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**Ref:** 223090FUL

**Address:** Sherwood Close (Former Dean Gardens Estate), West Ealing, London, W13 9YP

**Ward:** Walpole

**Proposal:** Redevelopment of the site including the demolition of the existing building and construction of 2 buildings ranging in height from 6 to 14 storeys to provide 185 self-contained residential units (Class C3) together with hard and soft landscaping, car parking, cycle storage and other associated works.

**Drawing numbers:** DL0120-SRA-EX-RF-DR-A- 02001 P03 (Existing Site Plan); DL0120-SRA-EX-RF-DR-A- 02005 P02 (Existing Site Location Plan); DL0120-SRA-EX-RF-DR-A- 02100 P03 (Demolition Plan); DL0120-SRA-ZZ-RF-DR-A- 02002 P04 (Proposed Site Location Plan); DL0120-SRA-ZZ-RF-DR-A- 02010 P04 (Proposed Site Plan); DL0120-SRA-ZZ-RF-DR-A- 02021 P03 (Proposed Site Wide Block Plan);

DL0120-SRA-C1-ZZ-DR-A- 02231 P03 (General Arrangement North Elevation BB South Elevation CC); DL0120-SRA-C23-ZZ-DR-A- 02232 P03 (General Arrangement North Elevation DD South Elevation EE); DL0120-SRA-ZZ-ZZ-DR-A- 02230 P03 (General Arrangement East Elevation AA); DL0120-SRA-ZZ-ZZ-DR-A- 02233 P04 (General Arrangement West Elevation FF); DL0120-SRA-ZZ-ZZ-DR-A- 02250 P03 (General Arrangement Section AA); DL0120-SRA-ZZ-ZZ-DR-A- 02251 P03 (General Arrangement Section BB, CC, DD); DL0120-SRA-ZZ-00-DR-A- 02200 P04 (General Arrangement Ground Floor Plan); DL0120-SRA-ZZ-01-DR-A- 02201 P04 (General Arrangement First Floor Plan); DL0120-SRA-ZZ-02-DR-A- 02202 P04 (General Arrangement Second Floor Plan); DL0120-SRA-ZZ-03-DR-A- 02203 P04 (General Arrangement Third Floor Plan); DL0120-SRA-ZZ-04-DR-A- 02204 P04 (General Arrangement Fourth Floor Plan); DL0120-SRA-ZZ-05-DR-A- 02205 P04 (General Arrangement Fifth Floor Plan); DL0120-SRA-ZZ-06-DR-A- 02206 P04 (General Arrangement Sixth Floor Plan); DL0120-SRA-ZZ-07-DR-A- 02207 P04 (General Arrangement Seventh Floor Plan); DL0120-SRA-ZZ-08-DR-A- 02208 P04 (General Arrangement Eighth Floor Plan); DL0120-SRA-ZZ-09-DR-A- 02209 P04 (General Arrangement Ninth Floor Plan); DL0120-SRA-ZZ-10-DR-A- 02210 P04 (General Arrangement Tenth Floor Plan); DL0120-SRA-ZZ-11-DR-A- 02211 P04 (General Arrangement Eleventh Floor Plan); DL0120-SRA-ZZ-12-DR-A- 02212 P04 (General Arrangement Twelfth Floor Plan); DL0120-SRA-ZZ-13-DR-A-

02213 P04 (General Arrangement Thirteenth Floor Plan); DL0120-SRA-ZZ-RF-DR-A-P04 (General Arrangement Roof Plan);

DL0120-IA-ZZ-00-DR-L-00100 P4 (Landscape Plan - Site plan); DL0120-IA-ZZ-00-DR-L-00101 P11 (Landscape Plan - GA plan); DL0120-IA-ZZ-00-DR-L-00102 P07 (Landscape Boundary Plan); DL0120-IA-ZZ-00-DR-L-00103 P07 (Landscape Plan – Levels); DL0120-IA-ZZ-RF-DR-L-00104 P06 (Biodiverse Roof & Habitat Plan); DL0120-IA-ZZ-00-DR-L-00105 P02 (Landscape Site Plan – Existing); DL0120-IA-ZZ-00-DR-L-00106 P03 (Tree Survey Plan); DL0120-IA-C1-00-DR-L-00201 P04 (Sections C1 Northfield Ave); DL0120-IA-C3-00-DR-L-00202 P04 (Sections C3 Northfield Ave); DL0120-IA-C3-00-DR-L-00203 P05 (Sections Community Garden); DL0120-IA-C1-00-DR-L-00204 P04 (Sections Tawny Close); DL0120-IA-C1-00-DR-L-00505 P01 (Section C1/C2 Link);

Design and Access Statement prepared by Shepard Robson; Planning Statement prepared by Barton Willmore now Stantec; Acoustic Assessment prepared by Temple; Air Quality Assessment prepared by Temple; Tree Survey & Arboricultural Implications Report prepared by Wassells; Wind & Microclimate Assessment prepared by GIA Surveyors; Townscape & Visual Impact Assessment prepared by Barton Willmore now Stantec & AVR; Daylight, Sunlight & Overshadowing Assessment prepared by Point2; Transport Statement & Travel Plan prepared by RGP; Delivery & Servicing Management Plan prepared by RGP; Energy & Sustainability Statement prepared by MWL; Circular Economy Statement prepared by Hodkinson; Ground Investigation Report prepared by Soils Limited; Biodiversity Survey & Report prepared by Greengage; Flood Risk Assessment prepared by OCSC; Utilities Statement prepared by MWL; Fire Strategy prepared by Ashton Fire; Statement of Community Involvement prepared by Barton Willmore now Stantec; Estate Management Strategy prepared by Clarion; Affordable Housing Statement prepared by Clarion; and Financial Viability Assessment prepared by Quod.

Type of Application: Full Planning Application

Application Received: 30 June 2022

Report by: Joel Holland Turner

Recommendation: Grant subject to conditions and a s.106 agreement, with Stage II GLA referral.

**Executive Summary:**

The proposed development relates to Phase 3 of the Sherwood Close (Dean Gardens) estate redevelopment, which was consented under planning permission ref: P/2014/6383 on 23/10/2015. A subsequent minor material amendment (s73) was approved under planning permission ref: 178303VAR on 16/03/2018. The proposed development involves an increase in the number of units, mix of housing tenure, an increase in height and a different massing and built form of the proposed development, requiring the submission of a new planning application.

The originally consented redevelopment of the estate consisted of three phases, with all affordable housing to be part of Phases 1 and 2, with Phase 3 to be entirely private market sale. The proposal would increase the number of units within the development, with the majority of the uplift in the number of units being to provide additional affordable housing. The proposal would therefore deliver additional affordable housing within the estate, in a phase where none was previously to be developed.

The proposed development, whilst higher and resulting in an increased number of residential units, provides significant benefits over and above the consented scheme. The proposal fully optimises the site which is well-connected and close to the Ealing Metropolitan Centre and the West Ealing Station. The proposal delivers additional affordable housing across the estate and the redistribution of massing within the development provides for greater amount of visual interest and articulation within its façade. The consented Phase 3 scheme proposed a predominantly 9 storey block development, with a separate building being 7 storeys. The proposed scheme would retain its 9-storey shoulder to the north, before rising to 14 storeys, which would be separated from a separate 7-9 storey building, consisting of two separate cores.

In acknowledging the increased height of the development in comparison to the consented scheme, this revised design presents significant advantages, providing more visual relief where the mass created by an elongated 9 storey building is refined into two separate buildings, with changes in height reflected in inconsistent buildings.



*Figure 1: Consented scheme from Northfield Avenue*



Figure 2: Proposed Scheme from Northfield Avenue

The amended massing of the development provides an opportunity to implement two cross block links, as opposed to the single link under the consented scheme. It provides a break in the massing of the development and has the dual benefit of providing better public realm and pedestrian access within, to and from the site. The application has been scrutinised by Council's independent Design Review Panel noting that the panel supports the proposed changes to the height and massing and felt that the proposal represented a considerable improvement to the consented scheme.

The consented scheme included an elongated 9-storey block and the proposal provides for more visual interest, with differing heights, staggered building line and intricate and alternating brick patterns, contrasting with darker balconies, which provide a design link to Phases 1 and 2 of the development, while expressing its own individuality. The proposal, standing at 14 storeys high would be classified as a Tall Building under Policy D9 of the London Plan. A Visual Impact Assessment has been carried out, including long-, mid- and short-range views of the development within a local context. The proposal is considered make a positive contribution to the character and appearance of the area and would constitute less than substantial harm to all surrounding heritage assets.

A Daylight and Sunlight Assessment has been carried out which demonstrates that the proposal would not unduly impact living conditions of any adjoining properties and all proposed residential accommodation would provide a good standard of natural light to internal living areas. Critically, this assessment also shows that the proposal would not have a harmful impact on the allotment site on the opposite side of Northfield Avenue, in terms of loss of light and overshadowing.

The proposal provides a good housing mix that would provide opportunity for residents within the Borough to secure a good quality home in a desirable location. A welcome part of the proposal is that all 3-bedroom units (10 units in total) would be affordable housing, providing good opportunity for low-income families to secure a home. The proposal would deliver Affordable Housing within this Phase at a rate of 20% by unit (22% by HR), whilst noting that the consented scheme was for Phase 3 to be entirely private market housing. There is therefore a net benefit to this scheme for the provision of Affordable Housing. The viability of the scheme has been tested in accordance with Policy H8 of the London Plan, with the conclusion being that the affordable housing provision constitutes the maximum deliverable within this scheme.

The proposed scheme would provide for good quality residential accommodation, with all internal space standards and private amenity space standards being met. 57% of the proposed residential flats would be dual aspect, with none of the single-aspect flats being north-facing and all flats meeting relevant ADF criteria.

Council’s Energy Consultant is supportive of the proposed development and the development would achieve good amounts of carbon dioxide reduction (49.97%), which follows the hierarchy as set out within the London Plan. Carbon Offsetting contributions have been secured for the shortfall and energy monitoring would occur through a financial contribution.

Whilst it is acknowledged that the 14 car parking spaces proposed are in excess of London Plan requirements, the proposal represents a significant reduction in overall carparking when comparing this to the consented scheme. The required 3% of total units for disabled parking would be met and a remaining 7 car parking spaces would be allocated to three-bedroom homes within the development. Cycle parking proposed meets the minimum requirements of the London Plan and this provision, as well as its high PTAL Score and accessibility to good quality public transport options would encourage a modal shift amongst residents to more sustainable forms of transportation. Contributions based on the uplift in residential units for transport improvements have been secured.

Overall, the proposed development constitutes a development that maximises the opportunity for housing on a well-connected site, delivers additional affordable housing and its design would contribute positively to local character. It is considered that the proposal represents a significant improvement to the consented scheme and the application for planning permission is accordingly recommended for approval, subject to conditions and s106 legal agreement.

**Recommendation:**

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

<b>Healthcare Provision</b>	£74,725
<b>Education Provision</b>	£135,000
<b>Air Quality Mitigation</b>	£18,500
<b>Town Centre Improvements</b>	£25,000
<b>Open Space (Shortfall in Onsite Provision)</b>	£110,000
<b>Children’s Play Space</b>	£35,000
<b>Allotment Improvements</b>	£22,641
<b>Transport and Highways Improvements</b>	£40,000
<b>Carbon Offsetting</b>	£274,740
<b>Energy Monitoring</b>	£14,394

- Provision of 22% by habitable room of affordable housing comprising a total of **37** dwellings all within social rent tenure.
- Early and late-stage Affordable Housing Viability Review mechanisms.
- Participation in an Apprentice and Placement Scheme, providing an additional 2 placements, over and above the 10 placements over Phases 1-3 of the development programme with not

less than 3 apprenticeships / phase, that was secured under planning permission ref: P/2014/6383. The Apprentice and Placement Scheme shall endeavour to provide opportunities across the construction, design and post-construction management of the development. Details of the Apprentice and Placement Scheme to be submitted to the Council for written approval.

- Restriction of parking permits to all future residents
- The developer shall meet the Council's costs in full of any highways works to deliver any highways works associated with a s278/38 agreement
- Implementation of the Travel Plan
- All contributions to be index linked
- Payment of the Council's reasonable legal and other professional costs in preparing and completing the agreement

AND

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

**Site Description:**

The application site forms part of the Sherwood Close Estate regeneration scheme, with the site forming Phase 3 under the original masterplan for the site. Phase 1 of this development is completed, and Phase 2 is currently under construction. The original masterplan was approved by Council under ref: P/2014/6383 on 23/10/2015 and subsequently varied under s73 of the TCPA through ref: 178303VAR on 16/03/2018.

This site has an existing building known as Target House, which was consented to be demolished as part of the original approval for the estate and continues to be proposed to be demolished as part of this application. This building is an existing 8 storey building. The site itself represents the final stage of the development and has its main frontage to Northfield Avenue, with the site also having frontage to Tawny Close and to Sherwood Close.

The site is located in a primarily residential locale of West Ealing, with the earlier phases of this development constituting high density residential development, with other areas to the south, north and west being predominantly lower scale residential development. The site is surrounded by excellent green infrastructure, which includes Dean Gardens, which is located to the north of the site and the Northfields Allotment Gardens located to the east on the opposite side of Northfield Avenue. Notwithstanding this, the site is designated as within an area of Local Park Deficiency.

Whilst the site is not located within a Town Centre, it is clearly within close proximity to the Ealing Metropolitan Centre, located to the north of the site. It is close to high frequency public transport, including bus routes on Uxbridge Road and Northfields Avenue and is within walking distance of the West Ealing Railway Station (Elizabeth Line). The site has a PTAL Score of 5, which also demonstrates its high public transport accessibility.

The site is not located within a Conservation Area, however the Ealing Green CA lies approximately 140m from the site. Within the Conservation Area is the St Johns Church, which is a Grade II Listed Building. Aside from significant street trees along Northfield Avenue, there are no other trees within the application site that have any protected status.

