
Ref: 223093HYBRID

Address: Land at Singapore Road and Green Man Lane, Green Man Lane, West Ealing, W13 0SN

Ward: Hanwell Broadway

Proposal: Hybrid planning application for the demolition of existing floorspace and the provision of 396 new residential dwellings (Class C3) and 775sqm of community floorspace (Class Ef/F1f/F2b) along with associated access, landscaping, amenity space, car and cycle parking.

Full details are submitted for the access, appearance, landscaping, layout and scale of Block C and Blocks D2 / D3 / D4 comprising 5 to 16 storeys for residential and / or community use on the ground floor and residential use on the upper floors.

All matters are reserved in respect of land to the west of Romsey Road comprising community floorspace.

Drawing numbers:

Outline Element of the Proposal

2913-CPL-04-00-DR-A-92018-PS1 Parameter Plan - Building Extent; 2913-CPL-04-00-DR-A-92019-PS1 Parameter Plan - Land Use; 2913-CPL-04-00-DR-A-92020-PS1 Parameter Plan - Max Building Height; 2913-CPL-04-00-DR-A-92021-PS1 Parameter Plan - Vehicular Access

Detailed Element of the Proposal (Full Planning Permission)

2913-CPL-04-00-DR-A-06001-PA1 Site Location Plan; 2913-CPL-04-00-DR-A-06002-PA1 Existing Site Block Plan; 2913-CPL-04-XX-DR-A-06005-PA1 Existing Site Sections and Elevations; 2913-CPL-04-00-DR-A-06010-PA1 Demolition Plan; 2913-CPL-04-00-DR-A-06020-PA1 Proposed - Green Man Lane Estate Plan; 2913-CPL-04-RP-DR-A-06022-PA1 Proposed Site Layout Tenure Plan; 2913-CPL-04-00-DR-A-06050-PA1 Proposed Sitewide Ground Floor Plan; 2913-CPL-04-00-DR-A-06100C-PA1 Proposed Ground Plan - Block C; 2913-CPL-04-00-DR-A-06100C1-PA1 (Alternative) Proposed Ground Floor Block C-Residential; 2913-CPL-04-00-DR-A-06100D-PA1 Proposed Ground Plan - Block D; 2913-CPL-04-01-DR-A-06101-PA1 Proposed First Floor Planning; 2913-CPL-04-02-DR-A-06102-PA1 Proposed Second - Fourth Floor Planning; 2913-CPL-04-05-DR-A-06105-PA1 Proposed Fifth Floor Planning; 2913-CPL-04-06-DR-A-06106-PA1 Proposed Sixth Floor Planning; 2913-CPL-04-07-DR-A-06107-PA2 Proposed Seventh Floor Planning; 2913-CPL-04-08-DR-A-06108-PA1 Proposed Eighth-Ninth Floor Planning; 2913-CPL-04-10-DR-A-06110-PA1 Proposed Tenth

Floor Planning; 2913-CPL-04-11-DR-A-06111-PA1 Proposed Eleventh Floor Planning; 2913-CPL-04-12-DR-A-06112-PA1 Proposed Twelfth Floor Planning; 2913-CPL-04-13-DR-A-06113-PA1 Proposed Thirteenth-Fifteenth Floor Planning; 2913-CPL-04-RP-DR-A-06116-PA1 Proposed Roof Plan; 2913-CPL-04-XX-DR-A-06150-PA1 Context Elevations; 2913-CPL-04-XX-DR-A-06151-PA1 Context Section; 2913-CPL-04-XX-DR-A-06200.1-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06200.2-PA1 (Alternative)Proposed Elevations-Residential; 2913-CPL-04-XX-DR-A-06201.1-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06201.2-PA1 (Alternative)Proposed Elevations-Residential; 2913-CPL-04-XX-DR-A-06202-PA2 Proposed Elevations PA2; 2913-CPL-04-XX-DR-A-06203-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06204-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06500-PA1 Proposed Sections; 2913-CPL-04-ZZ-DR-A-20300-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20301-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20302-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20303-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20304-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20305-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20306-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20307-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-22000-PA1 Proposed Unit Types - Private - 1B2P; 2913-CPL-04-ZZ-DR-A-22001-PA1 Proposed Unit Types - Private - 1B2P; 2913-CPL-04-ZZ-DR-A-22002-PA1 Proposed Unit Types - Private - 2B4P; 2913-CPL-04-ZZ-DR-A-22003-PA1 Proposed Unit Types - Private - 2B4P; 2913-CPL-04-ZZ-DR-A-22004-PA1 Proposed Unit Types - Private - 2B4P; 2913-CPL-04-ZZ-DR-A-22005-PA1 Proposed Unit Types - Private - 2B4P-2B4P WCH; 2913-CPL-04-ZZ-DR-A 22006-PA1 Proposed Unit Types - Private - 1B2P-2B4P (C1 Tower); 2913-CPL-04-ZZ-DR-A-22007-PA1 Proposed Unit Types - Social/Affordable Rent - 1B2P 2B3P 2B4P; 2913-CPL-04-ZZ-DR-A-22008-PA1 Proposed Unit Types - Social/Affordable Rent - 1B2P Block D; 2913-CPL-04-ZZ-DR-A-22009-PA1 Proposed Unit Types - Social/Affordable Rent- 2B4P,3B4P Block D; 2913-CPL-04-ZZ-DR-A-22010-PA1 Proposed Unit Types - Social/Affordable Rent - 2B3P WCH; 2913-CPL-04-ZZ-DR-A-22011-PA1 Proposed Unit Types - Social/Affordable Rent - 3B5P; 2913-CPL-04-ZZ-DR-A-22012-PA1 Proposed Unit Types - Shared Ownership - 1B2P,2B4P,2B3P WCH; 2913-CPL-04-ZZ-DR-A-22013-PA1 Proposed Unit Types - Shared Ownership - 1B2P 2B4P; 2913-CPL-04-ZZ-DR-A-22014-PA1 Proposed Unit Types - Shared Ownership - 2B3P WCH, 3B5P; 441-L01-Rev B Materials GA – Ground; 441-L02-Rev B Planting GA – Ground; 441-L03-Rev B Trees Retained and Removed

Planning Statement, ref: JCG24569 dated June 2022, prepared by RPS; Design and Access Statement, ref: 2913-CPL-4-XX-RP-

A-07002 dated 22/06/2022, prepared by Conran and Partners; Accommodation Schedule by Tenure, ref: 2913-CPL-04-XX-SH-A-95100 PA1, prepared by Conran and Partners,; Residential Area Schedule, ref: 2913-CPL-04-XX-SH-A-95101 PA1, prepared by Conran and Partners; Landscape Statement, dated June 2022, prepared by Turkington Martin; Urban Greening Factor Calculation, TM441-SKP26 dated 28/09/2022, prepared by Turkington Martin; Air Quality Assessment, ref: J10/12878A/10/1/F3 dated 06/06/2022, prepared by Air Quality Consultants; Tree Survey and Impact Assessment including Tree Protection Plan Rev D, dated 17/06/2022, prepared by Keen Consultants; Daylight, Sunlight and Overshadowing Report, ref: P1377 Rev V1, dated June 2022, prepared by Point 2; Internal Daylight Report, ref: P1377 Rev V1, dated October 2022, prepared by Point 2; Preliminary Ecological Appraisal, ref: RT-MME-151824-01 Rev D, dated June 2022, prepared by Middlemarch Environmental; Ecological Walkover Survey Letter, ref: RT-MME-158334, dated 05/07/2022, prepared by Middlemarch Environmental; Preliminary Bat Roost Assessment, ref: RT-MME-151824-02 Rev C, dated June 2022 prepared by Middlemarch Environmental; Outline Bat Mitigation Strategy, ref: RT-MME-153312-01 Rev E, dated June 2022, prepared by Middlemarch Environmental; Dusk Emergence and Dawn Re-Entry Bat Surveys, ref: RT-MME-157985-01, dated November 2022, prepared by Middlemarch Environmental; Biodiversity Enhancement Strategy, ref: RT-MME-153312-02 Rev E, dated June 2022, prepared by Middlemarch Environmental; Biodiversity Net Gain Assessment including Biodiversity Metrics, ref: RT-MME-156401-01 Rev A, dated June 2022, prepared by Middlemarch Environmental; Energy Statement, ref: EMS236 rev 8 dated 23/11/2022, prepared by Silver EMS; Overheating Assessment, ref: EMS236 rev 2 dated 22/06/2022, prepared by Silver EMS; Sustainability Statement, ref: EMS236 rev 3 dated 17/06/2022, prepared by Silver EMS; Whole Building Lifecycle Assessment, EMS236 v5 rev 2 dated 17/06/2022, prepared by Silver EMS; Circular Economy Statement, ref: EMS236 v6 rev 2 dated 23/11/2022, prepared by Silver EMS; Flood Risk Assessment Drainage Strategy, including SuDs Proforma, ref: RY927-RDG-ZZ-XX-RP-C-0500 Rev 3.1 dated 10/06/2022, prepared by Ridge Consultants; Flood Risk and Drainage Technical Update Note, 5012916-RDG-XX-XX-DOC-C-9950 Rev P01 dated 20/12/2022, prepared by Ridge Consultants; Built Heritage Statement, ref: JCH01089 dated June 2022, prepared by RPS; Environment and Intrusive Noise Study, ref: P1893-REP01-SD P07 dated 14/10/2022, prepared by Sol Acoustics; Ground Desk Top Study, ref: 5012684-RDG-XX-ST-DOC-C-01-DTS-01 rev 2.0 dated 09/06/2022, prepared by Ridge and Partners; Ground Condition Assessment, ref: 5012684-RDG-XX-ST-DOC-C-00GCA02 rev 04 dated 09/06/2022, prepared by Ridge and Partners; Statement

of Community Engagement, dated June 2022, prepared by Comm Comm; Transport Assessment including Framework Car Park Management Plan and Construction Logistics Plan, ref: R-19-0008-01A dated 06/06/2022, prepared by Evoke; Delivery & Servicing Management Plan, ref: R-19-0008-03B dated 06/06/2022, prepared by Evoke; Framework Travel Plan, ref: R-19-0008-02B dated 06/06/2022, prepared by Evoke; Townscape and Visual Impact Assessment prepared by LandscapeVisual; Affordable Housing Statement and Decant Strategy, V11 A dated 15/06/2022, prepared by A2Dominion; Affordable Housing Statement and Decant Strategy – Supplementary Statement, V2 A dated 24/10/2022, prepared by A2Dominion; Estate Management Strategy, Rev 4F, prepared by A2Dominion; Equalities Impact Assessment, ref: JCG25234 V3 dated November 2022, prepared by RPS; Archaeological Desk Based Assessment, ref: JCH26331 rev #5 dated June 2022, prepared by RPS; Environmental Wind Tunnel Study, ref: 425.02387.00029-R01 rev v2.0 dated June 2022, prepared by SLR; Outline Construction Management and Logistics Plan, dated June 2022, prepared by Real Places Ltd; Fire Statement (Planning Gateway 1), rev 03 dated 31/10/2022, prepared by Marshall Fire Ltd; Aviation Risk Assessment, ref: 10940A rev 4 dated 29/05/2022, prepared by Pager Power; Utilities Letter dated 26/06/2020 and Location of Underground Services and Drains Plan ref: 53837 dated June 2020, prepared by Sublight Surveys Ltd; and Financial Viability Assessment, dated July 2022, prepared by JLL.

