planning History

The Application Site

As referred to previously the site has been subject of a previous hybrid application of a similar nature to that subject of this application. This application (Ref: 193424HYBRID) was referred to LB Ealing's Planning Committee on the 20th November 2019 where a resolution to grant planning permission was

made subject to referral to the Mayor and completion of a S.106 agreement. Planning permission was subsequently granted on the 11th November 2020.

Subsequent to the above, details to discharge various conditions subject of the above planning permission in so far as they relate to Phase 1 have been submitted, these include all pre-commencement conditions enabling the development to be commenced on site.

Prior to the submission of the previous hybrid application a request for a Scoping Opinion (Ref: 191539SCO) was submitted in March 2019 in relation to development broadly in line with that subject application subsequently granted permission. The scope of the Environmental Statement was confirmed in May 2019.

Two previous requests for a Screening Opinions (Ref: 166644SCE and PP/2014/6425) were submitted in December 2016 and December 2014 respectively. These previous screening requests have been superseded by the later Scoping Request described above.

Two other minor planning applications relating to the change of use of an area previously used for car parking to a ball playing area for residents of Friary Park Estate (Ref: P/2000/3401) and the enlargement of a fenced in outdoor play area ancillary to existing community centre (Ref: P/2002/4564) were approved in November 2001 and March 2003 respectively.

The Wider Area

A planning application (Ref: 215857FUL) was submitted concerning the public open space known as Friars Place Green to the north-east of the application site. The application submitted by the same applicant as for this application proposed landscape enhancements including the installation of children's play equipment, hard and soft landscaping, seating, lighting and siting of a cycle hub facility for a temporary period of 6 years. The application received 417 objections the vast majority raising concern about the land being Common Land and concerns associated with the applicants intended use of the land. The applicant subsequently withdrew the application.

It should also be noted that works to improve Friars Place Green will not be secured via the S106 for this application as per the previous hybrid planning application due to the concerns raised by the community. It should be noted for clarity however that it was never the intention that the land would be taken over by the applicant it was solely the intention to improve the open space to make it more accessible and useable for the existing community whilst the construction works were being undertaken.

Consultation:

Public Consultation – Summary

Neighbour Notification	Consultation exercise: 61 site notices were displayed in the streets surrounding the development site. Statutory Consultation period 21/06/2022 – 12/07/2022 Press notice advertised. 01/06/2022 – 22/06/2022 <u>Objections</u> The proposals have received a significant level of objection throughout the determination period of the planning application at the point of writing this report 775
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objections have been received via the Council's web page. With no responses received in support of the proposals.

The matters of objection and concern are wide ranging and are summarised below after which are a number of quotes directly from the consultation response that gives further details of the nature of the concerns being raised:

- Over development of the site
- Insufficient open space and play space
- Buildings too high and out of character with the local area
- Development out of character and overbearing
- Density of development too high and will have an adverse effect on local amenities
- Light pollution and oppressive impact of the proposed development
- Lack of resources to support the development including transport, health, education and leisure
- Lack of parking
- Overshadowing and loss of privacy
- Concerns around the reported lack of power in the electrical grid to support new development in west London
- Adverse impact on ecology and potential protected species
- Flats being sold as investments to foreign investors
- Lack of affordable housing
- No benefits for existing communities
- Concerns surrounding the fire strategy
- Lack of transparency, corruption and dishonesty from the Council
- Greed and dishonesty from the developers
- Land grab of Friars Place Green

The following are quotes directly from a selection of the consultation responses received giving further details of the nature of the concerns being raised by the local community:

"The proposed addition to the development represents an over-development in an area without the community facilities to serve so many residents. Further, it is in a neighbourhood of mainly Victorian and Edwardian buildings, hence out of character. Last by not least, the development doesn't appear to include social housing".

"Properties sold abroad to absent owners is a disgrace and shouldn't be allowed to happen".

"This new development is a wholly inappropriate expansion of existing plans, already themselves strictly out of proportion to the immediate housing and infrastructure, being applied for when clearly for private gain financial, with no real concern for the existing community, or the impact that this development will have in so many ways over a far great area of surrounding Acton and the quality of life for those already there".

It is totally insensitive to the needs for 'quality of living' for all already resident in the immediate area and it is not designed to aid integration with an existing population, nor does it make any new residential units available to local people in anyway that actually adds to their community. "These new proposals are excessive and totally out of character with the surrounding buildings of 2 and 3 storey Victorian and Edwardian family homes".

"There are no plans to increase local amenities to accommodate the additional inhabitants"

"The buildings are monstrous, are an eyesore and will affect the landscape of the neighbourhood in detrimental ways. They are far too high and not in-keeping with the majority of low rise 2 and 3 storey dwellings. They will block out the light for most people, put strain on the area in terms of increased traffic, pollution and pressure on infrastructure. Please do not go ahead with these plans. They are not in the interest of the Acton community whatsoever".

"To much housing, too high, ugly, ruins our local area, too many people in a small space, pollutions, strain on area, noise, pollution. Such an eye soar!!! Outrageous this whole project, needs to be pulled down and scrapped!!! Create a beautiful green park for the area. For local children. Disgusting and wrong. So angry!!"

"On several occasions I have seen bats a dusk that I believe roost in the building north of my property which backs onto the development. Does anybody know if a bat survey has taken place by the developers. I have listed my objections above but am concerned about loss of habitat for these animals"

"I object in the strongest terms to this renewed, cynical and profiteering amendment to the already excessive plans to develop the Friary Park site. The Friary Park Community Green is public land which belongs to the whole neighbourhood and cannot be given over to developers to incorporate into their devious plans in the pretence that it will continue to serve the local community. It has served the local community for two centuries as a valued green space. Moreover, it is a haven for nesting birds plus other local wildlife and the local ecology has already been damaged by the current works taking place. The current plans enable the developers to profiteer from cramming almost 1,000 flats, little or none of it being low-cost and social housing, into the area which will put much pressure on local sewage, water, non-rail transport infrastructure, and car parking".

"I cannot believe that the planning department are even considering this next phase. You have the opportunity to wait and see what effect the new buildings have on the environment and infrastructure. I implore the council to pause and take stock. I genuinely believe that failure to do so would be to neglect your duty to the borough of Ealing".

"The odds in this whole process feel stacked against local people, and in favour of greedy profit led developers.

"This developer is already undertaking work on this site. They have - cynically and greedily - now chosen to seek new planning permission to increase the height and density over and above the scope of their original planning permission.

"This is a standard tactic employed by profit-driven developers. They will aim to sell a significant proportion of properties to people who will not take residence on site and will have no stake in the local environment as experienced by actual residents".

"This greedy developer should not be rewarded and this application should be rejected".

"The towers were agreed, but simply because of corporate greed, they are now increasing AGAIN after we fought a tough campaign and stopped the absolutely absurd original requests. This is absolutely unacceptable. People have time after time put their trust in this council at the ballot box, we hope and expect them to put our interests above investors abroad and developers who don't even live in the borough, let alone the neighbourhood!"

"Once again this company is trying to change the face of my neighbourhood and Acton in general. They use underhand tactics and their plans are for private profit not to benefit the people in the area. I am outraged they are trying once again to con the people of Acton. STOP THEM".

	<p><i>“Towers too high, housing should be less high density, safety concerns for the occupants in all buildings that are too high for access by the fire brigade especially since Grenfell”.</i></p> <p><i>“The increased amount of the height of the towers is totally unacceptable. Community life will be nil for the people who will live there and unsafe”.</i></p> <p><i>“The idea of expanding the development is shocking. We have too many developments in the area already. There aren't enough GPs, hospitals and other facilities in the area. Also the transport in the area is already so busy. I am already not happy with the development being across the road from us. There is already so much traffic in this area too”.</i></p> <p><i>“I object to the proposal to increase the density and height of the Friary Park development. These developments are not solving the housing crisis - the huge number of new developments over the past years have not reduced rent or house prices and more people seem to have problems finding a home than ever before. As such increasing the height and density of the Friary Park development offers no social benefit”.</i></p> <p><i>“Not in keeping with local area. I live few hundred yards away the towers will be blocking light to my property & over looking”</i></p> <p><i>“I strongly object to this development. Too many new flats with not enough new amenities, in too small a space”</i></p> <p><i>“Increasing stress on the national grid system which Ealing is already vulnerable as from recent studies”</i></p> <p><i>“The Ealing Council Planning Department has been too close to the developers at every stage of the Friary Park development process. The Council should be serving the people, but it has done the opposite, pandering to private money. Should this proposal be accepted, the council leader, Peter Mason's words that 'communities will be in the driving seat, not developers' will be hollow. At best, our council leader is not leading, at worst he was lying to win votes at the 2022 local elections when he stood by Friary Park and made that statement”.</i></p> <p><i>“The arrogance of the developers in submitting this further application show their complete contempt for local people and the long term peaceful enjoyment of this neighbourhood. The council should at this point represent the local community and not he developers”.</i></p>
<p>Neighbour Notification</p>	<p>In addition to the neighbour consultation responses submitted online via the Council’s web site a number of detailed written responses were also sent direct to the Case Officer relating to specific aspects of the proposed development, where these are not covered by the summary of comments above further detail is set out below:</p> <p>Application Inaccuracies – various concerns were raised in respect of the presentation of the application, ownership of Friars Place Green and pavements surrounding the development. Concerns in respect of the red line boundary and ownership of land within it, concerns associated with the felling of trees both within the site and in relation to tree works to trees on Friars Place Green. Concerns in respect of how the proposed heights in the outline part of the development have been shown.</p> <p>Inaccuracies and misrepresentations associated with the applicants submitted verified views document and the suggestion that the applicant has deliberately hidden away images such as that on the following page that show the true impact of the proposed development</p>



Specific objections to the proposals to improve the floorplate of various buildings making them deeper and the resultant impacts on microclimate

Concerns associated with the reports in the press relating to the electricity grid running out of capacity to serve new development in West London and the associated comments on this issue from the GLA. Consequently, it has been suggested that the proposed development is unviable.

Concern relating to the lack of dentists in the area as highlighted by a BBC documentary and the implications of this to the Friary Park development.

Officer response: All of the above matters where they relate to material planning considerations associated with this proposed development are dealt with in the main body of the report.

External Consultation

Designing Out Crime Officer

“I have met with the architects and planning agent with regards to Secured By Design, and they display an aspiration to achieve an SBD accreditation. I have given them specific advice in line with the Homes Guide 2019, and further specific advice can be given to the architects and developers directly and throughout the development. I see no reason why this proposed development would not achieve a Secured By Design Accreditation.

I note from the application that a block is proposed on Emanuel Road, which is supported rather than create an alleyway with a dog leg, which increases the risk of anti social behaviour and personal safety issues.

Should the development be granted planning permission, I request that the wording of the condition is, or similar to:

The development must achieve Secured by Design accreditation prior to occupation

This will incorporate all aspects of doors, windows, lighting, postal strategy and advice on CCTV rather than specifying them individually within the conditions”.

	<p>Planning Officer's response: <i>As per the previous planning permission a Planning Condition is proposed requiring the applicant to submit further details of the crime prevention measures to be incorporated into the detailed design solutions to be submitted to the Council. The Council will continue to consult with the Designing Out Crime Officer to ensure the detailed proposals meet with the required standards in order to secure accreditation.</i></p>
<p>Thames Water</p>	<p>A standard proforma response was received from Thames Water in respect of the proposed development that didn't reflect the current position or agreements that have been reached. Subsequent confirmation from Thames Water was therefore sought and has been received which confirms:</p> <p>Water Supply – Through consultation with the applicants MEPH consultant it was agreed that a new bulk supply based on the flow rates would be required from the Thames Water asset located in Friary Road and brought into the site to serve the consented scheme with additional capacity to enable the delivery of future development if approved. The work in relation to installing the new bulk supply was carried out and completed in January 2022. Adequate water supply has therefore been secured for the proposed development.</p> <p>Surface water drainage – Thames Water have agreed the proposed surface water drainage strategy with a total discharge limit from the site of 12.2l/s. Thames Water have confirmed that the Applicant and their water engineers ICOSA Water Ltd are managing and will own the drainage within the application site and have entered into a Bulk Discharge agreement with Thames Water. The agreement confirms that maximum discharge rates from the site will fall comfortably within the agreed total discharge limit.</p> <p>Waste Water – Thames Water have confirmed that no modelling or waste network reinforcement is required for this development and the full development can be accommodated without need to upgrade.</p>
<p>National Air Traffic Services (NATS)</p>	<p><i>"The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</i></p> <p><i>However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted"</i></p>
<p>Crossrail Safeguarding</p>	<p>Confirmation received that the application site falls outside the safeguarding area and therefore TfL confirmed they had no comments in respect of the proposed development.</p>

<p>Heathrow Airport</p>	<p>Heathrow airport raise no objections in respect of the detailed parts of the proposed development however a condition has been proposed in respect of the outline part of the development to ensure no development exceeds 172.95AOD</p> <p>Planning Officers Response: <i>it is not considered necessary for this condition to be included as the proposed development does not exceed 106.47m AOD and therefore is significantly below the maximum height advised by the Airport Planning Manager.</i></p>
<p>Cadent Gas</p>	<p>Cadent Gas have confirmed that the application site is in close proximity to medium pressure and low pressure assets and also that they have no objection to the proposals from a planning perspective subject to the development taking necessary precautions to avoid damage to assets or interference with Cadnet Gas rights in terms of access. An informative has been requested to be added to the decision should planning permission be granted.</p>
<p>Ealing Civic Society</p>	<p>No response received.</p>
<p>Network Rail</p>	<p>No comments received.</p>
<p>NHS Estates</p>	<p>No objection subject to a financial contribution towards healthcare provision</p> <p>Planning Officers Response: <i>a financial contribution of £1,355,882 is secured in the S.106.</i></p>
<p>Environment Agency</p>	<p><i>“Based on the information currently available, the development raises no environmental concerns for us. We therefore have no comments on the above hybrid planning application”.</i></p> <p>Additional advice was received informing the developer of best practice in terms of SudS, water efficiency measures and water consumption limits. This information has been passed to the developer.</p>
<p>Transport for London</p>	<p>Summary of comments from TfL:</p> <p>Healthy Streets, Walking and Vision Zero – we would expect Ealing to secure funding towards active travel and safety improvements in line with the applicant’s ATZ Assessment. Public realm improvements to Friary Road are supported and the principle of the highways modifications have been established by the consented scheme. We are pleased to see the additional measures to remove the majority of servicing and deliveries from the internal service road but have a concern that the quality of the public realm and highway safety could be compromised by additional service bays on Friary Road.</p> <p>Access, Servicing and Deliveries – the proposals for a parcel consolidation centre on site is supported as are the proposals to limit servicing and deliveries along the internal road. A Road safety audit is required to consider the potential impacts on pedestrians and cyclist from the service bays on Friary Road. A final Servicing and Delivery Plan should be secured via a planning condition</p> <p>Car parking - we welcome confirmation that the number of parking spaces (140) will not be increased from the consented scheme and that all the additional units will be car free. 99 spaces will cater for returning residents while 41 spaces will be for disabled. 28 spaces will have EV charging facilities and all other spaces will have passive provision which is supported. A Parking Management Plan should be</p>

	<p>secured via a planning condition demonstrating how general parking spaces will be removed when returning residents with access to general parking move out.</p> <p>Cycle parking – TFL welcomes compliance with London Plan standards and seeks conditions to secure details of the provision in accordance with London Cycle Design Standards</p> <p>Trip Generation, Mode Split and Network Impacts - The TA has been updated using the previous methodology to reflect the trip generation of the revised proposal. The increase in residential units will lead to an increase in bus trips and as such the £585,000 secured to increase bus capacity in the consented scheme will need to be increased on a pro rata basis to reflect increased demand. We estimate that based on an additional 238 residential units this would require a further contribution of £141,000 leading to a total contribution towards bus capacity of £726,000.</p> <p><i>Planning Officer's response: Noted. The above matters are addressed by relevant planning conditions and the financial contribution is secured by the S106 agreement.</i></p>
<p>Greater London Authority Stage 1 Comments</p>	<p>Proposal broadly acceptable in strategic planning terms with the principle of the site's development and land use consistent with London Plan (2021). A number of detailed matters were raised that the GLA requested be addressed before the proposals could be considered compliant with London Plan policy. Discussion have remained ongoing between the Applicant, the GLA and LBE both prior and post the issuing of the Stage 1 response in order to address the matters raised. In this section a summary of the GLA Stage 1 is provided followed by a summary of the applicant's response and where necessary further response from LBE:</p> <p>Stage 1 Summary</p> <p>Land use principles: The proposed changes to the hybrid permission would comply with the Mayor's key principles set out in the London Plan and GPGER. Further information is needed with regards to the proposed community space and the affordable workspace.</p> <p>Housing: The application includes 46% affordable housing by habitable room, split 74% low cost rent and 26% intermediate, which is similar to the offer for the extant scheme. Considering the estate regeneration nature of the scheme, the proposals will need to follow the Viability Tested Route. Early, mid and late stage reviews are required.</p> <p>Urban design and heritage: The proposed design remains similar to the extant permission and is broadly supported. Improvements to the proposed landscape are encouraged and a revised fire statement is required. Further clarity on heritage impacts is required to allow officers to consider whether any harm is caused.</p> <p>Environment: Further information and mitigation is needed on energy, whole life-cycle carbon, circular economy, urban greening and air quality.</p> <p>Transport: A pro rata increase in the contributions towards bus capacity, active travel and road safety should be secured, reflecting the additional residential units. Concerns are raised about the impact of servicing on public realm and active travel. A road safety audit should be carried out and more information provided on how delivery trips will be minimised, drawing on best practice from other estate redevelopments.</p> <p>Equality: A revised EqIA should be submitted to better clarify the impacts of the proposals.</p>

Detailed Matters raised by the GLA (AR = Applicant Response)

Non residential Floorspace

GLA - Justification for why community floor space has not been increased

AR - This is incorrect. The proposals increase the amount of dedicated community floorspace by 78% compared to the consented scheme to 782 sqm and include a range of new facilities.

GLA – Confirm interim arrangements for community facility when existing building is demolished

AR – A revised Non-residential Letting and Estate Management Plan has been prepared. This confirms the location of the interim facility and that the interim facility will be rented on the same terms as the existing community hall and that the provision of the interim or permanent community facilities will have no impact on resident service charges with future management and maintenance costs met by Catalyst Housing. The interim community facility will be in situ prior to the demolition of the existing community hall.

GLA - Details of the discount, management, marketing, delivery and retention of the affordable workspace in perpetuity to be secured via the S106

AR – applicant has confirmed the affordable workspace will be let at 80% of market rents in perpetuity and will operated by the Creative Land Trust. This will be secured via the S106.

Children’s Play Space

GLA – play space should normally be provided on site, off site provision can be acceptable where this addresses the needs of the development and is accessible, details of contributions for offsite provision should be secured via S106

AR – the applicant has carried out an audit of existing open space and play space. The proposals include financial contributions to improve existing provision at St Dunstan’s Gardens, North Acton Playing Fields, Spring Field Gardens and Acton Park to meet the needs of the additional children aged 5 and over. A financial contribution of £322,490 is also to be secured.

LBE – the proposed development includes a range of on site provision for all ages throughout the public realm as well as in communal semi private spaces. The proposals also include a multi-use area adjacent to the community centre providing further space for young people to congregate overlooked by the community centre and therefore providing safe and high quality provision. The additional financial contribution to mitigate the under provision of play space for over 5’s is considered acceptable given the high quality of on site provision and the accessibility of nearby provision.

Landscape

GLA - Additional soft landscaping / more substantial tree planting along northern boundary along Friary Road requested.

AR – the applicant set out difficulties in providing additional tree planting due to the need to provide adequate sight lines for pedestrians and drivers, additional low level planting has however been incorporated.

LBE – this is noted as are the improvements secured over the consented scheme, on balance the proposals are considered acceptable and provide a significant enhancement when compared with the existing situation.

GLA – Additional details of permeable hard landscaping required

AR – this has been provided and further improvements increasing the amount of permeable paving has been secured.

Design Code

GLA – request for additional precedent imagery to be provided to help confirm design quality.

AR – this has been addressed in a revised Design Code

Fire Safety

GLA - Confirmation on how the requirements of Policy D5(B5) will be met by ensuring at least one evacuation lift is provided per core.

GLA - Provide a declaration of compliance that the fire safety of the proposed development and the fire safety information submitted satisfy the requirements of Policies D12(A) and D5(B5).

AR – A revised Fire Statement has been provided confirming at least one fire evacuation lift per core and details of where fire fighting lifts are proposed. The applicant has also submitted a declaration of compliance confirming the proposals comply with London Plan policy requirements. A separate response is given in respect of the items raised by the LBF (details set out with the LFB comments in this section of the report).

Digital Connectivity

GLA - Confirm that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within the new development, unless an affordable alternative 1GB/s-capable connection is made available to all end users

AR – The applicant has confirmed they are working with BT Openreach to ensure each property has full optic cable wired connection with an Optical Network Terminal and router installed and connected ready for service prior to residents moving in.

Heritage

GLA - Provide views from the Goldsmiths’ Almshouses, the Acton Park Conservation Area and the Acton Town Centre Conservation Area assets and a Zone of Theoretical Visibility Map.

AR – this additional information has been provided and a neutral impact identified.

LBE – the addendum has been reviewed by Officers and the applicant’s conclusion that the development will have a neutral impact on views of these heritage assets is accepted.

Energy and Overheating

GLA - more information on: Be Lean; energy costs; overheating; potential to connect to existing and potential District Heating Network; further details and clarifications on the decarbonisation strategy of the on-site (masterplan) and future connection drawings; and PV potential.

AR – the applicant has submitted a revised energy strategy moving away from the CHP heating system consented as part of the previous Planning Permission and would involve the provision of Air Sourced Heat Pumps (ASHP), as now preferred by the GLA. The Applicant has committed to the delivery of the ASHP as part of Phase 3 of the regeneration that will serve the whole development. A

Decarbonisation Plan is also provided that outlines how the development will move away from the use of the interim gas boilers to low carbon energy systems.

LBE – whilst broadly acceptable in principle LBE are proposing conditions to secure the investigation of the feasibility of delivering the ASHP as part of Phase 2, ensuring the de-carbonisation strategy is robust and delivers de-carbonisation as early as practically possible and further details of the necessary on site infrastructure required to enable the ASHP solution to serve all phases of the proposed development.

Whole Life Cycle Carbon and Circular Economy

GLA – detailed technical requirements to be responded to

AR – revised information has been submitted to address these points final a final version of both reports are expected to be secured by condition to allow ongoing monitoring of performance.