**The Proposal:**

The proposal involves the redevelopment of the site to provide two buildings ranging in height from 6 to 14 storeys. The proposal would provide 185 self-contained residential units, with associated hard and soft landscaping, car parking and cycle storage.

This phase of the estate regeneration was originally approved as entirely private market sale with 142 residential units. This scheme would therefore result in an uplift in the number of units by 43 in comparison to the approved scheme. Whilst the proposal would provide Affordable Housing in the context of the whole scheme of 22% by Habitable Room, this needs to be seen in the context of the original approval which is for private market housing. Affordable Housing is provided within Phases 1 and 2 of the estate regeneration. Of the uplift in units between the approved and proposed schemes, the development provides for 86% affordable housing, which are all within a social rent tenure.

**Consultation:**

***Public:***

Public consultation was undertaken by way of site notices around the application site. A notification was also placed within the Ealing Gazette. Consultation commenced on 03/08/2022 and concluded on 24/08/2022. Six (6) representations were received during the statutory consultation period, with five (5) representations objecting to the proposed development and one (1) in support of the proposed development.

A summary of the points of objection is provided below:

- Height of the proposal is significantly over and above Target House, which is out of character and have a significant impact on visual amenity
- Green space provision is misleading and insufficient outdoor spaces
- Impacts on traffic and pressure on car parking
- Pressure on local schools, health services, electricity and water supply
- Consultation process is inadequate
- Noise from construction for years has affected the ability for residents to enjoy their homes
- Height of buildings would restrict light to neighbouring properties
- Design is generic and does not complement the area
- More parks and green spaces are needed and not high-density developments
- Electricity impacts in West London (Hounslow and Ealing) raised by the GLA

A summary of the points raised in support of the application

- The first two phases of the development were not ambitious enough and its location could have justified a taller development. The proposed development is not tall enough, which is a missed opportunity for the site.

**Officer Response:** The points raised are noted and will be addressed within the Assessment section of this report.

**Pre-consultation:**

It should be noted that the applicant also undertook their own consultation with neighbours and residents prior to the submission of this application, which is detailed within the submitted Statement of Community Involvement. This is in line with Paragraph 39 of the NPPF and Council’s own Statement of Community Involvement, which encourages early engagement with stakeholders in the planning process. Methods of consultation included publicity through leaflet distribution within a defined boundary, social media advertising, public exhibitions and a website.

Dedicated contact emails and phone numbers for the project were established and a project database was maintained to record feedback on the proposal. Online events were set up and the applicant team have engaged with local councillors, groups and organisations. The statement also includes common questions that were received and responses given. It is considered that the applicant has effectively fully satisfied their obligations under the NPPF with respect to early engagement, which has also included engagement with Council Officers through the pre-application process and a Design Review Panel.

**Internal Consultation:**

<p><b>Energy and Sustainability</b></p>	<p>Very supportive of the proposed energy strategy Initial strategy assumed connection to the existing gas boiler led heat network, however strategy was revised to comply with London Plan policy. Site-wide emissions will be cut by at least 49.97%, achieved through lean measures (17.43%) and green measures (32.53%) There is a shortfall of 2,982 tonnes over 30 years, which will be offset through a s106 contribution of £274,740 (£95/tonne) Energy monitoring contribution of £14,394 requested.</p> <p><u>Conditions requested:</u> Energy and CO2 Post-construction renewable/low-carbon energy equipment monitoring Post-construction energy use monitoring (“be Seen”) Whole Life-Cycle Carbon Assessment Circular Economy</p>
<p><b>Pollution-Technical (Noise and Vibration)</b></p>	<p>Development is facing Northfield Avenue, with habitable rooms facing roadside, exposing residents to noise and air pollution. Site is also under Heathrow flight path and close to West Ealing Town Centre. Noise measurements were taken from 30 July 2021 – 4 August. During this time, COVID restrictions had just been lifted and noise would have been substantially reduced and noise measurement results would not be representative of normal times.</p> <p>A new assessment will need to be provided, using noise levels that occur during working weekends, also including the aircraft noise spectrum and total listed in SPG10 Section 6.</p> <p>Stacking is largely stacked vertically like-for-like, however horizontally bedrooms adjoin LKDs, communal staircases and lifts. Enhanced sound</p>



	<p>insulation in these areas will be required.</p> <p>Conditions recommended:                  Submission of a revised noise assessment                  External noise from machinery/equipment/extract/ventilation ducting/mechanical installations                  Anti- vibration mounts and silencing of machinery etc.                  Separation of noise sensitive rooms in neighbouring flats                  Separation of communal uses and facilities from dwellings                  Lifts                  Demolition Method Statement and Construction Management Plan</p> <p>And relevant Informatives.</p>
<p><b>Pollution-Technical (Air Quality)</b></p>	<p>It appears the scenarios listed below (for S2 and S3) only seem to consider emissions from Traffic emissions for Phase 1 and Phase 2 and not emissions from the Energy Centre. Further, it also doesn't include emissions from construction phase including HGV movements.</p> <p>It should also be noted that Northfield Avenue is heavily congested and there is a lot of idling of vehicles on that road, that leads to poor localised AQ.</p> <p>We are also overseeing major development projects in the vicinity of the site and hence it appears the AQ assessment failed to consider cumulative impacts of all nearby developments.</p> <p>It is highly recommended that the development explores other technology in the market and ensure that the use of fossil fuel generators is not used onsite.</p> <p>Recommended conditions:</p> <ul style="list-style-type: none"> <li>- Ventilation Strategy Report</li> <li>- Air Quality and Dust Management Plan</li> <li>- NRMM</li> <li>- Revised Air Quality Assessment</li> </ul> <p>Financial contribution recommended for Air Quality Mitigation.</p>
<p><b>Economic Growth (Regeneration)</b></p>	<p>Information required on existing ground floor uses to determine if replacement commercial or community space is required. Consideration should be given as to whether shared working space can be accommodated.</p> <p>Lack of active frontages and areas of blank walls. Could be improved.</p> <p>Improvements to Town Centre would be required to mitigate the impacts of 185 new homes. Town Centre contributions were not secured through the previous s106 agreement.</p>

	<p>More information required on pedestrian desire lines to Town Centre and public transport nodes.</p> <p>Issues around drop-off/pick-up space close to building entrances.</p> <p>Increased building height do not demonstrate a sensitive approach to surrounding urban grain and form.</p> <p>Obligations sought toward Town Centre Improvements.</p>
<b>Transport Services</b>	Requested financial contribution towards active travel, healthy streets and highway safety improvements. Recommended conditions.
<b>Flood Risk Officer</b>	No response received.
<b>Landscape Architect</b>	No response received.
<b>Education</b>	Financial contribution requested.
<b>Housing</b>	Supportive of the Affordable Housing Offer.

**External Consultation**

<b>Metropolitan Police</b>	Requested condition to ensure that the development must achieve Secure by Design Accreditation prior to occupation.
<b>Thames Water</b>	Conditions requested.
<b>Greater London Authority (GLA) Stage I Response</b>	<p>Land Use Principles: Principle of development, including the wider estate regeneration has been established by implemented planning consent and responds well to London Plan objectives.</p> <p>Housing: 37 AH units are proposed (22% by HR) all within Social Rent tenure. Supported by a full viability assessment, which is currently undergoing review to ensure that AH on-site is maximised. Appropriate review mechanisms will need to be secured.</p> <p>Transport: An ATZ Assessment should be carried out and contributions toward public realm, active travel and road safety improvements should be secured. All general parking spaces should be removed to comply with London Plan Policy T6.2.</p> <p>Consented scheme, plus subsequent variation, involved the creation of 319 units within the development. Under the extant planning permission, this phase would have provided 142 units (7-9 storeys, with 40 parking spaces) and is entirely private market sale tenure, with the AH delivery occurring in Phases 1 and 2. The extant planning permission involved the demolition of the existing estate and is therefore a material consideration, with respect to its compliance with Policy H8.</p> <p>Proposed development involves 185 units, of which 37% (22% by HR) are to be social rent tenure, with the remainder being private market sale.</p>

	<p>Of the uplift in units between the consented scheme and the proposed, social rent units represent 86% of the increase. GLA considers that the proposal for the uplift in AH would benefit the wider estate regeneration scheme.</p> <p>Planning Statement and AH Statement notes that existing tenants have been rehoused during construction works on the estate right to return on an equivalent basis has been offered. Additional AH is welcomed though this needs to be tested further through viability assessment.</p> <p>Play space requirement is 658.5sqm, with the intent to provide 316sqm. Applicant needs to confirm the intended delivery of off-site play space with Council. Shortfall should be secured through creation of new provision within Dean Gardens, improvements to existing play facilities or appropriate financial contribution.</p> <p>Development layout raises no strategic issues and shows notable improvements to permeability east-west through the site, with the massing broken into distinct elements.</p> <p>Medium and Long-range views show that the proposal is clearly visible and dominant, however the stepped height on both sides would respond well to immediate local context and read well within long range views. The building is not expected to result in adverse reflected glare or excessive light pollution.</p> <p>Outline Fire Strategy has been submitted and reviewed and is in principle acceptable, however it is expected that further details will be provided as the design progresses. Should consider the proposed green walls and the impact that this could have on fire. Full fire statement should be requested through planning conditions.</p> <p>90% of proposed units would comply with Building Reg M4(2) and 10% for M4(3).</p> <p>With relation to heritage, GLA Officers consider that the proposal would result in less than substantial harm.</p> <p>Proposal should be a car free development, notwithstanding the existing permission.</p>
<b>GLA Housing Viability</b>	<p>Requested additional information from the applicant during the FVA process. Based on the additional information and on balance, it is considered that the scheme is providing the maximum viable amount of affordable housing.</p>
<b>Transport for London (TfL)</b>	<p>Although the development reduces the amount of car parking from the consented scheme from 40 to 14, the development should be car-free (apart from Blue Badge Spaces). This area should be used to provide additional blue badge spaces, resident's amenity space or to improve the</p>

	<p>quality of cycle parking through a more spacious layout.</p> <p>Car Parking Management Plan should be updated and secured by condition to ensure that it is in line with London Plan parking requirements.</p> <p>Cycle parking would exceed the minimum standards of the London Plan, with 385 provided. It also includes provision for larger, adapted and cargo bikes which is welcomes. Compliance with the London Cycle Design Standards should be secured by condition.</p> <p>Deliveries and Servicing would take place on the street from internal estate roads, however an off-street servicing bay should be provided where possible.</p> <p>Construction Logistics Plan should be secured by planning condition, along with Delivery and Servicing Plan, Parking Management Plan and Travel Plan.</p>
<p><b>Health and Safety Executive (Fire)</b></p>	<p>Stage 1 response received. Assessment has been undertaken independent of compliance with the London Plan. Advice has been provided on matters relating to land use and have considered means of escape and external wall system. Further steps and consultation will be required with the Health and Safety Executive.</p> <p>Officer Response: A full consideration to the HSE’s comments is provided within the report below and the areas of concern raised are considered to minor in nature that are surmountable.</p>
<p><b>Valuation Office Agency (Housing Viability)</b></p>	<p>It is my considered conclusion that the proposed development is unable to support additional Affordable Housing from what has already been proposed.</p> <p>Whilst the appraisal shows a negative land value, this does not mean the scheme makes a loss. It means a lower profit level would truly be received than the fixed 17.5% included in the appraisal. The scheme will still be deliverable and the developer is likely to have proceeded with this scheme because of the ongoing income stream that they will benefit from, as they will still retain the Affordable Housing interest in addition to receiving the developer’s profit.</p>
<p><b>Heathrow Airport</b></p>	<p>The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition for a Bird Hazard Management Plan.</p>
<p><b>NHS Property Services</b></p>	<p>A financial contribution is requested to put towards health projects within the local area. Contribution is based off the HUDU Model.</p>

**Design Review Panel**

The proposed development was scrutinised by the Design Review Panel on 22 June 2021, with the panel making the following key points:

- The Panel feels that the proposed changes in massing are a significant improvement to the consented scheme. The separation of the blocks and inclusion of pocket parks allowing a way through the development is successful and enhances the quality of public space within the scheme
- The articulation of the heights is also welcomed and relates positively to the consented scheme and other phases
- The community garden is welcomed and contributes to the increased permeability of the site
- Exploration of different balcony types should be considered
- The Panel considers that the comments can be addressed through further discussions with Ealing Council Officers.

**Planning Policies:**

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

**Reasoned Justification:**

**Background and Principle of Development**

Council has previously approved the redevelopment of the Sherwood Close (Dean Gardens) Estate under planning application ref: P/2014/6383 on 23/10/2015. This proposal involved the demolition of all buildings within the Estate, which comprised 209 residential units, and the construction of 305 new residential units. This was followed by a s73 application to vary the permission, which included changes to layouts, building footprint, increase in the height of Block C4 and refinements to the landscape design. This also resulted in the uplift in the number of new residential units to 319 (an increase of 14 from the originally consented scheme). This application was approved on 16/03/2018. Subsequent variations under s96a (Non-Material Amendment) were also approved by Council under reference numbers 183149NMA and 190277NMA.

A final s96a application was submitted under ref: 201544NMA. This involved more substantial changes to the previous s96a applications and included changes to the tenure of the blocks and changes to the phasing of the development to delay Block C4 by taking it from Phase 2 to Phase 3. As a result of the original permission and subsequent amendments, all of the Affordable Housing within the estate regeneration has been delivered within Phases 1 and 2 of the development. Phase 3, yet to be delivered, was for private market sale. Phase 3 of the development was to have 142 units across two buildings (four cores) ranging in height from 7 to 9 storeys. This approved phasing plan is shown within Figure 3.

The previous approval for Phase 3 provided 38 units within core C1, 40 units within core C2, 31 units within core C3 and 33 units within core C4. The proposed development being considered under this application is for a new full planning permission as the proposal involves substantial changes to the approved plans, including an increase in the number of units, changes to the overall design and changes in height from 7-9 storeys to 6-14 storeys. This has also resulted in the increase in the number of flats within this stage from 142 units to 185 units. The resultant increase in units on an estate-wide basis would be from 319 units to 356 units.

