

Briefing Note

**ITEM 01 - The Steyne Estate, Steyne Road, London, W3 9NF- 223203FUL**

**Amendments to Report:**

***Public Consultation***

The report Section 4.1 Public Consultation indicates that a total of 158 representations were received. This has increased to 161 representations.

One of the public comments raises new objections and contends that Ealing Council has not met its statutory duties regarding planning and notes the lack of an up to date 5-year housing land supply statement.

***Officer's response:***

The Council published a revised Statement of Community Involvement on the 15<sup>th</sup> March 2022.

The statutory requirement for monitoring is established through legislation rather than guidance. Section 113 of the Localism Act 2011 amended section 35 of the Planning and Compulsory Purchase Act 2004 removing the duty on the authority to make annual reports.

As reported previously officers have to date not been able to prepare an up to date and robust 5 Year Housing Land Supply statement because they have been unable to access sufficiently accurate and robust development monitoring data needed to confirm our position regarding the level of supply. Officers are continuing to work closely with the GLA to finalise the necessary data. The transition from the London Development Database to the Planning London Datahub gave rise to a significant gap in the permission data captured in the Datahub, and therefore it has not been possible for officers to establish an accurate pipeline of permissions. This incomplete pipeline poses a significant barrier to establishing a 5-year land supply in particular, since most of that supply will derive from capacity already permitted. Whilst this data gap was technically closed in May 2022, considerable ongoing work is needed to cleanse the data to get it to a sufficiently robust and accurate state. Amongst other steps, this involves capturing the latest status changes (starts, completions, lapsing, superseding etc) for individual schemes to determine if they should count towards the pipeline. In addition, to minimise incidences of double counting, permissions need to be linked where they relate to the same site. This detailed ongoing work is critical to ensure that the pipeline is in a sufficiently robust and useable state to inform the preparation of the 5 Year Housing Land Supply and Housing Trajectory, and remains an ongoing priority for officers.

***Affordable Housing***

Table 4: Affordable housing provision in Section 6.12 Affordable Housing contains an error. The number of 2 bedroom 4 person units should be amended from 49 units to

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60 units and the percentage total amended from 26.06% to 31.91% as illustrated in the table below.

Affordable housing provision					
Habitable room calculation			Number of units calculation		
Flat type	No. habitable rooms	Percentage of Total	Flat type	No. units	Percentage of Total
1b2p	142	30.41%	1b2p	71	37.76%
1b2p	60	12.85%	1b2p	30	15.96%
2b4p	147	31.48%	2b4p	<b>60</b>	<b>31.91%</b>
TOTAL	349	74.73%	TOTAL	<b>161</b>	<b>85.6%</b>

### ***Car parking***

The report indicate that 3 blue-badge car parking spaces are provided on site and an additional 3 parking spaces along Lexden Road. The revised car parking plan indicate that 9 blue-badge car parking spaces will be provided of which 6 car parking spaces are on site and the remaining 3 along Lexden road. In addition, 1 car parking bay is provided north of Block B and dedicated to a care worker and 1 car club bay is provided along the estate road.

### ***Additional condition 51.***

#### Archaeological Condition

51. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- a. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- b. Where appropriate, details of a programme for delivering related positive public benefits
- c. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To ensure necessary safeguards of the archaeological interest on this site.

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***Amendments to condition 28 (additions shown in bold):***

Car Parking Management Strategy

28. a). Prior to the occupation of the development hereby approved, a Car Parking Management Strategy shall be submitted and approved in writing by the Local Planning Authority for that relevant phase. This Strategy shall detail the arrangements for management of:

- a. Visitor car parking;
- b. Residential car parking;
- c. Disabled persons/Blue Badge car parking; and
- d. Non-residential car parking.

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

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

- a. Measures for preventing parking in undesignated places throughout the site;
- b. The provision of active Electric Vehicle Charging Points (EVCP) for a minimum of 20% of all public and private car parking spaces and all remaining spaces with passive provision;
- c. The safety and security measures to be incorporated within the development to ensure the safety of car parking areas. The car parking within a Phase shall be provided and managed in accordance with the approved strategy for that Phase for the life of the development, or as otherwise agreed in writing by the Local Planning Authority;
- d. **A strategy to reduce overall car parking demand, increase blue badge parking bays, and managing the reduction of parking permits as they expire; and**
- e. **A plan/strategy indicating how to best utilise the former car parking bays.**

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