Urban Greening

GLA - Confirm UGF score and provide a drawing showing the surface types and accompanying UGF calculation.

AR – information provided in the planning application confirming that a UGF score of 0.41 exceeding the requirements of London Plan policy.

Air Quality

GLA – Respond to detailed technical comments

AR - A revised Air Quality Neutral Assessment containing updated building and transport emissions data is also provided so to align with the draft Air Quality Neutral LPG.

Transport – please refer to comments made by TfL

Equalities

GLA – set out comments requiring revisions to the consideration of equalities to enable a clearer analysis of the impacts to be undertaken included specific consideration of the impact of people with multiple protected characteristics

AR – Revised Equalities Impact assessment has been submitted to address these concerns.

LBE – through further discussion with the GLA, LBE will secure via a planning condition a decant strategy/CEMP with commitments from the applicant to continue to monitor equality impacts throughout the process and explore and introduce mitigation measures wherever required. It is considered that there could be negative impacts but with appropriate mechanisms in place to monitor and mitigate equality impacts (for both residents on site and residents off site, as well as sensitive receptors nearby) these impacts can be satisfactorily addressed.

Affordable Housing/Viability

Viability discussions between the GLA and the applicant have been ongoing through the course of the application. A number of concerns were identified with the initial FVA including:

- The modelling of the scheme needed to be updated to take account of housing grant allocated to the project and with timing of that income
- The modelling the scheme with the correct programme that takes into account delivery to date including the two sub-phases within Phase 1 and considers an approach to delivery that both meets rehousing requirements but also optimises viability through the delivery of market housing
- Increasing sales values to reflect a regeneration premium in Phase 3 by 5%
- Increasing London Affordable Rent values from £178psf to £200psf.
- Reducing profit on private residential to no more than 17.5% of GDV.
- Further information should be provided to justify the inclusion of various abnormal costs and decant costs.

Following further negotiations the above matters have been resolved, and the affordable housing offer improved by improving the tenure split.

Planning Officer's response: As detailed the applicant has been in further detailed discussions with the GLA to address matters set out in the Stage 1. As set out above these matters have been addressed through the submission of additional information and where necessary planning conditions and clauses/financial contributions are secured in the S106 agreement. The GLA have confirmed that

	<p><i>they wish to have sight of the decision notice and S106 ahead of the Stage 2 referral.</i></p>
<p>London Fire Brigade</p>	<p>London Fire Brigade (LFB) raised concerns with regard to the proposed development including:</p> <p>LFB - it is noted that the Fire Statement only covers blocks A, B, E, F, G and H and the heights detailed differ from previous versions</p> <p>LBE – this is correct Blocks C and D form part of the outline application and have not been design in detail at this stage they will be subject of an updated Fire Statement submitted with reserved matters application in the future. The heights in the submitted Fire Statement are correct and reflect the previously approved scheme and that now proposed.</p> <p>LFB raise concerns in respect of the fact that a single staircase is proposed to a number of the tall buildings and request that this is reviewed.</p> <p>LBE – the applicant has provided additional information to demonstrate that the proposals comply with relevant Building Regulations. Blocks A and B1 are currently under construction and as part of the approval process plans and particulars of the proposed development have been submitted to the Building Control Authority who as part of the review process considered the development in respect of Part B (Fire Safety) and as part of their inter-service procedural guidance consulted with the Fire Authority. Development on site is proceeding following approval of these details.</p> <p>The proposals for block B2 and B3 which form part of the same block as B1 follow the same principles as approved for blocks A and B1. In respect of Block C1, C2, D1 and D2 detailed design is still to be carried out on these blocks and will be the subject of updated Fire Statements at the reserved matters stage.</p> <p>It has been confirmed that with respect to residential tower buildings (apartment) - single staircase buildings are neither prohibited under statutory regulations nor associated technical guidance, where appropriate consideration of the guidance has been undertaken.</p> <p>LFB note that the design of common corridors of several of the blocks include an extended single direction travel distance which is considered to compound further concerns with a single staircase.</p> <p>LBE it is noted that this refers to Block B already under construction, with regard to the long travel distance the corridor has been specified with appropriate fire control and fire safety compensating features including being designed to incorporate a mechanical fan assisted smoke ventilation (push – pull) system within the common corridor in accordance with technical guidance.</p> <p>LFB Concern is raised in respect of a single means of escape linking to the first floor car park of Blocks B2 and B3 and details of the design of the common terraces and how these impact the recommendations of London Plan polices D5 and D12.</p> <p>LBE it has been confirmed that level 01 car park is connected to the common corridor of B2. The following fire precautions provide appropriate protection to the tower staircase, serving the upper floor levels. The physical separation between the car park and the Block B2 core is via three – in series - fire rated lobbies with two of</p>

	<p>the lobbies being provided with smoke ventilation extract. Additionally, the car park is both mechanically smoke ventilated and sprinkler protected. Collectively the noted physical and system fire precautions have been considered to provide significant mitigation of a car deck fire hazard and any associated risk of that impacting on the upper levels of the tower block staircase. The car park disabled egress is via the dedicated car park stair. In the event of fire, the occupants can leave the car park via two routes either the dedicated car park evacuation lift or via a ramp to block B3 evacuation lift.</p> <p>LFB comment: In respect of disabled access LP policy D5 is clear that the expectation is that evacuation lifts should be provided rather than the provision and use of evacuation chairs. LBE response: the Fire Statement has been updated to confirm that fire evacuation lifts are proposed to each of the tall buildings.</p> <p>LFB comment: Details of refuge areas should be accompanied by a simultaneous managed evacuation. It is expected those waiting for managed support should be provide for with appropriately protected managed space. Safe egress of all potential occupants is required and simply proposing an evacuation using evacuation chairs without protection measures to enable it to be safely used is not appropriate and does not meet the expectations, in our opinion, of London Plan policy D5 and D12. LBE response: as indicated above the evacuation strategy has now been updated to include evacuation lift and so is not reliant on fire refuge areas.</p> <p>LFB comment: also requested further clarification and detail in respect of electric vehicle charging points, sprinklers, fire service access/facilities. LBE response:</p> <ul style="list-style-type: none"> - All blocks are served by BS compliant sprinkler systems - There is no current relevant guidance in respect of EV charging however the proposed car park is fully sprinkler protected - Details of improved way finding signage for the fire service is now included in the fire statement, a fire fighting lift is proposed in each block over 18m <p>LBE Response: The Fire Statement and all fire protection measures contained therein are secured by condition to be fully implemented prior to occupation. The applicant has also provided a declaration of compliance that the fire safety of the proposed development and the fire safety information submitted satisfy the requirements of Policies D12(A) and D5(B5) as requested by the GLA.</p>
<p>Scottish and Southern Electricity Networks (SSEN)</p>	<p>SSEN have confirmed that the developers for the Friary Park scheme have secured 3.77MVA of electrical supply to serve the development, this has been confirmed and allocated. A further application has also been submitted by the developer in order to secure a further 900kVA. This has yet to be secured.</p> <p>LBE Response: The applicant's submitted Energy Assessment confirms that 3.77MVA of electrical supply is sufficient to deliver all phases of the proposed development. The additional allocation that has been applied for is to enable the scheme to decarbonise, this additional supply is therefore not required until 2025 at the earliest which is considered sufficient time to secure this additional allocation.</p>
<p>Ofwat</p>	<p>Confirmation received from Ofwat that they granted a variation to Icosa Water Services Limited's appointments as a Water and Sewerage company under the</p>

	<p>Water Industry Act 1991 ("WIA91"), and made consequential variations to the water and sewerage appointment of Thames Water. The appointment was signed on 22 June 2022 and came into effect on 23 June 2022.</p> <p>Icosa Water Services Limited is now the Water and Sewerage supplier to the development at Friary 1b (Extension to Friary Park 1a).</p>
<p>Internal Consultation:</p>	
<p>Regulatory Services (air pollution)</p>	<p>No objection, subject to conditions and a financial contribution towards the implementation of air quality improvement measures.</p> <p>Regulatory Services confirming they are current monitoring air quality at the site and are dealing with the submission of conditions in relation to the first phase of development</p> <p>Planning officer's response: <i>Noted, conditions, where relevant, and contributions have been agreed with the applicant and form part of the recommendation in this report.</i></p>
<p>Regulatory Services (contamination)</p>	<p>No objection subject to further investigation and the preparation and submission for approval of a remediation strategy. Much of this work is ongoing and the applicant has submitted details to discharge related conditions subject of the previously consented scheme. It is appropriate to secure similar conditions for the later phases of development that have not yet been implemented to secure further investigative work as required.</p> <p>Planning Officer's response: <i>Noted appropriate conditions recommended.</i></p>
<p>Regulatory Services (noise)</p>	<p>Confirmation received that Regulatory Services Noise Officers are liaising with the applicant in respect of the ongoing work at Friary Park and satisfying conditions in respect of the first phase of development. Confirmation given that all conditions as originally proposed should be carried forward to any new planning permission that is granted.</p> <p>Planning Officer's response: <i>Noted appropriate conditions recommended.</i></p>
<p>Landscape Architect</p>	<p>Amenity Space: For a development of this size a total of 18,420sq.m of private amenity space is required. The development provides a total of 17,317sq.m of private amenity space in the form of balconies, roof terraces and communal amenity provision.</p> <p>The development provides a good range of and quality of open space but does come out slightly short of amenity provision by 1103m2 and so a section 106 payment would be required if the scheme gets approval. The site is also in an area of district and local park deficiency so access to local green space is extremely important.</p> <p>Public Open Space: For this development there will be a population yield of 1444 which will mean a total of 43651m2 of public open space will be required. The plan shows a total</p>

	<p>area of 9585m2 of public open space consisting of hard and soft landscaping will fall considerably short of the requirements.</p> <p>Children’s Play Space: For a development of this size a total of 4590m2 of dedicated play space would be required. The application includes a total of: 2646m2 of play space. This means a section 106 contribution will be required for improvements to local facilities.</p> <p>Allotment Space: Ealing policy in the DPD document page 22 states that 1.7m2 of allotment space is required per person. This means a total of 3805m2 is required within this development. As only 146m2 has been provided a section 106 contribution will be required.</p> <p>Due to a under provision of amenity space / play space a S106 contribution should be requested if planning intend to recommend the scheme for approval. The contribution should be used for improvements to Friary Road Common, North Acton Playing Fields, Spring Field Gardens and Acton Park. As a guide we would recommend the following amount should be secured to ensure an appropriate level of mitigation for the under provision on site.</p> <p>Amenity space contribution: £147,067 Play space contribution: £291,620 Allotment contribution: £128,082 Total section 106 contribution: £566,796</p> <p>Conditions also required to secure details of play space, hard/soft landscaping, boundary treatments, landscape management, details of green and brown roofs and sustainable urban drainage.</p> <p>Planning Officer response: The development proposes a high-quality landscaping and public realm scheme that provides a high level of amenity for future residents. Every flat also has direct access to a balcony or terrace as well as convenient access to communal, semi private amenity spaces. In addition, all residents will benefit from a range of community facilities including Co-working space, residents room, a larger internal residents space, community kitchen and private dining room, potting shed and a bike hub all located around a central square. Overall, the quality and varied provision is considered acceptable providing a high level of amenity for future residents. In addition, a S.106 financial contribution of £318,701 towards open spaces and £322,490 towards play space in the local area (Total £641,101) has been secured.</p>
<p>Lead Local Flood Authority</p>	<p>No objections subject to Thames Water network upgrades and conditions securing a detailed drainage design and maintenance plan.</p> <p>Planning Officer’s response: <i>Planning conditions recommended requiring detailed Drainage Strategy and Maintenance Plan to be submitted and approved prior to commencement</i></p>
<p>Transport Services</p>	<p>No objection to proposals, subject to the following conditions and planning contributions:</p>

	<p>Conditions:</p> <ul style="list-style-type: none"> • Delivery and servicing management plan • Parking management plan • Construction management plan • Revised travel plan • Electric charging points • Submission of Road Safety Audit • Cycle parking details <p>Recommended Section 106 Requirements:</p> <ul style="list-style-type: none"> • Financial contribution towards local pedestrian/cycle improvements • Financial contribution for road safety improvements • On site Car club provision and subsidy of car club membership to residents for 3 years. <p>Planning Officer's response: <i>Noted. Appropriate conditions are recommended and S106 contributions have been agreed and are part of the recommendation set out in this report.</i></p>
<p>Housing</p>	<p>Supports the regeneration of the Friary Park Estate and the significant enhancement of the living conditions of residents. The quantum of affordable housing and the tenure mix previously secured was supported and this has been further enhanced in the revised application with an improved tenure split secured through negotiation and review of the schemes viability. The provision of a high proportion of 3 bedroom homes in social rent tenure is welcomed and supported.</p> <p>Planning Officer's response: Affordable housing is secured through the S106 agreement with early, mid and late stage reviews. The Affordable Housing has been further improved in the later stages of the applications consideration in advance of the final review of the projects costs being undertaken. Should further surplus be identified the affordable housing offer will be further improved.</p>
<p>Education</p>	<p>The Education Team have requested a financial contribution of £1,669,543 to support the provision of primary and secondary school places.</p> <p>Planning Officer's Response: <i>Contribution secured in the S106 agreement.</i></p>
<p>Planning Policy – Sustainability</p>	<p>No objection, subject to conditions requiring details of overheating & cooling, A revised energy strategy for residential and non-residential elements, further details of the decarbonisation strategy, ASHP feasibility study, energy monitoring, sustainable design and construction and details regarding the energy centre/district heating network.</p> <p>Planning Officer's Response: S106 contributions also required towards post development renewable energy, carbon offsetting and monitoring, and post construction energy monitoring.</p>
<p>Regeneration/ Training and Skills</p>	<p>The applicant is currently delivering a scheme to deliver employment training and skills opportunities in consultation with the Council. A summary of recent activities in connection with this programme is set out below:</p>

- The applicant has been reaching out to both residents of the estate and the wider neighbourhood to offer employment and training opportunities
- A workshop session was held on 30 September on site in the community hall building which was attended by 8 local people that and has resulted in interviews being offered to several individuals.
- A local resident has been employed by the applicant as a Graduate Trainee in their Technical Team.
- A total of 8 x mentoring placements have been offered to local residents.
- If residents are ultimately not offered a position, Catalyst are supporting them and referring them onto Ealing Employment or West London College for further opportunities.
- The applicant is offering residents the opportunity to sign up to their Makers and Mentors scheme to help upskill residents and connect with those already working in the construction industry to improve their employment opportunities.

Planning Officer's Response: *The above is noted and financial contribution to support the delivery of employment skills and training is secured in the S106*

Design Review Panel

The revised scheme has been presented to Ealing's Design Review Panel on the 11th May 2021 and 5th October 2021. The use of DRP's is encouraged by policy D4 of the London Plan particularly where the development is above the applicable density and/or includes tall buildings. Ealing's DRP is run by Frame and comprises experts in their relevant disciplines, the purpose of convening a review is to ensure the emerging design is fully scrutinised and to ensure that the proposals are of the highest quality.

DRP 11th May 2021

At this initial review the applicant presented the proposals to enhance the scheme and increase the number of dwellings on the site. At this stage it was envisaged that a number of the buildings would be increased in height. The applicant also introduced proposals to improve the range and quality of facilities for residents as well as proposals for affordable workspace.

A summary of the key points made in the DRP's feedback included:

- The proposed enhancements are positive and have the potential to create an appealing centre that extends to the wider neighbourhood.
- Potential to provide an additional entrance to the site by omitting Block H to improve permeability
- Further justification of the increase in height required through technical analysis and design approach
- The architectural expression and sculpting of the towers are positive.

DRP 5th October

A follow up review was undertaken in October where the applicant sought to respond to comments made at the previous review whilst also updating the panel on other amendments to the scheme that had occurred as a result of further consultation with the public, LBE and the GLA. The applicant team presented details of connectivity and an additional entrance to the site in lieu of Block H fronting Emmanuel Avenue, further detail on non residential uses, technical analysis to justify the proposed tall buildings and further detail on architectural design and detailing.

A summary of the key points made in the DRP's feedback included:

- Acknowledgement of further work undertaken to consider additional site entrance - some members of the panel agreed with the conclusions, whilst others felt another access would be beneficial.
- Concerns over additional height remained.
- Positive feedback on development of ground floor non residential uses.

The DRP feedback was useful and led to a number of improvements to the scheme. Concerns raised by the DRP in respect of height which echoed concerns from LBE, the GLA and local residents led the applicant to abandon plans to increase the heights of the tallest buildings whilst retaining the other improvements and enhancements that had been secured and supported by the DRP.

Relevant Planning Policies:

Please see informative section in Annex 1 for a full list of relevant policies.

PLANNING APPRAISAL

Reasoned Justification

The proposed development is assessed against the policies contained in the adopted Development Plan and in terms of its potential impact on the local and wider environment, on the amenities of the occupiers of surrounding development and all other material planning considerations. Of particular relevance and a material consideration in the determination of this application is the extant planning permission ref: 193424HYBRID which approved the comprehensive re-development of the Friary Park Estate.

Main Issues

The main issues for the consideration of this application are an assessment of the Environmental Statement (ES), the principle of development with particular consideration to the principles of Estate Regeneration and the re-housing of existing tenants.

The quantum of development including building heights, the design, character and appearance, the relationship of the new development with the existing surrounding built form with specific regard to the amenity impact on adjacent uses,

Other issues considered in detail include the internal/ external living conditions for residents, an assessment of the transport impacts of the development and potential operational aspects. Other issues include affordable housing, crime prevention, accessibility, refuse and recycling storage, drainage and flood risk, and the Community Infrastructure Levy.

It is also necessary to consider the Council's 5 year housing land supply and the overall planning balance.

Environmental Statement

The Environmental Impact Assessment (EIA) process is the mechanism by which development proposals are appraised in terms of their likely significant environmental effects. EIA is described as a means of drawing together, in a systematic way, an assessment of a development's likely significant environmental effects (beneficial and adverse).

The Proposed Development falls within Category 10 (b) of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) as an urban development project where the area of the development exceeds 5 hectares and includes more than

150 dwellings, there is the potential for likely significant environmental effects. An Environmental Statement (ES) has been submitted with the detailed application which assesses the potential environmental impacts of the proposed development.

Prior to the formal submission of the extant planning permission the applicant requested an EIA scoping opinion (in March 2019) to ascertain those environmental topics that should be included in the scope of the EIA. The LPA's EIA scoping opinion issued in May 2019 (Reference 191539SCO) indicated that the environmental issues against which the effects of the proposed development needed to be assessed were:

- Population and human health
- Townscape and visual impact
- Air quality
- Noise and vibration
- Daylight, sunlight and overshadowing
- Wind microclimate

As the revised Hybrid Planning Application is a new application and, as the project is EIA development, a new ES is required to be submitted in support of the new application. The project continues to fall under Schedule 2, 10, b) of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017.

The submitted ES follows a similar format to that previously submitted with the scope remaining the same. The submitted ES assess the environmental impacts that may be caused by the proposed redevelopment of the site. The ES assessed any potential significant effects of the development that may arise cumulatively, when combined with, other major developments with planning permission or under construction in the local area.

The submitted ES has been independently assessed by the Council's appointed experts the Temple Group. Temple Group have undertaken a full review of the ES in accordance with The Institute of Environmental Management's (IEMA's) Quality Mark ES Review Criteria. The review has also taken into account the Planning Practice Guidance in relation to EIAs, and the agreed scope of the EIA.

The review process involved Temple collating their findings and issuing to the applicant a list of clarifications which they were invited to respond to, this response was subsequently reviewed and Temple advised the Council on any mitigation measures required to overcome any harmful impacts identified. Following the review and receipt of additional clarifications Temple Group have been able to close out all issues and where necessary set out details of the further mitigation measures either secured in the scheme design or through relevant planning conditions such as the Construction Management Plan or through clauses and financial contributions secured via the S.106 agreement.

Officers supported by Temple Group consider that the environmental impact including the cumulative impacts of the proposed development have been robustly assessed. In accordance with its obligations under the EIA Regulations (including Regulation 26) officers (via the EIA consultants) have examined the environmental information submitted in support of the application and consider that it accords with the requirements of the EIA Regulations 2017 in terms of what is required for inclusion within an ES and the robustness of the assessment. It also addresses all the issues identified by the LPA's EIA scoping opinion. Officers, having examined the environmental information as required by Regulation 26 of the EIA Regulations 2017 (as amended) and conclude (per Regulation 29 of the EIA Regulations 2017 (as amended)) that, unless otherwise stated, the significant effects of the proposed development on the environment are those set out in the ES. The LPA shall comply with its other obligations (per

Regulation 29 of the EIA Regulations) should planning permission be granted but include in this Report, those measures that the LPA considers are required in accordance with Regulation 29(b)(i)(bb)(cc)(dd), as suggested conditions/section 106 obligations, should planning permission be granted.

Plans and other documents defining the limits or specific proposals and principles of the scheme proposed in the application, as well as accompanying guidance on design and scale within the DAS and other application documents would, where appropriate, be secured by conditions attached to any grant of Planning Permission. This is to ensure that the development is built in accordance with the proposals assessed as part of the environmental information submitted with the application and for which the impacts have been considered. In terms of the EIA Regulations 2017, officers consider that the environmental impacts of the proposed regeneration scheme have been fully considered by the applicant and by the LPA in the determination of this Application.

Principle of Development

The application site is considered to be a sustainably located, currently underutilised brownfield site located within an area of significant housing need. The existing buildings on the site some of which have now been demolished were in poor condition with a number of inherent issues and failed to meet modern space and energy standards. None of the existing building are statutorily or locally listed buildings and the Application Site does not form part of a designated Conservation Area.

The demolition process has commenced on site and planning conditions will be secured to control the demolition of future phases. Tight controls over the demolition phase are maintained to ensure neighbour impacts are minimised. The Council’s Regulatory Services also monitoring dust and vibration impacts to further ensure environmental effects are minimised. The demolition of all buildings on the site is therefore supported.

It is proposed that the existing buildings will be replaced with a residential led mixed-use redevelopment of the site delivering up to 1228 new dwellings with 990 new dwellings having been previously consented. The new proposals result in an overall uplift when compared with the original scenario of 998 new dwellings.

All existing residents on the estate have been given the opportunity to return to the new development and will have the right to return to a dwelling of a similar size to their existing home. The proposed phasing and decant strategy seeks to re-provide a significant proportion of the social rent units in the first phase (currently under construction) to ensure that existing tenants are able to return to the site as soon as is practicably possible or decant from currently undeveloped parts of the Friary Park Estate straight into a new dwelling. The process has been the subject of extensive, ongoing and transparent consultation with existing residents to ensure their needs and concerns are taken account of through every stage of the process. Existing tenants that were living in flats in the first phase of development (now under construction) were offered a suitable alternative home from Catalyst Housing’s existing stock allowing them to temporarily move before returning to the completed development if they wish.