The principle of the development of the estate and the residential intensification of the site has already been established through the consented scheme over the site and the proposed development being considered under this application only relates to Phase 3 of the development. However, it is noted that since the approval of the original permission, the planning policy context has changed through both the London Plan (2016) and London Plan (2021). This includes increased expectations on Ealing Council to deliver a greater number of homes, in appropriate locations. The ten-year housing targets for the London Borough of Ealing between 2019 and 2029 stands at 21,570 homes. As a comparison, the previous London Plan (2016) defined the ten-year housing target for Ealing between 2015 and 2025 at 12,972 homes.

Policy H1 of the London Plan (2021) states that to ensure that housing targets are achieved, Boroughs should optimize the potential for housing delivery on sites with existing or planned PTALs of between 3-6 or are located within 800m of a station or town centre boundary. The proposal would comply with this given the PTAL of 5 and its proximity to the Ealing Metropolitan Centre and West Ealing Railway Station.

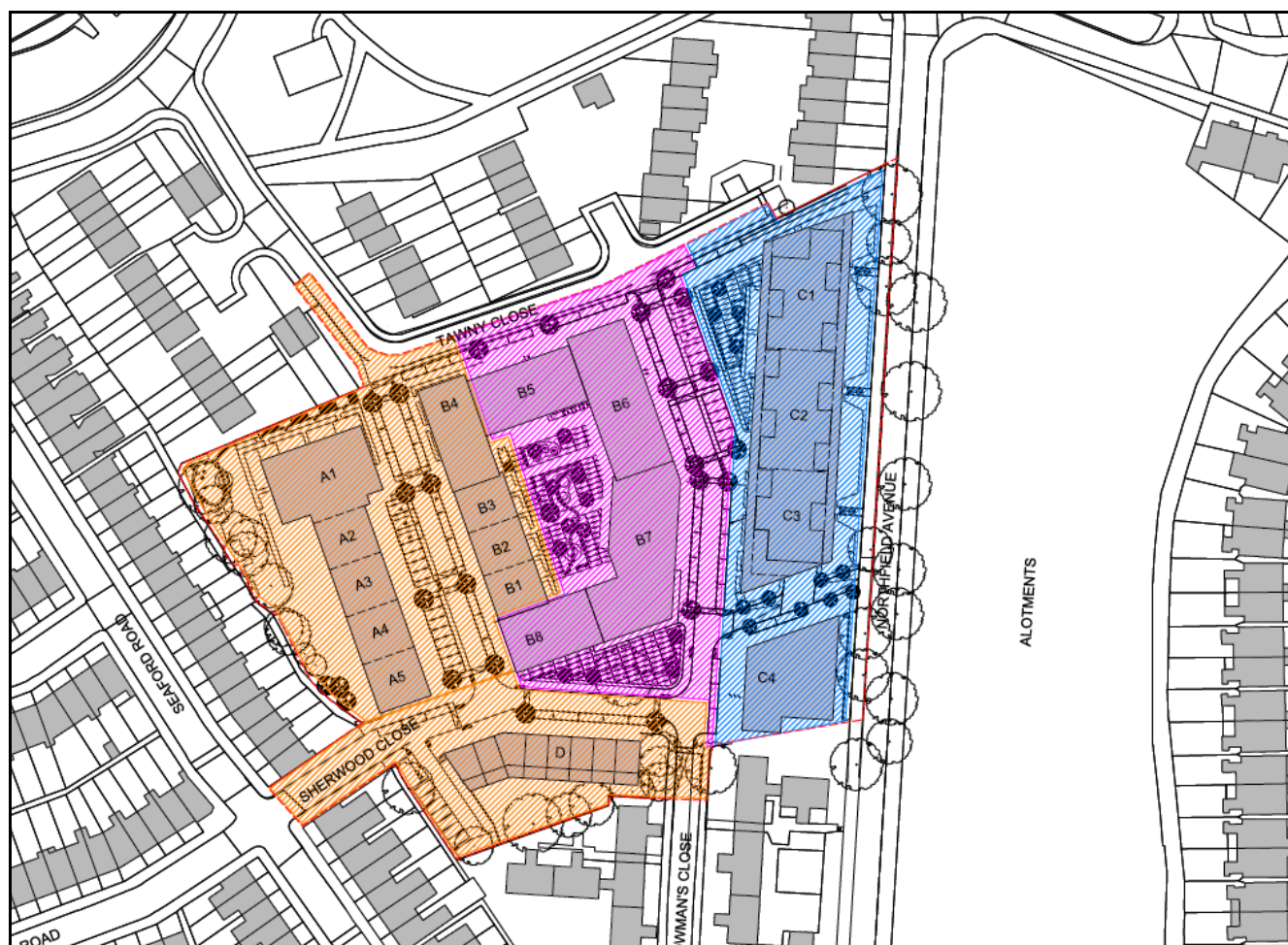


Figure 3: Approved Phasing Plan

This application also needs to be seen in the context of Policy H8 of the London Plan, which is concerned with the loss of existing housing and estate redevelopment. However, a material

consideration, as agreed by the Greater London Authority, is that the development of the site has been approved through previous consents and this application is only concerned with Phase 3 of the development, which was approved as private market sale. The application site itself would involve the demolition of Target House, which comprises 47 x 1-bedroom units. Policy H8 requires that in such instances

- Loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.
- Development of affordable housing within estate regeneration schemes, should only be permitted where it is replaced by the equivalent amount of affordable housing
- All development proposals that include demolition and replacement of affordable housing are required to follow the Viability Tested Route and seek an uplift in affordable housing in addition to the replacement affordable housing floorspace.

The development of the site cannot therefore follow the Fast Track Route and has followed the Viability Tested Route, with independent assessments undertaken by both the GLA and Council's Independent Assessor, DVS. This is to ensure that the maximum viable amount of affordable housing is provided within the scheme. The results of this is detailed within the Affordable Housing section of this report.

In principle, the development is also resulting in an uplift of both housing in general, as well as affordable housing. The scheme would result in the additional provision of Affordable Housing in a building where none previously were to exist. The approved scheme has delivered a mix of social rent and shared ownership flats that have come forward as part of Phases 1 and 2 of the development. The table below intends to illustrate, on an estate-wide basis, the delivery of affordable homes across the estate, comparing the consented scheme with the proposed scheme.

		1-bedroom	2-bedroom	3-bedroom	4-bedroom	Total
Private Market	Consented	51	73	18	0	
	Proposed	47	101	0	0	
	<b>Change (+/-)</b>	<b>-4</b>	<b>+28</b>	<b>-18</b>	<b>N/C</b>	<b>+6</b>
Social Rent (inc. Leasehold)	Consented	28	43	38	8	
	Proposed	38	55	47	8	
	<b>Change (+/-)</b>	<b>+10</b>	<b>+12</b>	<b>+9</b>	<b>N/C</b>	<b>+31</b>
Shared Ownership	Consented	22	36	2	0	
	Proposed	22	36	2	0	
	<b>Change (+/-)</b>	<b>N/C</b>	<b>N/C</b>	<b>N/C</b>	<b>N/C</b>	<b>N/C</b>

Therefore, in assessing the total uplift in the number of flats, on an estate-wide basis, as a result of the proposed development compared to the consented scheme, the below table demonstrates the uplift as being from 319 to 356 residential units.

Tenure Type	Consented	Proposed
Private Market Housing	142	148
Social Rent	117	148
Shared Ownership	60	60
<b>TOTAL</b>	<b>319 units</b>	<b>356 units</b>

The principle of the development is therefore considered wholly appropriate, taking into account the consented scheme, which forms a material consideration, as well as current London Plan policy with respect to residential intensification and estate redevelopment.

**Local Character and Design**

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

It is noted that the overall appearance of Phase 3 of the scheme is significantly different to the original masterplan for the redevelopment of the Estate that was previously approved under planning permission reference: P/2014/6383. It should be noted, however, that Phase 3 was, under the approved masterplan, to have the greatest bulk and height, in comparison to Phases 1 and 2. The originally approved masterplan had four separate cores, referred to as C1, C2, C3 and C4. Cores C1-C3 were approved to have a uniform height of 9 storeys, with Core C4 to be located in a separate building to have 7 storeys. The image below shows the general form of the development as approved under the previous consent.

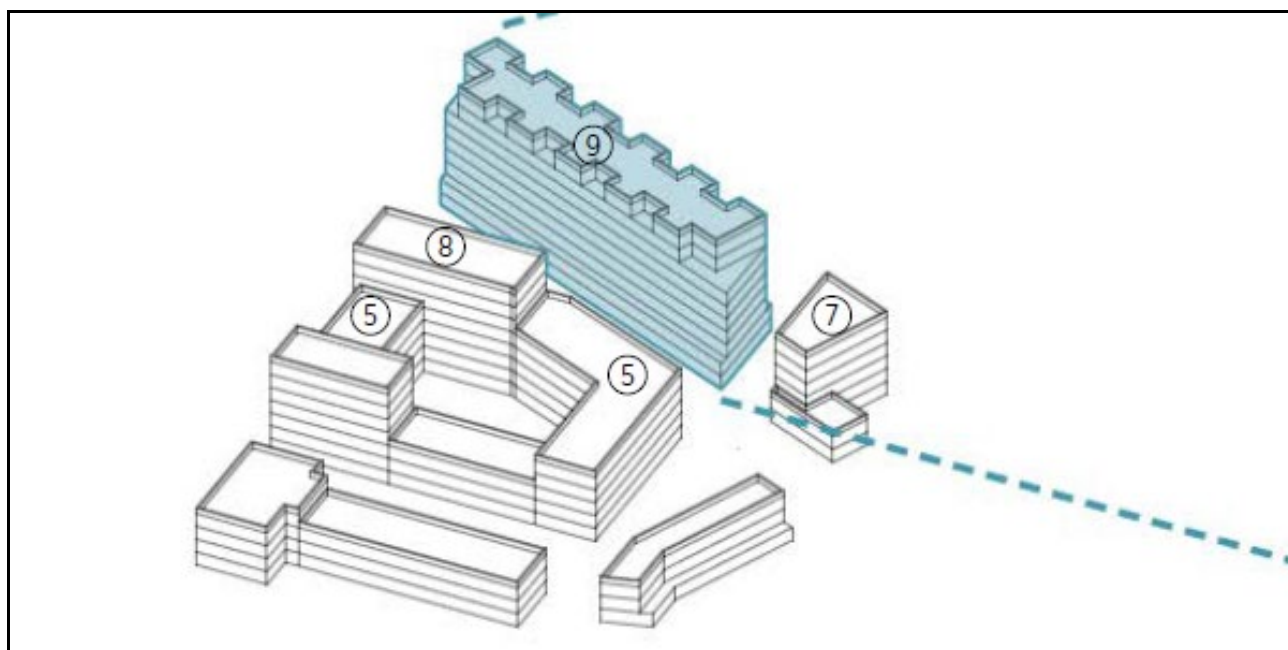


Figure 4: Heights within the original planning consent



Through consideration by the applicant, it was determined that the scheme as it was originally approved was inefficient in its design. Aspects referred to include the linear form of the building restricting permeability into the centre of the site, excessive car parking at ground floor level, over-proliferation of single-aspect flats, inefficient floor plates, poor stacking of flats between floors and construction challenges given the proximity of the development to the southern boundary. There is also the obvious opportunity to optimise the site and to respond to the emerging character of the Ealing Metropolitan Centre, which has developed since the approval of the original scheme.

The proposed development involves three separate cores, as opposed to the original four, with the proposed C1 building being separate from the C2/C3. The separation of the development into two separate masses increases permeability into the site and breaks up the massing of the proposed development.

The northern edge of block 1 would retain the consented height of 9 storeys at its corner, but accordingly rise to 14 storeys as the building progresses south. Focussing the proposed additional height away from the boundary with residential properties to the north is an acceptable solution in reducing amenity impacts on neighbouring properties and the height differential provides more visual and architectural interest than the approved scheme, which consisted of an elongated block, at a consistent height. Locating the additional height more away from the northern edge of the site also aids in offering a more sympathetic transition in the built form of the townscape along Northfield Avenue.