Type of Application: Hybrid Planning Application

Application Received: 1 July 2022

Report by: Joel Holland Turner

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

Executive Summary:

This application is for hybrid planning permission for Phase 4 of the Green Man Lane Estate. The majority of the site is seeking full planning permission for the demolition of all buildings and the construction of blocks C and D2/D3 and D4, ranging in height from 5 to 16 storeys and comprising 396 units. Ground floor uses would include community use spaces within Block D3, which would accommodate the Green Man Lane Community Centre and Block C4, which is anticipated to be used as the Jubilee Children’s Centre. It should be noted that the applicant has submitted plans for the alternative use of the community space proposed in Block C4 for an additional 3 residential units within Shared Ownership. However, this would only be considered as an option as part of a

Community Space Strategy, which will be rigorously assessed as to the needs and demand for community space and would form part of the s106 legal agreement.

Outline consent is also sought as part of this application for the creation of a Community Use Space on land to the west of Romsey Road. All matters are reserved with respect to this application and this space would replace Dean Hall, which is proposed to be demolished as part of this application.

The redevelopment of the Green Man Lane estate has a long history, which commenced with the approval of P/2010/0419, dated 29/09/2010. This involved the demolition of an existing 464 homes and the creation of 706 residential units. A subsequent application was made under ref: P/2013/4408, dated 07/11/2013, which extended the deadline for the submission of Reserved Matters until 6 years from the original decision date. The area of the masterplan for the redevelopment of the Estate was expanded under planning application ref: P/2015/0072, dated 19/11/2015. This development was for Phase 5 (including the primary school), Future Stage 6A and Part of Phase 4. Block D1, to which the proposed development would adjoin, formed part of this approved scheme.

Given that the possibility of the submission of Reserved Matters has expired under the original consent and the proposed development does not fit within the parameters set by the original outline permission, a new application is necessary. The proposal would provide full re-provision of existing and former community space, which includes the Green Man Lane Community Centre, Jubilee Children's Centre and Dean Hall, with some surplus space resulting in an uplift in community space provision. This is in line with the original consent and legal agreement and is necessitated by current planning policy.

The design of the proposed development is successful in creating a form of development that would be consistent with the emerging character of the area. Under the original outline consent from 2010, between 6 and 9 storeys were proposed within this phase of development. Whilst the proposal represents a substantial increase in height in comparison to this original consent, the prevailing pattern of development has significantly changed with many taller buildings having been constructed or consented within the vicinity the site. The proposed development would fall within the definition of a tall building, as defined by the London Plan. It is noted that the site is not allocated for tall buildings, however a substantial Townscape and Visual Impact Assessment has been carried out, assessing the impact of the proposed development within short-, medium and long-range views. This assessment also reviews the proposed development in the context of designated heritage assets such as the Ealing Green and Hanwell Cemeteries Conservation Area, as well as the Church of St John, as well as the nearby Ealing Magistrates Court, which is a local heritage asset. Following rigorous assessment of the TVHIA, it is considered that a tall building in this location is supported and the proposal would have a less than substantial harm on heritage assets, which is significantly outweighed by the public benefits of the proposal.

The design approach of the buildings themselves focus the additional height to junctions and prominent corners within and around the site. The 16-storey element would be sited at the junction of Singapore Road and Williams Road, with this part of the proposal presenting a well-designed base, middle and top that adds visual interest to the street scene and the surrounding area. The siting of this additional height signals the main entrance to the Estate, which is focussed down a long spine that links Felix Road to Singapore Road. Other areas of additional height are focussed on the junction of Green Man Lane and Singapore Road, as well as on the central public square proposed.

The original Phase 4 was to contain 208 homes, the proposal currently under consideration would increase this to 396 homes, resulting in substantial optimisation of this site in a well-connected location, close to the amenities and services of the Ealing Metropolitan Centre and high frequency transport options, which include bus services on Broadway/Uxbridge Road and the West Ealing Station (Elizabeth Line).

On an Estate-wide basis, the original scheme involved the demolition of 464 homes and the creation of 706 homes. Subject to the implementation of this permission, the Estate will have delivered 869 new homes. The housing provision also includes the full reprovision of social rented units on a habitable room basis (+23). Whilst it is noted that there will have been a reduction in the amount of socially rented units on a unit basis (-100), this is due to the fact that the original estate had an over-proliferation of 1-bedroom units and the new housing offer presents more housing opportunity to more people. The Estate will also deliver an increase in the number of Shared Ownership units, alongside new Private Market Housing.

A significant improvement to the scheme is the access through the site, which will create greater emphasis on the pedestrian over private vehicle use. The “green-link” will create a pleasant environment for pedestrians through tree lined streets that provides a connection into the amenity spaces of Phases 2/3 of the development. This “green-link” would culminate in a central public square, that would provide a gathering space and focal point for the community. This green link would be framed by communal amenity spaces for residents and children’s play space.

The quality of the residential accommodation to be provided is considered to be good, with compliant internal living areas and private amenity space areas, in many cases exceeding minimum requirements. A compliant amount of wheelchair accessible units would be provided in accordance with London Plan Policy D7. Daylight and Sunlight to internal living areas achieve a good level of compliance and the scheme has been designed to maximise the number of dual-aspect units (53%), with none of the proposed single-aspect units being north-facing.

Transport considerations have been taken into consideration, which ensure that a compliant amount of cycle parking spaces would be secured, with compliance with the London Cycle Design Standards secured by condition. Whilst the proposal does not strictly comply with Policy T.61 (Residential Parking) of the London Plan, the proposal takes into account that many existing social rent tenants would be reaccommodated within the development and would have continued access to a parking permit. A Car Parking Management Plan has been recommended, requiring the applicant to assess the demand for parking permits and reduce these where possible. The proposal has also been assessed against the potential implementation of the West Ealing Liveable Neighbourhoods project (WELN) and the delivery of this scheme would not compromise any future alterations to Singapore Road that could be secured through this program.

The proposal has been assessed against all relevant London Plan and Ealing Council planning policy and standards and it is considered that the development would deliver a scheme that realises the potential of the site for housing delivery within the Borough, including the provision of genuinely affordable homes for local residents. The application is accordingly recommended for approval, subject to conditions, legal agreement and Stage II referral to the GLA.

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:

Local Healthcare Provision	£151,078
Education	£254,448
Town Centre Improvements (Regeneration)	£90,000
Air Quality Mitigation	£47,710
Open Space	£80,267
Children’s Play Space	£38,722
Allotment Gardens	£40,000
Leisure (Active Ealing)	£90,000
Transport and Public Realm Improvements	£120,000
Jacobs Ladder Footbridge	£31,806
Bus Service Improvements	<i>TBC in the briefing note</i>
Carbon Dioxide Offsetting	£700,782
Energy Monitoring	£20,000

- Provision of **49%** by habitable room of affordable housing comprising a total of **183** dwellings including 129 dwellings (72% by HR) Social/London Affordable Rent and 54 dwellings Shared Ownership (Intermediate) (28% by HR)
- Early and late-stage Affordable Housing Viability Review
- Community Space Strategy
- Participation in an Apprentice and Placement scheme. The Apprentice and Placement scheme shall provide opportunities across the development, including the construction, design and post construction management of the development. Details of the Apprentice and Placement scheme, including details of the number of placements shall be agreed with the Council
- The developer shall meet the Council’s costs in full of any highways works to deliver any works associated with the WELN program or highways works associated with a s278/38 agreement
- Restriction of parking permits to all future residents
- Submission and 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 Green Man Lane Estate redevelopment, which is currently under construction and partially completed. This development comprises Phase 4 of the development, which the final phase of the development. The application site has frontages to both Singapore Road, with a smaller frontage to the rear of the site to Felix Road. To the west of the site are earlier stages of the Green Man Lane Estate development, whereas on the application site itself, a number of original buildings from the Green Man Lane estate, built in the 1970s, exist and would be demolished as part of the proposed development.

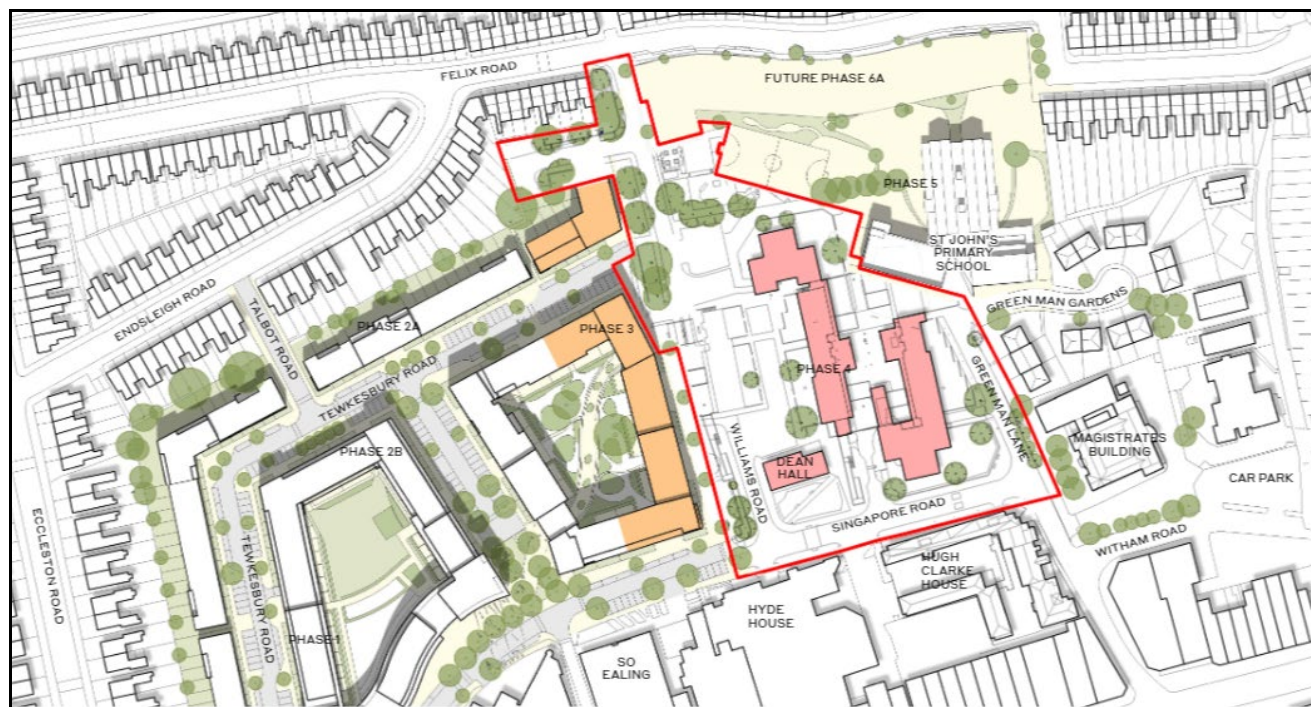


Figure 1: Green Man Lane Estate

Broadway is the commercial focus of West Ealing acts as the retail, commercial and services hub of the community. Broadway is in close proximity to the site and has a rapidly changing character, with an emerging number of tall buildings either constructed, approved or under-construction. To the east of the site exists an area of low rise mixed use development.

Part of the site orientated towards Singapore Road is located at the edge of the Ealing Metropolitan Centre, however the majority of the site has no restrictive planning designations. There are no designated heritage assets within the site, nor are there any within the immediate vicinity of the application site.