The principle of replacing and increasing the affordable housing on site has previously been secured the revised proposals now submitted result in the delivery of additional affordable housing including 50 LAR dwellings and 33 London Shared Ownership dwellings as set out in the table below:

SITEWIDE HOUSING MIX AND TENURE COMPARISON				
Housing mix	Tenure	Original Housing prior	Planning Permission 193424HYBRID	Development (number in bracket =

		to commencement of development		difference from extant permission)
Studio	Private	-	80	130 (+50)
1 bed		-	372	482 (+110)
2 bed		-	126	161 (+35)
3 bed		-	40	0 (-40)
4 bed		5	0	0
Sub-total		5	618	773 (+155)
Studio	Social rent	6	0	0
1 bed		82	69	69
2 bed		120	110	110
3 bed		13	45	53 (+8)
4 bed		5	13	5 (-8)
Sub-total		225	237	237
1 bed	London Affordable Rent	-	14	28 (+14)
2 bed		-	14	36 (+22)
3 bed		-	0	14 (+14)
Sub-total		-	28	78 (+50)
1 bed	London Shared Ownership	-	32	69 (+37)
2 bed		-	75	71 (-4)
Sub-total		-	107	140 (+33)
Total		230	990	1,228 (+238)

(Table 1.1 Housing/Tenure mix)

The proposals result in a significant uplift in the quality and quantum of affordable housing which accords with London Plan Policy H8 which promotes the enhancement of the condition and quality of London’s existing homes, ensuring no loss of affordable housing whilst recognising the regeneration benefits of estate renewal. The proposals further these policy objectives.

In addition to the replacement and enhancement of the existing affordable housing on the site a significant quantum of new housing is proposed. Policy H1 of the London Plan 2021 aims to increase housing supply to meet the pressing need for new homes in London. In supporting this regional objective Policy 1.1 of Ealing’s Core Strategy confirms an intention to deliver 14,000 additional homes by 2026. Criterion (b) of the policy confirms that development of these new homes is to be concentrated in the Uxbridge / Crossrail Corridor and the A40 / Park Royal Corridor. Whilst the Application Site is not identified in the Council’s Development Sites DPD as being subject to a specific site allocation, the Application Site is previously developed land and located within the A40 / Park Royal Corridor as defined in Map 2: Key Diagram of the Development Strategy. Policy 3.1 of the Core Strategy seeks the development of over 3,000 additional homes within the A40 / Park Royal Corridor.

Given the significant need to provide additional new homes within London, the historic residential use of the site, the underutilisation of the existing site and the re-provision and uplift of affordable housing on the site the principle of the proposed development is robustly supported by policy at local, regional and national level.

In addition to planning policy support for the principle of development the proposals also accord with the Mayor’s Good Practice Guide to Estate Regeneration: Better Homes for Local People (February, 2018) which confirms that the key principles of estate regeneration include:

- An increase affordable housing, comprising like-for-like replacement and the maximisation of additional genuinely affordable housing;

- Full rights to return or remain for social tenants; and
- A fair deal for leaseholders and freeholders, including home loss payments, and independent valuation for residents (paid by Applicant).

The applicant's proposals fully comply with this guidance and in addition have been subject to full and transparent consultation with existing residents. This has continued throughout the pre-application phases and is ongoing now construction has commenced on site. A Residents Steering Group has been set up to ensure active engagement to address concerns of the estates existing residents as the development proceeds on site.

Other Uses

As with the consented scheme the revised proposals include a range of additional land uses to support both the new and existing communities.

Commercial uses - In addition to the residential uses the proposals also include flexible commercial space at the ground floor of block A in the western part of the site fronting the new Acton Mainline Station. The location and quantum of commercial uses is considered to appropriately serve the new population whilst enhancing the provision for existing residents. The quantum and location of the commercial space avoids over provision and the commercial offer would look to support and enhance existing provision and not detract from the primacy of nearby local centres.

The flexible nature of the proposed commercial uses seeks to ensure the units are viable to create favourable conditions for occupancy. The proposed commercial uses which will have the added benefit of creating a range of new jobs for local people are considered to accord with policy 4C of Ealing Development Management DPD and will seek to ensure the existing and wider community is supported by a good range of local services to ensure their day to day needs are met without the need to travel to larger centres. The commercial spaces at the ground floor of block A have been designed flexibly to allow different uses to come forward with different sized units providing suitable accommodation for a variety of businesses.

Affordable workspace – a new land use not proposed in the previous application is affordable workspace. The proposals now include 448sq.m of affordable workspace to be located in the ground floor of Block B, fronting Friary Road. It is planned that the affordable workspace will be brought forward by the Creative Land Trust and will provide affordable (80% of market rents) flexible workspace for small businesses working locally in the creative industries. The provision of affordable workspace will provide excellent opportunities for local businesses and is supported by London Plan policy E3. The affordable workspace is to be secured via the S.106 agreement in perpetuity.

Community use - Policy S1 of the London Plan encourages major development projects that seek to make the best use of land to co-locate different types of social infrastructure. The existing site is served by a well used community centre which has historically provided a community hub for the estate. The existing community centre on the site which has a floor area of 211sqm is proposed to be re-provided on site with a larger more flexible space of 440sqm. Doubling the size of the existing provision and designing it so that it is suitable for a greater range of uses by the local community is considered to be a significant benefit of the proposals and will be a valuable resource for the wider community.

In addition to the community centre the revised scheme now includes much enhanced community provision. This new community provision is provided in a community square located in the heart of the development. Revisions to the scheme have created this centrally located hub with the ground floors of the building facing onto the square comprising a variety of shared community uses including co-working space, concierge, residents' room, community kitchen and private dining room, a bike hub and

potting shed. A further residents amenity space in the ground floor of Block C (subject of the outline part of the application) will deliver a further large residents amenity space. These additional uses focused on creating a thriving community are all supported both in land use terms and in terms of facilitating an inclusive and cohesive community.

Quantum of Development / Density

Policy GG2 (Making the Best Use of Land) is relevant when considering the density of the proposed scheme. Policy GG2 promotes higher density development in locations that are well connected in respect of access to jobs, services, infrastructure and amenities by public transport, walking and cycling. London Plan policy D2 supports policy GG2 confirming that the density of development should be linked to the future provision of infrastructure and be proportionate to the sites connectivity and accessibility. Policy D3 confirms that development proposals should make the best use of land and follow a design led approach that maximises the capacity of sites. Policy 1.2(h) of the Council's Core Strategy confirms that higher densities will be supported in areas of good public transport accessibility.

The site has a current PTAL of 2-4 (which is anticipated to increase with full operation of services on the Elizabeth line), the site is also served by a number of bus services and overground train services from Acton Mainline station. The site can therefore be considered to have excellent access to central London and Heathrow Airport as well as local centres. In principle therefore the site is considered to be one suitable for higher density forms of development.

The proposed development is the result of an extensive design led consultation process that has been subject of Design Reviews both in respect of the original scheme and that now subject of this application. The scheme's design has been scrutinised and interrogated by independent design professionals at every stage of the scheme's evolution.

The previously approved scheme secured several important design principles including improving permeability and legibility and approving the general form of development on the site including the location and orientation of the taller buildings. These fundamental design principles have been retained and improved in the revised scheme. Importantly the sense of place has been significantly enhanced through the creation and focus of the development on a community square in the heart of the development. Much of the increased quantum of development is focused on this community square which is a principle that is supported.

The design principles retained and improved and now proposed secure a development that is of the highest design quality. The bulk and form of development whilst significantly increasing the scale of development from the existing situation is considered appropriate and mediates an acceptable transition from lower density areas to the south and the relatively less constrained northern part of the site fronting the railway.

In the following sections of this report further details of the schemes compliance with housing standards and other material considerations are set out demonstrating that the scheme exhibits no symptoms of over development and do not result in any significant unacceptable impacts on the amenity of existing residents. Specifically there is no significant additional impact resulting from this revised scheme over the scheme already consented.

Given the above considerations and the need to significantly increase the delivery of new housing on underutilised brownfield sites the density proposed is considered acceptable and is supported by local and regional planning policy.

Residential Mix

With regards to the housing size mix, Policy H10 of the London Plan encourages that new development offers a range of housing choices in terms of the mix of housing sizes and types in order to support the requirement to deliver mixed and inclusive neighbourhoods. Ealing's development Strategy policy 1.2(h) supports 'a suitable mix' but does not specify percentage splits of different sized units.

The proposed residential mix retains the principles established by the extant planning permission. Importantly however the revised proposals have allowed the number of 3 bedroom family homes to be increased from 24 (5%) to 57 (9%). This prioritisation of the delivery of family sized homes, the majority (53) of which are in social rent, affordable tenure that are in the greatest need in the Borough is supported and a significant benefit of the revised proposals.

Market Housing – in terms of the market housing in the initial phase of development due to the high costs associated with rehousing and decanting existing tenants and the need to deliver a high proportion of the affordable housing at an early stage it has been necessary for the applicant to propose a higher number of smaller market housing types in this initial Detailed Element of the proposed development.

The full details of the mix including the tenure mix is set out in table 1.1 at the beginning of this section of the report. The scheme provides a mix of different sized units and tenures that would be suitable for a range of future occupiers, including an improved number of affordable family sized units. The proposed mix is considered acceptable given the specific requirements of this estate renewal and will meet the needs of existing residents and also provide for a wide range of new residents with different housing needs.

Affordable Housing

The delivery of affordable housing is a key strategic objective for LBE and the GLA. Policy H4 of the London Plan sets a strategic target of 50% of all new homes delivered across London to be genuinely affordable.

Policy 1.2 of the Council's Core Strategy echoes this objective in stating that *"at least 50% of the housing developed in the borough up to 2026 will be affordable housing, as defined in the London Plan, to achieve mixed communities with a range of housing types across the borough and to meet need"*.

Policy 3A of the Development Management DPD states that affordable housing will be sought on all developments capable of providing 10 or more residential units and will be negotiated on the basis of a 50% provision.

London Plan policy H8 relates specifically to proposals involving estate regeneration, confirming that such schemes should follow the 'Viability Tested Route' as per Policy H5 to ensure the maximum reasonable amount of affordable housing is secured. Policy H6 confirms the preferred affordable tenure arrangements across London whereas Policy 3A of the Council's Development Management DPD defines the Council's preferred affordable tenure split as 60% social/affordable rented accommodation and 40% intermediate tenure homes.

The proposed development secures the delivery of 455 affordable homes which results in an uplift of 230 additional affordable homes following the replacement of those that existed in the original site. The new homes are proposed in a variety of genuinely affordable tenures. The proposed affordable housing equates to 46% of habitable rooms proposed across the development or 37% of the total number of

homes. In terms of the additional homes proposed by this application over the extant permission 50% of the additional habitable rooms are delivered in affordable tenures.

In terms of the delivery of affordable housing the scheme is a phased development to facilitate the decant strategy and to enable existing residents to remain on site wherever possible and to move direct into a new home on the estate. To facilitate this it has been necessary to front load the delivery of affordable housing with a significant proportion being delivered in the detailed elements of the application to be delivered in the early phases of the project. By including additional homes in Block B as a result of the amendments introduced by this application it has been possible to bring forward even more affordable housing in these initial stages.

As required by London Plan policy H8 the scheme has taken the viability tested route to ensure the maximum reasonable amount of affordable housing is secured. As such the Financial Viability Assessment (FVA) submitted by the applicant has been tested by LBE's own advisors the DVS as well as the GLA's in house viability assessors. As a result of an initial comprehensive review a number of issues were identified that needed to be resolved through the submission of additional information. A summary of the issues identified included:

- The modelling of the scheme needed to be updated to take account of housing grant allocated to the project and with timing of that income
- The modelling the scheme with the correct programme that takes into account delivery to date including the two sub-phases within Phase 1 and considers an approach to delivery that both meets rehousing requirements but also optimises viability through the delivery of market housing
- Increasing sales values to reflect a regeneration premium in Phase 3 by 5%
- Increasing London Affordable Rent values from £178psf to £200psf.
- Reducing profit on private residential to no more than 17.5% of GDV.
- Further information should be provided to justify the inclusion of various abnormal costs and decant costs.

As a result of the concerns raised by Officer's extensive further discussion and negotiation has taken place to reach agreement on the various inputs to bring them further in line with the expectations of GLA and LBE Officers. The applicant having agreed to the various amendments to the FVA inputs issued a revised costs analysis which is being analysed by LBE's advisors. Notwithstanding the final agreement on the costs the applicant has made improvements to the affordable housing offer as follows.

The updated offer submitted with this application proposes changing the tenure split, increasing low cost rent to 71% and reducing intermediate housing to 29% in respect of the additional homes proposed by this application.

Overall, the updated offer results in the change of affordable tenure split for the proposed scheme affordable housing contribution, 46% by habitable rooms, from 72% low-cost rent and 28% intermediate to 74% low-cost rent and 26% intermediate.

In practice this is achieved through the change of tenure for eight Shared Ownership (2B4P) units to London Affordable Rent within Block D (Phase 3). The final outcome of DVS analysis and agreement of

construction costs will be presented to the committee in the addendum report but is not expected to result in a reduced affordable housing offer to that now set out in this report.

The table below summarises the details of the affordable housing now proposed compared with that subject of the extant planning permission:

Proposed Affordable Housing Tenure Split			
Housing Mix	Tenure	Planning Permission 193424HYBRID	Proposed Development
1 bed	Social rent	69	69
2 bed		110	110
3 bed		45	53 (+8)
4 bed		13	5 (-8)
Sub-total		237	237
1 bed	London Affordable Rent	14	28 (+14)
2 bed		14	36 (+22)
3 bed		0	14 (+14)
Sub-total		28	78 (+50)
1 bed	London Shared Ownership	32	69 (+37)
2 bed		75	71 (-4)
Sub-total		107	140 (+33)
Total		990	1,228 (+238)

Affordable Housing Review Mechanism

In accordance with London Plan policy it is essential that the viability of the scheme remains under review throughout the duration of the development. This is particularly important with a comprehensive phased development such as this that will be delivered over a number of years. Overall, the proposed scheme meets the expectations of the London Plan and LBE policy and the proposed affordable housing is to be provided on an appropriate tenure basis and results in a significant uplift over the previous provision on the site. The details of the review mechanisms including early, mid and late stage reviews are to be secured in the S106 legal agreement and the affordable housing secured in perpetuity.

5 Year Housing Land Supply

See Appendix 2 for consideration of the issues surrounding Council’s 5 Year Housing Land Supply.

Design, Character and Scale

Section 12 of the NPPF, Chapter 3 of the London Plan (2021) and adopted local policy 7B requires that development should have regard to the form, function and structure of an area, and the scale, mass and orientation of surrounding buildings. They also note that development should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and comprises of details and materials that complement, not necessarily replicate, the local architectural character.

London Plan Policy D3 states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy D4 of the London Plan outlines several requirements relating to design analysis, design scrutiny and maintaining design quality.

Further guidance on design matters is set out in the National Design Guide and Ealing’s Character Study and Housing Design Guide (January 2022).

Layout

The key objectives of the consented masterplan for the redevelopment of the site were to achieve a well planned development that responds positively to its surroundings, facilitating a wide range of high quality homes with supporting uses and facilities. The objectives on which the original masterplan was approved include:

- Greater connectivity to the wider context
- Hierarchy of gateways into the site
- Pedestrian focused routes through the site with limited and controlled vehicular access
- A highly defined landscape strategy with a variety of spaces linked via a centrally located linear Parkway.
- Varied building heights with the highest buildings located opposite the station with other taller buildings extending toward the northern boundary of the site and lower building towards the residential properties in the south
- Varied building forms with different layouts in different character areas within the development
- Generous separation between blocks to ensure sunlight penetrates into and through the site

Incorporating these principles, the overall masterplan for the site will achieve a simple, legible arrangement with larger perimeter blocks along the northern edge defining the layout. Connecting routes between these blocks provides a hierarchy of streets which assists with legibility and ensures a development that is permeable and provides connectivity with the surrounding areas.

The proposed east west route, Friary Walk is the principle route through the site with lower scale development south of this route and the taller buildings within the perimeter blocks to the north. At either end of this route two key public spaces define the western and eastern entrances. The western space is a more formal plaza onto which the commercial uses open, this space opposite the new Acton Mainline station provides a key entrance into the site which is place marked by the tallest proposed building. At the eastern side of the site the open space includes the proposed multi use games court onto which the community hall faces and adjacent to the existing Friary Place Green. Here a more community focussed space will be created.

A key change introduced as part of this revised application is the creation of a third important public and community space at the heart of the development. This change to the scheme has been designed to bring a community focus to the development created by a public square surrounded by a variety of shared and free to access community uses. Adjustments to the buildings surrounding this space as well as the landscaping and public realm helps to create an area where the community will be able to gather and socialise. It is considered that this move will support the sense of place and create a cohesive community.

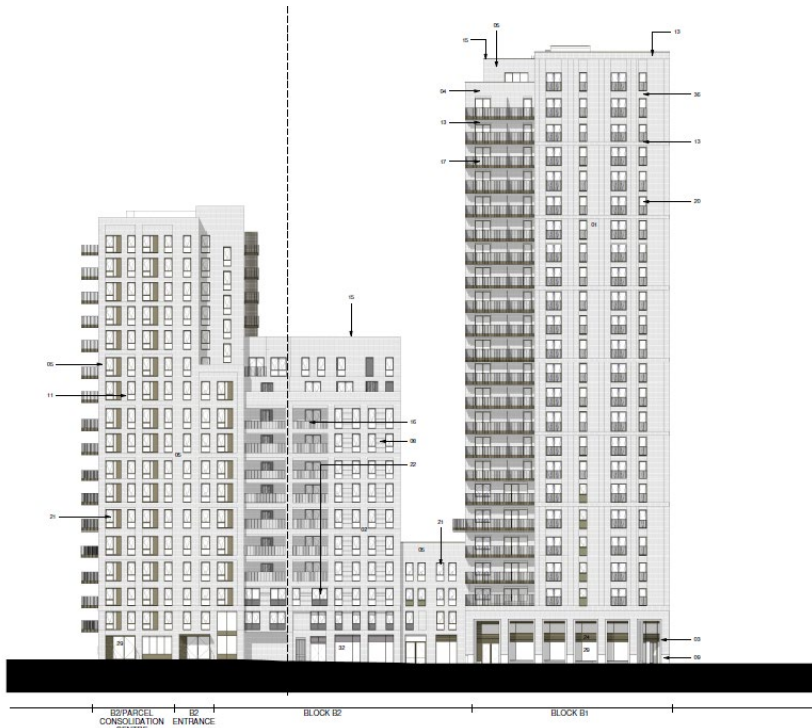


(Proposed Public Square)

As previously secured the overall layout is supported by a detailed strategy for delivering a high-quality public realm that has been designed to be safe, secure and well overlooked. This strategy is supported by a good combination of commercial and residential frontages with a high proportion of active frontages now further enhanced by the introduction of the community square referred to above. The servicing strategy has also been revisited and a parcel consolidation point is now proposed as well as service bays on the perimeter of the site that will minimise delivery vehicles needing to enter the site creating a much more pedestrian focussed environment.

The key design principles previously secured and tested by LBE, GLA and the Design Review panel are retained and enhanced through this revised application. The revised layout develops the agreed design principles in a positive way that will result in further significant benefits for future residents. The retained public uses at the western and eastern sides of the scheme also help the proposals integrate with the existing community responding positively to the Acton Mainline Station and commercial uses on Horn Lane.

As with the consented scheme the layout has developed through extensive consultation with the GLA, Design Review panels, statutory consultees and local stakeholders. The layout of the proposed development is supported and has the potential to create a high-quality development complementing the existing character of the area.



(Block B North Elevation)



(Block B South Elevation)

Massing and Height

Section 12 of the NPPF, London Plan Policies D4 and D5 and Ealing Local Variation Policy 7.4 and Policy 7B of the Ealing Development Management DPD (2013) require new buildings to consider the most important elements of the urban context in order to create a positive relationship with surrounding buildings and the public realm. Policy 7.7 of the Ealing DPD indicates that tall buildings should normally

be located on specified sites within Acton, Ealing and Southall town centres and identified development sites, and offer an outstanding quality of design.

London Plan policy D9 refers to tall buildings and requires boroughs to determine if there are locations where tall buildings maybe an appropriate form of development subject to meeting other requirements of the Plan. Additionally, the Policy also states that tall building proposals should address the visual, functional, and environmental impacts associated with such proposals.

Although not specifically identified as a location for tall buildings and not within a defined town centre, Policy 2.4 of the Core Strategy does encourage the regeneration of the area around Acton Main Line station, including promoting mixed-used regeneration of the area to the south of the station. In addition, Policy 1.2 of the Development Strategy also notes that the Council will support higher densities in areas of good public transport and notes that *“The quality of the design solution proposed in relation to context and the accessibility of its location are overriding considerations”*.

The proposed heights secured by the consented scheme have ensured that the most efficient use of the site is made, and advantage is taken of the relatively unconstrained northern part of the site. The proposed heights of the buildings have been demonstrated to have limited adverse impacts associated with overshadowing or issues associated with privacy or outlook. The heights have also been assessed in terms of their visual impact and whilst it is accepted that significant change will occur as part of the development of this site it is considered that a suitable balance has been achieved between protecting the existing character of the area, the amenity of existing and future residents and the making of place.

Notwithstanding the results of the technical review of the proposals that identified limited harm it is acknowledged that the proposals due primarily to the bulk and height of the scheme have caused much concern in the local community. It is acknowledged that the consented scheme does result in a significant step change in the scale of development in this area and the development will have a visual impact on residents in the local area. The site is one that is supported in strategic terms for redevelopment and the GLA confirmed that they have no strategic concerns in respect of tall buildings on this site. The need to use sites like this in the most efficient way possible to deliver new housing including affordable housing is of paramount importance to help address housing need in Ealing. Whilst the development does result in a step change in the scale of development the impacts identified are not so severe that they warrant refusal of the application.

As with the consented scheme the scale of development across the site follows a strategy of locating the taller buildings to the north of the site adjacent to the railway and away from the lower scale residential property to the south. The revised scheme respects this strategy, the most significant change in the revised scheme being the increase in height of building B2 located in the northern most part of the site fronting Friary Road. This block is proposed to increase in height from 10 storeys to 17 storeys. Located as it is to the north of building B3 which is a 22 storey tower block B2 will have negligible impact in terms of visual harm, or overshadowing and loss of privacy when viewed from the south. Increasing the height of this building respects the principles previously approved and results in limited additional harm and can therefore be supported.