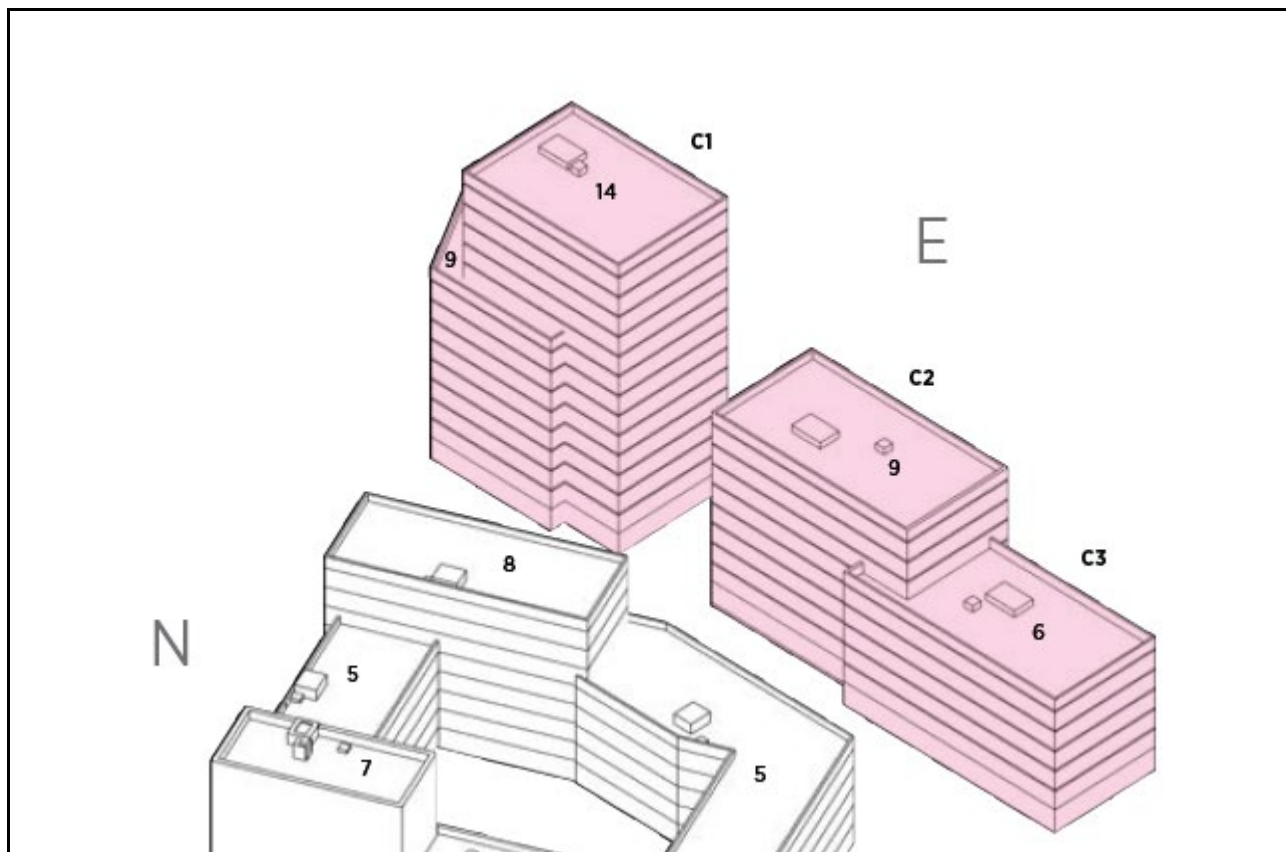


Figure 5: Proposed Massing

Block C2/C3 is generally consistent with the heights approved under the consented scheme, which was predominantly 7 and 9 storeys in height. The gradual stepping down of heights as the development moves south along Northfield Avenue is reflective of the progression of the site away from the Ealing Metropolitan Centre.

Whilst there is additional height within the development, it is considered that the proposed development responds more positively to the emerging character of West Ealing. There are a number of consented schemes within the nearby Metropolitan Centre, which include 104-110 Broadway, known currently as SO Resi Ealing, (ref: PP/2015/6186 - 8-11 storeys), 96-102 Broadway (ref: 182180FUL – part 11, part 15 storeys), Maitland Yard/Dean Gardens Car Park (ref: 203719FUL – 4-8 storeys) and 72-76 Broadway (ref: 193500FUL – 4-10 storeys).

The facade of the proposed development follows a conventional grid-like pattern, however visual interest is embedded into the architectural approach to the development, with the façade using different patterns of brick, with projecting elements alternating with flat and level brickwork. The pattern of brickwork alternates consistently within each of the blocks, however the two separate blocks contain different patterns of projecting and flat elements. Both blocks are connected architecturally through the use of red and grey/purples tones. The darker tones of the metal balconies proposed provide a good contrast to the brickwork.

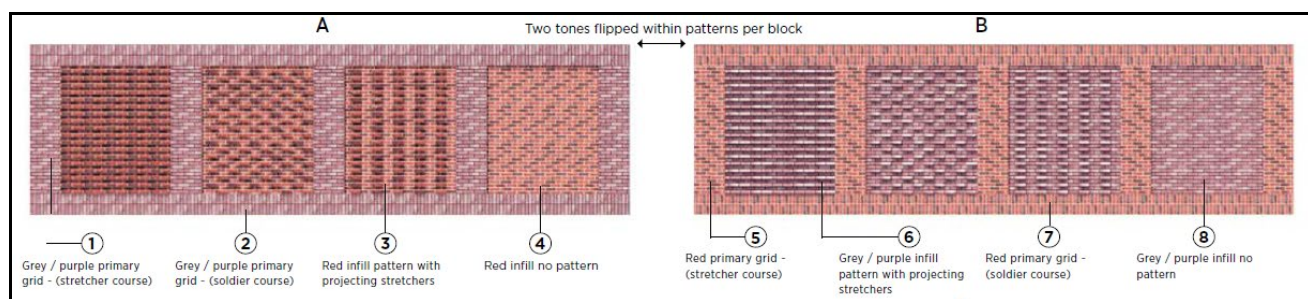


Figure 6: Proposed External Wall Brick Patterns

Whilst the proposal does involve an increase in height between the consented scheme and the proposed scheme and this increase in height will be prominent within the local townscape. The predominant 9 storey height within the consented scheme with the shoulder of Block C1 and Block C2 maintaining the same general height of the consented scheme. Where the development rises up to 14 storeys, this has been designed to be set away from the northern boundary of the site, rationalising the height closer to the centre of the proposed development. The revised design also presents the opportunity to increase permeability through the site with the establishment of a more centralised pedestrian link from Northfield Avenue through to Phases 1 and 2 of the development.

The interlocking elements of the building create an interesting design feature that adds visual interest to the development, creating staggering building lines that respond to the differing heights proposed throughout the development. This represents a significant improvement over the original scheme which created an elongated 9-storey mass along Northfield Avenue. The design has been scrutinised by both Council Officers, the GLA and the independent Design Review Panel, who are all generally supportive of the scheme as it has been revised.

Overall, the design of the development represents a form of development that would have a positive impact on the character and appearance of the area, in the context of the wider estate regeneration and would accordingly comply with the objectives of Policies D1 and D4 of the London Plan and Policies 7B and LV7.4 of the Ealing Development Management DPD.

**Tall Buildings and Impact on Heritage**

Policy D9 of the London Plan, as advised above, addresses requirements for tall buildings, which in conjunction with Policy LV7.7 of the Ealing Development Management DPD defines a tall building as those that are “substantially higher than their neighbours and/or which significantly change the skyline”. Policy D9 also reiterates that a tall building is considered in accordance with its local context rather than a broad definition for the whole of London, however a tall building would generally not be considered as such when it is less than 6 storeys.

It is noted that the proposed development is not strictly in accordance with The Regulation 18 Local Plan, which is within the early stages of consultation, which states that within the defined Local Area (E10) the threshold set for a tall building would be 7 storeys. Development higher than this under this policy should be located on allocated development sites defined in the Local Plan. However, the London Plan’s tall building policy remains a relevant consideration, which the proposal is assessed against below.

Tall buildings can also have an impact on designated heritage assets within the vicinity of the site, which reinforces the importance of the Townscape and Visual Impact Assessment outlined within Policy D9 of the London Plan.

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for managing designated heritage assets in planning decisions. In relation to conservation areas, a local planning authority must pay special attention to “the desirability of preserving or enhancing the character or appearance of that area”. Government guidance on how to carry out those duties is found in the National Planning Policy Framework (NPPF). At the heart of the framework is a presumption in favour of ‘sustainable development’ of which protecting and enhancing the historic environment in a manner appropriate to its significance is established as an environmental objective.

Section 16 of the NPPF sets out how the historic environment should be conserved and enhanced and makes it clear at Para 193 that when considering the impact of a proposed development on a heritage asset, local planning authorities should give ‘great weight’ to preserving the asset’s significance, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 202 states that where there is less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy HC1 of the London Plan (2021), states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets. Policy 7C of the Ealing Development Management DPD also states that development within of affecting the setting Conservation Areas should retain and enhance characteristic features and avoid undermining the significance of the Conservation Area. In addition, as stated within Policy LV7.7 of the DPD, tall buildings can have a greater impact on their surroundings and the Borough, including the heritage context and local heritage assets and must be held to higher standards.

The impact of tall buildings should be addressed by providing both long range views, mid-range views and immediate views. It should be noted that the GLA, through their Stage 1 response, have advised that whilst the proposed development would clearly be visible and dominant in some views, it would “respond well to the immediate local context and read well in long-range views”. The GLA also notes that the variation in building height proposed alleviates the overall massing of the built form and allows

visual connection through the site. The GLA had advised that they would welcome the Council's view on how the proposed development would respond to the local context.

The applicant has included a Townscape and Visual Impact Assessment of the proposed development, which shows the proposed development in the context of short-, medium- and long-range views. A number of heritage assets have been identified, which include the Ealing Green Conservation Area (which includes the Grade II Listed Church of St John to the east of the site).

To the south of the site at the junction of Leighton Road and Seaford Road is The Forester Public House, which is a Grade II Listed Building. The view of the site from the junction of Mattock Lane and Broomfield Place (where the Church of St John is located) shows the proposed development in clear view, which is symptomatic of the allotment gardens to the east of the application site providing an unobstructed view. However, within its immediate setting, the Church plays a stronger role and the spatial separation of the application site from this Grade II Listed Building, partially created by Northfield Avenue, ensures that there would be less than substantial harm to this designated heritage asset. The most prominent views of the application site within the Ealing Green Conservation Area are from areas surrounding the Church and accordingly the images below show the visibility of the site from these areas.



*Figure 7: Existing View from Mattock Lane*



Figure 8: Proposed View from Mattock Lane



Figure 9: Proposed View from St Johns Church

From the Foresters Public House, the proposal would not be visible and would therefore have no significant impact on this heritage asset.

Short range views assessed include from Loveday Road, Dean Gardens and Tawny Close. The existing dwellings obscure the proposed development from view when viewed from Loveday Road, with the most obvious views available across Dean Gardens and from Tawny Close. The image below shows the view of the proposed development across Dean Gardens from Broadway.



*Figure 10: Existing View Across Dean Gardens*



*Figure 11: View Across Dean Gardens*

Across Dean Gardens, the proposed development is obviously visible but concurrently, can be seen in the context of the wider Sherwood Close redevelopment. This view is considered to have some local importance by virtue of Dean Gardens being a well-known and popular community recreational facility. Whilst the proposed development would become part of a well-established view across the Park, this needs to be seen in the context of the wider masterplan, where the lower elements, including the 9-storey parts of Block C1 and C2 retaining the same heights as that of the consented scheme. The taller element introduces additional height to this view, however Dean Gardens still retains its open and green character as a result of the scheme. It should be also noted that the existing Target House, which will be demolished as part of this proposed development, is currently seen within this view and the establishment of a higher quality and more contemporary form of development would provide an improvement to this view, despite its additional height.

The view within Tawny Close is considered to be acceptable particularly as this is a view that is seen within the context of the existing masterplan. Heights progressively increase as the regeneration of the estate moves in an easterly direction towards Northfield Avenue.



Figure 12: View from Tawny Close

Despite the proposed development being clearly visible in many short and medium range views, the proposed development is considered to constitute less than substantial harm to any designated heritage assets. Although the site is not designated for tall buildings within Ealing’s Development Sites DPD and accordingly, not compliant with Part B of Policy D9 of the London Plan, the development would not have a significant visual impact and would be of a high design quality that would deliver additional affordable homes, over and above the consented redevelopment of the Sherwood Close Estate. The proposal is therefore considered to comply with Part C of Policy D9 of the London Plan.

**Housing Land Supply**

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

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

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



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

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

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

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

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

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

### **Daylight and Sunlight**

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

There are a number of established residential properties in the vicinity of the application site, which include nos. 49 to 64 Tawny Close, which are sited to the north of the application site and Dean Court to the south of the development. The applicant has prepared a Daylight/Sunlight Assessment to demonstrate the impacts of the proposed development on neighbouring properties, however it should be noted that the heights proposed closest to these adjacent properties are generally in accordance with consented Masterplan. The Daylight, Sunlight and Overshadowing Assessment provided with the application has made an assessment on the properties that are considered to be most impacted by the development. These have been identified as 26, 33-36 Tawny Close, 63, 63A and 64 Tawny Close, Dean Court, 13 and 15 Sherwood Close and Phase 2 of the Sherwood Close development (also known as Block B6 and B7).

The methodology for the assessment provided uses VSC (Vertical Sky Component) and NSL (No Sky-Line) for impacts on daylight and APSH (Annual Probable Sunlight Hours) for sunlight. VSC measurements state that where VSC at the centre of a window is less than 27% AND is less than 80% of its former value, then a reduction in daylight will be noticeable. NSL is a measurement of the distribution of daylight within a room, mapping out the areas of a room where light can penetrate directly from the sky. A reduction of 80% of NSL will be noticeable its former value. Average Daylight Factor is a measurement of the overall diffuse daylight within a room. The measurements that are deemed acceptable are 1% for a bedroom, 1.5% for a living room and 2% for a kitchen.

APSH (Annual Probable Sunlight Hours) is another measurement that is used to determine the impact of a development on sunlight. BRE Guidance recommends that the APSH at any given window should be at least 25% of the total available, including 5% in winter months. This measurement is only relevant to windows within 90 degrees of due south. Whilst all of the mentioned measurements are outlined above, it should be noted that the Mayor's Housing SPG states that "an appropriate degree of flexibility needs to be applied when using BRE Guidelines" and "should take into account local circumstances, the need to optimise housing capacity and scope for the character and form of an area to change over time".

With this in mind, the proposed development is considered to provide good levels of retained daylight and sunlight to neighbouring properties. Whilst there is some minor non-compliance with windows on tested properties on Tawny Close, the areas of non-compliance are considered to be minor infractions of BRE Guidance and are on the whole, acceptable. There is no material difference on all tests between the consented scheme and the proposed scheme.