The Proposal:

The proposal is concerned with Phase 4 of the Green Man Lane Estate, which is the last phase of a large and long-running estate regeneration project. The Green Man Lane Estate was approved under an original outline consent (P/2013/4408), however the timeframe on the submission of a

reserved matters of this application for this phase of development has passed, and accordingly, a new planning application is required.

The proposal constitutes a hybrid planning application seeking partial outline consent and partial full planning permission. Full planning permission is sought for the demolition of existing buildings and the creation of 396 residential units and 775sqm of community floor space (Use Classes E(f)/F1(f)/F2(b)), including associated access arrangements, landscaping, amenity space, cycle and car parking. The full planning permission is sought for Block C and Blocks D2, D3 and D4 as shown on the image below. This part of the development would comprise buildings ranging in height from 5 to 16 storeys, with the community use to be located on ground floor, with residential units above.

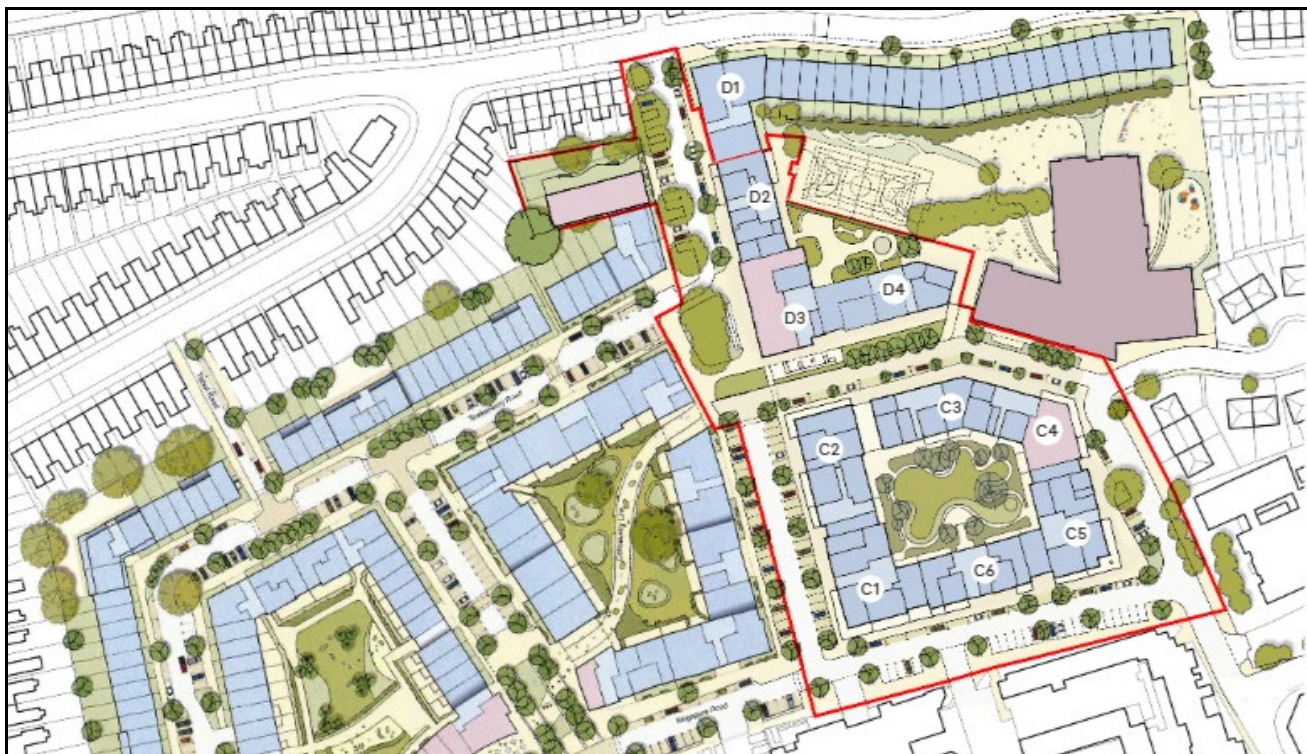


Figure 2: Proposed Site Plan

Outline planning permission is sought for the small area to the west of Romsey Road for use as community floor space. All matters in relation to this are reserved.

Outline Element of the Application

Outline planning consent only accounts for a small part of the proposal which is described as “area west of Romsey Road” and is shown in the image above to the left of Blocks D1 and D2 and is shaded in pink. All matters are reserved in respect to this part of the application. It is anticipated that the use of this site will be for a replacement to Dean Hall, which is currently located within the site and would be re-occupied within this space.

The outline element of the application is submitted on the basis of a series of Parameter Plans that identifies:

Parameter Plan – Land Use: 2913-CPL-04-00-DR-A-92019

This plan shows the proposed use as community use, with indicative locations of dedicated green space proposed. The plan also shows the existing location of a substation

Parameter Plan – Building Extent: 2913-CPL-04-00-DR-A-92018

This plan shows the outline and dimensions of any future building, being 27.9m x 10.3m

Parameter Plan – Maximum Building Height: 2913-CPL-04-00-DR-A-92020

This plan shows the maximum heights of the proposed building being between +32.9m AOD and +35.9m AOD. The existing Site Levels are shown as being +26.6m AOD.

Parameter Plan – Vehicular Access: 2913-CPL-04-00-DR-A-92021

This plan shows the location of vehicular access, which would only be for maintenance vehicles for the existing substation. This would be alongside the proposed community use building, providing access to Romsey Road.

EIA Screening

A request for a Screening Opinion relating to the proposed development was assessed by Council under planning application ref: 214912SCE, dated 02/08/2021. The development was classed as Schedule 2 development, meeting the criteria by exceeding 150 dwellings. The proposed development was screened, having regard to the selection criteria for screening Schedule 2 development, as set out in Schedule 3, namely having regard to:

- (i) The characteristics of the development
- (ii) The location of the development; and
- (iii) The characteristics of the potential impact

On the basis of this assessment, the Local Planning Authority was of the opinion that the proposed development would likely not have a significant impact on the environment, as interpreted by the EIA Regulations 2017 and thereby would not constitute EIA Development, requiring the submission of an Environmental Statement.

This conclusion reached did not say that the proposal would not have any environmental impact, only that these impacts would be of a localised nature, which would need to be considered in determining any planning application. This report gives consideration to this.

Consultation:

Public:

Public consultation was undertaken by way of site notice and publication within the Ealing Gazette. Consultation commenced on 03/08/2022 and concluded on 24/08/2022. One objection to the proposed development was received by post on 03/10/2022. A summary of the points of objection is provided below:

- There are inaccuracies within the Planning Statement submitted with this application. The Statement indicates that the church meets at another church building off-site. This is incorrect, as the Church continues to meet of a Sunday Morning for services at Dean Hall and is available for use outside of these times and it is also made available to the International Presbyterian Church, as well as for storage. The objector acknowledges that there are provisions within this scheme for Dean Hall to be re-provided within the site.

Officer Response: It appears that this representation refers to the applicant’s Planning Statement, which makes the comment that “It is noted that Dean Hall are currently utilising premises at the International Presbyterian Church on Drayton Green and are expected to continue doing so during the Phase 4 Construction Period”. Whilst the comments within the representation are noted, it is also acknowledged by the resident that the two churches utilise shared facilities. Whilst it may not be a completely accurate statement, as the resident notes it is utilised during certain periods, it is clear that the site is relatively underutilised at the current time for a community use building and the application does make provision for the re-provision of this building within the development, which is the subject of the outline consent portion of this application.

It is also noted that the demolition of Dean Hall has been the subject of previous consents over the application site and the precedent for its demolition has been established.

Pre-Consultation:

Prior to the submission of the application, the applicant conducted an extensive consultation program with the local community. This occurred between January 2020 and July 2021. The applicant advises that the feedback received throughout their consultation process was centred around building heights, parking provision and the public realm and landscaping areas of the estate. The applicant team advises that they continue to engage with local residents.

It should also be noted that the developer engaged extensively with the Council prior to the submission of this application, which has included a series of 8 pre-application meetings between October 2019 and June 2021. Two presentations were also made to a Design Review Panel in May 2021 and July 2021.

Internal Consultation:

<p>Economic Growth (Regeneration)</p>	<p>There are currently no co-working spaces within West Ealing and consideration should be given to providing shared workspace within the development.</p> <p>Financial contributions should be secured toward town centre improvements.</p> <p>More information should be provided on pedestrian desire lines in the Town Centre, as there are currently no connections to the supermarket and West Ealing Station to the north-east</p> <p>There are no drop-off zones close to building entrances.</p>
<p>Pollution-Technical (Noise and Vibration)</p>	<p>Submitted noise measurements were carried out during COVID-19 lockdowns and would therefore not be accurate. Ealing flight contours have not been used and it is not clear how alternative data was used. New noise assessment required.</p> <p>Following conditions recommended: Revised Noise Assessment Noise from Machinery Anti-vibration mounts and silencing Separation of noise sensitive rooms in neighbouring flats Separation of communal uses and facilities from dwellings Lifts</p>

	Community Halls – Sound Limiters Demolition Method Statement and Construction Management Plan
Pollution-Technical (Air Quality)	<p>Conditions have been recommended for the following:</p> <ul style="list-style-type: none"> - Ventilation Strategy Report - Air Quality and Dust Management Plan - NRMM <p>A financial contribution toward air quality mitigation is also requested.</p>
Pollution-Technical (Contaminated Land)	<p>No significant contamination has been detected but the made ground contains determinants above suitable levels for residential use. Report recommends a remediation method statement based on the conceptual site model.</p> <p><u>Following conditions recommended:</u> Unsuspected Contamination Remediation Scheme Verification Report</p>
Leisure (Active Ealing)	Recommended financial contribution for the retention, improvement and creation of internal and outdoor sports facilities.
Education	Financial contribution towards local education provision.