The revised scheme proposes a number of other changes to the bulk and form of the development include the addition of 2 storeys to various parts of Block C increasing limited parts of this building from either 8 to 10 storey and 10 to 12 storeys. The additions are designed to facilitate a gradual stepped form in the building rising to the taller buildings (18 and 22 storeys respectively) within Block C which remain unchanged from the consented scheme. These small incremental changes located as they are to the north of the site do not impact on the dwellings to the south. They have also been tested in terms of

sunlight and daylight impacts to both existing and proposed dwellings and found to have limited additional impact to these properties.

The revised scheme also proposes to increase the footprints of proposed Blocks B3, C1, C2 and D1. The proposed increases in footprint move elevations in one direction of these buildings by 3m creating a colonnade feature at ground floor level. Although increasing the bulk and form of the taller elements the scale is not so significant to impact on the architectural integrity of these buildings and again the sunlight daylight studies do not identify any significantly increased impact in terms of sunlight, daylight and overshadowing.

The amendments to the scheme all relate to the buildings located in the northern part of the site and therefore the established principle of locating the taller, more bulky building towards the less constrained north boundary continues to be supported. Blocks E and F on the southern boundary have been adjusted and repositioned to relate to the public square and the form of these blocks has also been revised. The height bulk and massing however remains unchanged and the impact on properties on Emanuel Avenue remains acceptable as approved by the consented scheme.



(Block F South Elevation)

The applicants Planning Statement submitted in support of the application includes an assessment of the proposed tall buildings in respect of London Plan policy D9. This assessment, that is also further supported by the townscape analysis contained in Chapter 7 of the Environmental Statement sets out a clear rationale for the location of tall buildings within the site, confirms how the location of the taller buildings add variety to the skyline, act as a legible marker for the western gateway and Acton Mainline station and comprise the highest quality architecture. The proposals also contribute significantly and will act as a catalyst to the regeneration of the site and wider area as supported by Development Strategy policy 1.2



(Architectural concept and massing)

It is considered that the sound rationale that was put forward in the original scheme has been carried through to these revised proposals and remains acceptable. The proposals continue to exhibit the highest quality architecture, secure the enhancement of the sites townscape and develop positively the previously established urban design principles. The revisions to the scheme do not have any significant additional impacts as detailed by the robust testing that has been undertaken in terms of townscape and visual impact, sunlight and daylight and wind turbulence. It has been demonstrated by the applicant and independently tested by LBE's consultants Temple that the proposals will not lead to any significant long-term adverse impacts. The application does not fall within a sensitive location and the development has not been found to have any impacts on heritage assets in short, medium or longer distance views.

In light of the above assessment, it is considered that the proposed tall buildings on the site and the revisions to the consented scheme are in accordance with the objectives of section 12 of the National Planning Policy Framework, policies D4, D5 and D9 of the London Plan 2021, policy 7.B of the Ealing's Development Strategy and Management Development Plan Document. The architectural detailing and materials proposed for all buildings will be scrutinised further through the submission of details in relation to relevant conditions to ensure the quality of the architecture is carried through to the development on site. Further consideration of the outline element of the proposed development will occur through the consideration of reserved matters applications.

Design

Policy D4 of the London Plan identifies that architecture and design should be at the forefront of all planning decisions and that the design process should be thorough scrutinized before a referral is made to the GLA. Local and Regional policy confirms development proposals should make a positive contribution to a coherent public realm, streetscape and wider cityscape. Proposals should incorporate

the highest quality materials, in particular having regard to the aforementioned height strategy for the masterplan.

The design principles have been established through the original consent for the site and these principles of have followed through to the revised proposals subject of this application. The proposed buildings utilise differing typologies, architectural styles and material finishes to create a varied and interesting urban environment that will positively connect with the surroundings encouraging integration with the wider community. The proposed site layout includes the use of linear blocks and courtyard style plan forms with taller elements projecting at street level to add articulation and visual interest.

The use of brick as the main elevational material is proposed across all of the apartment buildings, but the proposals also incorporate the use of a range of different coloured and textured bricks, laid with varying brick bonding and including projecting brick features in connection with the use of other complementary materials, such as metal work to windows and balconies, and cladding materials. The scheme would contribute further to the articulation of buildings and / or roofscapes, and would ensure that the individual blocks have their own individual architectural language. Varying rhythm of elevations, patterns of fenestration, location and detailing of balconies and the detailing of ground floor elevations and residential entrances would also assist to distinguish and differentiate the detailed design of the different apartment buildings within the masterplan.

The first phase of development has been commenced on site and as such details of the materials to be used and other detailed aspect of the scheme’s delivery have been submitted to the Council and approved. This has given further confidence that the design quality of the proposed development is being developed and maintained through the detailed design and delivery of the project on site.

The design proposals have been through several design reviews both in relation to the original application and these subsequent revisions. The applicant has also undertaken their own independent design review with details submitted in the Design and Access Statement accompanying the application. The proposals are considered to secure a very high quality scheme as demonstrated in the CGI images below:





In respect of the outline part of the application a Design Code has been developed and submitted in support of the application and will be secured through conditions, which puts in place controls to ensure that high quality architecture and design comes forward, and to provide sufficient flexibility to allow architectural interpretation. Overall, the wider masterplan and the individual blocks are considered to meet the objectives of London Plan policies D4, D5 and D9 and Ealing’s adopted Development Management DPD Policy 7B.

Quality of Residential Accomodation

Policy D6 of the London Plan and supporting Table 3.1 ‘Minimum internal space standards for new dwellings’ seeks to ensure that new development is of the highest quality internally with appropriately sized rooms. Policy 3.5 of Ealing’s Development Management DPD confirms these requirements.

As with the consented scheme the Design and Access Statement submitted by the applicant confirms that all of the proposed units in the detailed element of the scheme will meet or exceed the minimum space standards for the habitable space in each of the proposed dwellings. Minimum space standards in terms of bedroom sizes, storage and minimum floor to ceiling heights in excess of 2.5m as stipulated Nationally Described Space Standards are also proposed to be met. In respect of the outline element of the proposed development clear commitments are made within the Design Code documents confirming it is expected that all residential units will be fully compliant with the Nationally Described Space Standards as well as the requirements set out in and this will be further scrutinised at reserved matters stages to ensure full compliance.

Accessible Accommodation

All units will be expected to be designed to meet relevant inclusivity and accessibility standards in accordance with the relevant Building Regulations and London Plan Policy D7 including a minimum of 10% of the units being fully wheelchair accessible and 90% of units being accessible and adaptable.

In accordance with these requirements, 10% of homes in the Detailed Element have been designed to be accessible or easily adaptable in accordance with Part M4(3) requirements. Amendments to Block H that in the previous application did not include a lift ensure that all the remaining homes will be served by lifts and will comply with Building Regulations Part M4(2). Therefore 100% of homes in the detailed phase will be fully accessible or easily adaptable, all homes within the Outline Element are also expected to meet these standards.

Aspect

New development should wherever possible seek to avoid single aspect units and particularly single aspect north facing units. The Detailed Element of the proposed development confirms that there will be no single aspect north facing units, 3% of homes will be triple aspect, 80% dual aspect and 17% single aspect. Given the urban nature of the site and the surrounding constraints of existing residential properties this is considered to be a high level of compliance and includes a slight improvement in the number of dual aspect units over the consented scheme. The units all remain of a very high standard with large window openings and access to private amenity space.

Privacy and Outlook

LB Ealing's Development Management DPD contains policies that seek to safeguard the amenity of adjoining residential properties. In this instance consideration has been given to the potential effects of development on visual amenity, privacy and safeguarding the outlook from habitable room windows. It requires that new residential development not only provides good living conditions for the future occupiers, but expects that new development provides an attractive outlook and sense of privacy for those existing residents neighbouring the development. The impacts associated with this revised application essentially remain the same as the scheme previously consented. Although amendments have been made to some of the blocks these are located towards the north of the site and have limited additional impact on views of the development from the south.

The site adjoins residential properties in the form of semi detached and terraced properties on Emmanuel Avenue. The design principles established by the consented scheme have been developed in response to these properties and the scale of the development significantly reduces to the south of the site to create an acceptable relationship with these properties. The scale of properties to the south of the site remains the same however adjustments to the form and siting of these blocks has opened larger gaps between blocks F1 and F2. Separation to homes on Emmanuel Avenue well in excess of 21 metres is proposed.

Within the site itself a minimum of 18-21m across streets and courtyards is proposed between habitable rooms and where possible the scheme has been designed so that the primary elevation of flats do not face each other. In the perimeter blocks where internal corners create tighter relationships, balconies and terraces are pulled away from each other to protect privacy.

The parameter plans and Design Code have been secured to ensure the high standards of amenity and outlook are also followed through to the reserved matters applications and further assessments in respect of the Outline Element will be made at the reserved matters stage.

The proposals have been carefully considered and designed to ensure the privacy and outlook of both existing and future residents is of the highest standard. The revised proposals have been carefully

designed to ensure that they result in no additional harm to the levels of amenity previously consented and given the urban nature of the site and its associated constraints is considered to be acceptable and will secure a high level of compliance with the London Plan and Ealing's Development Management policies in this regard.

Daylight, Sunlight and Overshadowing

Existing Property

As with the consented scheme the impact of the proposals in terms of daylight, sunlight and overshadowing were scoped into the Environmental Statement and have been considered in Chapter 10 of the submitted ES. The ES chapter provides detailed analysis of the effects of the proposed development on each identified property. The assessment provides an analysis in accordance with BRE guidelines based on the contextual justification of the surrounding urban environment.

The detailed analysis confirms that of the 254 windows (a slight uplift of 7 windows when compared with the consented scheme) in surrounding properties are found to be subject to major adverse impacts in terms of Vertical Sky Component (VSC) or the 71 rooms (a slight reduction of 4 rooms when compared with the consented scheme) assessed for No Sky-Line (NSL) they either have:

- Reasonable retained daylight values or very low existing VSC levels, which result in disproportionate percentage changes and meaning that absolute losses are unlikely to be noticeable;
- Are self-obstructing as a result of being located below deep-set balconies, other parts of the neighbouring building or roof overhangs that inherently limit natural light;
- Have small windows;
- Have retained VSC levels over 15%, which is commensurate for an urban location; or
- Serve transient accommodation that have a lower requirement for daylight.

These considerations combined with the planning benefits associated with the proposed development are considered to outweigh the adverse effect identified. See later section on the planning balance for further consideration of this point.

In relation to sunlight amenity, of the 449 rooms assessed (421 rooms assessed in the consented scheme), 385 would meet the BRE criteria (as opposed to 396 in the consented scheme) for both total and winter Annual Probable Sunlight Hours (APSH). Major adverse effects (more than 40%) are limited to 39 (28 for the consented scheme) rooms for total APSH and 48 (41 for the consented scheme) rooms for winter APSH. The additional impacts resulting from the amendments to the scheme are considered to be limited and again need to be weighed against the planning benefits of the proposed development.

The ES Chapter analyses the impact on the amount of sunlight received by each property and assesses those that go beyond the BRE criteria. Accordingly, the residual effects would range from negligible to major adverse. The Council's appointed consultant has reviewed and accepts the conclusions of the ES as being accurate and valid. It should be noted that the BRE Guidance is not policy and is only a guide, the BRE Guidance notes that flexibility must be applied in urban environments. Overall, whilst transgressions to the BRE guidelines have been identified these are limited given the location, the overall scale of the proposal and the need to balance townscape development with daylight and sunlight impacts it is on balance considered to be acceptable.

External Areas

For overshadowing, analysis has been carried out for the conditions on 21 March, 21 June and 21 December as is standard practice. The analysis has found that all amenity areas would experience

considerably more than 2 hours of direct sunlight on more than 50% of their area throughout the year. The sun on ground assessment to Friars Green Place shows no reduction will be experienced to the area that can receive 2 hours of sunlight on 21 March as a result of the Proposed Development.

The amenity space to the north of 15 Friary Road and 17 Friary Road will experience a small reduction of 17.79% (compared with 14.56% in respect of the consented scheme), which is within the BRE reduction criteria. In addition, both spaces will remain well sunlit for an urban area, as over half of each amenity space will receive as least two hours of sunlight on the 21st March. It is therefore considered that these spaces will continue to enjoy good levels of sunlight throughout the year with the Proposed Development in place. The overall effect is considered to remain negligible despite a small increase when compared with the consented scheme.

External Areas in the Proposed Development

Analysis of the sunlight and daylight conditions that the proposed development will achieve confirms that 81% (83% in the consented scheme) of habitable rooms will meet the ADF criteria for the rooms. In addition, 82% (84% in the consented scheme) of rooms achieve an NSL of at least 50% which is good for an urban environment.

The overshadowing results show that the vast majority of the public and private amenity spaces will meet the BRE guidelines criteria of 2 hours sun on ground to at least 50% of their area. Each resident will therefore have access to a nearby amenity space with good levels of sunlight above that recommended by the BRE guidelines.

The proposed development achieves good levels of compliance in respect of both the internal and external environments when assessed against the BRE Guidelines.

As with the consented scheme the proposed development will inevitably lead to some impacts associated with a development of this nature in an urban environment. The proposed revisions to the scheme over the consented scheme do marginally increase these impacts but not so significantly to make the impacts unacceptable. As with the consented scheme a good balance has been achieved between maximising the potential of the site and mitigating harmful impacts in respect of sunlight and daylight. The marginal additional impact also needs to be considered in respect of the positive planning benefits that the amended scheme secures.

Given the balance that has been achieved it is considered that the proposals do comply with Policy D3 of the London Plan and Policy 7B of the Council's Development Management DPD.

Private Amenity Space

Policy D6 of the London Plan states that where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. Table 7D.2 of the DMDPD sets out the Council's amenity space provision requirements for new development, which reflects that of policy D6 as follows:

- Private garden space (flat) – 5 sqm per 1-2 person unit, plus 1 sqm for each additional occupant;

In respect of other outdoor space Table 7D.2 advises:

- Amenity space – 50 sqm per 1,000 sqm of floorspace;
- Public open space – 19.5 sqm per person.

The proposals incorporate private amenity space in the form of private balconies, private ground floor terraces and rear garden areas with direct access from all of the individual flats proposed. The majority of blocks in the masterplan would also have access to communal amenity space in the form of podium level courtyard gardens and communal gardens, which would be allocated for the use of residents of those blocks. The communal (semi-private) amenity space totals 7,031sq.m.

The proposed development achieves a total of 10,286sqm of private amenity space which equates to an average of 7.99sqm per unit meeting the private amenity spaces requirements of the Mayors Housing SPG and DPD policy 7D.2. The proposals also include the oversizing of private amenity space of blocks A and G which contain affordable homes by 20%.

Public Open Space

In addition to the private amenity space and communal semi-private amenity space the proposed development will also deliver 9,585sqm of public open space and 146sq.m of resident's allotments. A further 2,646sq.m of active recreation space is also proposed.

Footnote 2 of Table 7D.2 of the Council's Development Management DPD states that "typically" 15 sqm of communal amenity space will be delivered per flat. Whilst this indicative target is not met the quantum, design and accessibility to the available space has been maximised and results in a significant improvement to the provision when compared with the existing situation. All residents will have access to private, shared amenity spaces and public open space all of which are usable and provide for a range of different users needs. In addition and not included in the shared or public open space figures quoted above the proposals also includes a range of indoor communal amenity uses around the public square that further mitigate the anticipated shortfall.

Further to this the spur road previously separating the site from Friars Place Green is to be stopped up and will provide a safe pedestrian and cycle route and improved access to Friars Place Green which was previously surrounded by roads on all 3 sides. The proposals do not however propose any works to Friars Place Green itself which is a direct response to the concerns previously raised by the local community. Finally in accordance with the third footnote to table 7D.2 of the development Management DPD a financial contribution is proposed towards off-site enhancements of other nearby open spaces which further mitigate the shortfall.

Landscaping/public realm

The masterplan landscape principles secured in the consented scheme create a permeable and fully accessible public realm responding to the conditions within the existing site and developing a series of new landscape spaces, whilst ensuring a hierarchy of routes and spaces is created through the Site, mainly from east to west.

The landscape strategy previously secured has been followed and enhanced through to this revised application and sits at the heart of the development bringing together the new and existing communities and providing opportunities for all age groups to meet, relax and socialise. Two key enhancements are secured through this revised submission, firstly the introduction of a parcel consolidation centre reduces the need for delivery vehicles to pass through the site therefore enhancing the environment within the site by reducing vehicle movements. The second enhancement as previously referred to is the creation of the public square at the heart of the development providing a more formal landscape setting for social events and gatherings.

The principles of the 'Parkway' running through the site as previously approved have therefore been further enhanced by these improvements creating a much safer community focused environment. The design of the 'Parkway' as previously secured also provides a safe pedestrian route from the east to

the Acton Mainline Station and the commercial and community uses will improve permeability and legibility and will encourage the wider community into the site.

In addition to the Parkway with the public square located in the centre of the site the proposed development includes a number of other public open space benefits. To the west of the site a formal plaza provides an entrance to the site and provides a gateway linking the developments with Acton Mainline station and welcoming access into the site from this direction.

To the east the community centre fronts on to a multi use games area with seating areas providing an area for young people to play and socialise whilst benefiting from being overlooked by the community centre and flats above in Block D.

Play Space

Policy S4 of the London Plan states that new development increases opportunities for play and informal recreation. The Mayor's 'Providing for Children and Young People's Play and Informal Recreation' SPG and associated GLA child yield and play space calculator has been used by the applicant to estimate the child population in the Development and in turn the space requirement for the amount of play space. Using the latest GLA child yield calculator the amount of play space required to be delivered by the development is 4,426sq.m. Due to the adoption of new standards since the previously consented scheme was approved the play space requirements have increased.

The play space strategy proposed by the applicant confirms that a variety of different play spaces suitable for different age groups will be provided throughout the development. Including formal spaces with play equipment or other structured play through to informal play that is associated with natural play and exploration.

A variety of different play spaces are proposed across the application site these include younger children's play areas suitable for 0-5-year olds within the podium courtyards of the residential blocks to play hubs suitable for children up to 11 years old located in the communal and public amenity areas. An all age neighbourhood play area will be provided adjacent to and overlooked by the community centre and the proposed residents' allotments to provide a place for the community to congregate, socialise and play. Here a 'flexible' MUGA with ball courts, a climbing wall, skateboarding facilities and a feature footpath/running track is also proposed.

The extant planning permission provided play space for 0-4 years olds in excess of the policy requirements relevant at that time and the amended proposals seek a further increase in the play space for this age group distributed within the already approved landscape design. As with the approved scheme the proposals focus on the provision of play space for younger children which responds to a notable deficiency on the existing site and the need to provide for such provision within close proximity of the child's home.

The detailed element demonstrates that the development will deliver dedicated play areas located within the residential courtyards at podium level, throughout the linear Parkway and in dedicated areas to the south of blocks E, F and G to meet the needs of younger children.

The multiuse games area will be a key feature of the development providing a dedicated area for older children to enjoy active sports in a safe area that is overlooked by the community centre. Located next to the community centre, the resident's allotments and adjacent to Friars Place Green will provide a community hub that all members of the proposed and existing community will have access to fostering a sense of community.

As with the consented scheme due to site constraints it is not possible to deliver the full amount of play space for older children on site. However, in accordance with paragraph 4.25 of the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012) which recognises that if there is an opportunity to access existing play provision or deliver enhancements as a result of development then 10sqm per child requirement does not need to be met. The Council's Parks and Open Spaces Team has identified funding requirements for improvements at the following facilities Friary Road Common, North Acton Playing Fields, Spring Field Gardens and Acton Park. Therefore in addition to the improvements to the quality and availability of play space including the proposed multiuse games area on site the proposals secure a financial contributions of £318,701 and £322,490 towards play spaces and public open spaces respectively.

The provision of a range of play space on the site together with the enhancements noted above ensure the proposed development is compliant with relevant policy in the London Plan and Development Management DPD.

Urban Greening

With the adoption of the London Plan 2021 policy G5 has introduced a new 'Urban Greening' requirement since the extant permission was granted consent. The policy requires major development to contribute to the greening of London through the incorporation of measures including landscaping, green roofs and walls and nature based sustainable drainage. As referred to in the previous sections of the report the landscape proposals have always formed an integral part of the scheme and the proposed development already comprised a significant enhancement of open space and landscape when compared with the existing situation.

Policy G5 introduces the Urban Green Factor calculation to provide a way of quantifying the contribution new development makes to urban greening. The benchmark required to be achieved for new residential led development is a score of 0.40. The applicant has confirmed that the proposed scheme secures a score of 0.41 therefore meeting the requirements of policy G5.

Transport and Access

The NPPF promotes better integration between planning and transport and promotes accessibility by public transport, walking and cycling. This overarching policy objective is supported by London Plan policy including Policy T1 that introduces a strategic approach to transport including a target that 80% of all trips should be by foot, cycle and public transport by 2041. Policy T2 promotes the Mayors Healthy Street agenda which is focused on reducing the dominance of vehicles on London's streets and facilitating better integration of cycling and pedestrian features. Policies T5, T6 and T6.1 set out the parameters for parking for bicycles and cars including maximum parking standards as well as provision of electric and disabled spaces.

The site is located in a Controlled Parking Zone (CPZ) and also includes CPZ MM1 within the application site itself. CPZ MM1 will be removed as part of the proposed development as the area within which it is located will be developed and will no longer be available for car parking. Other CPZ's operating in the immediately vicinity of the site will continue to operate as existing however funding for a review of these CPZ's is secured to ensure they continue to achieve their objectives following the redevelopment of the site.

Vehicle Parking:

The number of parking spaces proposed has been determined following car parking surveys undertaken by the applicant. The proposals include the re-provision of 140 parking spaces that will be available for existing returning residents and disabled residents. This results in a reduction of 48

spaces when compared with the existing provision on the site. This provision remains the same as the previously consented application with no additional car parking proposed.

As with the previously approved scheme new residents will not have access to parking or be permitted to have a parking permit for the surrounding CPZ. The strategy to parking on the site is supported and meets the aims of Policy T6.1 of the adopted London Plan, which seeks to restrict parking provision and promote the use of alternative transport modes, such as public transport, walking and cycling.

Disabled parking provision for residential occupiers includes 41 spaces (3% of the total no. of dwellings) which is in accordance with London Plan policy T6.1. The proposals also allow the capacity for an additional 7% (69 spaces) to be converted in the future if required.

At least 20% of all parking spaces within the Proposed Development will have active charging facilities, with passive provision being provided for all remaining spaces in accordance with London Plan policy T6.1 and Policy 1.2(k) of the Council's Development Strategy.