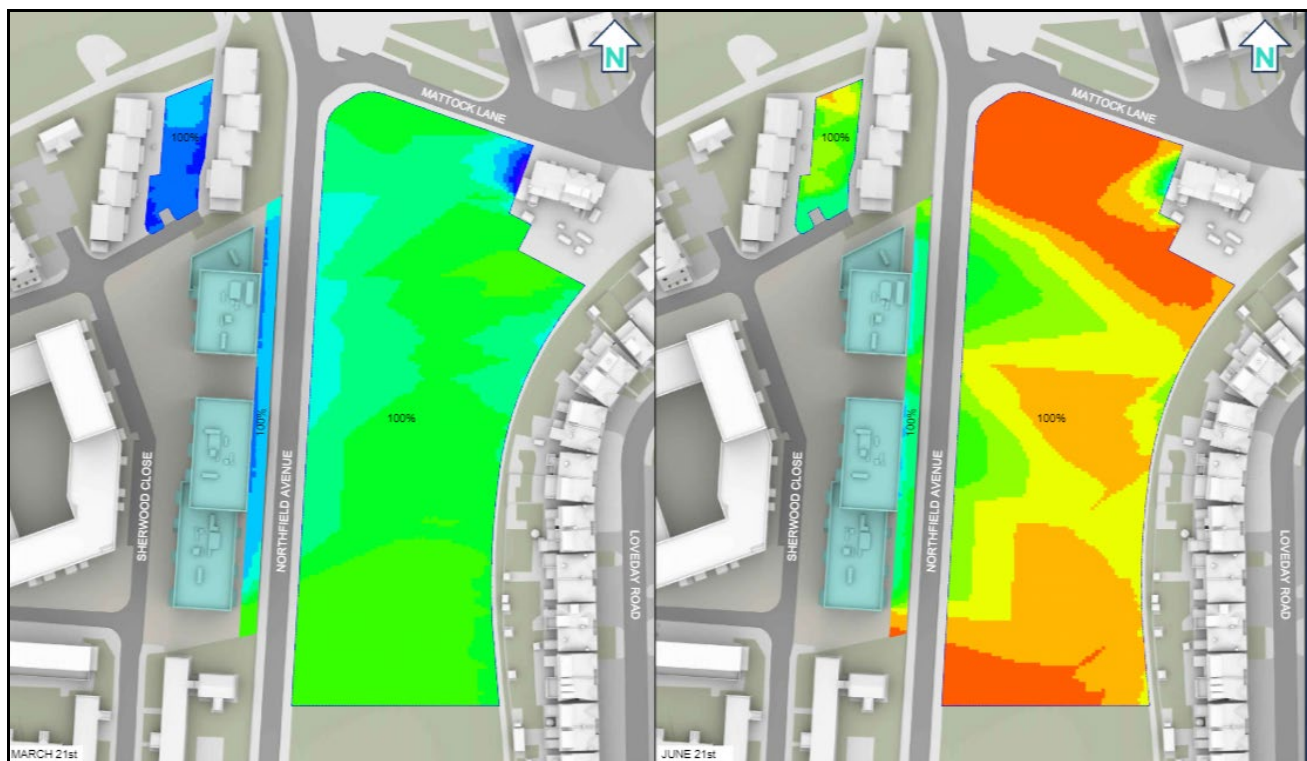
In assessing the impacts of the proposed development on Dean Court, there would be noticeable reductions in daylight when compared to the existing baseline (where no development currently exists). It should, however, be noted that there will be improvements based on the previously consented scheme as there would be a greater separation distance between Dean Court and the proposed development in comparison to the consented scheme. Sunlight is not a relevant factor for Dean Court, as the application site is located to the north of the existing properties in Dean Court.

Phase 2 of the development is currently under construction and there would be some significant impacts on daylight and sunlight to these properties when comparing this against the existing baseline. However, Phase 2 formed part of a wider masterplan that included Phase 3 and accordingly, a more relevant assessment is the differences between the consented and proposed schemes. The assessment notes that the proposal would actually result in improvements to daylight and sunlight measurements between the consented and proposed schemes. The most noticeable improvements will be at ground floor levels. Despite this, any reductions as a result of the increased height of the development will not be less than 20% when comparing the consented to proposed schemes and is therefore considered to be acceptable.

### Overshadowing

In terms of overshadowing, three areas have been considered, which are amenity spaces of Tawny Close, the allotment area to the east of the site and the SINC (Site of Importance for Nature Conservation) also to the east of the site. The SINC occupies a long stretch of land along the western side of Northfield Avenue, running from Dean Gardens down to Leighton Road. Assessments have been carried out against the existing baseline, the consented scheme and the proposed scheme, using a test of the potential duration of sunlight on March 21 and June 21.

It is noted that the pattern of sunlight distribution will change between the consented scheme and proposed scheme, which is a natural effect of the different massing between the two schemes. Nevertheless, all areas tested would receive more than 2 hours of directly sunlight on March 21 and therefore the proposal is in accordance with BRE Guidance.



**Figure 13: Overshadowing Assessment**

Also, it is noted the sensitive nature that direct sunlight has to the allotment gardens and therefore the applicant has carried out an assessment against the Royal Horticultural Society’s growing guidelines. The advice states that the majority of crops require ‘full sun’ or ‘partial or semi-shade’ with ‘full sun’ meaning more than 6 hours of direct sun in mid-summer and ‘partial or semi-shade’ means 3-6 hours per day of direct sun at midsummer. Tests, as shown in the image above, show that the proposal significantly exceeds this criteria, with green, yellow, orange and red colours above meaning anything in excess of 6 hours. The proposal would therefore not significantly overshadow the neighbouring allotments to a degree where they would become not fit for purpose.

Based on the assessment above the daylight, sunlight and overshadowing impacts of the proposed development have been fully scrutinised and would be acceptable, in accordance with BRE Guidance and Policy 7B of the Ealing Development Management DPD.

**Housing Mix**

Policy H10 of the London Plan states that residential schemes should generally consist of a range of unit sizes, which should be based on a variety of factors. Phase 3 of the Sherwood Close estate regeneration would include a healthy mix of housing types consisting of a variety of different housing types across different tenures. This is detailed within the table below:

Configuration	No. of Units	Percentage of Total
1b2p	58	31.4%
2b3p	54	29.2%
2b4p	63	34.1%
3b5p	10	5.4%

This would also mean that 73 out of the total 185 units (39.5%) would be larger units able to accommodate families (2b4p, 3b5p), with a further 29.2% being able to accommodate smaller families (2b3p). The GLA is supportive of the proposed housing mix from a strategic perspective.

**Affordable Housing**

As is noted earlier within this report, this scheme is part of a wider redevelopment of the Sherwood Close Estate and has previous consents associated with its redevelopment. The original permission was granted consent under planning application ref: P/2014/6383 on 23/10/2015. This original development was for the phased redevelopment of the estate, including the demolition of 209 residential units and the construction of 305 residential units. A subsequent variation to this scheme was submitted to Council under planning application ref: 178303VAR, which was approved on 16/03/2019. Amendments under this scheme included increasing the number of units from 305 to 319 units, increased the height of Block C4 from 6 to 7 storeys and amendments to its footprint. Subsequent Non-Material Amendment (s96a) applications were approved which included minor changes to internal layouts, façade treatments and moved Block C4 from Phase 2 into Phase 3.

Under this previous application, Phase 3, which is the subject of this application, was to be all private market housing, with all affordable housing provision to delivered through Phases 1 and 2. Whilst this application results in an uplift in the amount of homes within this phase from 142 units (consented) to 185 (proposed), the majority of the uplift is to provide additional affordable housing across the Estate as a whole, where none previously was to exist within this phase of the development.

The total affordable housing provision to be brought forward under this proposed scheme is detailed within the table below.

Flat Type	No. of units
1-bedroom	11
2-bedroom	16
3-bedroom	10
<b>Total</b>	<b>37 units</b>

The split between the tenure types as a result of this proposed development delivers 80% Private Market Housing (78% by HR) to 20% Affordable Housing (22% by HR), keeping in mind that the original scheme delivered this phase as 100% Private Market Housing. This is a net benefit of the scheme, improving on the consented scheme and delivering more Affordable Housing in a well-located and central location, close to the Ealing Metropolitan Centre.

As the proposed development involves the demolition of existing affordable housing, as was to occur through the consented scheme, such applications are not eligible for the fast-track route and are required to follow the Viability Tested Route. Such development is required to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace. The principle of the

demolition of existing affordable housing has already been accepted under the previous consents and this application would deliver an additional 37 homes within the social rent tenure that would not have been delivered under the scheme as consented.

This relevant phase, Phase 3, would involve the demolition of the last remaining block within the former estate, being Target House, which comprises 47 residential units over 8 storeys. This has already been consented under the extant planning permission. The GLA has agreed with the principle of development of the estate, noting the previous consent for demolition and Council's own estate review from 2008, which states that "Sherwood Close needs a lot of work to address the improvements needed to bring it up to the Government's Decent Homes Standard".

Policy H8, with respect to loss of existing housing and estate redevelopment, requires the Viability Tested Route to "demonstrate they have maximised the delivery of any additional affordable housing". To this end, the applicant's Financial Viability Assessment has been fully scrutinised by a third-party assessor (DVS, a specialist property arm of the Valuation Office Agency), who has concluded that the Affordable Housing proposed as part of this scheme represents the maximum viably possible and the scheme would be unable to support additional housing from what has been proposed.

#### Quality of Residential Accommodation

Policy D6 of the London Plan outlines minimum internal space standards for new residential development. These standards are based on the number of bedrooms within a proposed residential unit as well as its occupancy, which is based on whether a bedroom is classed as single or double, based on the Technical Housing Standards. The proposed development provides a wide variety of accommodation, and all flats would meet the standards set out within Policy D6 of the London Plan.

All bedrooms would comply with their corresponding requirements, depending on whether they are classified as a double or single room as outlined within the Technical Housing Standards. Standard floor layouts provided within the submitted Design and Access Statement also show that each flat would be provided with adequate storage areas that meet or exceed the minimum requirements. Section Plans submitted with the application also show that each flat would have floor to ceiling heights that exceed the 2.5m requirement as outlined within Policy D6.

19 of the proposed flats would meet M4(3) criteria for flats providing wheelchair access and would provide suitable internal circulation areas for potential occupants that are wheelchair users. This meets the minimum 10% requirement of all dwellings to meet Building Regulation requirement M4(3) in accordance with the requirement of Policy D7 of the London Plan. All other flats would meet M4(2) criteria. A typical floor plan of an M4(3) unit is provided below. A good mix of wheelchair accessible unit typologies will also be provided, with 1 x 1b2p flat, 8 x 2b3p flats and 10 x 2b4p flats.



Figure 14: Layout of Wheelchair Accessible Flat

The internal living environment of each flat would also meet good standards of internal daylight and sunlight and the building layout has been designed to maximise as far as possible the number of dual-aspect flats. Of the 185 units, 105 of these would be dual aspect, representing 57%. Of the remaining single-aspect flats, none of these would be north-facing. The good standard of amenity afforded to future residents is also supported by the Technical Assessment provided with respect to daylight and sunlight. The relevant test used is ADF which is tested on each habitable room. The tests show that within Block C1, 96.8% of rooms would meet their appropriate ADF target value. Within Blocks C2/C3, this figure is 98.1%, giving an average of 97.4% across Phase 3.

The report notes that 13 rooms out of 507 tested do not meet the requirement, and all are LKDs. The non-compliance is due to the restriction of light caused by balconies above. If all balconies within the scheme were removed, then all rooms tested would comply. Therefore, a planning judgment needs to be made and the increased amenity provided to future occupants by each flat having a balcony space would outweigh the harm caused by small areas of non-compliance across the scheme. In any case, ADF/BRE Guidance should not be applied in a mechanicalistic manner and given the site’s urban setting and proposed density, the proposal is acceptable on these grounds and all flats would have a good standard of internal amenity.

All flats would accordingly be provided with a balcony space for those on upper floors and for those on the ground floor, these would be provided with an outdoor terrace. All private amenity space areas would comply with the minimum requirements of Policy 7D of the Ealing Development Management DPD and Policy D6 of the London Plan.

The GLA is supportive of the proposed residential accommodation in general, subject to appropriate mitigation measures with respect to noise and air quality, and mitigation measures should be secured through conditions. This will be detailed within the following section of this report.

**Environmental Health Impacts (Noise, Vibration and Air Quality)**Noise and Vibration

Policy D14 of the London Plan recognises the impact that noise can have on quality of life and the suitability of spaces for residential use should take account of the surrounding acoustic environment to ensure that mitigation measures are implemented to protect future residents from external noise and vibration within the environment. Policy 7A of the Ealing Development Management DPD seeks to ensure that sensitive uses achieve acceptable levels of amenity “development of sensitive uses should avoid exposure to established concentrations of emissions”.

The site is located in close proximity to the Ealing Metropolitan Centre and a surrounding busy road network, which includes Uxbridge Road and Northfield Avenue. The site therefore heavily exposed to road traffic noise and is also beneath the Heathrow flight path. The applicant has submitted a Noise Assessment (ref: DL0120-TEM-XX-XX-RP-AC-00001) which confirms that noise assessments were carried out between Friday 30/07/2021 and Wednesday 04/08/2021. The submitted report has been fully scrutinised by Council’s Pollution-Technical Officer who has advised that during the time of the survey, COVID-19 restrictions had only recently been lifted and therefore it is likely that measurements taken at this time would likely not have been reflective of the true acoustic environment outside of an unprecedented curtailment on movement. The survey was also undertaken during a school holiday period. As such, the applicant will be requested to provide a new Noise Assessment, which is recommended to be secured by condition, with noise levels to be undertaken during working weekdays outside of school holiday periods and including the aircraft noise spectrum, giving reference to SPG10.

In terms of the layout of the residential flats, the stacking of flats is generally like-for-like, which will minimise vertical noise transference between levels. However, there are instances, horizontally where bedrooms of one flat adjoin LKDs within another flat. Enhanced Noise Insulation will therefore be required in such instances, as well as between sensitive uses and lifts, plant rooms and communal areas. These can be effectively mitigated through additional information on enhanced sound insulation, which have been recommended to be secured by condition.