External Consultation:

Greater London Authority (GLA)	<p>Land Use Principles: Proposal generally meets the provisions of Policy H8, taking into account the wider estate, which would replace the existing level of social housing on a HR and floorspace basis.</p> <p>Affordable Housing: 36% by HR on the net uplift, comprising 47% LAR and 53% SO. FVA is being reviewed concurrently to ensure that the maximum provision is secured.</p> <p>Social and community floorspace: Principle of demolishing and re-providing the existing community centre was accepted under original permission, but 2015 permission extended to include the demolition and reprovision of Jubilee Hall Children’s Centre and the reprovision of Dean Hall. Dean Hall is currently accommodated in the International Presbyterian Church and the Children’s Centre is housed temporarily in Drayton Green.</p> <p>Original floorspace of the community centre and Jubilee Hall are required in order to confirm that there would be no net loss of social and community floorspace.</p>
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	<p>Housing: The proposal for 396 units would generate a net increase in 267 homes in comparison to the existing site, or 94 homes when viewed across the estate.</p> <p>Proposal would need to follow the Viability Tested Route and should seek to provide an uplift in AH in addition to the replacement AH floorspace. This is being separately assessed by the GLA Viability Assessors (summarised separately within this report).</p> <p>Council will need to satisfy themselves as to whether the Housing Mix is supported.</p> <p>Children’s Play Space requirements for the development for 1,639sqm. The proposal provides for 1,261sqm, a shortfall of 378sqm, which will need to be justified or a financial contribution in lieu paid. Applicant needs to confirm that play space is available to all regardless of tenure.</p> <p>The development would be well-connected to jobs, services, infrastructure and amenities. The design has been through a Design Review Panel in line with Policy D4. Layout of the development is supported with the alterations to the approved masterplan defining a green link and appropriately designating space for pedestrian movement. This should allow for incidental play. Street network appears sensible.</p> <p>Urban design officers have concerns with the increased pressure on cores and landscaping around the development. Views from the Magistrates Court should be considered. The development is classified as a ‘tall building’ and the site is not specifically identified within the Local Plan as a site deemed suitable for tall buildings.</p> <p>Long range views can be appreciated from western and southern viewpoints. Buildings appear within the context of existing and emerging larger scale modern developments when viewed from the west. Differentiation in height could be explored to add interest, improve design quality and aid legibility.</p> <p>Mid-range views show improvements to the design, further alterations and articulation could improve design quality. Variations in height in Block C would add interest. Towers when viewed from Green Man Lane appear as a similar height and there could be further differentiation between them to aid legibility.</p> <p>Immediate views show that the density of this phase is notably at odd with earlier phases of the estate. Whilst the use of</p>
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	<p>additional height to bookend the courtyard block is supported, the rationale for a 16-storey tower in this location on Singapore Road is not clear. Consequential overshadowing to the courtyard garden is a concern.</p> <p>The building appears relatively prominently within local views and acts as a marker for the beginning of the Town Centre. However further articulation and recession could be applied to appear slenderer in long, medium and immediate views. It is not anticipated that the development would have an adverse impact on the setting of any designated heritage assets. The building would not give rise to glare or be likely to generate light pollution.</p> <p>Outstanding issues with the fire strategy would need to be resolved prior to Stage 2. Environmental impacts such as wind have been assessed and achieve target criteria. The Visual Impact Assessment takes account of cumulative impacts and does not raise any particular issues. Balanced assessment on the acceptability of the height will be required prior to Stage 2.</p> <p>Urban greening factor is 0.27, which is below the target of 0.4. Measures to improve green roof, introduce further planting and provision of permeable paving may improve this. If the target set in Policy G5 cannot be achieved, there should be adequate justification as to why.</p> <p>Flood Risk Assessment does not comply with Policy SI12. A number of considerations have been given as to improvements that can be made.</p>
<p>Transport for London (TfL)</p>	<p>Revised access strategy offers greater pedestrian and cycle permeability through the site than the outline permission. Raised tables at key junctions and traffic calming measures and landscaping will reduce vehicle speeds and promote active modes of transportation.</p> <p>ATZ (Active Travel Zone) assessment has been undertaken. Key destinations and alternative route variations are in principle acceptable. Assurances required that the assessment considers the needs of all road users (older people, children, carers etc.) at nighttime. Deficiencies in the assessment will need to be addressed through financial contributions.</p> <p>Cycle parking spaces in terms of no. of spaces are in accordance with the London Plan. Compliance with LCDS and details of the cycle parking should be secured by condition.</p> <p>Access strategy represents an improvement on the outline planning consent. Green Link is welcomed as it prioritises active</p>

	<p>travel above vehicles. No specific facilities are proposed to cater for residential facilities and Council should be satisfied with the deliveries and servicing approach.</p> <p>Overprovision of off-street parking and also pay-and-display car parking should be removed from Singapore Road. TfL would also support the removal of the motorcycle parking bay.</p>
<p>Heathrow Airport Safeguarding</p>	<p>No objection to the scheme, subject to a condition for the submission of a Bird Hazard Management Plan. Informative also requested with relation to cranes.</p>
<p>Historic England (Greater London Archaeological Advisory Service)</p>	<p>No archaeological requirement. The site is located outside of the Archaeological Priority Area and have low archaeological potential.</p>
<p>Metropolitan Police</p>	<p>Developer has aspirations to achieve Secure By Design Accreditation and this is accordingly recommended as a condition</p>
<p>Health and Safety Executive (HSE)</p>	<p>The HSE has provided a number of comments for the consideration by the applicant. The HSE has not raised any substantive issues that would have land use or planning considerations:</p> <p>It is unclear from the drawings provided if there is a door separating the stairs from the lifts in cores C6 and D4. The fire safety standard details that the firefighting lift should not be located within the stair enclosure. This issue will be subject to consideration at later regulatory stages.</p> <p>It is noted within section 8 of the fire statement that within core C2 the common corridor becomes an extension of the firefighting shaft. The fire safety standard BS 9999 details that where the corridor is deemed to be part of the firefighting shaft, any access to it from accommodation should be by way of protected lobbies. The resolution of this issue is unlikely to affect land use planning as it involves the internal layout of dwellings. This issue will be subject to consideration at later regulatory stages.</p> <p>It is noted from the drawings that PV panels are to be located at roof level. All power supplies, electrical cabling and control equipment should be provided with appropriate levels of protection against fire. Fire safety standards require suitable support of cabling to avoid obstruction of escape routes and firefighting access due to the failure of fixings.</p> <p>It is noted from the drawings that throughout this development a single stair approach has been adopted with no connections to</p>

	ancillary or commercial areas. Additionally, it is noted in Section 8 of the fire statement that an engineered solution is to be provided to the stairs and lift lobby's, with CFD analysis to be carried out at a later stage. HSE welcome this approach.
National Air Traffic Services (NATS)	Proposal does not conflict with safeguarding criteria.
Network Rail	No objection to the proposal
Thames Water	Standard conditions recommended
NHS Property Services (Healthcare)	Financial contribution towards local health provision

Design Review Panel

The proposed development was reviewed by an independent DRP panel on 27 May 2021, and the proposal was well-received by the Panel. A summary of some of the points made by the panel is provided below:

- Landscaping and street design strategies have been deployed to eliminate rat-run traffic and to give priority to pedestrians and cyclists as part of the “Liveable Neighbourhood” policy
- The green link across the site has been strengthened
- The panel were supportive of the aspirations of the project, the level of consultation being carried out, the floor plans of the flats, connectivity across the site and the provision of community facilities
- The taller elements of the development will focus attention to the final phase and the panel has no reservations about the proposed 16-storey height
- Work should be undertaken around delivering a strong base, middle and top to encourage an enhanced design
- The phase could benefit from the deployment of more colour
- Thought should be given to space for teenagers to socialise

As part of the Design Review Panel process, the design of the development evolved to include changes to taller elements within the building, including creating more a defined base middle and top. Improvements were made to make the development have a better relationship at ground floor level to Singapore Road and the remodelling of balcony styles was implemented to create a better variation between inset and projecting balconies.

Planning Policies:

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

Reasoned Justification:

Background and Principle of Development

Outline planning consent was initially granted under planning permission ref: P/2010/0419, dated 29/09/2010 for the redevelopment of the estate, comprising the demolition of an existing 464 homes and the creation of 706 residential units, resulting in a net gain out 242 dwellings. This also included

the demolition of a former multi-storey car park and Dean Hall. A small variation to this scheme was approved under planning permission ref: P/2013/1886, dated 17/05/2013, with another variation approved under ref: P/2013/4408, dated 07/11/2013. This variation extended the deadline for submission of reserved matters for 6 years from the original outline consent. The possibility to submit reserved matters for the stage of the development that is the subject of this application has therefore expired.

A further amendment to the outline consent was approved under planning application ref: 164683VAR, dated 21/06/2017 which included changes to the layout and scale of development, however this was predominantly related to Phase 3 of the development. Reserved Matters for Phase 3 were approved under planning permission ref: 164732REM, dated 15/12/2016.

A separate planning application was approved under planning application, which in reference to Figure 1 of this report, referred to “Future Stage 6A”, Phase 5 (including the primary school) and Part of Phase 4, which is the subject of this application. This scheme was to include 23 terrace homes, the phased construction of 92 units and the development of the school to accommodate 630 pupils (3,937sqm of floor space). Only part of this scheme referred to as “Future Stage 6A” and Phase 5 were delivered as part of this scheme.

This scheme therefore only refers to the development as shown in Figure 1 as Phase 4, with all other remaining parts of the Green Man Lane Estate having been implemented or approved/under construction. The original outlined planning consent showed Phase 4 to be significantly lower than what is being proposed as part of this application, as is indicated on the below image:

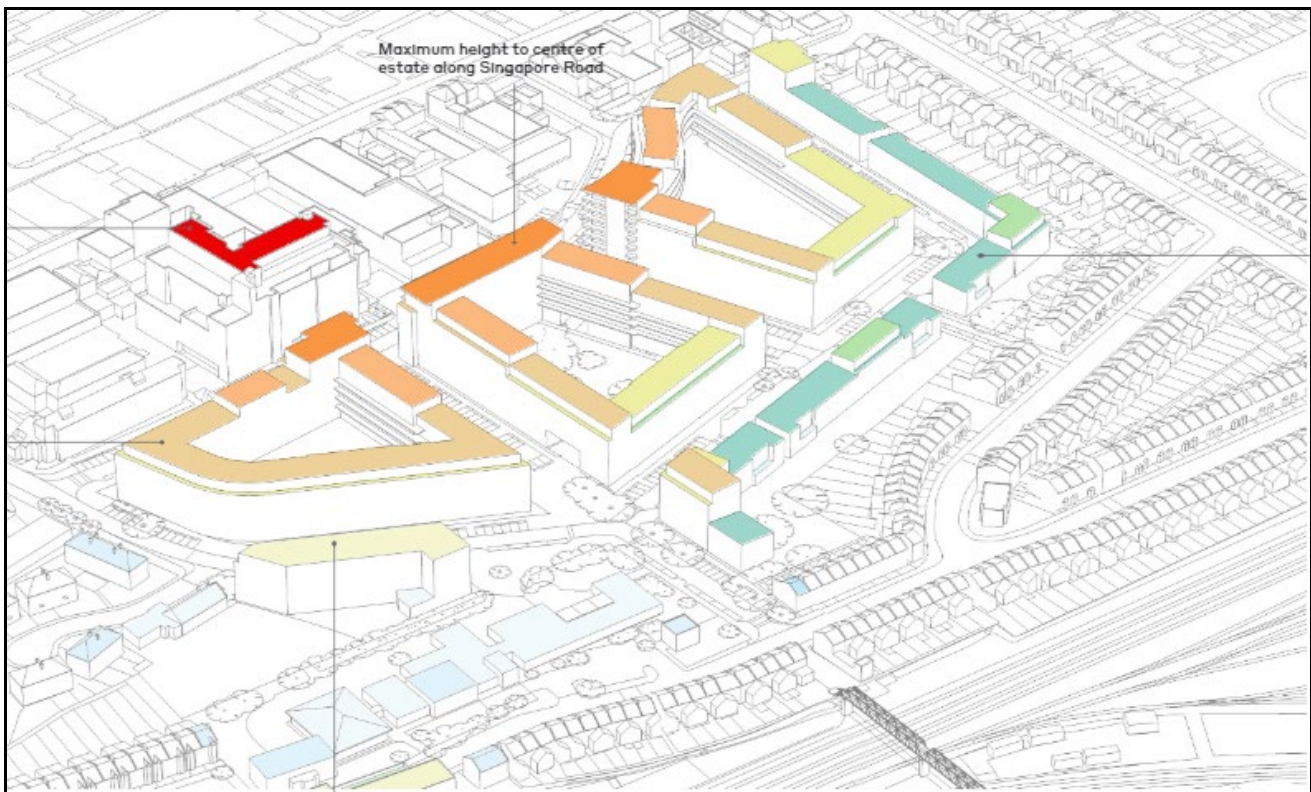


Figure 3: Indicative Heights for Original Green Man Lane Masterplan

Phase 4, as shown on the left-hand side of the image, had heights at what appeared to be ranging from 6-9 storeys. However, noting that this original planning permission was granted in 2010, the building heights responded to the local context at this particular time. In the following years, Council has granted consent for a number of tall buildings within the local context of Green Man Lane, which have changed the local character significantly compared to the context under which this application was approved. Therefore, there represents the significant opportunity as part of this proposed development to fully optimise the site, to deliver additional housing, including affordable housing, within close proximity to the functions and services of the Ealing Metropolitan Centre, as well as the West Ealing Railway Station.