In order to secure further reductions of parking on site and to further support the objective of increasing the use of sustainable modes of transport measures are secured via a Car Parking Management Plan secured in the S106 to reduce parking on site once returning residents who are allocated a space move away from the site.

Cycle Parking

It is proposed to provide 1008 long-stay cycle parking spaces for the residential parts of the development with a further 16 long stay spaces for the non residential uses. In addition a total of 32 residential short stay spaces are proposed and 56 non residential short stay spaces.

The proposals commit to exceed cycle parking requirements as set out in London Plan Policy T5 and whilst there is an under supply in the blocks under construction this is mitigated through over provision in later blocks.

Cycle parking will be provided in a variety of ways included long stay parking within secure cycle stores located within the ground floor of each block and short stay parking throughout the development. Details of the cycle parking and its distribution throughout the development will be secured by a planning condition.

The level of car parking provision is acceptable as the site is in the immediate vicinity of Acton Mainline Station and already has a good PTAL rating that is set to improve over the coming years. The proposals are to be supported by robust Travel Plans that will be secured by relevant planning conditions and will ensure a reasonable balance between car parking provision on the site and the encouragement of the use of other modes of transport available in the locality. The applicant has also been required to enter into a Section 106 agreement to secure two car club spaces for the site and to provide free car club membership to all eligible residents for a minimum period of 3 years.

Access:

The access strategy remains as previously proposed. Two vehicle access points serve the podium parking within Block B and C from the north of the site via Friary Road, a third access also from Friary Road serves the vehicle route that runs through the site. Access to this route will be controlled via the sites concierge and will be limited to the operational requirements of the site and will only facilitate very limited one-way vehicle traffic. The central route is designed to be pedestrian focussed with very low vehicle speeds encouraged through the design of the road. The introduction of a parcel consolidation

centre and two servicing bays off Friary Road further lessens the requirement for vehicles to enter the site.

Pedestrian and cycle access points will be from Friary Road to the east, west and north of the site and provides a good level of connectivity and permeability throughout the site and to and from the surrounding areas. The access strategy is set out in the parameter plans securing the overall strategy in respect of both the detailed and outline elements.

Servicing Arrangements:

Proposed servicing, delivery and refuse collection arrangements are included in the Transport Assessment but are expected to be refined and further information secured via the submission of a detailed Service and Delivery Management Plan.

The majority of the sites servicing requirements will be via the proposed service bays located on Friary Road with limited servicing including refuse collection being undertaken from the route through the site. The service bays on Friary Road will serve the commercial units at the eastern end of the development as well as the parcel consolidation centre that will serve the entire residential parts of the development.

The proposed service bays on Friary Road will be subject of a Road Safety Audit to demonstrate the detailed design ensures pedestrian and cyclists safety. Loading restrictions will be secured along the other parts of Friary Road to prevent dangerous loading and servicing being undertaken from the roadside in close proximity to the busy pedestrian crossings serving Acton Mainline Station.

The broad principles of the proposed servicing strategy are considered to be satisfactory and ensures safe and convenient servicing of the proposed development can be achieved. The introduction of a managed parcel consolidation centre is supported and will assist with the efficient management and delivery of parcels and other intent based deliveries. A robust Servicing and Delivery Management Plan will be expected to be developed in full consultation with Council Officers to ensure measures are adopted to reduce the number of servicing trips and to ensure servicing does not adversely impact on the operation of the site, pedestrian and highway safety or the amenity enjoyed by residents.

Trip Generation and Network Impact:

The proposed development would result in a reduction of parking on the site from 188 to 140 therefore resulting in a reduction in residential trips vehicular trips generated by the development and there will be no greater traffic impact than the existing use of the site. The additional units proposed by this revised application will not result in any increasing in parking and therefore the vehicle trip will remain unaffected.

As with the consented scheme a small increase in servicing trips might be expected as a result of the proposed development however these are considered to be minimal. The capacity of existing junctions in the vicinity of the site has been assessed and operate well within the permitted ratios of flows to capacity and no harm is considered to be caused to the highways network as a result. Furthermore, as set out above service trips are expected to be minimised wherever possible via robust measures in the Servicing and Delivery Management Plan.

Public Transport:

In relation to bus services, some of the routes in the local area are running close to capacity and the number of additional bus trips generated by this application is likely to generate an increased demand for bus services. TfL has therefore requested a financial contribution towards funding an increase in the capacity of relevant bus routes to mitigate this additional impact. The applicant has agreed to provide

funding to value of £726,000 and uplift of £141,000 when compared with the consented scheme to facilitate these improvements.

Account has been taken of the significant improvements to access and connectivity through the site, the S106 obligations to further improve accessibility for pedestrians, cyclists and bus users together with satisfactory access, parking and servicing arrangements within the site. Planning conditions are also secured to ensure the submission of Delivery and Servicing Management Plan, Construction Logistics Plan and conditions relating to the provision and management of car and cycle parking.

The proposals are considered to be consistent with section 9 of the National Planning Policy Framework, and policies T1-T6.1 of The London Plan 2021 and Ealing local variation to London Plan Policy 6.13 of the Ealing's Development Management Development Plan Document (2013).

Environmental Impacts

Noise and Vibration

London Plan Policy D14 seeks to ensure that development proposals minimise the existing and potential adverse impacts of noise on, from, within or in the vicinity of development proposals. Ealing's Development Management DPD Policy 7A seeks to protect amenity and seeks to ensure that emissions (including noise and vibration) are taken into account in the design of the development and are sufficiently mitigated. Ealing's Supplementary Planning Guidance 10 (currently retained as interim guidance) sets out the Council's requirements in relation to noise and vibration and provides guidance on sound attenuation and design.

The ES chapter presents an assessment of the likely noise and vibration effects on sensitive receptors as a result of the Proposed Development. It is concluded that during the construction phase there are likely to be short term noise and vibration related impacts that will result in a moderate to minor adverse effect. The magnitude of these effects will be controlled and carefully managed through the use of a Construction and Environmental Management Plan to be secured through the planning conditions.

During the operational phase provided control measures are adopted for building services and plant equipment noise related effects would be negligible. Similarly, the use of appropriate glazing and ventilation strategies will ensure that ambient noise and vibration affecting future occupiers will not exceed the relevant criteria for the proposed use.

In accordance with the recommendations of the ES the Council's Pollution Technical Control Officer has recommended that a number of planning conditions are incorporated within the recommendation that would further reduce and mitigate the potential noise impact on sensitive receptors associated with deliveries and servicing; plant and equipment; and the potential for noise and disturbance from neighbouring uses. These conditions are included in the recommendation.

In respect of the initial phase of the development currently under construction the Council's Pollution Technical Control Officer's are currently liaising with the applicant's agent to ensure the developing is satisfying the requirements secure by the related conditions. Working through these detailed matters in relation to these initial phases provides further confidence that the scheme will meet the highest standards in terms of noise mitigation to both existing and future residents.

In summary, the proposals are considered to be capable of complying with the relevant policies and guidance relating to noise and vibration, subject to the imposition of appropriate mitigation measures secured through the recommended conditions.

Air Quality

Air quality impacts have been dealt with in the applicant's Environmental Statement (Chapter 8) and independently assessed by the Council's appointed consultants and relevant officer from Regulatory Services.

The Application Site is located within an Air Quality Management Area (AQMA), as is the whole of Ealing. The Air Quality Assessment sets out analysis on human health receptors, impact predications, and an air quality neutral calculation. It concludes that the air quality impacts of road traffic generated by the Proposed Development once completed and other committed developments would be unlikely to be significant because there are no predicted exceedances of Air Quality Strategy Objectives for NO₂, PM₁₀ and PM_{2.5} with or without the development in place.

The applicant has submitted details of an Air Quality Neutral assessment which has confirmed that the transport and building emissions are well below related benchmark levels. A number of air quality positive measures have also been introduced into the scheme to further reduce emissions.

It is accepted that the proposed development would not lead to significant impacts in terms of air quality subject to appropriate planning conditions securing a detailed Construction and Management Plan to secure appropriate mitigation to minimise dust and other effects from the construction process.

The air quality impacts associated with the energy centre have also been assessed and also found to be acceptable and not likely to cause exceedances or air quality strategy objectives.

A financial contribution is secured to fund air quality monitoring and improvement measures alongside Planning conditions to secure details of construction plant and boiler emissions. This monitoring is already being implemented in respect of the initial phases of development currently under construction. In this regard the Proposed Development's mitigation proposals are sufficient to control dust and emissions during construction and demolition in accordance with Policy SI1 of the London Plan and Policy 1.1 j) of the Council's Core Strategy.

Land Contamination

A Preliminary Ground Investigation has been submitted with the application and has been assessed by the Council's Contaminated Land Officer. The report identifies several potential contamination sources. Preliminary works indicate that there are low levels of contamination across the Application Site, the assessment recommends some further testing and sampling which would ensure that there are no significant residual adverse effects during the construction or operational phases of the development.

Officers have recommended planning conditions securing the submission of further details of any contamination on the site including a scheme of remediation and verification to ensure that any contamination that is identified is appropriately dealt with to ensure no harm to future residents. In this way the proposed development accords with Policy 5.21 of the Council's Development Management DPD. Further investigative work has been undertaken in respect of the initial phases of development with no further contamination identified and has been considered and accepted by officers.

Energy and Sustainability

The provision of sustainable development is a key principle of the National Planning Policy Framework which requires the planning process to support the transition to a low carbon future. Policies SI2 and SI3 of the London Plan (2021) set out further details of how new development should be sustainable and energy saving. Policy SI3 states that that within Heat Network Priority Areas, which includes the Site, major development proposals should have communal low-temperature heating systems in accordance with the following hierarchy:

- a. Connect to local existing or planned heat networks;
- b. use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
- c. use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
- d. use ultra-low NOx gas boilers.

The applicant has submitted an Energy Assessment, Overheating Report and BREEAM Pre-Assessment in support of the proposals. The previously consented scheme proposed a site wide heating network which was gas CHP-led. This revised application which is submitted in the context of a revised policy and regulatory context has required a re-evaluation of this approved strategy.

A range of 'Be Lean' energy efficiency measures are proposed. They allow the development to achieve a site wide 11.8% reduction in regulated CO2 emissions for the detailed application area and a site wide 20.7% reduction in regulated CO2 emissions for the outline application. This exceeds London Plan (2021) requirements.

The revised strategy proposes that the sites heating needs will mostly be met by air source heat pumps (ASHP's) therefore complying with the 'Be Clean' aspects of the energy hierarchy. The installation of the ASHPs is planned for Phase 3 of the development (in the outline application area). This is due to the applicant's argument that the unsuitability of using structures which have already started construction (phase 1) and concerns surrounding loss of housing, daylight, and electrical capacity constraints (phase 2). Notwithstanding the applicants arguments a planning condition is proposed to require the applicant to further investigate the feasibility of introducing ASHP's at Phase 2 of the project.

Following the installation of the ASHP whether that be at Phase 2 or Phase 3 the interim gas boilers will be removed and the development will become all electric therefore meeting with the requirements of London Plan policies SI2 and SI3.

In order to address the 'Be Green' aspects of the energy hierarchy a range of renewable energy generating technologies have been considered. As well as the heat network, ASHPs are proposed for the non-residential spaces and PV panels are proposed for the most appropriate roof areas. In total, the development will achieve a site wide 44.4% reduction in regulated CO2 emissions for the detailed application and a total site wide 48.7% reduction in regulated CO2 emissions for the outline application.

The London Plan (policy SI2) introduces a fourth step to the existing (be Lean, Clean, Green) energy hierarchy of "be Seen". This 'be Seen' stage requires the physical monitoring and performance analysis of the energy equipment and systems. Ealing already implements a "be Seen" requirement through its 2013 DPD policy E5.2.3. The monitoring is carried out by the Council's chosen provider (Emergence Ltd) using the Automated Energy Monitoring Platform (AEMP). A S106 payment is to be secured for the implementation of the energy monitoring policy.

In line with this Ealing Council will require the monitoring of the PV arrays and the communal Air Source Heat Pump loops once installed to identify their performance efficiency. Monitoring the heat pump loops will involve metering the heat output and the combined parasitic loads of each. Suitable monitoring devices must be fitted by the Applicant to achieve this. Ealing Council will supply the monitoring equipment (through the S106 contribution), and the Developer must liaise with Ealing/Emergence at Commencement of construction and at all relevant times.

In respect to BREEAM both the community centre and commercial elements of the proposed scheme are expected to achieve a target score of 60.76% equivalent to a rating of 'Very Good' as demonstrated by the BREEAM Pre-assessment submitted in support of the application.

The proposals demonstrate that the energy strategy will meet the requirements of Policy 1.2(f) of the Council's Core Strategy; Policy 5.2 of the Council's Development Management DPD; and SI1 and SI2 of the London Plan relating to sustainability and the need to reduce carbon dioxide emissions. Planning conditions and relevant Heads of Terms are proposed to secure further details at the next stages of the schemes detailed development and to secure post construction monitoring. The predicted carbon shortfall is also proposed to be addressed through a carbon offsetting contribution of £1,863,609 which would be paid towards the Council's Carbon Offsetting Fund.

Flood Risk and Drainage

Policy 1.2(m) of Ealing's Development Strategy, Policies SI 12 and SI 13 of the London Plan require that new development manages the risk of flooding and incorporates sustainable urban drainage systems (SUDS) in order to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

The application site area exceeds 1ha and is located within Flood Zone 1 on the Environment Agency's Flood Map. According to the NPPF, the sequential test gives preference to locating new development in Flood Zone 1, and as such, the use of this site to provide residential accommodation is accepted. A Flood Risk Assessment has been submitted and a referral was sent to the Environment Agency who confirmed they had no objections to the proposals subject to the use of SuDs. In respect of surface water flooding the site generally has a 'Very low' susceptibility to surface water flooding with some areas within the site having a slightly higher susceptibility but unlikely to lead to the risk of flooding within the site.

A drainage strategy has been further developed since the submission and approval of the consented scheme and now incorporates the latest technologies and best practice. The SuDs solution includes the use of green roofs, blue roofs, permeable/porous pavement, rain gardens, trees with attenuation cells and geo-cellular storage tanks. The surface water discharge rate from Catchment 1 will be restricted to the greenfield runoff rate of Q_{bar} and that from Catchment 2 will be limited to 2.0l/s.

The detailed drainage strategy in respect of Phase 1 of the development compliant with the above discharge rates have been submitted to the Council, reviewed by the Lead Local Flood Authority and the related condition discharged. The same conditions securing detailed drainage design and maintenance details are proposed in relation to all later phases of development. The proposals are acceptable and accord with London Plan policy SI.12.

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.

In respect of the proposals for Friary Park the applicant has confirmed and demonstrated that the first phase of development currently under construction has secured relevant Building Control Approval including in respect of the building's Fire Strategy. During the course of this application the applicant has provided further clarification in respect of the fire strategy including confirmation that all parts of the building including the car parking areas will be served by a British Standards compliant sprinkler system and also that all cores will be served by at least one evacuation lift. The applicant has also demonstrated through the submission of a revised Fire Statement and a declaration of compliance that the proposed development meets with the requirements of London Plan policy D12(A) and D5(B5). Compliance with the Fire Statement is secured via planning conditions and later reserved matters application will be expected to be supported by an updated Fire Statement compliant with the latest policy and guidance at the point of submission.

Crime Prevention

London Plan Policy D11 (Safety, Security and Resilience to emergency) requires any form of development to provide safe, secure and appropriately accessible environments that aim to reduce criminal behaviour. Routes of access and communal spaces should be legible and well maintained and there should be a clear distinction between private, semi-public and public spaces, with natural surveillance of public spaces and their access.

The proposals are designed purposefully to create a community with active frontage and natural surveillance at the heart of the design principles informing the design and layout of the scheme. The Metropolitan Police Design Out Crime Team has been consulted throughout the schemes development to ensure future compliance with Secure by design objectives.

In relation to the revised application again the Design out Crime Officer has reviewed the proposals confirmed support for them and confirmed that the proposals are highly likely to be capable of achieving Secure by Design accreditations at the completion of the various phases of development. As with the consented scheme a planning condition has been requested requiring compliance with Secure by Design Standards.

Refuse & Recycling Storage

A refuse/servicing strategy has been developed to support the Application. Dedicated refuse and recycling stores are proposed in the ground floor of all relevant blocks where necessary these have been adjusted and enlarged to facilitate the extra demand generated by the additional flats in respective blocks.

Each block will receive a communal collection service for domestic refuse contained in 1,100 litre bins. Collections will be made either from the waste storage facility directly or from a pre-agreed collection point, further details to be set out in the Servicing and Delivery Management Plan secured via condition. In line with Council waste and recycling objectives, total waste capacity is proposed to be split 50:50 between residential waste and recycling. Provision for commercial waste will be determined with subsequent occupiers in order to meet their needs and again details secured via the Servicing and Delivery Management Plan.

Other Matters

Ecology – the existing ecological value of the site prior to the commencement of development was considered to be very low with limited and poor-quality habitat and low potential for protected species including bats. A revised Ecological Impact Assessment has been submitted in support of the revised proposals but does not identify any habitats of nature conservation value on the Site and considers that the Development would not have any adverse impacts on any statutory sites or non-statutory nature conservation sites or other valuable habitat beyond the site boundary.

The ecological assessment did identify likely adverse impacts on nesting birds and a small possibility of adverse impacts on potential bat roosts although no roost were identified. Impact associated with the development are mitigated through the provision of replacement nesting and roosting opportunities within the proposed development.

As with the consented scheme and demonstrated through the extensive and high quality landscape proposals the applicant intends to significantly enhance the ecology value of the site and this is seen as an integral part of the overall landscape strategy. The applicants Ecological Impact Assessment outlines a variety of mitigation and biodiversity measures to improve the ecological value of the site. Enhancements that have been included with the landscape strategy include bio-diverse green roofs, a Wildlife Friendly Amenity Lawn, 213 new trees, bird and bat boxes and insect hotels that will encourage the biodiversity of the Application Site. The proposals will significantly enhance the ecology value of the site make a positive contribution to the protection, enhancement, creation and management of biodiversity.

In respect of biodiversity Paragraph 179 of the NPPF, the Natural Environment section of the NPPG, supported by the Environment Act 2021, set out that planning should provide biodiversity net gains where possible. The Mayor of London has also published design guidance to support urban greening for biodiversity net gain. In support of the application a Biodiversity Net Gain (BNG) calculation has been submitted confirming that the proposals would result in a 109% improvement in the biodiversity value of the Site respecting a significant benefit of the proposed development.

Heritage – There are no heritage assets within close proximity of the site. The Acton Park Conservation Area is located approximately 500m to the south of the Application Site with no direct views available. The nearest listed buildings are approximately 1km away and again there are no direct views to or from these buildings. The proposed development has been assessed in term of short, medium and longer distance views and the Proposed Development is not anticipated as having any impact on the character and setting of nearby heritage assets.

At the request of the GLA further testing has been carried out to demonstrate the impact of the proposed development on the setting of heritage assets including the Goldsmiths Almshouses, the Acton Park Conservation Area and the Acton Town Centre Conservation area. The additional assessment identified that there would be neutral impact on these heritage assets

Archaeology - The Application Site is not located within an Archaeological Priority Area. The application is supported by an Archaeological Desk Based Assessment which identifies the site as having a low theoretical archaeological potential for the Prehistoric to Medieval periods. Buildings indicated on historic mapping from the 19th Century indicate some potential for Post Medieval/Modern remains, but no further archaeological mitigation measures are recommended. These conclusions are accepted, and further archaeology investigation is not warranted on this site.

Whole Life Carbon Cycle – in accordance with London Plan policy S12(F) the applicant has submitted a detailed Whole Life Carbon Assessment which has been subject of further discussion on detailed matters with the GLA. A final version of the assessment is required to be submitted prior to the commencement of the relevant phase of development as well as post construction assessment to demonstrate as built compliance.

Circular Economy – in accordance with London Plan policy S17 a circular Economy Statement has been submitted by the applicant and assessed by the GLA with detailed comments made. The final version of the circular Economy Statement is proposed to be secured by condition together with a post construction monitoring report. Revised Circular Economy Statements will be required for later reserved matters submissions.

Utilities and Electricity Supply – the relevant statutory undertakers were consulted in respect of these revised proposals and have responded with details provided in the consultation section of this report. The capacity to serve the development has been confirmed. In respect of water and waste water connections Thames Water have confirmed that a new bulk supply connection has now been installed with sufficient capacity to serve the proposed development. It has also been confirmed there is sufficient capacity to accommodate waste and surface water.

The issue of electricity supply in west London has been widely reported in the press over recent months with concerns raised over the ability of supply to keep up with development in various West London Boroughs. The proposals for the Friary Park development have been in the pipeline for several years and as such the applicant had made provision to secure allocation of electric supply in advance of the current issues. As such SEN who are the electricity suppliers to the Friary Park Estate have confirmed that the electricity supply to serve all phases of the proposed development has been allocated and secured. A further allocation is required to enable the decarbonisation of the site in the future. This additional supply is not however required for several years and with applications already made to allocate this future requirement it is anticipated it will be secured well in advance of being required. This additional supply is not required to enable the development.

Equalities Impact Assessment - The Equality Act 2010 requires local authorities to fulfil a public sector equality duty by considering the impact of policies and proposals on people with “protected characteristics” e.g. age, race, disability etc. to consider the impact of their decisions on protected categories of people. The Council in determining this application has considered the potential impact on protected categories of people of any decision they make regarding the planning application.

The Applicant has also confirmed that in developing the proposals they have considered the issue of equality at every stage and Catalyst Housing’s decision to regenerate the estate was done in full consultation with the residents. The revised Equalities Impact Assessment submitted with this

application further considers the impact of the initial phases of development on each protected category. To further secure the ongoing monitoring of Equalities Impacts associated with the proposed development planning conditions are recommended to secure the submission of an Equalities Action Plan, Decant Strategy and a CEMP.

Planning Balance

The proposals to redevelop the Friary Park Estate have generated a significant level of objection from the local community with a wide range of issues identified. Concerns centre around the height and scale of development, the density of development, the impacts on existing amenity and the impacts on existing services and facilities as a result of the increased population. Many of the objections submitted relate to the principle of development.