Air Quality

The applicant has produced an Air Quality Assessment, which has been reviewed by Council’s Pollution-Technical Officer. Whilst the assessment provided is broadly acceptable, it is also considered to be deficient in a number of areas. Northfield Avenue, to which the proposed development would front, experiences a high degree of traffic idling due to congestion, which leads to poor localised air quality. West Ealing is also experiencing a high degree of major developments, which the Air Quality Assessment fails to assess the cumulative impacts of. The assessment also fails to give regard to emissions during construction phase, including HGV movements associated with the development.

It is therefore recommended that the applicant submit a revised Air Quality Assessment, taking account of the comments of the officer, which has been secured by recommended planning condition. Other conditions also recommended relate to the requirement for an Air Quality and Dust Management Plan and a ventilation strategy, advising details of providing fresh air ventilation to habitable rooms facing Northfield Avenue, to be supplied from the rear of the building at a high level.

Based on these recommended conditions, and subject to their successful discharge, the proposal would not have a detrimental impact on local air quality and would provide good living conditions for neighbouring residents, as well as future residents of the proposed development.

### **Energy and Sustainability**

Council's Energy Consultant has reviewed the submitted Energy Strategy and is supportive of the proposed scheme. The Energy Strategy follows the "lean, clean and green" hierarchy of Policy SI2 and SI3 of the London Plan and Policy LV5.2 of the Ealing Development Management DPD. The overall site-wide emissions CO2 emissions reductions would be in the order of 49.97%, with 17.43% achieved through "Lean" efficiency measures and 32.53% would be achieved through "Green" renewable energy measures.

The resultant shortfall of 2,892 tonnes over 30 years would be mitigated through a s106 obligation, calculated at a rate of £95 per tonne. This equates to £274,740. To also comply with Policy SI2 of the London Plan, the proposal will require energy monitoring through the 'be seen' step of the hierarchy and the applicant will be required to contribute to the energy monitoring of the development through a s106 contribution.

The Energy Officer also confirms that the proposal complies with Whole Life Carbon (WLC) benchmark targets of the GLA, however this will be subject to a detailed supporting strategy. A good Circular Economy Statement has also been provided by the applicant, which confirms that the proposal would be compliant with London Plan targets of diverting 95% of construction waste from landfill, putting 95% of excavation materials to a beneficial on-site use and diverting 65% of operational waster from landfill.

### **Landscaping, Children's Play Space and Ecology**

Policy 7D of the Ealing Development Management DPD also states that new development should provide for adequate provision of communal amenity space, children's play space and allotment gardens. Total amenity space throughout the development is calculated on the basis of 15sqm per flat, with 5sqm per balcony also contributing to this total. Based off the quantum of units within the proposed development, the proposal would generate a total requirement of 2,775sqm throughout the development. The actual amount of amenity space within the development would be 1,747sqm, leading to a shortfall of 1,028sqm. As is permitted by Policy 7D, a financial contribution has been requested toward the shortfall of amenity space on-site, to fund off-site provision and improvement of existing parks.

In terms of the overall quality of the communal amenity space proposed, the scheme presents a good outcome that will improve on the previously consented scheme and provide a good standard of amenity for future residents. The layout of the buildings within the consented scheme proposed a cross block link further to the south within the development.



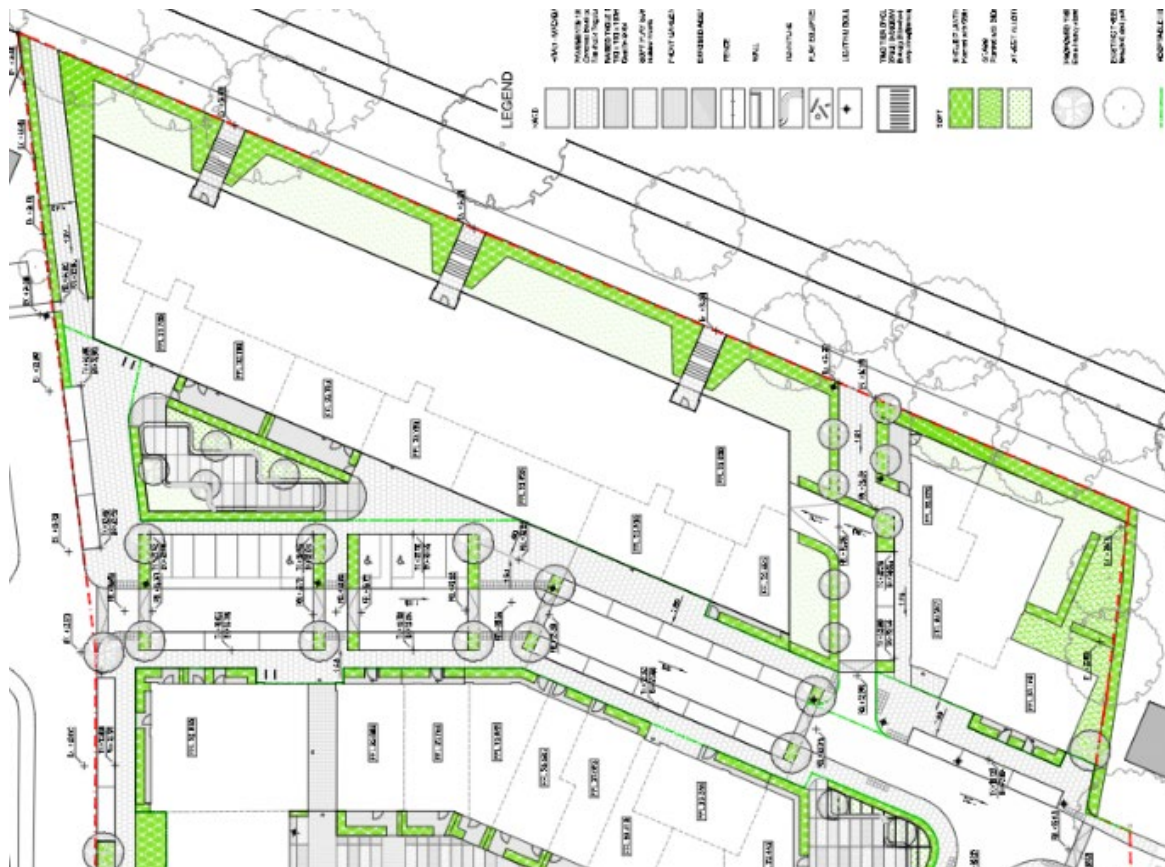


Figure 15: Landscape Plan for Phase 3 under Planning Permission ref: P/2014/6383

The proposed change to the layout of the development allows for significant improvements to the scheme overall, with a more centralised pedestrian link through the development that improves pedestrian connectivity, particularly with the communal garden areas of Phases 1 and 2. The greater setback from the southern edge also allows for a secondary pedestrian link through the development, where the consented scheme only had a single link. The greater setback from the southern boundary also allows for the creation of a community garden, allowing residents to engage in community growing (denoted on the below image as '5')



Figure 16: Proposed Landscaping Strategy

Children’s play space is based off the Child Yield Calculator and based on the development with this quantum of units and unit typologies, the child yield calculator calculates that the proposed development would accommodate 65.9 children. The GLA Benchmark for children’s play space is 10sqm per child, generating a requirement for 659sqm of children’s play space, as outlined by Policy S4 of the London Plan.

The proposal would provide for 316sqm of children’s play space within Phase 3, resulting in a shortfall of 343sqm. This shortfall would be made up for by a s106 financial contribution, which has been recommended. The child yield split is predominantly younger age groups with 31.6% being for 0-4 years, 22.4% for 5-11 years, and 11.9% for 12-17 years. The proposed on-site provision would be focussed predominantly on younger age groups (0-4 years), with off-site provision, including established play areas within Dean Gardens providing play equipment for older age groups. This is considered to be an adequate solution in this instance, given the proximity of the site to Dean Gardens and the image below shows a sketch view of the proposed children’s play space area within the development.



Figure 17: Children’s Play Space Sketch View

Contributions toward allotment gardens have also been sought, which is a requirement of Policy 7D of the Ealing Development Management DPD. These financial contributions could be used to upgrade existing facilities at Northfields Allotments or to create new spaces within the local area.

Policy G5 of the London Plan states that the inclusion of urban greening measures in new development will result in an increase in green cover and should be an integral part of new developments. Urban greening can be achieved through many measures, such as street trees, green roofs, green walls and rain gardens, which all have the benefits of increasing overall amenity space, enhancing biodiversity within the site, addressing Urban Heat Island effects and implementing sustainable drainage. The policy requires a Urban Greening Factor of 0.4 to be achieved, which is based on a formula contained within Policy G5 of the London Plan. The UGF calculation for this development has achieved a 0.4, which is compliant with the policy. The proposal would therefore make a positive ecological improvement to the site and contribute to an increase in biodiversity.

**Transport**

Policy T4 of the London Plan outlines that transport assessments should be submitted with development proposals to ensure that the impacts on the capacity of the of the transport network, at a local and strategic level are fully assessed. Regard also needs to be given to Policy T5 and T6.1 of the London Plan, which places expectations on cycle parking and private vehicle parking, to encourage a shift to more sustainable forms of transportation.

It is noted that the GLA have raised concerns with the level of car parking proposed within the site. Policy T6.1 of the London Plan requires that the starting point for all major development should be for ‘car-free development’ and the policy sets out maximum standards for car parking, including within residential schemes. The majority of the application site is located within a PTAL of 6A, which

suggests a very high level of public transport accessibility, likely owing to the site's proximity to West Ealing Station and high frequency bus services on Northfield Avenue and Uxbridge Road/Broadway. Given the high PTAL Score, the policy requires that development is to be car free with no maximum allowable spaces given. The proposal would therefore not strictly comply with this policy.

However, strong consideration needs to be given to the consented scheme, which could be implemented in its current form. The consented scheme, which comprises 142 residential units within Phase 3, was approved to have 36 vehicle spaces within Phase 3. This was based on a rate of 0.38 spaces per unit, which was agreed with by both LB Ealing and TfL as part of this original consent. The proposal would provide for a total of 14 car parking spaces within Phase 3, which represents a significant reduction to the amount of car parking approved under the extant planning permission.

Of these 14 spaces, 7 of these spaces would be for blue-badge parking and provided on-street. Policy T6.1(G) states that from the outset, disabled parking spaces should be provided at a rate of 3% of total dwellings, which in this instance would equate to 5.5 spaces. The provision of 7 on-street disabled parking spaces would meet this requirement and the condition that has been recommended for a Car Parking Management Plan will need to provide detail on how these spaces will be managed and enforced. The remaining 7 spaces proposed as part of this scheme would be located in an under-croft and a swept path analysis has been provided showing that these parking spaces would be able to effectively manoeuvre in and out of the space. These spaces would be allocated to 3-bedroom residential units within the development, with detail provided on how these would be allocated to be provided as part of the Car Parking Management Plan.

The image below shows the car parking proposed. Whilst there are additional car parking spaces within the red-line boundary of the site, these have been allocated and approved under Phase 2 of the Development (shown in pink). The blue badge parking (shown in blue) and the 7 additional spaces (shown in purple) are also denoted on the image below. Whilst the proposal would not strictly comply with the requirements of Policy T6.1, it would be a significant improvement on the consented scheme, with an overall reduction in spaces, despite the increase in number of units.

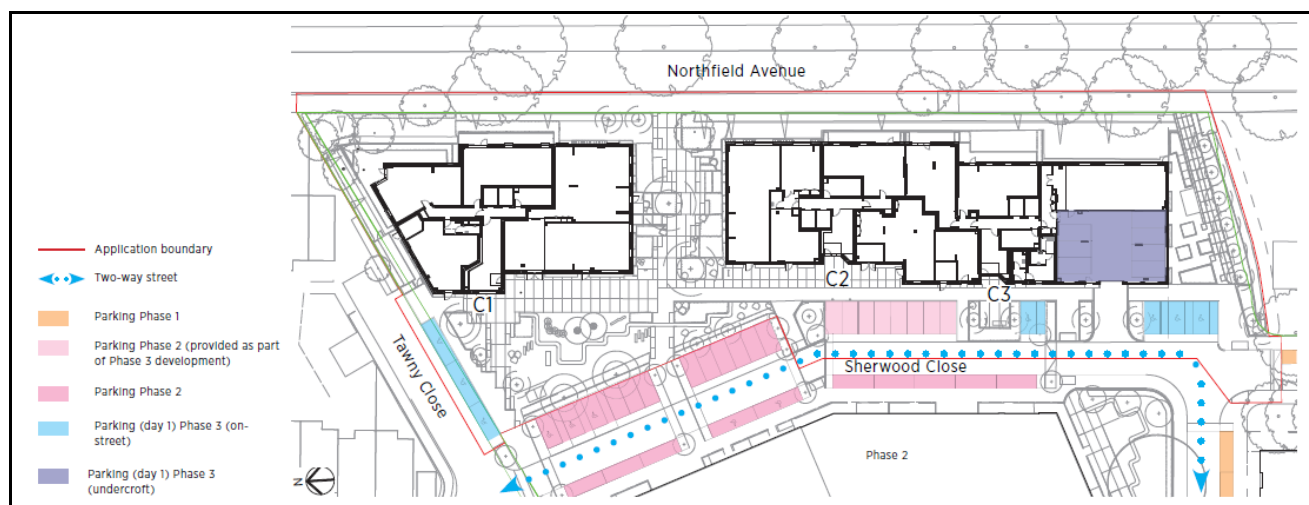


Figure 18: Car Parking Proposal

Policy T5 of the London Plan outlines minimum standards for cycle parking. This policy requires cycle parking to be provided at 1.5 spaces for a 1b2p unit and 2 spaces for all other residential units.

Based off this requirement and the housing mix proposed, this would generate a requirement for 341 bicycle parking spaces. All cycle parking spaces would be located at ground floor level and open out onto the surrounding footpaths within secure, lockable compounds. Block C1 would contain two separate cycle parking areas and Block C2/C3 would also have two separate compounds. The total cycle parking provision would be 260 spaces within two-tiered stands, 68 spaces provided by Sheffield bicycle stands and 17 spaces for larger bicycles/tricycles. This provides for a total provision of 345 spaces, which exceeds the minimum requirement. All spaces will need to be designed in accordance with the London Cycle Design Standards.