Examples of such developments which have changed the character and prevailing building heights of West Ealing 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 proposed development can be seen within the context of the emerging character of West Ealing as shown in the Visual Impact Assessments in subsequent section of this report.

The demolition of the existing buildings to provide a residential and community use scheme is considered to be acceptable in principle, given previous consents over the site for the redevelopment of the Estate. The additional height sought can also be supported through the changing urban fabric of West Ealing and the principle of optimising the site for residential uses is supported by Policy D3 of the London Plan. This policy seeks to ensure that “development makes the best use of land by following a design led approach that optimises the capacity of sites” and “higher density development should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling”. The GLA is also supportive of the land use principles of the development, as it would deliver a net increase in homes on the site and when taking into account the wider estate, would replace existing level of social housing on a habitable room and floor space basis. Overall, the principle of the development is accepted.

Community Use Re-provision

The originally approved outline planning consent from 2010 noted that the proposal incorporated a replacement community centre of 286sqm, that would be delivered as part of the original Phase 4 of the scheme. This was noted to be approximately 100sqm larger than the existing facility. This complied with policies in place at the time of decision for community space re-provision. The demolition of Dean Hall is required, through the original s106 agreement, to be re-provided within the site and this forms part of this application as it forms the outline consent portion of this application.

The proposal from 2015 (ref: P/2015/0072) extended the master-planned area from the original consent to include the new Phase 6, which also involved the demolition of Jubilee Hall. Therefore, the demolition of community facilities would now include the demolition of Jubilee Hall, Dean Hall and the original community centre.

Policy S1 of the London Plan states that proposals involving the loss of social infrastructure in areas of identified need should be refused unless there are realistic proposals for re-provision. The original consents for the redevelopment of the Estate note that there was the following quantum of community space that needed to be re-provided.

Facility	Community Space Re-provision Requirement
GLME Community Centre	Not less than 286sqm
Dean Hall Christian Assembly	Not less than 200sqm
Jubilee Hall Children’s Centre	Not less than 220sqm

Therefore, re-provision of community uses across the Estate should not equate to less than 706sqm. Under current circumstance, Jubilee Hall Children’s Centre is temporarily re-located to Drayton Green. This temporary use of this facility, which is located in a modular structure within the park, recently was granted an extension to the temporary permission until “1st of June 2027 or upon the replacement centre forming part of the Green Man Lane regeneration scheme first being ready for occupation, whichever is sooner” under planning permission ref: 221332VAR, dated 20/05/2022.

The former Green Man Lane Community Centre is currently located within a temporary facility on Romsey Road and the Dean Hall centre would be relocated within the proposed development. In their Stage I response, the GLA were unable to determine the original floor space of the community uses and were therefore unclear if there would be a net loss of community space.

The proposal would deliver community floorspace within the development itself with 301sqm to be re-provided within Core D3 that would be anticipated to be used by the Green Man Lane Community Centre. A further 232sqm would be located within Core C4, which is anticipated to be used as the Jubilee Children’s Centre. Finally, the outline consent portion of this application, which accommodates 242sqm of floor space would re-provide the loss of space of Dean Hall. Collectively the re-provision of space within the development would collectively provide 775sqm of community use floor space, exceeding the loss of floor space as a result of the redevelopment of Green Man Lane estate.

Whilst the GLA were unable to confirm whether there would have been a loss of space as part of their Stage I response, Council Officers are satisfied this is the case, given the above. The applicant’s have also submitted alternative plans for the space within Block C4 should the demand for this space fall away. This may be the case if the Green Man Lane Community Centre and the Jubilee Children’s Centre were to consolidate if being used at different times of the day. In this instance, the Block C4 community space would be proposed to be occupied as three separate self-contained flats. Were such a proposal to come to fruition, this would be rigorously assessed as part of a Community Use assessment and an alternative use only to be considered acceptable, when all other options, including an assessment of demand for alternative community uses (in accordance with Policy S1) to be carried out. This would be secured through the legal agreement through the submission of a Community Space Strategy.

Outline Planning Consent

As has been referred to above, the area to the west of Romsey Road is proposed for a community use to replace Dean Hall, which would be demolished as part of this application. Any such community use would be subject to further detailed design development and therefore only certain parameters are being secured as part of this application. An indication of this space is shown in the image below:

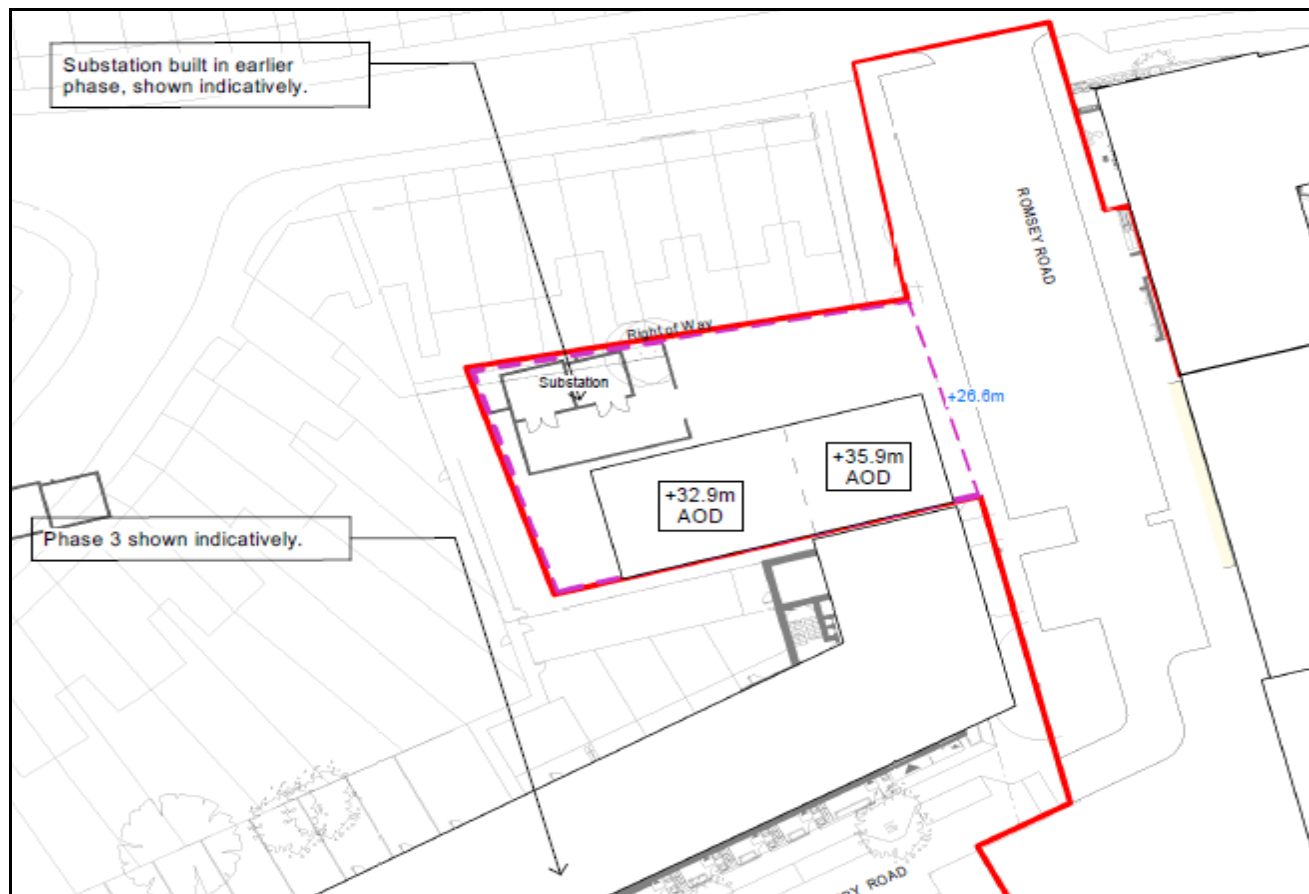


Figure 4: Parameter Plan showing Footprint and Building Height

The heights expressed are in AOD (Above Ordnance Datum), which is the basis for land heights that appear on Ordnance Surveys and is the height above mean sea level. Accordingly, given the existing site levels shown on the plan, the expected height would be 9.3 metres and 6.3 metres. The stepping down in height as the building moves beyond the adjacent rear building line is appropriate and the impacts of such a building on neighbouring properties would be the subject of a future Reserved Matters application. Overall, the outline consent sought would secure the re-provision of community space on an Estate-wide basis and would ensure the continued use of Dean Hall within the local area. It is understood that discussions are on-going as to the future of this proposed space.

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.

In addition to this the site is within the West Ealing Neighbourhood Plan, which encourages the redevelopment of the Green Man Lane Estate through Policy 2.6, which states that the regeneration of the estate should “achieve a more attractive and popular residential development through regeneration and integrating the development into West Ealing Broadway”. Part of the vision of the

West Ealing Neighbourhood Forum is to ensure that “new development is suitable for its surroundings and of a height and scale that fits in within its existing context”.

The tallest part of the development is focussed toward the junction of Singapore Road and Williams Road at a height of 16 storeys, with the eastern edge of the development along Singapore Road, toward the junction of Singapore Road and Green Man Lane also includes a higher element of 12 storeys. These two higher elements are linked by a lower connecting mass of 6 storeys, providing visual relief and a clear distinction in height. At the same time, the higher elements appear slender in the wider context of the front elevation and are focussed toward road junctions. These higher elements play a wayfinding role and are coherent as focal points within the public realm. The highest point of the development is also marks the entrance to the development from the junction of Singapore Road and the main spine through the development connecting Singapore Road and Felix Road. This spine culminates from both ends to a public square where the additional height of Block D3 at 11 storeys, with two wings to the north (Block D2) and east (Block D4) having lower heights of 7 storeys and 5 storeys respectively.

The higher element of Block D3 also frames the proposed public square, including its proposed community space at ground floor and reinforces its importance as a centrally located gathering space within the centre of the wider Estate. The area also proposes some space to socialise for older age groups. It is also a junction point of the central spine through the development and the green link that traverses around Block C and through Block D and in through the established green spaces of Phases 2/3.



Figure 5: Masterplan showing links through and around the site

The 16 storey element of the development (Block C1) has been effectively designed to have a defined base, middle and top, with the ground floor being a conventional entrance, with ground floor residential units having external terraces. The middle of the development is characterised by projecting balconies from first to twelfth floors, with the top three floors providing inset balconies and vertical pillars arranged in a coherent form, giving this part of the development a crown-like appearance. This approach is considered consistent with good design under Council’s recently published residential housing design guidance, with respect to tall buildings.