Much of the development subject of this current application has previously been approved and development has commenced on site, the existing extant planning permission is a material consideration and provides a realistic fall-back position and is therefore a relevant consideration in the determination of these proposals. The revised proposals include the following key differences when compared with the consented scheme:

- Delivery of 238 additional homes, increasing the overall total from 990 to 1,228 homes.
- 50% of the habitable rooms contained in the 238 net additional homes to be delivered in affordable housing tenures, split 71% low cost rent and 29% intermediate.
- Increase the footprint and massing of Blocks B3, C1, C2 & D.
- Increase the height of Block B2 to between 12 to 17 storeys
- Revise the size and layout of Blocks E, F1 and F2.
- Bring Blocks E, F1 and F2 into the Detailed Element of the Planning Permission.
- Include revised parameter plans for the Outline Element to capture the changes to the massing of Block C and D.
- Include new resident amenity and community facilities on the ground floors of Blocks B3, C, F1 and F2.
- Update the landscape design to create a community square at the heart of the scheme.
- Provision of a parcel consolidation centre in Block B2 and additional loading bays along Friary Road.

This report has identified that there are additional adverse impacts associated with the proposals described above. There will be further impacts in respect of the townscape and the additional bulk and massing will accentuate the step change in development that has already been approved on this site. These additional impacts are considered to be minor and from most views around the site the changes will not appear significantly different from the approved development. Whilst the raising of the height of Block B2 to 17 storeys will be a more noticeable change located as it is on the northern perimeter of the site it will be screened by previously approved parts of the scheme from the residential areas to the south. The increased bulk and massing of this building and others will nevertheless have some impact on the townscape and visual amenity of the area.

The report has also identified that the proposal will lead to some additional impacts in terms of sunlight, daylight and overshadowing. These impacts are however limited to a small number of additional windows and areas of the development.

The proposals will result in a further increase in population that will have a further demand on services and resources, there will also be an increased demand put on local bus services.

The proposed development has also demonstrated that it is not able to accommodate policy compliant provision for public open space or play space.

These negative factors do weigh against approval of the revised application but need to be weighed up in the overall planning balance and the planning and public benefits that the scheme would secure. These benefits include the delivery of 228 additional homes with 50% of the habitable rooms being secured as affordable housing.

The proposed introduction of affordable workspace will provide opportunities for local small and start up businesses to locate on the site in modern affordable work spaces.

The provision of additional community facilities and the creation of a public square significantly improving the quality and social opportunities associated with the revised proposals.

Revisions to the servicing strategy including the provision of a parcel consolidation centre to minimise vehicle movements through the site creating a safer environment for residents.

In addition to the above benefits a S.106 agreement is secured as set out at the beginning of this report to fund improvements to local services including health care, education, employment and training as well as financial contributions toward public open space and play space. The proposals secure an additional £1.24m of financial contributions over the £4.93m secured in relation to previously consented scheme (not including carbon offsetting contributions).

Given the above considerations it is considered that considerable weight should be given to the strategic objective of providing additional affordable housing with further positive weight given to the proposals in respect of the affordable workspace, improvements to the scheme itself and securing S106 contributions that all weigh in favour of the development. These positive aspects of the development are not considered to be outweighed by the harm identified which includes impact on townscape and visual amenity, sunlight daylight impacts and impacts associated with increased pressure on local services. Accordingly, the proposals are recommended for approval.

Community Infrastructure Levy (CIL)

In accordance with the Community Infrastructure Levy (CIL) regulations as amended this development is liable to pay Mayoral CIL at a level of £60 per square metres for the new development. The commercial and market housing of the development would be CIL liable. The amount of Mayoral CIL payable is predicted to be circa £3m but will be confirmed following the submission of reserved matters applications for the later phases of development.

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that where regard is to be had to the development plan for the purpose of any determination of a planning application, the determination must be made in accordance with the plan unless material considerations indicate otherwise. On balance, there are material considerations which demonstrate that the application is considered to accord with many of the policies and objectives of the Development Plan and other material considerations (including the NPPF) which indicate that planning permission ought to be granted.

The proposals taken both as a whole and in respect of the additional development proposed by this current application (as opposed to the previously consented scheme) are considered to be acceptable and accord with the Development Plan.

The proposals deliver a significant improvement of living conditions of existing residents of the Friary Park Estate delivering safe high-quality homes. The proposals deliver a significant quantum of affordable homes the provision of which has been viability tested and been found to be the most the development can viably provide. The proposals result in significant improvements to the local environment including enhanced open space, public realm, community facilities and improvement to other social infrastructure secured via the S106.

The proposals have evolved through extensive pre-application discussions and the proposed scheme is considered to be off a very high design quality and will result in new homes that meet and exceed residential standards set out in relevant local, regional and national planning policies.

The form, layout and design of the residential blocks is supported and displays good principles of urban design, taller buildings are appropriately positioned on the site to mitigate adverse impacts and are of a high architectural quality and contribute positively to the making of place

On balance, the proposals are considered to be acceptable, and it is recommended that planning permission be granted subject to any direction of the Mayor of London. It has been demonstrated that the principle of redeveloping this underutilised, brownfield site which is located in a sustainable location is acceptable. The proposed development will include the re-provision of existing poor-quality affordable housing and also result in the significant uplift in both affordable and market housing contributing to satisfying housing demand and making an important contribution to the delivery of affordable homes in the Borough.

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.

Public Sector Equality Duty

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

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

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

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

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

b) 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.

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

APPENDIX 1 - PLANNING CONDITIONS AND INFORMATIVES

CONDITIONS:

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

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

- 2 Submission of reserved matters application(s) for the Outline Element of development hereby permitted shall be made before 3 years from the date of this permission. Commencement of Development of the Part approved shall begin within two years from the date of the approval of the reserved matters for that Part. Commencement of Development in relation to the remainder of the development must begin within two years from the date of the last reserved matters approval for the entire site.

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

- 3 The Outline Element hereby approved shall not commence until the reserved matters as listed below, have been approved by the Local Planning Authority:
 - o Access
 - o Appearance
 - o Landscaping
 - o Layout
 - o Scale

The Outline Element of the development shall thereafter be carried out in accordance with the approved plans and other supporting documents.

Reason: In order that the Local Planning Authority may be satisfied with the details of the proposal as provided for in Articles 5 and 6 of the Town and Country Planning (General Development Management Procedure) Order 2015, as the application is in outline form only.

- 4 The development shall be carried out in accordance with approved Demolition and Construction Phasing Plans (refs. C049FPK-CTA-XX-XX-DR-A-01003 & C049FPK-CTA-XX-XX-DR-A-01108), unless otherwise agreed with the Local Planning Authority which shall only do so if satisfied that the relevant variation would not have significant environmental effects other than those assessed in the approved Environmental Statement.

Reason: To ensure the orderly and satisfactory development of the Site in accordance with the assumptions which underpinned the EIA Process, in the interests of highway safety and to assist in achieving the planning benefits of the Industrial Led Scheme, whilst allowing enough flexibility to enable the development to be delivered in a manner which accords with the EIA process.

- 5 The development hereby permitted shall be carried out in accordance with the approved plans and documents:

DESIGN AND ACCESS STATEMENT-C049FPK-CTA-XX-XX-RP-A-00001 Rev.01
DESIGN CODE-C049FPK-CTA-XX-XX-RP-A-00002 Rev.02
NON-RESIDENTIAL LETTINGS FACILITIES AND ESTATE MANAGEMENT PLAN-C049FPK-CTA-XX-XX-RP-A-00003 Rev.02
DESIGN AND ACCESS STATEMENT ADDENDUM C049FPK-CTA-XX-XX-RP-A-00004 Rev.02
SCHEDULE OF ACCOMMODATION C049FPK-CTA-XX-XX-RP-A-00005 Rev.01
SITE-WIDE GENERAL ARRANGEMENT PLAN-1924-EXA-00-00-DR-L-00100 SK01 Rev.P05
GENERAL ARRANGEMENT - FRIARS WALK (SHEET 1 OF 2)-1924-EXA-00-00-DR-L-00101 Rev.P03
GENERAL ARRANGEMENT - FRIARS WALK (SHEET 2 OF 2)-1924-EXA-00-00-DR-L-00102 Rev.P03
GENERAL ARRANGEMENT - THE PARKWAY-1924-EXA-00-00-DR-L-00103 Rev.P03
GENERAL ARRANGEMENT - THE GARDENS (SHEET 1 OF 2)-1924-EXA-00-00-DR-L-00104 Rev.P03
GENERAL ARRANGEMENT - THE GARDENS (SHEET 2 OF 2)-1924-EXA-00-00-DR-L-00105 Rev.P03
GENERAL ARRANGEMENT - FRIARY ROAD (SHEET 1 OF 2)-1924-EXA-00-00-DR-L-00106 Rev.P03
GENERAL ARRANGEMENT - FRIARY ROAD (SHEET 2 OF 2)-1924-EXA-00-00-DR-L-00107 Rev.P03
SITE-WIDE GENERAL ARRANGEMENT PLAN PODIUM-1924-EXA-00-01-DR-L-00108 Rev.P02
GENERAL ARRANGEMENT - BLOCK B PODIUM-1924-EXA-00-01-DR-L-00109 Rev.P0
GENERAL ARRANGEMENT - BLOCK B4 ROOF TERRACE-1924-EXA-00-01-DR-L-00110 Rev.P02
SITE WIDE ILLUSTRATIVE MASTERPLAN-1924-EXA-00-01-DR-L-00111 Rev.P02

SITE LOCATION PLAN AS EXISTING-C049FPK-CTA-XX-XX-DR-A-01001
DEMOLITION PLAN-C049FPK-CTA-XX-XX-DR-A-01002
DEMOLITION PHASING PLAN-C049FPK-CTA-XX-XX-DR-A-01003
BUILDING 01, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A-MSL31297-01-E A
BUILDING 02, ELEVATIONS 1 AND 2A-MSL31297-02-E_1 A
BUILDING 02, ELEVATIONS 3 AND 4-MSL31297-02-E_2 A
BUILDING 03, ELEVATIONS 1-4 MSL31297-03-E A
BUILDING 04, ELEVATIONS 1-4 MSL31297-04-E A
BUILDING 05, ELEVATIONS 1-4 MSL31297-05-E A
BUILDING 06, ELEVATIONS 1-4 MSL31297-06-E A
BUILDING 07, ELEVATIONS 1-4 MSL31297-07-E A
BUILDING 08, ELEVATIONS 1-4 MSL31297-08-E A
BUILDING 09, ELEVATIONS 1-4 MSL31297-09-E A
BUILDING 10, ELEVATIONS 1-4 MSL31297-10-E A
BUILDING 11, ELEVATIONS 1-4 MSL31297-11-E A
BUILDING 12, ELEVATIONS 1-4 MSL31297-12-E A
BUILDING 13, ELEVATIONS 1-4 MSL31297-13-E A
BUILDING 14, ELEVATIONS 1-4 MSL31297-14-E A
BUILDING 15, ELEVATIONS 1-4 MSL31297-15-E A
BUILDING 16, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-16-E A
BUILDING 17, ELEVATIONS 1-4 MSL31297-17-E A

BUILDING 18, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-18-E A
BUILDING 19, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-19-E A
BUILDING 20, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-20-E A
BUILDING 21, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-21-E A
BUILDING 22, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-22-E A
BUILDING 23, ELEVATIONS 1-4 DEMOLISHED IN PHASE 1A MSL31297-23-E A

17-28 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-01-GIA-L0 A
17-28 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-01-GIA-L1 A
17-28 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-01-GIA-L2 A
29-52 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-02-GIA-L A
29-52 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-02-GIA-LA
29-52 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-02-GIA-L2 A
1-6 JOSEPH AVENUE, GIA AREA PLAN MSL31297-03-GIA-L0 A
1-6 JOSEPH AVENUE, GIA AREA PLAN MSL31297-03-GIA-L1 A
1-6 JOSEPH AVENUE, GIA AREA PLAN MSL31297-03-GIA-L2 A
1-6 SPARKS CLOSE, GIA AREA PLAN MSL31297-04-GIA-L0 A
1-6 SPARKS CLOSE, GIA AREA PLAN MSL31297-04-GIA-L1 A
1-6 SPARKS CLOSE, GIA AREA PLAN MSL31297-04-GIA-L2 A
7-18 SPARKS CLOSE, GIA AREA PLAN MSL31297-05-GIA-L0 A
7-18 SPARKS CLOSE, GIA AREA PLAN MSL31297-05-GIA-L1 A
7-18 SPARKS CLOSE, GIA AREA PLAN MSL31297-05-GIA-L2 A
19-30 SPARKS CLOSE, GIA AREA PLAN MSL31297-06-GIA-L0 A
19-30 SPARKS CLOSE, GIA AREA PLAN MSL31297-06-GIA-L1 A
19-30 SPARKS CLOSE, GIA AREA PLAN MSL31297-06-GIA-L2 A
31-36 SPARKS CLOSE, GIA AREA PLAN MSL31297-07-GIA-L0 A
31-36 SPARKS CLOSE, GIA AREA PLAN MSL31297-07-GIA-L1 A
31-36 SPARKS CLOSE, GIA AREA PLAN MSL31297-07-GIA-L2 A
3-9 FRIARY CLOSE, GIA AREA PLAN MSL31297-08-GIA-L0 A
3-9 FRIARY CLOSE, GIA AREA PLAN MSL31297-08-GIA-L1 A
3-9 FRIARY CLOSE, GIA AREA PLAN MSL31297-08-GIA-L2 A
37-50 SPARKS CLOSE, GIA AREA PLAN MSL31297-09-GIA-L0 A
37-50 SPARKS CLOSE, GIA AREA PLAN MSL31297-09-GIA-L1 A
37-50 SPARKS CLOSE, GIA AREA PLAN MSL31297-09-GIA-L2 A
37-50 SPARKS CLOSE, GIA AREA PLAN MSL31297-09-GIA-L3 A
45-58 JOSEPH AVENUE, GIA AREA PLAN MSL31297-10-GIA-L0 A
45-58 JOSEPH AVENUE, GIA AREA PLAN MSL31297-10-GIA-L1 A
45-58 JOSEPH AVENUE, GIA AREA PLAN MSL31297-10-GIA-L2 A
45-58 JOSEPH AVENUE, GIA AREA PLAN MSL31297-10-GIA-L3 A
59-66 JOSEPH AVENUE, GIA AREA PLAN MSL31297-11-GIA-L0 A
59-66 JOSEPH AVENUE, GIA AREA PLAN MSL31297-11-GIA-L1 A
59-66 JOSEPH AVENUE, GIA AREA PLAN MSL31297-11-GIA-L2 A
59-66 JOSEPH AVENUE, GIA AREA PLAN MSL31297-11-GIA-L3 A
COMMUNITY CENTRE, GIA AREA PLAN MSL31297-12-GIA-L0 A
COMMUNITY CENTRE, GIA AREA PLAN MSL31297-12-GIA-L1 A
39-44 JOSEPH AVENUE, GIA AREA PLAN MSL31297-13-GIA-L0 A
39-44 JOSEPH AVENUE, GIA AREA PLAN MSL31297-13-GIA-L1 A
39-44 JOSEPH AVENUE, GIA AREA PLAN MSL31297-13-GIA-L2 A
23-38 JOSEPH AVENUE, GIA AREA PLAN MSL31297-14-GIA-L0 A
23-38 JOSEPH AVENUE, GIA AREA PLAN MSL31297-14-GIA-L1 A
23-38 JOSEPH AVENUE, GIA AREA PLAN MSL31297-14-GIA-L2 A

23-38 JOSEPH AVENUE, GIA AREA PLAN MSL31297-14-GIA-L3 A
7-22 JOSEPH AVENUE, GIA AREA PLAN MSL31297-15-GIA-L0 A
7-22 JOSEPH AVENUE, GIA AREA PLAN MSL31297-15-GIA-L1 A
7-22 JOSEPH AVENUE, GIA AREA PLAN MSL31297-15-GIA-L2 A
7-22 JOSEPH AVENUE, GIA AREA PLAN MSL31297-15-GIA-L3 A
53-68 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-16-GIA-L A
53-68 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-16-GIA-L A
53-68 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-16-GIA-L2 A
53-68 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-16-GIA-L3 A
69-82 THE DRIVE, GIA AREA PLAN MSL31297-17-GIA-L0 A
69-82 THE DRIVE, GIA AREA PLAN MSL31297-17-GIA-L1 A
69-82 THE DRIVE, GIA AREA PLAN MSL31297-17-GIA-L2 A
69-82 THE DRIVE, GIA AREA PLAN MSL31297-17-GIA-L3 A
83-88 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-18-GIA-L0A
83-88 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-18-GIA-L1A
83-88 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-18-GIA-L2 A
10 & 12 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-19-GIA-L0 A
10 & 12 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-19-GIA-L1A
6 & 8 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-20-GIA-L0
A
6 & 8 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-20-GIA-L1
A
2 & 4 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-21-GIA-L0
A
2 & 4 THE DRIVE, GIA AREA PLAN DEMOLISHED IN PHASE 1A MSL31297-21-GIA-L1
A
13-16 FRIARY COURT, GIA AREA PLAN MSL31297-22-GIA-L0 A
13-16 FRIARY COURT, GIA AREA PLAN MSL31297-22-GIA-L1 A
1-12 FRIARY COURT, GIA AREA PLAN MSL31297-23-GIA-L0 A
1-12 FRIARY COURT, GIA AREA PLAN MSL31297-23-GIA-L1 A
29 & 31 EMMANUEL AVE, GIA AREA PLAN MSL31297-24-GIA-L0 A
29 & 31 EMMANUEL AVE, GIA AREA PLAN MSL31297-24-GIA-L1 A
29 & 31 EMMANUEL AVE, GIA AREA PLAN MSL31297-24-GIA-L2 A
21 & 23 EMMANUEL AVE, GIA AREA PLAN MSL31297-25-GIA-L0 A
21 & 23 EMMANUEL AVE, GIA AREA PLAN MSL31297-25-GIA-L1 A
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C049FPK-CTA-XX-XX-DR-A-01106
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01201
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PARAMETER PLANS MAXIMUM BUILDING HEIGHTS E AS PROPOSED C049FPK-CTA-XX-XX-DR-A-01203
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BLOCK A LEVEL 01 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-01-DR-A-20001
BLOCK A LEVEL 02 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-02-DR-A-20002
BLOCK A LEVEL 03 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-03-DR-A-20003
BLOCK A LEVEL 04 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-04-DR-A-20004
BLOCK A LEVEL 05 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-05-DR-A-20005
BLOCK A LEVEL 06 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-06-DR-A-20006
BLOCK A LEVEL 07-13 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-AA-07-DR-A-20007
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BLOCK A ELEVATION STUDIES - FAÇADE TYPE 01 - BLOCK A TOWER BASE AS PROPOSED C049FPK-CTA-AA-XX-DR-A-22000
BLOCK A ELEVATION STUDIES - FAÇADE TYPE 02 – LOWER C049FPK-CTA-AA-XX-DR-A-22001
BLOCK A ELEVATION STUDIES - FAÇADE TYPE 03 – TOWER C049FPK-CTA-AA-XX-DR-A-22002
BLOCK A DECK ACCESS DETAILS AS PROPOSED C049FPK-CTA-AA-XX-DR-A-25000
BLOCK B LEVEL 00 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-00-DR-A-20100
BLOCK B LEVEL 01 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-01-DR-A-20101
BLOCK B LEVEL 02 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-02-DR-A-20102
BLOCK B LEVEL 03 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-03-DR-A-20103
BLOCK B LEVEL 04 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-04-DR-A-20104
BLOCK B LEVEL 05 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-05-DR-A-20105
BLOCK B LEVEL 06 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-06-DR-A-20106
BLOCK B LEVEL 07 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-07-DR-A-20107
BLOCK B LEVEL 08 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-08-DR-A-20108
BLOCK B LEVEL 09 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-09-DR-A-20109
BLOCK B LEVEL 10 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-10-DR-A-20110
BLOCK B LEVEL 11 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-11-DR-A-20111
BLOCK B LEVEL 12 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-12-DR-A-20112
BLOCK B LEVEL 13 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-13-DR-A-20113
BLOCK B LEVEL 14 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-14-DR-A-20114
BLOCK B LEVEL 15 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-15-DR-A-20115
BLOCK B LEVEL 16 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-16-DR-A-20116
BLOCK B LEVEL 17 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-17-DR-A-20117

BLOCK B LEVEL 18 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-18-DR-A-20118
BLOCK B LEVEL 19 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-19-DR-A-20119
BLOCK B LEVEL 20 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-20-DR-A-20120
BLOCK B LEVEL 21 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-21-DR-A-20121
BLOCK B LEVEL 22 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-22-DR-A-20122
BLOCK B LEVEL 23 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-BB-23-DR-A-20123
BLOCK B ROOF PLAN AS PROPOSED C049FPK-CTA-BB-RP-DR-A-20124
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BLOCK B2 SECTIONS 01 AND 02 AS PROPOSED C049FPK-CTA-BB-XX-DR-A-21101
BLOCK B3 SECTIONS 01 AND 02 AS PROPOSED C049FPK-CTA-BB-XX-DR-A-21102
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BLOCK B2 ELEVATION STUDIES FAÇADE TYPE 02 (BASE) AS PROPOSED C049FPK-CTA-BB-XX-DR-A-22102
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BLOCK B2 ELEVATION STUDIES FAÇADE TYPE 03 (BASE) AS PROPOSED C049FPK-CTA-BB-XX-DR-A-22104
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BLOCK B DECK ACCESS DETAIL AS PROPOSED C049FPK-CTA-BB-XX-DR-A-25104
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Proposed First Floor Plan (TYPICAL) PL101 A
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Proposed Fourth Floor Plan PL104 A
Proposed Fifth Floor Plan PL105 A
Proposed Sixth Floor Plan PL106 A
Proposed Seventh Plan PL107 A
Proposed Roof Plan PL108 A
Proposed North Elevation PL200 B
Proposed East Elevation PL201 B
Proposed South Elevation PL202 B
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Proposed Section AA PL300 A
Proposed Section BB PL301 A
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BLOCK G LEVEL 00 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-GG-00-DR-A-20400
BLOCK G LEVEL 01 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-GG-01-DR-A-20401
BLOCK G LEVEL 02 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-GG-02-DR-A-20402
BLOCK G LEVEL 03 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-GG-03-DR-A-20403
BLOCK G LEVEL 04 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-GG-04-DR-A-20404
BLOCK G LEVEL 05 GA FLOOR PLAN AS PROPOSED C049FPK-CTA-GG-05-DR-A-20405
BLOCK G ROOF PLAN AS PROPOSED C049FPK-CTA-GG-RP-DR-A-20406
GENERAL ARRANGEMENT SECTIONS AND ELEVATIONS AS PROPOSED

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CTA-GG-XX-DR-A-22401
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Proposed First Floor Plan PL101 A
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SITE-WIDE GENERAL ARRANGEMENT PLAN 1924-EXA-00-00-DR-L-00100
GENERAL ARRANGEMENT - FRIARS WALK (SHEET 1 OF 2) 1924-EXA-00-00-DR-L-00101
GENERAL ARRANGEMENT - FRIARS WALK (SHEET 2 OF 2) 1924-EXA-00-00-DR-L-00102
GENERAL ARRANGEMENT - THE PARKWAY 1924-EXA-00-00-DR-L-00103
GENERAL ARRANGEMENT - THE GARDENS (SHEET 1 OF 2) 1924-EXA-00-00-DR-L-00104
GENERAL ARRANGEMENT - THE GARDENS (SHEET 2 OF 2) 1924-EXA-00-00-DR-L-00105
GENERAL ARRANGEMENT - FRIARY ROAD (SHEET 1 OF 2) 1924-EXA-00-00-DR-L-00106
GENERAL ARRANGEMENT - FRIARY ROAD (SHEET 2 OF 2) 1924-EXA-00-00-DR-L-00107
SITE-WIDE GENERAL ARRANGEMENT PLAN PODIUM 1924-EXA-00-01-DR-L-00108
GENERAL ARRANGEMENT - BLOCK B PODIUM 1924-EXA-00-01-DR-L-00109
GENERAL ARRANGEMENT - BLOCK B4 ROOF TERRACE 1924-EXA-00-01-DR-L-00110
SITE WIDE ILLUSTRATIVE MASTERPLAN 1924-EXA-00-01-DR-L-00111

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

- 6 The following uses shall be restricted to the following hours of use:
- a) Flexible commercial uses in Blocks A and B
The use of the flexible commercial units shall be permitted between the hours of 07.00 hours to 23:00 hours Monday to Sunday including bank holidays
 - b) Community Use
The use of the community unit shall operate between 07.30 hours to 00.00 hours Monday to Sunday and Bank Holidays.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from activities or people at or leaving the site, in accordance with Policy D14 of the London Plan (2021), Ealing Local Variation to Policy 7A of Ealing Development Management DPD (2013) and Ealing SPG 10: 'Noise and Vibration'.