Financial contributions of £40,000 have been agreed with the applicant to be used toward local projects in relation to active travel, healthy streets and highway safety improvements. This contribution has only been based on the uplift in residential units in comparison to the consented scheme, as this proposed development would be linked to the original s106 agreement governing the redevelopment of the estate, and all contributions already secured would be continued to be due.

### **Refuse**

Refuse storage should be in accordance with Council's Waste Management Guidelines. Based on the total capacity of the building and using the Council's standard formula for capacity requirements, the development would be required to provide 37,750L of capacity, with a 50/50 split between general waste and recycling. The ground floor plan shows that each core would be provided their own separate refuse storage area, with Block C1 being orientated toward Tawny Close and blocks C2 and C3 having individual spaces along Sherwood Close. The proposal would provide refuse storage capacity that meets Ealing Council guidance.

Swept paths have been provided demonstrating that larger refuse vehicles are able to manoeuvre within the road network and the path of the refuse vehicle passes in close proximity to the location of the refuse stores, allowing for an easy process of collection by refuse vehicles.

### **Fire Safety**

Policy D12 of the London Plan states that all major development proposals should be submitted with a Fire Statement, which should detail a number of aspects including the methods, products and materials for construction, means of escape, features which reduce risk to life, access for fire personnel and how future modifications to the building would not comprise fire safety measures. To this end, the application was submitted with an Outline Fire Statement. The GLA have reviewed the Fire Statement and have not raised any specific concerns relating to Fire Safety and generally accept the conclusions of the report. The measures outlined will be secured through planning condition.

In accordance with Council's statutory obligations, the application has also been referred to the Health and Safety Executive (HSE). The HSE raised some points regarding impacts relating to means of escape and external wall system that they believe may have land use and planning considerations.

- Block C3 contains a stair at ground floor level that would connect with ancillary accommodation referred to as the sprinkler plant room. HSE advises that the staircase should not connect with the ancillary accommodation.

- Fire safety standards requires, for all relevant buildings, that all materials which become part of an external wall or specified attachment are non-combustible and achieve class A2-s1, do or better.

The applicant has provided a substantive response to the HSE and discussions are on-going as to any implications for fire on the ground floor of Block C3. The issues identified are considered to be relatively minor, in that they can be reasonably overcome. Details relating to the materials of the external walls are reserved by way of planning condition. The proposed development will also be subject to later regulatory consideration by the HSE.

### **Mayor's Community Infrastructure Levy (CIL)**

Ealing is a collection authority on behalf of the Mayor of London. This is charged at £60 per sqm since 1/4/19 subject to Indexation. The exact amount of liability would be calculated by the CIL Officer who can be contacted at [cilcollections@ealing.gov.uk](mailto:cilcollections@ealing.gov.uk).

### **Conclusion:**

Whilst the design and form of the development has significant differences to the consented scheme for the regeneration of the Sherwood Close (Dean Gardens) Estate, it is considered that the proposal offers an overall improvement in design that both optimises the value of this brownfield site in contributing to additional housing within the Borough, close to the Ealing Metropolitan Town Centre and its functions and services, as well as high frequency public transport nodes. The development delivers an overall uplift in Affordable Housing within Phase 3, where all required affordable housing was delivered through Phases 1 and 2 and the consented scheme originally being solely for private market housing.

On this basis, the scheme delivers affordable housing at a rate of 22% by habitable room (20% by unit), with a significant amount of the uplift representing 3-bedroom flats, with 10 such flats to be provided. All affordable homes within this scheme would be Social Rent, delivering additional, good-quality and genuinely affordable homes to Ealing Residents.

Whilst the proposed development would constitute a tall building and is not designated as a site for tall buildings as outlined by Policy D9(B), a comprehensive Townscape and Visual Impact Assessment has been carried out in accordance with Policy D9(C), which demonstrates that the proposal would not have a detrimental impact on the character and appearance of the area and the development responds positively to the emerging pattern of development that is developing within West Ealing. The impact of the proposal on nearby designated heritage assets has been thoroughly scrutinised, with the conclusion that the proposal represents less than substantial harm, with any harm demonstrably outweighed by the public benefits of the proposal.

The proposal offers good quality residential accommodation, with compliant internal living spaces and private amenity spaces. Residents would have access to well landscaped grounds, providing improved pedestrian links over the consented scheme and delivering on-site children's play space and a community growing garden that future residents can enjoy.

Sustainability has been taken into consideration, with an increase in the greening of the site, delivering substantial carbon reductions that follow the London Plan hierarchy and the applicant has provided a satisfactory WLC and Circular Economy Statement, with further detail to be secured through planning conditions.

Whilst parking has been raised as a concern by the GLA, on balance, it is considered that the proposal delivers a reduced amount of car parking in relation to the consented scheme, despite the uplift in the number of units within the development. On balance, Council Officers are satisfied with the car parking provision and the sites location close to the centre of West Ealing, along with a compliant amount of cycle parking spaces, will help drive a modal shift to more sustainable forms of transportation.

Overall, the proposal has been rigorously assessed against all relevant planning policy and the public benefits of the proposal are considered to be significant. The proposal is accordingly recommended for approval, subject to conditions, s106 legal agreement and Stage II referral to the GLA.

### **Human Rights Act**

In making your decision, you should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as the London Borough of Ealing to act in a manner, which is incompatible with the European Convention on Human Rights.

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

### **Public Sector Equality Duty**

1. In making your decision you must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:
  - A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
  - B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s); and
  - C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
2. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
3. The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149 which is only one factor that needs to be considered and may be balanced against other relevant factors.
4. It is considered that the recommendation in this case would not have a disproportionately adverse impact on a protected characteristic.

**Fire Safety**

Large schemes may require a number of different consents before they can be built. Building Control approval needs to be obtained to certify that developments and alterations meet building regulation requirements. Highways agreement will be required for alterations to roads and footpaths. Various licences may be required for public houses, restaurants and elements of any scheme that constitutes a 'house in multiple occupation HMO'.

The planning system allows assessment of a number of 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 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 local 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 the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during the course of the work to ensure 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 requirement of the Building Regulations.

In relation to fire safety in new high rise residential developments some of the key measures include protected escape stairways, smoke detection within flats, emergency lighting to commons areas, cavity barriers/fire stopping and the use of sprinklers and wet/dry risers where appropriate.

**Appendix A**

**Description of the conditions/reasons:**

**GENERAL**

1. Statutory Timeframes

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

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

2. Approved Plans and Documents

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

DL0120-SRA-EX-RF-DR-A- 02001 P03 (Existing Site Plan); DL0120-SRA-EX-RF-DR-A- 02005 P02 (Existing Site Location Plan); DL0120-SRA-EX-RF-DR-A- 02100 P03 (Demolition Plan); DL0120-SRA-ZZ-



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RF-DR-A- 02002 P04 (Proposed Site Location Plan); DL0120-SRA-ZZ-RF-DR-A- 02010 P04 (Proposed Site Plan); DL0120-SRA-ZZ-RF-DR-A- 02021 P03 (Proposed Site Wide Block Plan);

DL0120-SRA-C1-ZZ-DR-A- 02231 P03 (General Arrangement North Elevation BB South Elevation CC); DL0120-SRA-C23-ZZ-DR-A- 02232 P03 (General Arrangement North Elevation DD South Elevation EE); DL0120-SRA-ZZ-ZZ-DR-A- 02230 P03 (General Arrangement East Elevation AA); DL0120-SRA-ZZ-ZZ-DR-A- 02233 P04 (General Arrangement West Elevation FF); DL0120-SRA-ZZ-ZZ-DR-A- 02250 P03 (General Arrangement Section AA); DL0120-SRA-ZZ-ZZ-DR-A- 02251 P03 (General Arrangement Section BB, CC, DD); DL0120-SRA-ZZ-00-DR-A- 02200 P04 (General Arrangement Ground Floor Plan); DL0120-SRA-ZZ-01-DR-A- 02201 P04 (General Arrangement First Floor Plan); DL0120-SRA-ZZ-02-DR-A- 02202 P04 (General Arrangement Second Floor Plan); DL0120-SRA-ZZ-03-DR-A- 02203 P04 (General Arrangement Third Floor Plan); DL0120-SRA-ZZ-04-DR-A- 02204 P04 (General Arrangement Fourth Floor Plan); DL0120-SRA-ZZ-05-DR-A- 02205 P04 (General Arrangement Fifth Floor Plan); DL0120-SRA-ZZ-06-DR-A- 02206 P04 (General Arrangement Sixth Floor Plan); DL0120-SRA-ZZ-07-DR-A- 02207 P04 (General Arrangement Seventh Floor Plan); DL0120-SRA-ZZ-08-DR-A- 02208 P04 (General Arrangement Eighth Floor Plan); DL0120-SRA-ZZ-09-DR-A- 02209 P04 (General Arrangement Ninth Floor Plan); DL0120-SRA-ZZ-10-DR-A- 02210 P04 (General Arrangement Tenth Floor Plan); DL0120-SRA-ZZ-11-DR-A- 02211 P04 (General Arrangement Eleventh Floor Plan); DL0120-SRA-ZZ-12-DR-A- 02212 P04 (General Arrangement Twelfth Floor Plan); DL0120-SRA-ZZ-13-DR-A- 02213 P04 (General Arrangement Thirteenth Floor Plan); DL0120-SRA-ZZ-RF-DR-A- P04 (General Arrangement Roof Plan);

DL0120-IA-ZZ-00-DR-L-00100 P4 (Landscape Plan - Site plan); DL0120-IA-ZZ-00-DR-L-00101 P11 (Landscape Plan - GA plan); DL0120-IA-ZZ-00-DR-L-00102 P07 (Landscape Boundary Plan); DL0120-IA-ZZ-00-DR-L-00103 P07 (Landscape Plan – Levels); DL0120-IA-ZZ-RF-DR-L-00104 P06 (Biodiverse Roof & Habitat Plan); DL0120-IA-ZZ-00-DR-L-00105 P02 (Landscape Site Plan – Existing); DL0120-IA-ZZ-00-DR-L-00106 P03 (Tree Survey Plan); DL0120-IA-C1-00-DR-L-00201 P04 (Sections C1 Northfield Ave); DL0120-IA-C3-00-DR-L-00202 P04 (Sections C3 Northfield Ave); DL0120-IA-C3-00-DR-L-00203 P05 (Sections Community Garden); DL0120-IA-C1-00-DR-L-00204 P04 (Sections Tawny Close); DL0120-IA-C1-00-DR-L-00505 P01 (Section C1/C2 Link);

Design and Access Statement prepared by Shepard Robson; Planning Statement prepared by Barton Willmore now Stantec; Acoustic Assessment prepared by Temple; Air Quality Assessment prepared by Temple; Tree Survey & Arboricultural Implications Report prepared by Wassells; Wind & Microclimate Assessment prepared by GIA Surveyors; Townscape & Visual Impact Assessment prepared by Barton Willmore now Stantec & AVR; Daylight, Sunlight & Overshadowing Assessment prepared by Point2; Transport Statement & Travel Plan prepared by RGP; Delivery & Servicing Management Plan prepared by RGP; Energy & Sustainability Statement prepared by MWL; Circular Economy Statement prepared by Hodkinson; Ground Investigation Report prepared by Soils Limited; Biodiversity Survey & Report prepared by Greengage; Flood Risk Assessment prepared by OCSC; Utilities Statement prepared by MWL; Fire Strategy prepared by Ashton Fire; Statement of Community Involvement prepared by Barton Willmore now Stantec; Estate Management Strategy prepared by Clarion; Affordable Housing Statement prepared by Clarion; and Financial Viability Assessment prepared by Quod.

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

### 3. Details of Materials

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

Reason: To ensure that the materials and finishes are of high quality and contribute positively to the visual amenity of the locality in accordance with policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies 7.4 and 7.6 of the London Plan (2016) and the National Planning Policy Framework (2018).

## **CONTAMINATED LAND**

### **4. Site Investigation**

Prior to the commencement of any works on site (other than demolition and site clearance), and based on an approved conceptual site model (contained within an approved desk study phase 1 report Soils Limited phase 1 investigation report ( DL0120 S01 xx xx RP CS 0001 June 2022) a site investigation (undertaken in accordance with BS1075:2011+A1:2013 and LCRM) shall investigate the site and any previously inaccessible ground. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors up dated. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation and proposed remedial options shall be submitted to the Local planning authority for approval in writing prior to any remedial works commencing and any development works commencing.