Additional variation and articulation in design is provided differing earthy brick façade toning that contrast and complement each other. Coherency in design is achieved through strong alignment of fenestration and balconies.

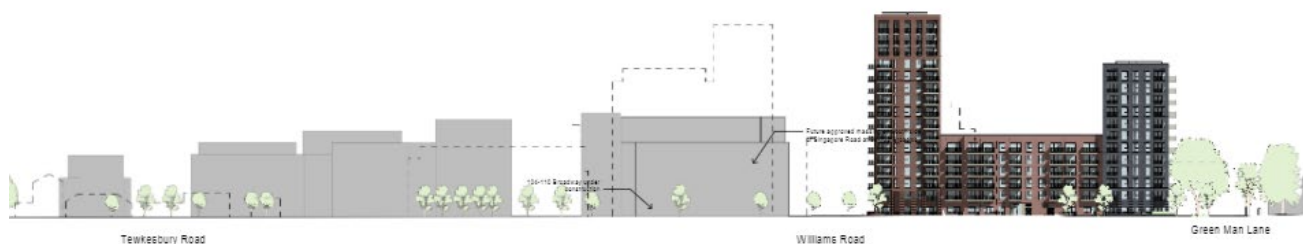


Figure 6: Singapore Road Context Elevation



Figure 7: Context Elevation along central spine between Singapore Road and Felix Road

The image above also shows a clear reduction in heights from south to north that responds to the transition from the West Ealing commercial centre and existing and emerging multi-storey development on Broadway to the lower density residential development toward Felix Road. Overall, the proposed development responds positively to the emerging character of West Ealing and represents a coherent development of the site.

Tall Buildings and Impact on Heritage Assets

Policy D9 of the London Plan, as advised, 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.

As the site is not located on a designated site for tall buildings, the proposal would not comply with Policy D9(B) and accordingly a Visual Impact Assessment containing long-, medium- and short-range views should be rigorously assessed in accordance with Part C of this Policy. The Visual Impact Assessment contains a number of localised viewpoints, including those from nearby designated heritage assets, such as the Hanwell Cemeteries Conservation Area and Ealing Green Conservation Area. The Visual Impact Assessment take into account views in both the existing context, as well as the emerging context with consented schemes surrounding the site.

One of the most prominent views is from Dean Gardens, given the existing lower level buildings that exist in this area of the Broadway. The two images below show the proposed development based on the existing situation, as well as images in the context of three emerging approved developments, being 96-102 Broadway (ref: 182180FUL – part 11, part 15 storeys – shown in orange in Fig 9 below), Maitland Yard/Dean Gardens Car Park (ref: 203719FUL – 4-8 storeys – shown in blue

outline in Fig 9 below) and 72-76 Broadway (ref: 193500FUL – 4-10 storeys – shown in purple in Fig 9 below).



Figure 8: Proposed Development from Dean Gardens (Existing)



Figure 9: Proposed Development from Dean Gardens (Emerging)

When taking this viewpoint within its existing context, whilst the development appears prominent due to its height, it also appears to be consistent with the emerging built form of the Town Centre within

this view. The proposed building at Maitland Yard in the foreground also partially obscures the highest element of the proposed development from this angle, which appears to be a central location within Dean Gardens.

In a more localised view of the application from Green Man Lane, the proposed development would also play a prominent role within the street scene. The image below also shows Hugh Clark House to the left, which is understood to be a retirement home consisting of 49 x 1-bedroom residential units and is administered by Catalyst Housing. To the right-hand side of the image is the Ealing Magistrates Court, which is a local heritage asset and is described as an early 20th century building that has a number of intricate features.



Figure 10: View of development from Green Man Lane

Whilst the site is in close proximity to the local heritage asset to the east, the site already includes the 8-storey Tintern Court residential building, which would be demolished to accommodate the proposed development. This existing building possesses no architectural merit and makes no positive contribution to the street scene or the character and appearance of the area. The proposed development, whilst higher, would constitute a more modern form of development that would have a more positive impact on the visual amenity of the area. It should be also noted that the orange brick tone of the tallest element of the development would provide a design link to the orange brick tone of the Ealing Magistrates Court. Whilst it is acknowledged that the proposed development is significantly higher than the Hugh Clark House, this must also be seen in the context of the emerging character of the area, which includes an approved 10 storey development at 72-76 Broadway and an existing 8 storey building at Hyde House on the opposite side of Singapore Road.

Another localised view looking eastwards along Singapore Road shows the proposed development in the context of the earlier stages of Green Man Lane Estate to the left, and also shows the rear of

the SO Resi mixed-use development to the right. The second image also puts this in the context of a 15 storey consented scheme at 96-102 Broadway – shown in orange below in Figure 12.



Figure 11: Singapore Road looking eastwards

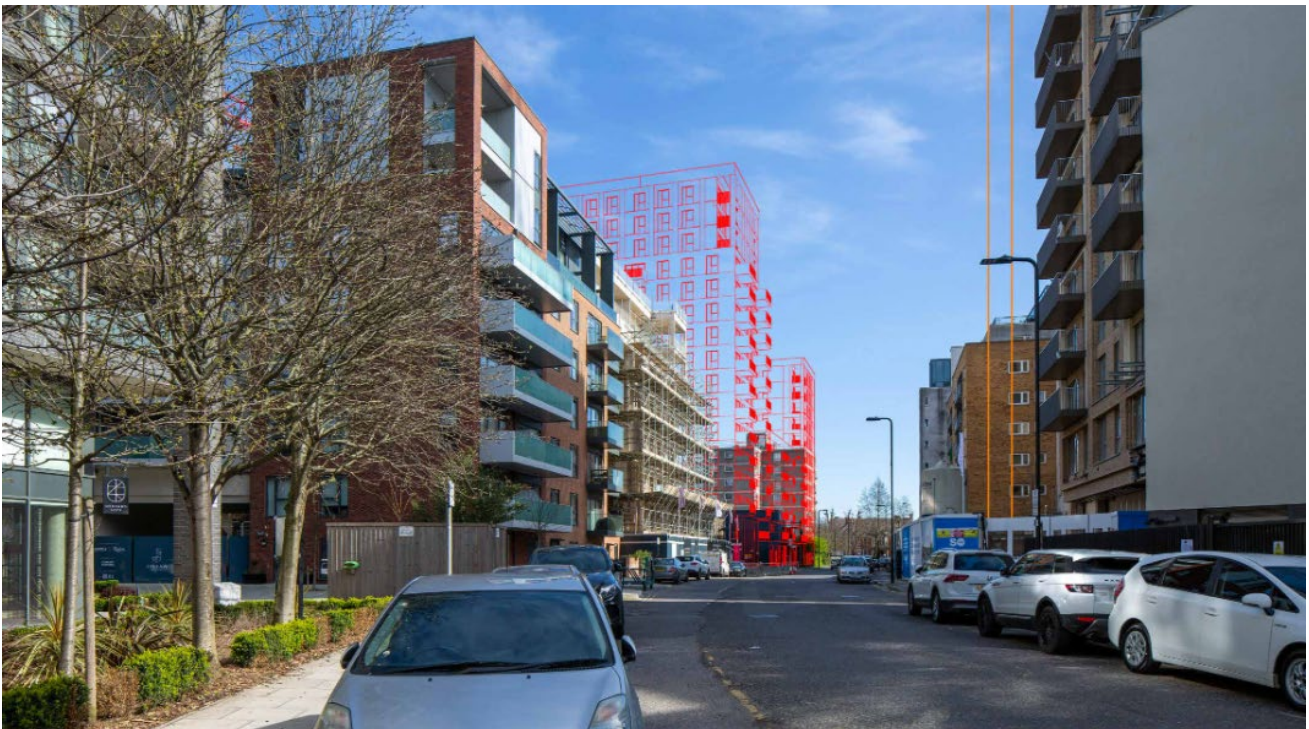


Figure 12: Singapore Road looking eastwards with 15 storey building approved to the right (orange)

In the context of the emerging character of this localised view, despite the height of the proposed development, the proposed development would fit comfortably within the street scene. From the rear of the site on Felix Road, the proposed development offers a successful transition in building heights between the commercial function of the Metropolitan Centre to the lower density development to the north, centred around Felix Road. The below image shows this transition effectively, with the taller elements of Blocks C1 and D3 and the already consented scheme for Block D1.



Figure 13: View from Felix Road, showing Phase 6 terrace homes and Block D1 in the foreground

This is consistent with Policy D9(c)(iii) which states that “where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces, there should be an appropriate transition in scale between the tall building and its surrounding context”.

Finally, in terms of long-range views, the views from the Hanwell Cemeteries are important to ensure that the development does not compromise the historic and heritage value of the Conservation Area. As the below image demonstrates, the massing of the proposed development (shown in red), including that of the approved 15-storey building (orange) shows that existing vegetation within and surrounding the cemetery effectively screen the proposed development from view, resulting in less than substantial harm to this designated heritage asset.



Figure 14: View from Royal Borough of Kensington and Chelsea Cemetery (Hanwell Cemeteries Conservation Area)

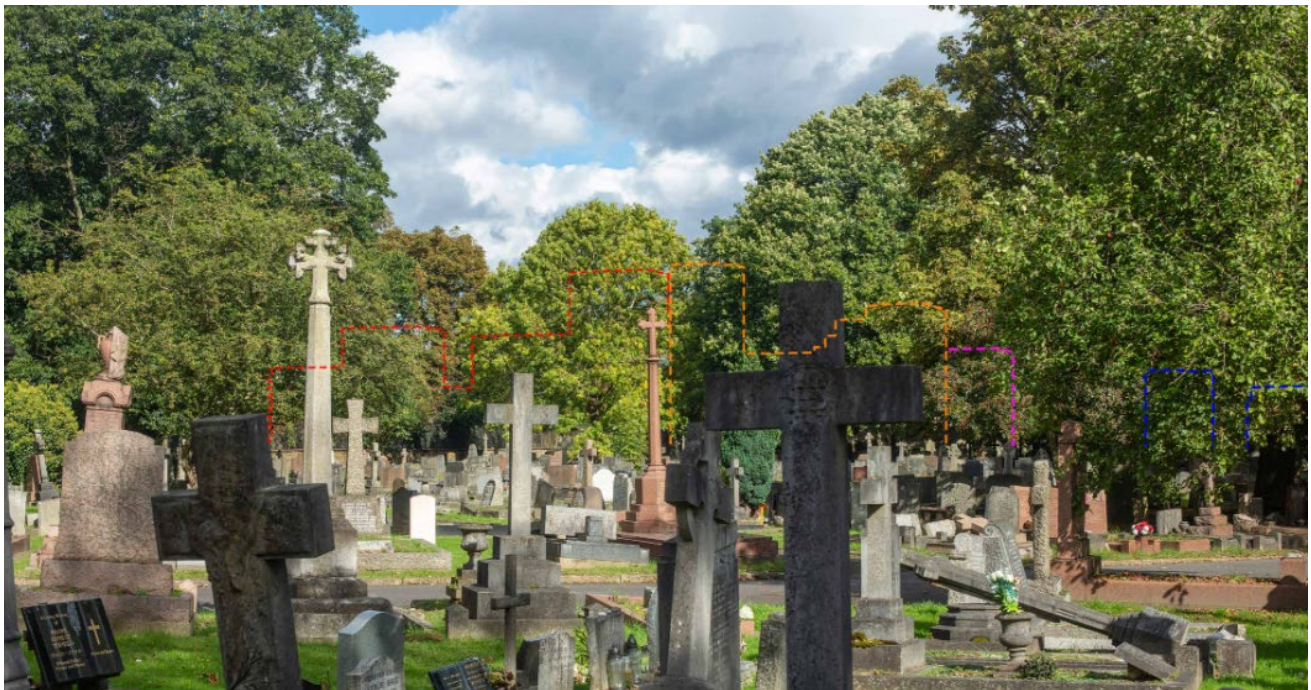


Figure 15: View from City of Westminster Cemetery (Hanwell Cemeteries Conservation Area)

Similarly, from Mattock Lane, within the Ealing Green Conservation Area and adjacent to the St John's Church (Grade II Listed) the proposal represents less than substantial harm, when viewed in the context of the emerging pattern of development within West Ealing. From this viewpoint, despite the differing heights of the emerging pattern, the cluster of blocks of flats that will form within the

area will reinforce the importance and role of the Ealing Metropolitan Centre (West Ealing) as a centre of activity within the Borough and highlight its place and hierarchy within the Borough as a well-connected and established mixed-use centre.