- 7 All applications for Reserved Matters approval shall be accompanied by a Design Statement which shall explain how the proposal conforms to the requirements of the approved Friary Park Estate Design Code Document (DESIGN CODE-C049FPK-CTA-XX-XX-RP-A-00002 Rev.02) prepared by Chapman Taylor dated: 29/03/22.

Reason: For the avoidance of doubt, to accord with the terms of the application and to provide an appropriate design, appearance, scale and form of development in the interests of the visual amenity and character of the area in accordance with policies D4, D5, D6, D7, D8, D9 of the London Plan (2021) and policies 1.1(g), (h), and (k) and 1.2 (g), (h) of the adopted Ealing Development (or Core) Strategy (2012); and policies 7.4 and 7B of the Development Management DPD 2013.

- 8 The reserved matters application/s shall be strictly in accordance with the following parameter plans, drawing nos:

- C049FPK-CTA-XX-XX-DR-A-01200 Site Plan (including Plot Names)
- C049FPK-CTA-XX-XX-DR-A-01201 Level 00 Land Use
- C049FPK-CTA-XX-XX-DR-A-01202 Levels 01-21 Land Use
- C049FPK-CTA-XX-XX-DR-A-01203 Maximum Building Height
- C049FPK-CTA-XX-XX-DR-A-01204 Building Lines Setback/Development Zone
- C049FPK-CTA-XX-XX-DR-A-01205 Green Infrastructure
- C049FPK-CTA-XX-XX-DR-A-01206 Access and circulation

Notwithstanding the information on the submitted parameter plans, this permission does not grant planning permission for all building blocks to reach the maximum heights and building envelopes illustrated on the approved parameter plans.

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

- 9 The development hereby approved comprises the following:

Full (detailed) planning permission for:

- 652 homes (Use Class C3);
- 1,043 sqm (GIA) of flexible non-residential floorspace ((Use Classes E(a)-E(g)(i) (inclusive), F1, F2, Drinking Establishments (Sui Generis) & Hot Food Takeaways (Sui Generis));
- 342 sqm (GIA) of community floorspace (Use Classes E(f), F1 & F2(b)). and
- Buildings between 3 and 24 storeys in height above ground level and associated basements.

Outline planning permission (all matters reserved) for:

- Up to 576 homes (Use Class C3);
- Up to 440 sqm (GIA) of community floorspace (Use Classes E(f), F1 & F2(b)).and
- Buildings ranging in height from 40.06m AOD to 106.47m AOD with up to 52,880 sqm (GIA) of total floorspace;

Reason: To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace keeps within the parameters assessed as part of the Environmental Statement.

- 10 The proposed housing mix within the reserved matters application/s shall be strictly in accordance with the following parameters:

Private Housing Mix:

- Studios - 5-15% of the total quantum of private units
- One bedroom - 50-60% of the total quantum of private units
- Two bedroom - 20-30% of the total quantum of private units
- Three bedroom or more) - 5-15% of units will be family size housing

Low cost rented mix (Social Rent and London Affordable Rent):

- One bedroom - 4% (+/- 5%) of the total quantum of low cost rented homes
- Two bedrooms - 53% (+/- 5%) of the total quantum of low cost rented homes
- Three bedrooms - 28% (+/- 5%) of the total quantum of low cost rented homes
- Four bedrooms - 15% (+/- 5%) of the total quantum of low cost rented homes

Intermediate housing mix:

- One bedroom - 25-35% of the total quantum of intermediate tenure homes
- Two Bedroom - 65-75% of the total quantum of intermediate tenure homes

Reason: To ensure the mix of housing comes forward in accordance with policy H10 of the London Plan (2021); policy 1.1(a) of Ealing's Development (or Core) Strategy 2012 and policy 3.4 of Ealing's. Development Management DPD

- 11 Prior to the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) , of each phase (or part therein) of the development details (including sample panels where appropriate) of the materials to be used for the external surfaces for each of the buildings and hard-surfaced areas within the relevant phase (or part therein) shall be submitted to and approved in writing by the Local Planning Authority, and this condition shall apply notwithstanding any indications to these matters which have been given in this application. The development shall be carried out in accordance with the approved details. (Phase 1A to be carried out in accordance with details approved under ref: 222689CND)

Reason: To ensure that all built development would be of a high-quality design standard. In accordance with policy D4 of the London Plan (2021); policy 1.1(h) of Ealing's Development (or Core) Strategy 2012; and policies LV7.4 and 7B of Ealing's. Development Management DPD and Section 12 of the National Planning Policy Framework (2021).

- 12 Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) details of hard landscaping in that Phase (or Block therein), including podiums and public realm, of the development shall be submitted to and approved in writing by the Local Planning Authority, including plans indicating, but not limited to, the following:
- a) Accessibility;
 - b) Levels and gradients;
 - c) Integration/segregation arrangements of vehicular, cyclist and pedestrian areas;
 - d) Hard landscaping, including:
 - e) Bus stops, where relevant;
 - f) of biodiversity measures such as bird and bat boxes or any other artificial to be installed;
 - g) Enclosures and boundary treatments including types, dimensions and finishes of walls, fences, screen walls, barriers, bollards, rails, retaining walls and hedges;

- h) A Landscape Management Plan;
- i) External lighting details; and
- j) Play areas including details and specifications of equipment including safety surfacing and short stay cycle parking.

The development shall be carried out in accordance with the approved details. (Phase 1A to be carried out in accordance with details approved under ref: 222512CND).

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 D4 and D5 of the London Plan (2021) Section 12 of the National Planning Policy framework (2021).

- 13 Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure), details of soft landscaping for that Phase (or Block therein) including tree planting and tree pits within that Phase or Block shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include the following comprehensive details of all trees to be planted in that Phase (or Block):
- a) Full planting specification - tree size, species, the numbers of trees and any changes from the original application proposals.
 - b) Soft landscape plans illustrating locations of all proposed species or planting mixes.
 - c) Comprehensive details of typical ground/tree pit preparation
 - d) Plans detailing adequate soil volume provision to allow the tree to grow to maturity, using products such as Greenblue Urban's Rootspace or Stratacell (where appropriate)
 - e) Engineering solutions to demonstrate the tree will not interfere with structures (e.g. root barriers/deflectors) in the future
 - f) Staking/tying method(s).
 - g) Five-year post planting maintenance and inspection schedule.

All tree planting in that Phase (or Block) must be carried out in full accordance with the approved scheme in the nearest planting season. 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 in a Phase (or Block), must be replaced during the nearest planting season with a tree/s of the same size, species and quality as previously approved. (Phase 1A to be carried out in accordance with details approved under ref: 222513CND).

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 D8, G4, G5, G6, G7 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

- 14 Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure), details of play space for or adjacent to that Phase (or Block therein) including:

- a) a specification of all play equipment to be installed including provision for children with disabilities and special sensory needs;
- b) a specification of the surface treatment within the play areas; and arrangements for ensuring the safety and security of children using the play areas.

(Phase 1A to be carried out in accordance with details approved under ref: 222514CND).

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development makes appropriate provision for play and informal recreation in accordance with Policy S4 of the London Plan (2021).

- 15 a) Prior to the occupation of a phase (or part therein) of the development hereby approved, a landscape management plan for that phase (or part therein) of the development, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas including all proposed trees, shrubs and hedgerows over a minimum period of 5 years from the implementation of the final planting scheme shall be submitted to and approved in writing by the Local Planning Authority and be implemented as approved from the date of completion of the landscaping scheme for each phase (or part therein). (Part a) of condition 15 for Phase 1 to be carried out in accordance with details approved under ref: 222515CND)

- b) Prior to the occupation of the final phase (or part therein) of the development hereby approved, a Comprehensive Site Wide Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Comprehensive Site Wide Landscape Management Plan shall be implemented as approved from the date of completion of the landscaping scheme.

Reason: In the interests of the proper maintenance of the site and to ensure that the quality of the public realm and the setting of the listed building is appropriately safeguarded and that that access is maintained for disabled people and people with pushchairs, in accordance with G4, G5 and G7 of the London Plan (2021), Policies 1.1(e), (g) and (h), 1.2 (d) and (f), and 2.10 of the Development (Core) Strategy (2012), Table 7D.2 of Ealing's Development Management DPD.

- 16 Prior to the occupation of any Phase of the development hereby approved, a Car Parking Management Strategy for that Phase shall be submitted and approved in writing by the Local Planning Authority. This Plan shall detail the arrangements for management of:
- i. Visitor car parking
 - ii. Residential car parking
 - iii. Commercial/Industrial car parking (including servicing bays)
 - iv. Motorcycle spaces
 - v. Wheelchair users parking
 - vi. Car club spaces (4 spaces)

Including:

- 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 car parking spaces and all remaining spaces with passive provision.
- c) The safety and security measures to be incorporated within the development to ensure the safety of car parking areas.

- d) The car parking within a Phase shall be provided and managed in accordance with the approved strategy for that Phase the life of the development, or as otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure inclusive, safe and adequate parking is provided and retained in conjunction with the development in the interests of the general amenities of the locality, the flow of traffic and conditions of pedestrian and general highway safety within the site and on neighbouring highways, a sustainable development and where appropriate constrain local highway impact in accordance with policies T4, T6, T6.1 of the adopted London Plan (2016); policies 1.1(e), 1.1(f) 1.1(g) and 1.1(h) of Ealing's adopted Development (or Core) Strategy 2012.

- 17 Prior to the installation of any external lighting within a phase (or part therein), details to demonstrate that the proposed external lighting scheme will comply with the 'Guidance Notes for The Reduction of Light Pollution 2011' shall be submitted to and approved in writing by the LPA. External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Reason: In the interests of the living conditions of occupiers of nearby properties and future occupiers of the site, in accordance with policies policy 1.1 (j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013) and the National Planning Policy Framework (2021).

- 18 Prior to the occupation of a relevant phase (or part therein) of the development hereby approved, details of the boundary treatments and means of enclosure to the communal/private gardens (including railings, walls, fences and gates) for that phase (or part therein), shall be submitted for the approval of the local planning authority. The details, as approved, shall be fully implemented and completed before the first occupation of the relevant part of the development.

Reason: To protect the appearance and security of the area in accordance with policy D11 of the adopted London Plan (2021), policy 1.1(h) of the adopted Ealing Development Strategy (2012) and policies 7.3, 7.4 and 7B of the adopted Ealing Development Management DPD (2013).

- 19 Prior to the commencement of any development (including site remediation and preparatory works associated with the development) of a phase (or part therein) a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority and include the following information:
 - a) An outline specification of demolition and construction works for the relevant Phase of development
 - b) The best practicable means available in accordance with British Standard Code of Practice. BS5228: 2009 to be employed at all times to minimise the emission of noise and dust from the site;
 - c) A suitable and efficient means of monitoring and suppressing dust, vapours and odours, including where necessary the use of deodorising agents and adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;

- d) Engineering measures, acoustic screening and the provision of sound insulation required to mitigate specific environmental impacts identified;
- e) Identification of the most sensitive receptors, both residential and commercial where assessment and monitoring of impacts will be undertaken as work progresses;
- f) Means of enclosure and security of the site and individual phases;
- g) A framework travel plan for construction workers;
- h) Defined access routes to the site for all vehicles relating to the remediation and construction of the development;
- i) Details of the arrangements for the delivery of materials to the site for the construction of the development - including hours and restrictions on construction traffic having regard to the need to control construction traffic during peak hours;
- j) Unless otherwise agreed as part of the Construction Management Strategy and Code of Practice, the operation of site equipment and / or plant and machinery generating noise that is audible at the facade of residential or noise sensitive premises shall only be carried out between the hours of 0800 to 1800 Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays and Bank Holidays unless otherwise agreed by the London Borough of Ealing as the local planning authority;
- k) Adoption and implementation of the Considerate Contractor Scheme (or similar to be agreed in writing with the Local Planning Authority) registration and operation;
- l) Details of how vehicles transporting contaminated waste that leave the site (including wheel washing and covering of loads) will be managed to prevent any contaminants from entering the environment;
- m) Arrangements for publicity and promotion of the scheme during construction;
- n) Details of an advertised 'hotline' to be operated and funded by the developer to enable any complaints to be recorded;
- o) Liaison with the Local Authority's Environmental Health Unit to register complaints received and response/action taken;
- p) The availability of a site manager(s) or other persons with appropriate seniority within the organisation capable of authorising proper remedial action where appropriate; and
- q) The developer shall at all times maintain the safety of pedestrians, cyclists and other road users and shall inform the London Borough of Ealing as local planning authority and
- r) Transport for London in writing of any construction impacts that will affect operation of the bus network and Crossrail.

(Phase 1A to be carried out in accordance with details approved under ref: 210061CND)

Reason: In the interests of minimising the impact of noise, vibration and airborne pollution on the amenities of occupiers of properties within the vicinity of the site, to limit the works to reasonable hours and to minimise the impact of construction traffic on the highway network. In accordance with policies D14, T4 and T7 of the London Plan (2021); 1.1(j), 1.1 (K) and 1.2 (f) of Ealing's adopted Development (or Core) Strategy 2012; Ealing's SPG 10: Noise and Vibration; SPG3: Air Quality; The control of dust and emissions during construction and demolition (July 2014); BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise and policy LV5.2 of Ealing's Development Management DPD.

- 20 Prior to erection of any cranes or other tall building construction equipment in the relevant phase (or part therein), details of such construction equipment (including crane locations and operating heights and details of obstacle lighting) shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall comply with Advice

Note 4 'Cranes and Other Construction issues' (available at [www.aoa.org.uk/operations & safety/safeguarding.asp](http://www.aoa.org.uk/operations& safety/safeguarding.asp)) or any replacement guidance. The development shall be carried out strictly in accordance with the details so approved. (Phase 1A to be carried out in accordance with details approved under ref: 214510CND).

Reason: In the interest of Aircraft safety and ensure the safe movement of aircraft and the operation of Heathrow Airport in accordance with policy T8 of the London Plan (2021).

- 21 Prior to the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) within a phase (or part therein), details of a Site Waste Management Plan for the relevant phase (or part therein) including a Green Procurement Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Waste Management Plan and Green Procurement Plan shall demonstrate how the procurement of materials for the development would promote sustainability, including by use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste, use of local suppliers and by reference to the BRE's Green Guide Specification. (Phase 1A to be carried out in accordance with details approved under ref: 213191CND).

Reason: To meet with the requirements of BS5906. Ealing Council Draft waste management guidelines for architects and developers and in accordance with policy SI 7 and SI 8 of the London Plan (2021)

- 22 Prior to the fit out of the cycle store within a phase (or part therein), of the development hereby approved, details of the layout, location, design and appearance (shown in context) and management of the bicycle storage area(s) to include long stay, short stay parking and docking stations in the relevant phase (or part therein) shall be submitted to and approved in writing by the Local Planning Authority. The details shall be fully implemented prior to the first occupation of the relevant phase (or part therein).

Reason: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport in accordance with policy T5 of the London Plan (2021), policies 1.1(g) of the adopted Ealing Development Strategy (2012) and section 9 of the National Planning Policy Framework (2021).

- 23 a) A Site-Wide Framework Travel Plan designed to manage the transport needs of the residential and/or commercial occupiers including measures to minimise car usage and promote sustainable modes of transport, shall be submitted to the Local Planning Authority prior to the first occupation of any part of the Development;
- b) Detailed Residential and Staff Travel Plans in line with the Site-Wide Framework Travel Plan and designed to manage the transport needs of the residential and/or commercial occupiers of each phase (or part therein) of the development, including measures to minimise car usage and promote alternative modes of transport, shall be submitted to the Local Planning Authority before the first occupation of the relevant phase (or part therein), and the approved Residential and/or Staff Travel Plan shall be implemented and complied with as approved thereafter.

Reason: To promote sustainable patterns of transport to safeguard the living and working conditions of local people and in the interest of highway and pedestrian safety, in accordance with section 9 of the National Planning Policy Framework (2019), policies T2, T3, T4 of the London Plan (2021) and policies 1.1 (f) (g) of Ealing's Development (Core) Strategy 2026.

- 24 Prior to the first occupation of each phase (or part therein) within the development hereby approved, an overall management strategy for the relevant phase (or part therein) shall be submitted to and approved in writing by the Local Planning Authority. The strategy should include details of the following:
- o Security - to include design, location and details of CCTV and associated equipment, security lighting, design, well lit safe routes
 - o Details of controlled access arrangements and operation restricting vehicle access to Friary Walk
 - o Disabled access
 - o Details for the installation, operation, and maintenance of the best practicable cooking extract system, including the provision of a suitable extract fan, odour control equipment, and a satisfactory discharge height, including a vertical discharge without any cap or cover
 - o Maintenance and cleaning of all external areas of the estate

The relevant phase (or part therein) shall be managed in accordance with the approved strategy for the life of the development or as otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the proper maintenance, safety and security of the site and to ensure that the quality of the public realm and the setting of the listed buildings is appropriately safeguarded and that that access is maintained for disabled people and people with pushchairs, in accordance with policies D5, D6 and D11 of the adopted London Plan (2021), policies 1.1(e), (g) and (h), 1.2 (d) and (f), and 2.10 of the adopted Ealing Development (and Core) Strategy (2012), policies 6.13 and 7.3 of the adopted Ealing Development Management DPD (2013).

- 25 A Delivery and Servicing Plan (DSP) for the different uses in each phase (or part therein) of the development hereby approved, detailing servicing arrangements (including deliveries to residential property), times and frequency and operational details, including swept path analysis, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the relevant phase (or part therein). The servicing of each phase (or part therein) shall be operated strictly in accordance with the details approved and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic in accordance with policy T7 of the London Plan (2021).

- 26 Prior to the occupation of each phase (or part therein) of the development, an Operational Waste Site Waste Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. The Site Waste Management Plan shall be fully implemented as approved.

Reason: To meet with the requirements of BS5906, Ealing Council Draft waste management guidelines for architects and developers in accordance with policy SI 7 and SI 8 of the London Plan (2021).

- 27 Except for any works relating to demolition, site clearance and remediation works, no development shall take place until a detailed Site Wide Drainage Strategy, including detailed modelling of entire network, consent from the sewerage undertaker and drainage assessment form has been submitted to and approved in writing by the Local Planning Authority. Each

phase (or part therein) of development shall be carried out in accordance with the approved site wide drainage strategy. Permanent/Temporary works that may have an adverse impact (supporting adopted highway) will require necessary technical approvals from Ealing Highways by submitting an 'Approval In Principle Form' for review and acceptance. (Phase 1A to be carried out in accordance with details approved under ref: 2212776CND).

Reason: To reduce flood risk in accordance with Section 14 of the National Planning Policy Framework (2021) and Policies SI 5 of the London Plan (2021).

- 28 Except for any works relating to demolition, site clearance and remediation works, no development shall commence on a relevant phase (or part therein) of the development hereby approved, until a detailed drainage design in accordance with the Site Wide Drainage Strategy (submitted in respect of Condition 27) and detailing any on/off site drainage works, has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the design have been completed. (Phase 1A to be carried out in accordance with details approved under ref: 212778CND).

Reason: The development may lead to sewerage flooding; to ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impact upon the community accordance with policy SI 5 of the adopted London Plan (2021) and policies 1.1(e) and 1.2(m) of the adopted Ealing Development Strategy (2012) and policy 5.12 of the adopted Ealing Development Management DPD (2013).

- 29 Prior to the first occupation of a Phase, a maintenance plan/schedule for the proposed drainage system for the lifetime of the development shall be submitted to and approved by the Local Planning Authority.

Reason: To reduce flood risk in accordance with Section 14 of the National Planning Policy Framework (2021) and SI 5 of the London Plan (2021).

- 30 No properties shall be occupied within a Phase until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing 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 in accordance with policy SI 5 of the London Plan (2021).

- 31 No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority prior to any such works taking place within a Phase (or part therein) in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. (Phase 1A to be carried out in accordance with details approved under ref: 212779CND)

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure in accordance with policies SI 5 of the London Plan (2021).

- 32 No impact piling shall take place until a piling method statement for the relevant phase (or part therein) of the development hereby approved (detailing the type of piling to be undertaken and the methodology by which such piling shall be carried out, including measures to minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority and the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement unless otherwise agreed by the Local Planning Authority. (Phase 1A to be carried out in accordance with details approved under ref: 213189CND).

Reason: The proposed works would be in close proximity to underground water and sewerage utility infrastructure, which needs to be safeguarded in accordance with policy SI 15 of the adopted London Plan (2021).

- 33 All Non-Road Mobile Machinery (NRMM) to be used in the development site shall meet, as a minimum, the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments, unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM shall be registered on the NRMM register at <https://nrmm.london/user-nrmm/register> or any updated requirements published ahead of these activities taking place. All NRMM shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site detailing proof of emissions standards for all equipment.

Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, in accordance with policies D13, SI 1 and T7 of the London Plan (2021), 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).

- 34 Each phase (or part therein) hereby approved should aim to achieve 'Secured by Design Accreditation'. Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) within each phase (or part therein) of the development, evidence of compliance with the standards of 'Secured by Design' shall be submitted to the Local Planning Authority for written approval in consultation with the Metropolitan Police (Crime Prevention Design Advisor).

Reason: To ensure that opportunities to commit crime are reduced, particularly in relation to the approved apartment buildings that contain shared core entrances that serve more than eight dwellings; and in order that the new buildings incorporate appropriately designed security features, in accordance with policy D11 of the London Plan (2021).

- 35 Prior to the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) in a Phase, an integrated water management strategy detailing infrastructure requirements, location of the infrastructure, phasing for implementation and how it will be delivered has been submitted to and approved in writing by the Local Planning Authority in consultation with the water undertaker for the relevant phase (or part therein) of the development hereby approved . The phase (or part therein) shall

be occupied in line with the recommendations of the strategy. (Phase 1A to be carried out in accordance with details approved under ref: 213481CND)

Reason: The development may lead to no water and or significant environment impacts an Integrated water management strategy is required to ensure that sufficient capacity is made available to cater for the new development; and in order to avoid adverse environmental impact upon the community. Note: In relation to this water condition, Thames Water would be open to a definition of 'the commencement of development' not including certain items such as site clearance, site set up/compound. Alternatively, it may be appropriate to link the implementation to a clearly defined phase of the development.

- 36 Prior to installation details of any microwave masts, antennae or satellite dishes or any other plant or equipment shall be submit and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the buildings in the interests of visual amenity in accordance with policy 1.1(h) of the Ealing Development (or Core) Strategy (2012), Local Variation policies 3.5 and 7.4 and policies 7B and 7C of the Development Management Development Plan Document (2013).

- 37 a) Prior to the Commencement of Construction of Phase 2 of the Development the Applicant shall submit to the Council for approval a revised Energy Strategy that details how the Development will become all electric following the completion of construction of Phase 3 or if viable Phase 2. The development shall be carried out and maintained in accordance with the revised Energy Strategy hereby approved.
- b) The Applicant shall undertake a feasibility study for the use of Air Source Heat Pumps for Phase 2. Notwithstanding the approved drawings, if the feasibility report demonstrates that bringing forward Air Source Heat Pumps for Phase 2 is feasible, details of the Air Source Heat Pump solution should be submitted to the local planning authority for approval prior to the commencement of Phase 2 of the development hereby approved and the development shall be then carried out in accordance with the approved details.
- c) The revised Energy Strategy shall detail how the decarbonised site-wide heat network will be designed for lower flow and return temperatures from the point at which the phase 2 (or phase 3) Air Source Heat Pumps are installed and are supplying a minimum of 80% of the heat demand.
- d) The Energy Strategy shall detail how the heat network infrastructure for Phase 2 and all future phases has been designed for the required low temperature site-wide heat network.
- e) Prior to the occupation of Phase 3 the Air Source Heat Pumps shall be installed and the gas boilers removed.
- f) Prior to completion of construction, and prior to occupation, the Development shall achieve an overall sitewide reduction in regulated CO2 emissions against SAP10 standards (or any later version) of at least 35% beyond Building Regulations Part L 2013 (or any later version). These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy. The approved Development Energy Strategy shall maximise the use of renewable energy regardless of whether the 35% on-site target has already been reached through earlier stages of the energy hierarchy. In particular, solar PV should be maximised on roof spaces.

- g) Prior to Installation, details of the proposed renewable/low-carbon energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the heat network schematics, 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.
- h) 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.
- i) All boilers to serve the energy requirements of the development detailed in the approved energy strategy should be specified with NOx emissions (g/m²) that are compliant with or better than the ultra-low NOx (g/m²) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG.
- j) Details of the layout of the energy plant room and equipment and the method of how the facility shall be designed to connect to, or allow for future connection to, an offsite district heating network, if an on-site energy centre is provided;
- k) 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.

- 38 Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) within a Phase (or part therein), the following details should be submitted to the Local Planning Authority for written approval:
- a) All boilers and/or CHP units to serve the energy requirements of the development detailed in the approved energy strategy should be specified with NOx emissions that are compliant with or better than the ultra-low NOx benchmarks as set out at Appendix 7 of the Mayor's Sustainable Design and Construction SPG. The approved boilers, if provided, shall be installed prior to the first occupation of a Phase;
 - b) Evidence of investigation of ways to connect to any available District Heat Network and briefings of discussions with neighbouring developers. If a viable heat network is available within a suitable timetable, and commercial terms can be reached, the timetable for connection to the network;
 - c) If applicable, details of the layout of the energy plant room and equipment and the method of how the facility shall be designed to connect to, or allow for future connection to, an offsite district heating network, if an on-site energy centre is provided;
 - d) If applicable, technical details of the CHP/DHN including the monthly energy demand profile, thermal and electrical kW output, and heat output pipe diameter;

e) Consideration and demonstration of the installation or safeguarding an identified route from the energy centre/plant room to the development boundary, roadway or similar for flow and return pipes to enable connection to a future area wide DEN, if an on-site energy centre is provided;

The development shall be carried out in accordance with the approved details. (Phase 1 to be carried out in accordance with details approved under ref: 222518CND)

Reason: To secure the measures set out within the approved Energy Strategy Statement and to ensure that the development energy plant room is designed in a manner which allows for the connection to an existing or potential future offsite district heat network. To ensure that the development contributes to reducing the use of fossil fuel or other primary energy generation capacity, and to reduce emissions of greenhouse gases in accordance with policies 5.3, SI 2 and SI 3 of the London Plan (2021), policies 1.1(k) and 1.2(f) of Ealing's adopted Development (or Core) Strategy 2012, policy LV5.2 of Ealing's Development Management DPD, and the Mayor's Sustainable Design and Construction SPG.

39 Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) within a Phase (or part therein), the details of the dynamic thermal modelling for a sample of domestic and non-domestic units shall be undertaken using the guidance provided in the respective CIBSE TM49 & TM52 guidance (if applicable) and shall be submitted to the Local Planning Authority for written approval.

The details of any additional measures to be incorporated into a unit to reduce the risk of overheating (including active cooling) shall also be submitted if the dynamic thermal modelling demonstrates that overheating would occur.

The development shall thereafter be provided in accordance with the approved details. (Phase 1 to be carried out in accordance with details approved under ref: 220921CND).

Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy SI 4 of the London Plan (2021); Ealing's Development (Core) Strategy, and Development Management DPD

40 In order to demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan, 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.

- 41 Based on the recommendations of Preliminary Ground Investigation prepared by Listers Geo (Ref: 15.01-003a January 2019) further investigation will be undertaken to fill gaps in knowledge / data. The investigation will be undertaken prior to the commencement of any works (other than demolition and site clearance) within a relevant phase (or part therein), and shall investigate the site and any previously inaccessible ground. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors updated. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation, revised risk assessment and proposed remedial options shall be submitted to the Local planning authority for approval in writing prior to any remedial works commencing and any development works commencing within the relevant Phase. (Phase 1A and Phase 1B to be carried out in accordance with details approved under ref: 212780CND)

Reason: To protect the health and living conditions of residents of the new development in accordance policy 1.1(e) of Ealing's adopted Development (or Core) Strategy (2012); policy LV5.21 of Ealing's adopted Development Management DPD (2013); the National Planning Policy Framework (2021), and DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

- 42 A detailed remediation scheme to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority prior to the occupation of a relevant phase (or part therein). (Phase 1 to be carried out in accordance with details approved under ref: 222519CND). The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme

must be carried out in accordance with its terms, other than that required to carry out remediation works.

Reason: To protect the health and living conditions of residents of the new development in accordance policy 1.1(e) of Ealing's adopted Development (or Core) Strategy (2012); policy LV5.21 of Ealing's adopted Development Management DPD (2013); the National Planning Policy Framework (2021), and DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

- 43 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 prior to the occupation of a relevant phase (or part therein). The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.

Reason: To protect the health and living conditions of residents of the new development in accordance policy 1.1(e) of Ealing's adopted Development (or Core) Strategy (2012); policy LV5.21 of Ealing's adopted Development Management DPD (2013); the National Planning Policy Framework (2021), and DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

- 44 Prior to occupation of a relevant phase (or part therein) of the development, a noise assessment (according to the criteria of the Council's interim SPG10) shall be submitted to the Council for approval in writing, of external noise sources such as transport and commercial/industrial/cultural uses/activities and their noise levels at residential facades of dwellings at low and high levels. (Phase 1 to be carried out in accordance with details approved under ref: 222517CND). Details shall include the sound insulation of the relevant building envelope including glazing specifications (sound insulation including frames, seals and ventilators tested and approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated ventilation and cooling as necessary (with air intake from the cleanest aspect of the building), to achieve noise standards of BS8233:2014 and SPG10 in internal rooms and external amenity spaces (if provided). Approved details shall be implemented prior to occupation of the relevant phase of the development and thereafter be permanently retained.

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

- 45 Prior to occupation of a relevant phase (or part therein) of the development, details shall be submitted to the Council for approval in writing, of building vibration levels and appropriate mitigation measures where necessary (Phase 1A and Phase 1B to be carried out in accordance with details approved under ref: 222652CND). The assessment method shall be as specified in BS 6472:2008. Details shall demonstrate that building vibration will meet a level that has low probability of adverse comment. No part of the relevant phase of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by ground- or airborne vibration, in accordance with policy D14 of the

London Plan, Ealing Local Variation to Policy 7A of Ealing Development Management DPD (2013) and Ealing SPG 10: 'Noise and Vibration'.

- 46 Prior to occupation of a relevant phase (or part therein) of the development, details shall be submitted to the Council for approval in writing, of an enhanced sound insulation value of at least 5dB above the maximum Building Regulations value, for the floor/ceiling /wall structures separating different types of rooms/ uses in adjoining dwellings,[eg. kitchen/living/dining/bathroom above/below/adjoining bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the relevant phase of the development and thereafter be permanently retained.

Reason: In the interests of the internal environment of the development and living conditions of occupiers of nearby properties and future occupiers of the site, in accordance with Interim Supplementary Planning Guidance 10, policy 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), and the National Planning Policy Framework (2021).

- 47 Prior to occupation of a relevant phase (or part therein) of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the communal areas and facilities from dwellings. Details shall demonstrate that the sound insulation value is enhanced by at least 10dB above the Building Regulations value for residential use and, where necessary, additional mitigation measures implemented to separate communal noise and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the relevant phase of the development and thereafter be permanently retained.

Reason: In the interests of the living conditions of the occupiers of the above residential premises, in accordance with Interim Supplementary Planning Guidance 10, policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management DPD (2013), policy D14 of the London Plan (2021), and the National Planning Policy Framework (2021).

- 48 Prior to occupation of a relevant phase (or part therein) of the development, details shall be submitted to the Council for approval in writing, of the sound insulation of the floor/ ceiling/ walls separating the commercial and community part(s) of the premises from dwellings. Details shall demonstrate that the sound insulation value is enhanced by at least 10-20dB above the Building Regulations value for residential use and, where necessary, additional mitigation measures are implemented to contain commercial/community noise within the commercial/community used premises and to also achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the relevant phase of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise, in accordance with Interim Supplementary Planning Guidance 10, policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management DPD (2013), policy D14 of the London Plan (2021), and the National Planning Policy Framework (2021).

- 49 Prior to their installation, details shall be submitted to the Council for approval in writing, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including, where applicable, the height of the extract duct and vertical discharge outlet without

cowl at least 1m above the eaves of the main building. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with policy SI 1 of the London Plan (2021), Ealing Local Variation to Policy 7A of Ealing Development Management DPD (2013) and Ealing SPG 10: 'Noise and Vibration'.

- 50 Prior to occupation of a relevant phase (or part therein) of the development, details shall be submitted to the Council for approval in writing, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate, as measured at/ calculated to the nearest and/or most affected noise sensitive premises. The measures shall ensure that the external sound level LAeq emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level LA90 by at least 5 dBA at the most noise sensitive receiver location. The assessment shall be made in accordance with BS4142:2014, with all machinery operating together at maximum capacity. Details of any noise mitigation measures shall be submitted for approval. A post installation sound assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the relevant phase of the development and thereafter be permanently retained.

Reason: To safeguard future and existing occupiers of the area against unacceptable noise and disturbance, in accordance with policy D14 of the London Plan (2021), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

- 51 Prior to the first use of any commercial or community use within a relevant phase (or part therein) all external doors to the premises will have been fitted with self-closing devices, which shall be maintained in an operational condition and at no time shall any external door or windows be fixed in an open position.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise /odour /smoke /fumes, in accordance with policies D14 and SI 1 of the London Plan (2021), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

- 52 Prior to occupation of a relevant phase (or part therein) of the development, details shall be submitted to Council for approval in writing, of the installation of acoustic lobbies to entrances and exits which would otherwise allow the emission of internal noise to neighbouring noise sensitive premises.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with Policies D6 and D14 of the London Plan (2021), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

- 53 Prior to commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) within a phase (or part therein), a Fire Safety

Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the development proposal will function in terms of:

The building's construction: methods, products and materials used; o The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated management plan approach; o Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these; and o How provision will be made within the site to enable fire appliances to gain access to the building.

The development shall be implemented in accordance with the approved details and retained as such for the lifetime of the development. (Phase 1A to be carried out in accordance with details approved under ref: 214954CND)

Reason: In order to protect the living conditions and safety and security of the occupants in accordance with Policy D12 of the London Plan (2021).

54. a) Prior to commencement of construction a Circular Economy (CE) statement shall be submitted to the Council for approval that is in line with the GLA Circular Economy guidance (March 2022). The Statement should include a Circular Economy compliance table that lists the commitments and targets proposed to meet the minimum levels required by London Plan policy S12.
- b) Prior to completion of construction of each 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.

Reason: In the interests of sustainable waste management and in order to maximise the appropriate re-use and recycling of materials in line with London Plan Policy D3 (Optimising site capacity), S17 (Reducing waste), S12 (Minimising greenhouse gas emissions).

55. a) Prior to the Commencement of Construction a Whole Life Carbon Assessment shall be submitted to the Council for approval. The Assessment shall be compliant with policy S12(F) of the London Plan and in line with the GLA (March 2022) guidance. The Development shall meet the GLA benchmark targets and seek to achieve the aspirational target.
- 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 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.

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

56. Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure), plans and details shall be submitted to and approved in writing by the local planning authority demonstrating the provision and future management of free drinking water within the public realm. The plans and details shall show the location and design of the proposed drinking water infrastructure, along with measures to ensure its future maintenance and management. The development shall be carried out in accordance with these plans and details, and drinking water made available to the public for free in accordance with the plans and details prior to occupation of the development, and in perpetuity.

Reason: To ensure sustainable provision of free drinking water, to minimise plastic waste.

57. Within 6 months following the commencement of any above ground superstructure works (excluding demolition, site clearance, remediation, piling and/or substructure) and notwithstanding the approved drawings, the following shall be submitted to and approved in writing by the local planning authority:

a) floor plans of B1 (Lower ground floor) and B2 (Upper Box level) levels, demonstrating adequate provision of free public toilets suitable for a range of users including disabled people, families with young children and people of all gender identities, including the provision of free unisex toilets and free 'Changing Places' toilets designed in accordance with the guidance in British Standard BS8300-2:2018;

b) details of the ongoing management and cleaning, demonstrating that the toilets provided would be available to the public during the Public Garden's opening hours and would be maintained safe, well-lit and clean.

The development shall be carried out in accordance with these details, and all public toilets at the development shall be made available to the public for free prior to occupation of the relevant phase of development and shall be maintained in accordance with the approved details in perpetuity, unless otherwise agreed first in writing by the local planning authority.

Reason: To ensure that the development provides an appropriate range of free and suitably maintained public toilets. It is necessary to deal with these matters prior to commencement to ensure that these facilities can be accommodated in the design of the development.

INFORMATIVES:

- 1 The decision to grant planning permission has been taken having regard to the policies and proposals in National Planning Policy Framework (2021), 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)

- 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

The London Plan (2021)

- Policy GG1 Building Strong and Inclusive Communities
- Policy GG2 Making the Best Use of Land
- Policy GG3 Creating a Healthy City
- Policy GG4 Delivering the Homes Londoners Need
- Policy GG5 Growing a Good Economy
- Policy GG6 Increasing Efficiency and Resilience
- Policy SD10 Strategic and Local Regeneration
- Policy D1 London's Form, Character and Capacity for Growth
- Policy D2 Infrastructure Requirements for Sustainable Densities
- Policy D3 Optimising Site Capacity Through the Design-Led Approach
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D6 Housing Quality and Standards
- Policy D7 Accessible Housing
- Policy D8 Public Realm
- Policy D10 Basement Development
- Policy D11 Safety, Security and Resilience to Emergency
- Policy D12 Fire Safety
- Policy D14 Noise
- Policy H1 Increasing Housing Supply
- Policy H2 Small Site
- Policy H4 Delivering Affordable Housing
- Policy H5 Threshold Approach to Applications
- Policy H6 Affordable Housing Tenure
- Policy H7 Monitoring of Affordable Housing
- Policy H10 Housing Size Mix
- Policy H11 Build to Rent
- Policy H16 Large-Scale Purpose-Built Shared Living
- Policy S3 Education and Childcare Facilities
- Policy S5 Sports and Recreation Facilities
- Policy E3 Affordable workspace
- Policy E11 Skills and Opportunities for All
- Policy G1 Green Infrastructure
- Policy G4 Open Space
- Policy G5 Urban Greening
- Policy G6 Biodiversity and Access to Nature
- Policy G7 Trees and woodland
- Policy SI1 Improving Air Quality
- Policy SI2 Minimising Greenhouse Gas Emissions
- Policy SI3 Energy Infrastructure
- Policy SI4 Managing Heat Risk

Policy SI5	Water Infrastructure
Policy SI7	Reducing Waste and Supporting the Circular Economy
Policy SI12	Flood Risk Management
Policy SI13	Sustainable Drainage
Policy T1	Strategic Approach to Transport
Policy T2	Healthy Streets
Policy T3	Transport Capacity, Connectivity and Safeguarding
Policy T4	Assessing and Mitigating Transport Impacts
Policy T5	Cycling
Policy T6	Car Parking
Policy T6.1	Residential Parking
Policy T7	Deliveries, Servicing and Construction
Policy T9	Funding Transport Infrastructure Through Planning
Policy DF1	Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

Southall Opportunity Area Planning Framework (SOAPF) (2014)

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 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)

2.1 Development in the Uxbridge Road / crossrail corridor (a), (b), (c), (d), (e)

2.8 Revitalise Southall Town Centre (d), (h), (i)

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

5.6 Outdoor sports and active recreation

6.1 Physical infrastructure

6.2 Social infrastructure

6.4 Planning Obligations and Legal Agreements

Ealing 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 4.7: Retail and town centre development

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 7C : Heritage

Policy 7D : Open space

Adopted Supplementary Planning Documents

Sustainable Transport for New Development

Southall Opportunity Area Planning Framework

Ealing Character Study A1 Report – January 2022

Ealing Character Study A2 Report – January 2022

Ealing Housing Design Guidance B Report – January 2022

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality

SPG 4 Refuse and recycling facilities (draft)

SPG 10 Noise and vibration

Other Material Considerations

BRE Site layout planning for daylight and sunlight (2011)

Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006)

BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites- Part 1: Noise

DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Environment Agency guidance 'Verification of Remediation of Land Contamination', Report: SC030114/R1'.

BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations.

In reaching the decision to grant permission, specific consideration was given to the information contained in the applicant's Environmental Statement and other technical reports submitted with the application. Consideration was given to the impact of the proposed development on the amenities of neighbouring properties, the character and appearance of the wider area, the impact of the proposals on heritage assets in medium and longer distances views and the impact on highway capacity and safety. Consideration was also given to placemaking and the quality of the proposed residential environment and the amenity of future residents, the impact of the loss of the existing residential property and the benefits associated with the proposed replacement dwellings. The schemes viability has also been assessed and the maximum reasonable amount of affordable housing is secured.

The key determining issues in considering this application include:

- The acceptability of the principle of development including the replacement of existing affordable housing;
- Proposed affordable housing including its genuine affordability and viability considerations;
- The acceptability of the proposed uses and distribution of uses within the site;
- Layout, height, scale and massing of the development;
- The design, detailing and use of materials;
- Housing Standards - quality, outlook, privacy;
- Landscaping, open space, amenity space and play space provision;
- Car/cycle parking, legibility, access and traffic impacts;
- Refuse/recycling and servicing;
- Energy efficiency and sustainability;
- Environmental pollution and mitigation; and
- Provision of infrastructure, planning obligations and the Mayors Community Infrastructure Levy.

It was considered that the proposal was acceptable on these grounds, and that there were no other material considerations that would warrant refusal of the application.

2. The applicant's attention is drawn to the need to regularly consult with the Crossrail Safeguarding Team during the pre-construction and construction phases of the development subject of this planning permission. CRL_safeguarding@crossrail.co.uk

3. Thames Water Underground Assets

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://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

4. Notification to neighbours of demolition/ building works

All occupiers surrounding the site should be notified in writing at least 21 days prior to the commencement of any site works, of the nature and duration of works to be undertaken and subsequently be regularly updated. The name and contact details of persons responsible for the site works should be signposted at the site entrance or hoarding in case of emergency and for enquiries or complaints. Any complaints should be properly addressed as quickly as possible.

5. Dust

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.

6. Dark smoke and nuisance

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

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

Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise and vibration, delivery locations and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and - 2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.

8. Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 167.95m AOD.

9. Permitted hours for building work

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.

10. Fire Statement - Prior to commencement of the superstructure of each phase of the development a fire statement, produced by a third party suitably qualified assessor, should be submitted to and agreed with the London Fire Brigade.

11. Works to footway - The developer will be liable for the cost of repairing any damage to the footway around the perimeter of the site resulting from the construction work.

12. Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus, then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline, then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email: plantprotection@cadentgas.com Tel: 0800 688 588

13. Safeguarded Land for HS2

The applicant is advised that the application site lies in close proximity to land that may be required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2. More information can be found at: <https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill>.

APPENDIX 2 – 5 YEARS HOUSING LAND SUPPLY (5YHLS)

Background

Paragraph 74 of the NPPF advises that Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of 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 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.

National Policy

Whilst the possibility of a shortfall pertains, the NPPF presumption in favour of sustainable development – the so-called ‘tilted balance’ – is engaged. 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 Committee will note 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.

Housing Delivery

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 direction of performance is an important indicator.

Conclusion

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.