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

### **5. Remediation Scheme**

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

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

### **6. Verification Report**

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

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

## **ENVIRONMENTAL HEALTH – NOISE**

### **7. Revised Noise Assessment**

Prior to commencement of the development, excluding demolition and enabling works, a noise assessment 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 proposed residential facades, having regard to the assessment standards of the Council's SPG10 including aircraft noise (worst mode aircraft 1-day noise contour predicted for 2016 (57dB) as per Section 6 SPG10). Details shall include the sound insulation of the building envelope including glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-

noise) to achieve internal noise limits specified in SPG10. Details of best practicable mitigation measures for external amenity spaces shall also be provided and implemented, as necessary. Details shall confirm that noise limits specified in BS8233:2014 will not be exceeded, unless otherwise agreed in writing by Council. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

8. External noise from machinery/equipment/extraction/ventilation ducting/mechanical

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

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

9. Anti-Vibration Mounts and Silencing of Machinery

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

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

10. Separation of noise sensitive rooms in neighbouring flats

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

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise, in accordance with London Plan Standard 30 of the Housing SPG, Policies D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

11. Separation of communal uses and facilities from dwellings

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, of enhanced sound insulation of at least 10/15dB as necessary above the Building Regulations value for residential use, of the floor/ceiling/walls separating the communal areas and mechanical installations from dwellings. Where noise emissions include characteristic features, the Noise Rating level shall not exceed NR20 Leq 5mins (octaves) inside habitable rooms. Details of mitigation measures shall include the installation method, materials of separating structures and the resulting sound insulation value and internal sound/rating level. The assessment and mitigation measures shall be based on standards and noise limits of the Council's SPG10 and BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

## 12. Lifts

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

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

## DEMOLITION AND CONSTRUCTION

### 13. Demolition Method Statement and Construction Management Plan

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

- noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014),
- dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition),
- lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals),
- delivery locations,
- hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays),
- neighbour liaison, notifications to interested parties and
- public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

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

### 14. Construction Logistics Plan

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

- a) The number of on-site construction workers and details of the transport options and parking facilities for them;
- b) Details of construction hours;
- c) Anticipated route, number, frequency and size of construction vehicles entering/exiting the site per day;
- d) Delivery times and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods);

- e) Route and location of site access for construction traffic and associated signage;
- f) Management of consolidated or re-timed trips;
- g) Details of site security, temporary lighting and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- h) Secure, off-street loading and drop-off facilities;
- i) Wheel washing provisions;
- j) Vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points;
- k) Details as to the location(s) for storage of building materials, plant and construction debris and contractor's welfare facilities and offices;
- l) Procedures for on-site contractors to deal with complaints from members of the public;
- m) Measures to consult cyclists, disabled people and the local schools about delivery times and necessary diversions;
- n) Details of all pedestrian and cyclist diversions;
- o) A commitment to be part of Considerate Constructors Scheme; and
- p) Confirmation of use of TfL's Fleet Operator Recognition Scheme (FORS) or similar.
- q) The submission of evidence of the condition of the highway prior to-construction and a commitment to make good any damages caused during construction.
- r) Details of parking restrictions which may need to be implemented during construction work.

Reason: To ensure that the proposed development is carried out in an acceptable manner to not compromise the surrounding road and pedestrian network and to protect the amenity of surrounding residents, in accordance with Policy 7A of the Ealing Development Management DPD and Policy T7 of the London Plan.

## **ENVIRONMENTAL HEALTH – AIR QUALITY**

### **15. Ventilation Strategy Report**

Prior to the commencement of the development, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for residents shall be submitted to and approved by the Local Planning Authority. The report will contain details for providing fresh air ventilation to habitable rooms facing the Northfield Avenue, the supply to be provided from the rear of the building at high level.

The report shall also include the following information:

- a) Details and locations of the ventilation intake locations of all floors
- b) Details and locations of ventilation extracts locations of all floors

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

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

### **16. Air Quality and Dust Management Plan**

Prior to commencement of any works onsite, an Air Quality and Dust Management Plan (AQDMP) shall be submitted for the approval of the Local Planning Authority. The AQDMP will be based on the findings of Air Quality (Dust) Risk Assessment provided in the Air Quality Assessment report titled

“Sherwood Close Phase 3, West Ealing” dated June 2022. The AQDMP will provide a scheme for air pollution mitigation measures based on the findings of the Air quality report.

The plan shall include:

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

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

Reason: In the interests of the amenity of adjoining occupiers and to minimise particulate matter associated with construction works in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy S11 of the London Plan (2021); and National Planning Policy Framework (2021).

#### 17. Non-Road Mobile Machinery

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

Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, policies 1.1(j) of the Ealing Development (Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing's Development Management DPD (2013) and policy S11 of the London Plan (2021); and National Planning Policy Framework (2021).

#### 18. Revised Air Quality Assessment

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

Reason: To ensure the LPA meets its obligations to deliver air quality objectives for NO2 in accordance with London Local Air Quality Management (LLAQM), and to limit PM2.5 (fine particulates) to safeguard public health and well-being and external amenity of nearby sensitive receptors.

### **LANDSCAPING, CHILDREN'S PLAY SPACE AND AMENITY**

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

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

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

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

## **TRANSPORT AND HIGHWAYS**

### **20. Cycle Parking**

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

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

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

### **21. Deliveries and Servicing**

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

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

- Monitoring and review of operations.

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

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

## 22. Car Parking Management Plan

Prior to the first occupation of the development, a Site Wide Car and Cycle Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Site Wide Car and Cycle Parking Management Strategy shall include the following details:

- a) The proposed layout, distribution, accumulation of and arrangements for the management of:
  - i) Residential car parking
  - ii) Motorcycle spaces
  - iii) Wheelchair users parking
- b) Measures for preventing parking in undesignated places throughout the site
- c) The provision of active Electric Vehicle Charging Points (EVCP) for a minimum of 20% of the residential car parking spaces and an additional 20% passive provision of the residential car parking spaces within the development as set out in the London Plan (2021);

The car parking shall be provided and managed in accordance with the approved strategy for the lifetime of the development.

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 T2, T3 and T4 of the London Plan (2021); policies 1.1(e), 1.1(f) 1.1(g) and 1.1(h) of the Ealing Development (Core) Strategy (2012).

## 23. Revised Travel Plan

A Travel Plan, or revision to the Travel Plan approved under planning application ref: P/2014/6383, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use for all residential buildings. The detailed Travel Plan shall be prepared in accordance with Ealing's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out in accordance with the approved Travel Plan.

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

## **ENERGY AND SUSTAINABILITY**

### 24. Energy and CO2

- a) Prior to construction completion and occupation, the development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO<sub>2</sub> emissions against SAP10



standards of at least 49.96% (equating to 96.26 tonnes of CO<sub>2</sub> per year) beyond Building Regulations Part L 2013. These CO<sub>2</sub> savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by MWL in May 2022 (v1.5) including:

- i. Lean, passive design measures to achieve an annual reduction of at least 17.43% equating to at least 33.58 tonnes in regulated carbon dioxide (CO<sub>2</sub>) emissions over BR Part L 2013.
  - ii. Green, renewable energy equipment including the incorporation of photovoltaic panels with a combined total capacity of at least 83.87 kWp, and dwelling Air Source Heat Pumps to achieve an annual reduction of at least 32.53%, equating to 62.68 tonnes, in regulated carbon dioxide (CO<sub>2</sub>) emissions over Part L 2013.
  - iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pumps (including the heat generation and the electrical parasitic loads of the heat pumps), in line with the Council's monitoring requirements.
- b) Prior to Installation, details of the proposed renewable energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the exact number of heat pumps, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the renewable energy installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
  - c) On completion of the installation of the LZC equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
  - d) The development shall incorporate the overheating and cooling measures detailed in the dynamic Overheating Analysis produced by MWL in May 2022 (appendix F, Energy Strategy). Any later stage version shall be compliant with CIBSE guidance TM59 and modelled against the TM49 DSY1 (average summer) weather data files, and the more extreme weather DSY2 (2003) and DYS3 (1976) files for TM59 criteria (a) and (b).
  - e) Within three months of the occupation/first-use of the development a two-page summary report prepared by a professionally accredited person comparing the "as built stage" TER to BER/DER figures against those in the final energy strategy along with the relevant Energy Performance Certificate(s) (EPC) 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.

#### 25. Post-construction renewable/low-carbon energy equipment monitoring

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

- a) Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into

the development and/or the energy use of the development as per energy and CO<sub>2</sub> Condition(s).

- b) Upon final construction of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency of the renewable energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Emergence Ltd) on commencement of construction to facilitate the monitoring process.
- c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational. Any repair or maintenance of the energy equipment must be carried out within one month of a performance problem being identified.

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

#### 26. Post-construction energy use monitoring ("be Seen")

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.

#### 27. Whole Life-Cycle Carbon Assessment

Prior to commencement of construction a Whole Life Carbon (WLC) analysis report shall be submitted to the Council for approval. The WLC analysis should be assessed against the GLA CO<sub>2</sub>e/m<sup>2</sup> benchmarks for the three key combined modules; A1-A5 (construction), B1-C4 (in-use and end of life embodied carbon loss), and B6-B7 (operational carbon – as identified in the energy hierarchy strategy). The WLC assessment must meet GLA target benchmarks.

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](mailto: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.

#### 28. Circular Economy

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

Specific commitments detailed in the Circular Economy statement produced by Hodkinson in June 2022 (v3), or any later approved version, should be implemented including; diverting 95% of construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and diverting the London Plan target of 65% of operational waste from landfill by 2030.

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 S17.

## **INFRASTRUCTURE AND UTILITIES**

### **29. Piling Method Statement**

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

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

### **30. Surface Water**

No development shall be occupied until confirmation has been provided that either:

- a) Surface water capacity exists off site to serve the development; or
- b) A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan; or
- c) All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

### **31. Water Infrastructure**

No development shall be occupied until confirmation has been provided that either:

- a) All water network upgrades required to accommodate the additional demand to serve the development have been completed; or

- b) A development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

## **OTHER**

### **32. Secure by Design**

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

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

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

### **33. Former Adaptable wheelchair housing**

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

Reason: To ensure the provision of wheelchair housing in a timely fashion that would address the current unmet housing need; produce a sustainable mix of accommodation; and provide an appropriate choice and housing opportunity for wheelchair users and their families, in accordance with the objectives of policies: 3.5, 3.8 and 3.9 of the London Plan (2016); and policy 1.1(h) of the Ealing Development (or Core) Strategy 2012.

### **34. Refuse Storage**

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

Reason: In the interests of the adequate disposal, storage and collection of waste and recycling, to protect the living conditions of occupiers of the area and in the interests of highway and pedestrian safety all in accordance with policies policies 1.1 (e) and 6.1 of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy 5.16 of the London Plan (2016) and the National Planning Policy Framework (2018).

**35. Passenger Lifts**

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

Reason: To ensure that adequate access is provided to all floors of the development for all occupiers and visitors including those with disabilities, in accordance with policy 1.1(h) of the Ealing Core Strategy (2012), policies 3.8 and 7.2 of The London Plan (2016), and the National Planning Policy Framework (2018).

**36. No masts/satellite dishes or external equipment**

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

Reason: To safeguard the appearance of the buildings and the locality in the interests of visual amenity policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4, 7B and 7C of the Ealing Development Management Development Plan Document (2013), policies 7.4, 7.6 and 7.8 of the London Plan (2016), section 7 and 12 of the National Planning Policy Framework (2018).

**37. Digital Connectivity**

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

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

**38. Submission of a Bird Hazard Management Plan**

Development shall not commence, excluding demolition or enabling works, until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, in conjunction with Heathrow Airport. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

**INFORMATIVES**

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

National Planning Policy Framework (2021)London Plan (2021)

GG1 Building strong and inclusive communities  
 GG2 Making the best use of land  
 GG3 Creating a healthy city  
 GG4 Delivering the homes Londoners need  
 GG5 Growing a good economy  
 GG6 Increasing efficiency and resilience  
 D1 London's form, character and capacity for growth  
 D2 Infrastructure requirements for sustainable densities  
 D3 Optimising site capacity through the design-led approach  
 D4 Delivering good design  
 D5 Inclusive design  
 D6 Housing quality and standards  
 D7 Accessible housing  
 D8 Public realm  
 D9 Tall buildings  
 D11 Safety, security and resilience to emergency  
 D12 Fire safety  
 D14 Noise  
 H1 Increasing housing supply  
 H4 Delivering affordable housing  
 H5 Threshold approach to applications  
 H6 Affordable housing tenure  
 H7 Monitoring of affordable housing  
 H10 Housing size mix  
 S4 Play and informal recreation  
 HC1 Heritage conservation and growth  
 G1 Green infrastructure  
 G4 Open space  
 G5 Urban greening  
 G6 Biodiversity and access to nature  
 SI 1 Improving air quality  
 SI 2 Minimising greenhouse gas emissions  
 SI 3 Energy infrastructure  
 SI 4 Managing heat risk  
 SI 7 Reducing waste and supporting the circular economy  
 SI 8 Waste capacity and net waste self-sufficiency  
 SI 12 Flood risk management  
 SI 13 Sustainable drainage  
 T1 Strategic approach to transport  
 T3 Transport capacity, connectivity and safeguarding  
 T4 Assessing and mitigating transport impacts  
 T5 Cycling  
 T6 Car parking  
 T6.1 Residential parking  
 T6.5 Non-residential disabled persons parking  
 T7 Deliveries, servicing and construction  
 T9 Funding transport infrastructure through planning  
 DF1 Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

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

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

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

Ealing's Development Management Development Plan Document (2013)

Ealing local variation to London Plan policy 3.4: Optimising housing potential  
Ealing local variation to London Plan policy 3.5: Quality and design of housing development  
Policy 3A: Affordable Housing  
Policy 4A: Employment Uses  
Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions  
Ealing local variation to London Plan policy 5.10: Urban greening  
Ealing local variation to London Plan policy 5.11: Green roofs and development site environs  
Ealing local variation to London Plan policy 5.12: Flood risk management  
Ealing local variation to London Plan policy 5.21: Contaminated land  
Ealing local variation to London Plan policy 6.13: Parking  
Policy 7A : Operational amenity  
Ealing local variation to London Plan policy 7.3 : Designing out crime  
Ealing local variation to London Plan policy 7.4 Local character  
Policy 7B : Design amenity  
Policy 7D : Open space

Reg18 Local Plan (2022)

DAA: Design and Amenity  
D9: Tall buildings  
HOU: Affordable Housing  
G4: Open Space  
G5: Urban Greening  
CO: Carbon Offsetting



Adopted Supplementary Planning Documents

## Sustainable Transport for New Development

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality

SPG 4 Refuse and recycling facilities (draft)

SPG 10 Noise and vibration

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

1. 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.
2. At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.
3. 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.
4. No waste materials should be burnt on site of the development hereby approved.
5. Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.
6. Although it is not anticipated that the use of a crane at this site will impact Heathrow's Obstacle Limitation Surfaces, Instrument Flight Procedures or radar. We would like to advise the developer that if a crane is required for construction purposes, then red static omnidirectional lights will need to be applied at the highest part of the crane and at the end of the jib if a tower crane, as per the requirements set out by CAP1096.

<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=5705>