Figure 16: View from Mattock Lane (Ealing Green Conservation Area)

In giving consideration to Policy D9 of the London Plan, whilst the site is not designated by Council as a Development Site or suitable for tall buildings, the comprehensive Townscape and Visual Impact Assessment has undergone scrutiny to demonstrate that the proposal would not compromise the character and appearance of the locality and the site presents a suitable opportunity for regeneration of this derelict site within West Ealing. The principle of development and overall design approach was also supported in principle by the independent Design Review Panel. The design, bulk, massing and scale of the proposal has followed a plan-led process, with the Design and Access Statement outlining the opportunities and constraints of the site, which have informed the design of the proposed development. Overall, the proposal represents a good opportunity to realise the potential of this underutilised site.

With respect to designated heritage assets within long-range views, the proposal would constitute less than substantial harm, with any harm caused being significantly outweighed by the public benefits of the proposal, which include site optimisation and regeneration, improved pedestrian connectivity and amenity spaces for residents, additional housing within a well-established mixed-use centre and the provision of affordable housing within the scheme.

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, Sunlight and Overshadowing

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.

The applicant's Daylight and Sunlight study considers two separate scenarios, being the following

- True Existing Baseline vs Proposed Development; and
- Cumulative Baseline (including 96-102 Broadway House and Dean Hall) vs Proposed Development

The difference between the two methods is firstly that True Existing Baseline takes into account established development consents for Phases 3 and 6B of the Green Man Lane Masterplan whereas the cumulative baseline takes consideration of the emerging development schemes surrounding the site.

BRE (Building Research Establishment) guidance outlines various technical assessments with respect to daylight and sunlight impacts by future development. Guidance, including the numerical values attributed, must be applied flexibly and not in a mechanicalistic manner, which is also recognised by the Greater London Authority through their Housing Design Guidance, which states that “BRE guidance should not be applied rigidly, and applied sensitively to higher density development in London” to both recognise the London Plan’s strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility, suitable for high density development.

For both baseline tests, the surrounding properties tested include the following properties for Daylight Measurements:

- Hyde House, Singapore Road
- 104-110 Broadway
- Lyman House, Tewsbury Road
- 1-17 Endsleigh Road
- 49-65 Felix Road
- 1-32 Glenpark Court
- 28-38 Alexandria Road
- 79-85 Alexandria Road
- 1-10 Green Man Gardens
- 30 Green Man Lane
- 1-36 High Clark House

The most appropriate methodologies for the calculation of daylight impacts are VSC (Vertical Sky Component) and NSL (No Sky Line). A third measurement is ADF (Average Daylight Factor), which is predominantly used for assessing amenity within proposed accommodation. The ADF Test would therefore apply to the following developments:

- Phase 6 Green Man Lane Estate, Residential Block
- Phase 3 (Block B) Green Man Lane Estate
- Phase 3 (Block E) Green Man Lane Estate

Daylight

The most common method for daylight impacts is VSC, which measures the general amount of light available on the outside plane of a window as a ratio of the amount of total unobstructed sky viewable following the introduction of an obstruction, such as a proposed building. If this ratio is both below 27% and 80% its former value, it is said that the reduction in daylight within a room would be ‘noticeable’.

NSL is also a technical measurement, which calculates daylight distribution through a room, by dividing points on working plane (0.85m above FFL) which can or cannot see the sky. There will be a noticeable reduction when the calculation as a result of the proposed development is 80% or 0.8 times its former value.

On a percentage basis, both the baseline tests outlined above produced similar results with minor differences. Both tests show that the most impact would be experienced at Hyde House on Singapore Road (opposite the site) and no. 30 Green Man Lane. All other existing properties tested demonstrate broad compliance. At Hyde House, of the 155 windows tested the table below demonstrates the level of strict compliance with VSC Criteria

	Full compliance	20-29% loss	30-39% loss	40%+ loss
True Existing Baseline	37.5%	16.7%	19.3%	26.5%
Cumulative Baseline	37.4%	16.8%	19.4%	26.4%

Table x: Results for Hyde House, Singapore Road

The other most affected property is 30 Green Man Lane, which of the 8 rooms tested, 5 would experience a 40% loss of daylight. This is the same for both the true existing and cumulative baselines. However, this site lies to the east of the application site and currently has an unobstructed view across the application site. This means that any windows would be susceptible to additional massing. Given its existing condition, reductions in daylight for any form of development of the application site will more pronounced and produce a more dramatic outcome

NSL is the other measurement that is used for daylight impacts, which is summarised in a similar way above, as the most impacted existing properties are Hyde House and 30 Green Man Lane. At Hyde House, of the 107 rooms tested, the table below demonstrates the strict level of compliance with NSL criteria.

	Full compliance	20-29% loss	30-39% loss	40%+ loss
True Existing Baseline	85.9%	6.5%	4.6%	2.8%
Cumulative Baseline	85.9%	6.5%	4.6%	2.8%

Using these measurements both baselines achieve the same outcome, and the high level of full compliance demonstrates that the proposed development would retain a good level of internal amenity for surrounding residents, with respect to daylight, particularly given the site’s dense urban location.

Sunlight

Annual Probable Sunlight Hours (APSH) is a measurement to determine the sunlight that a given window may expect over a year period. This is expressed as a percentage of direct sunlight hours divided by the number of hours that the sky was clear with sun, which is based on historical weather data. As sunlight is heavily influenced by the orientation of a window and for this reason, only widows that are within 90 degrees of due south are relevant for assessment.

Hyde House in this instance achieves full compliance with BRE Guidance under both baselines, as do all other properties tested, with the exception of 30 Green Man Lane. 4 of the 5 rooms tested at this property would experience around 40% reductions. Despite the significant reductions in sunlight, the retained APSH regardless achieves 18% year round, with three of the rooms retaining around 22%. BRE Guidance recommends that APSH received at a given window should be 25% of the total available and therefore the retained APSH is within a reasonable margin of this.

ADF measurements for Phases 3 and 6 of the development outlined are broadly in line with BRE Guidance and there are therefore considered to be acceptable impacts on these properties.

Overshadowing

BRE Guidance recommends that for gardens and open spaces/amenity areas within a development, 50% of these spaces should receive at least 2 hours of hours of sunlight. The typical date that this measurement should be taken is 21st of March. Of the 8 amenity areas tested on this date, 5 of these spaces achieved this 2 hour requirement, with those spaces that do not strictly comply being Block C courtyard, Block B courtyard, and Block D rear amenity space. The GLA has raised particular issue the Block C courtyard proposed. The image below demonstrates the area that would receive sunlight for at least 2 hours on 21 March.

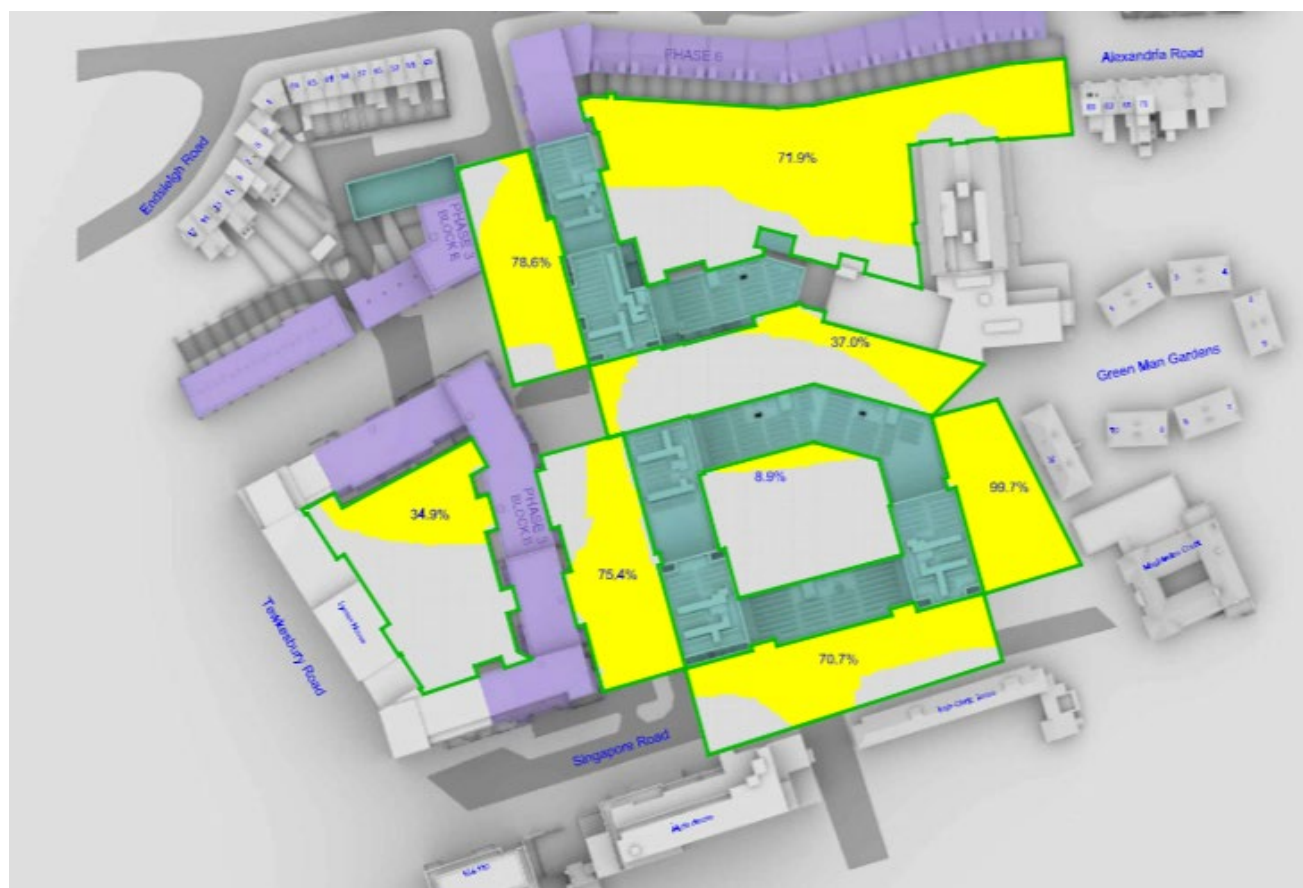


Figure 17: Amenity Spaces receiving 2 hours of Sunlight on 21 March

The areas of concern are therefore the courtyard of Block C (8.9%) the courtyard of Block B, which is part of an earlier phase of the development (34.9%) and the amenity space between Block C and

Block D (37%). Therefore, the proposal most affects the courtyard to Block C. The Daylight and Sunlight Report notes that despite this non-compliance, this amenity space is surrounded by other amenity spaces that provide good levels of direct sunlight and can be used as a substitute by residents.

In order to appropriately apply planning balance to this assessment, a further study was carried out on what the situation would be on 21 June, which provides significantly improved results as demonstrated by the below image. This shows that the Block C courtyard would provide for 63.4% of space achieving a minimum 2 hours of direct sunlight.



Figure 18: Amenity Spaces receiving 2 hours of Sunlight on 21 June

Therefore, this space would be better utilised in the summer months and would still provide a good amount of amenity for residents outside of this time. It should be noted that outdoor communal amenity space, as a general point, are more used in warmer months.

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. This Phase of the Green Man Lane Estate Regeneration would provide a good mix of housing types, with a mix of tenures across the development. This is demonstrated in the table below, which shows housing type as a collective across the proposed development.

Housing Type	No. of Units	Percentage of Total
1b2p	173	44%
2b3p	56	14%
2b4p	142	36%
3b4p	6	1%
3b5p	19	5%

This would mean that of the 396 units proposed, 167 units (comprising 42.2% of total units) would be capable of accommodating families (2b4p, 3b4p, 3b5p) with a further 14% being able to accommodate smaller families (2b3p). The GLA have noted that they raise no strategic concerns with relation to the housing mix proposed.

Affordable Housing

It is noted that whilst this application represents a stand-alone planning application, it should also be seen in the context of the wider Estate redevelopment plan. The original estate prior to any implementation of any form of consent for demolition contained 464 residential units. The housing and tenure mix of the original estate is summarised within the table below.

Tenure	1-bedroom	2-bedroom	3-bedroom	TOTAL	No. of Habitable Rooms	Total Floor Space
Social Rent	308	62	22	392	890	20,278
Leasehold	24	17	25	66	199	4,081
Freehold	0	0	6	6	24	450
TOTAL	332	79	53	464	1,113	24,809

Taking into consideration the current proposal, that is the subject of this application, the proposed scheme would deliver a housing and tenure mix across the wider estate as shown within the table below:

Tenure	1-bedroom	2-bedroom	3-bedroom	TOTAL	No. of Habitable Rooms	Total Floor Space
Social Rent Re provision	91	115	75	292	913	22,674
New Affordable Rent	30	18	6	54	138	3,361
Shared Ownership	54	57	10	121	328	7,910
New Market Housing	180	202	20	402	1,046	26,644
TOTAL	355	392	111	869	2,425	60,589

As the table above demonstrates, in terms of the re provision of social housing within the Estate, there has been an overall loss of the no. of units by 100. However, the overall re provision results in an uplift in the number of habitable rooms within social rent, as well as floor space. This is a more important metric in this instance, as the original social rent offer across the Estate was predominantly 1-bedroom units, being 79% of the original total housing stock. Therefore, the

discrepancy lies in the fact that the social rent reprovision is significantly weighted in favour of 2- and 3-bedroom units, with a significantly less proportion of 1-bedroom units, in comparison to the original estate.

In terms of the actual affordable housing offer for this phase of the development, of the proposed 396 units, 183 of the proposed units would be affordable units, which represents 46% by number of units and 49% based on habitable rooms. The location of the Affordable Housing blocks is shown in the image below, with tenures separated into different blocks. However, there is no architectural distinction between different tenured blocks and the proposal would therefore create a cohesive, inclusive and diverse community, regardless of a future resident’s background or financial position.

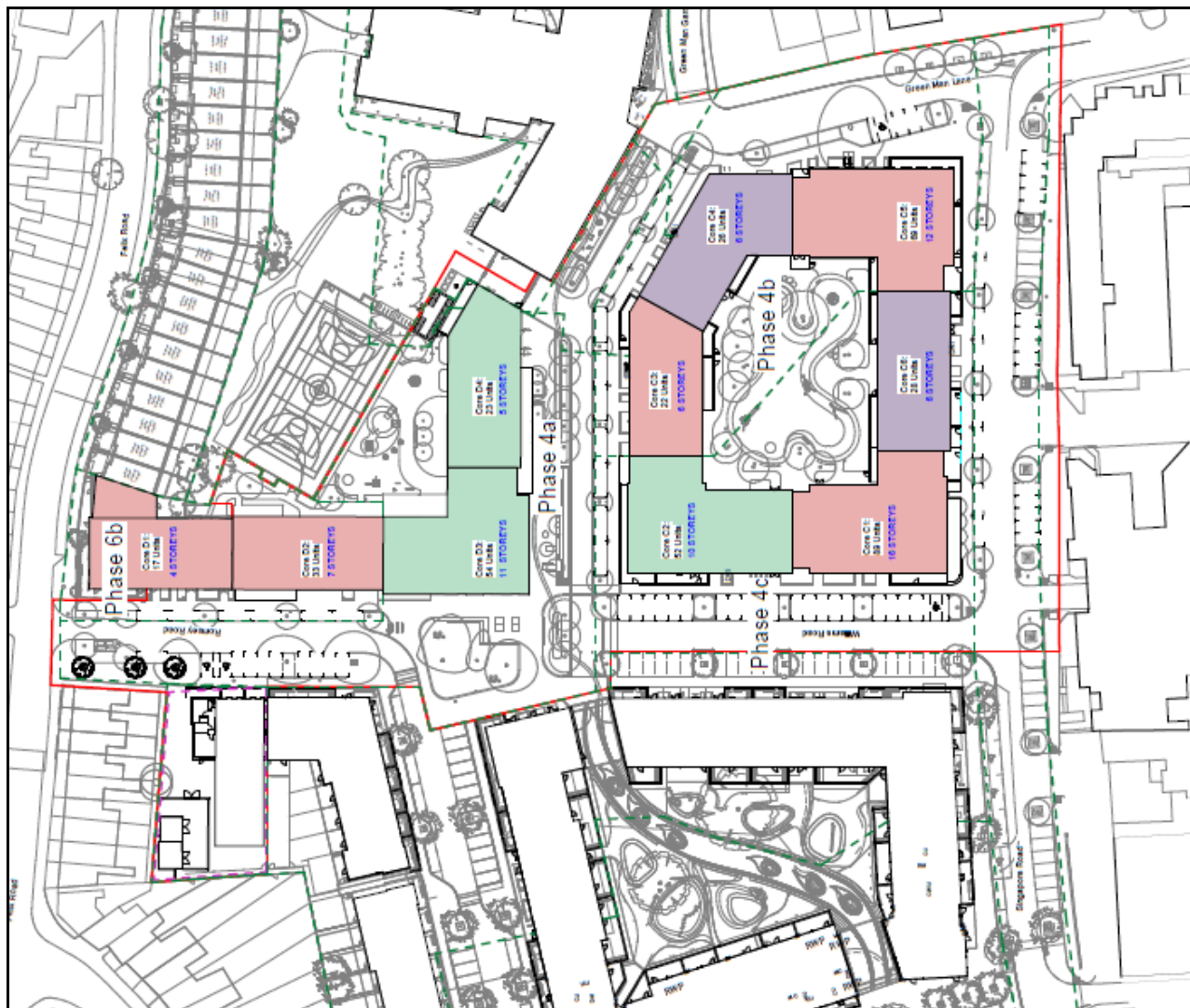


Figure 19: Site Layout Tenure Plan

- Social Rent shown in green
- Shared Ownership shown in purple
- Private Market sale shown in orange

The proposed scheme would deliver affordable housing through this phase alone, based on the table below.

Tenure	1-bedroom	2-bedroom	3-bedroom	TOTAL	No. of Habitable Rooms	Total Floor Space
Social Rent Reprovision	23	38	14	75	230	5,314
New Affordable Rent	30	18	6	54	138	3,361
Shared Ownership	22	27	5	54	145	3,606
New Market Housing	98	115	0	213	541	13,492
TOTAL	355	392	111	869	2,425	60,589

Based on the affordable housing proposed, and including the social housing reprovision within LAR calculations, the tenure split of the proposed development would equate to 70/30 by unit, 72/28 by HR and 70/30 by total floor space. Notwithstanding that there is an established requirement for social rented homes to be re-provided across the estate, the affordable housing provision provides a tenure split in favour of genuinely affordable homes, which complies with the objectives of Policy 3A of the Ealing Development Management DPD. The table below breaks down the tenure of the affordable housing provision and the types of accommodation on offer clearly.

Flat Type	Social Rent/Affordable Rent	Shared Ownership (Intermediate)
1-bedroom	53	22
2-bedroom	56	27
3-bedroom	20	5
TOTAL	129	54

Whilst the GLA has noted within their Stage 1 response that “whilst a large part of the existing development has already been cleared, no justification for redevelopment over retention has been provided or submitted in support of earlier applications”. Whilst this is noted as a requirement under Policy H8 of the London Plan, which states that “before considering the demolition and replacement of affordable homes, boroughs, housing associations and their partners should always consider alternative options first...to balance the potential benefits of demolition and rebuilding against the wider social implications and environmental impacts...”. Council Officers would consider that the justification is obvious given the poor-quality housing that exists currently and the opportunity to deliver additional housing in a well-connected location presents an opportunity that would not be deliverable through the retention of existing housing.

Council’s own review of the Council Estates stated that “Green Man Lane needs a lot of work to address the improvements needed to bring it up to the government’s Decent Homes standard” and that originally and currently, the estate suffers from anti-social behaviour, derelict garages, drug dealing and crime and too many one-bedroom properties. The existing properties were constructed in the mid-1970s and their demolition and reconstruction will improve the energy efficiency of homes and Circular Economy and Sustainability principles are being considered as part of this application.

Whilst this application represents a stand-alone application, and with an Affordable Housing provision of 49% by habitable room, such an application would ordinarily be eligible to follow the Fast Track route. However, as this proposal is subject to Policy H8, which states that “all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek an uplift in affordable housing, in addition to the replacement affordable housing floorspace”. The objectives of this policy have been met as is outlined within the table above on an estate-wide basis, however the testing of financial viability is necessary to ensure that a development of an existing estate is delivering the maximum provision of affordable housing that is viably possible.

To this end, the Financial Viability Assessment submitted with the application has been fully scrutinised by both the GLA and Council’s independent viability consultant, which in this instance is DVS (part of the Valuation Office Agency). Discussions with the GLA in regard to the Financial Viability Assessment are ongoing and will be addressed with the GLA prior to the submission of the Stage II. The review undertaken by DVS on behalf of Council has concluded that the FVA is providing the maximum amount of affordable housing provision across the scheme and Council Officers are satisfied with this conclusion.

An early and late review mechanism will be secured through the s106 legal agreement to ensure that the affordable housing provision is kept under review through the development phase.

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. In many instances, the internal floor space areas proposed exceed the minimum requirements.

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.

The quality of the housing proposed would be tenure-blind, with the same standard and quality of accommodation provided across all cores of the development, with no clear design difference proposed. Of the total number of units proposed within the development, 40 of these would be wheelchair units (Building Regulation Requirement M4(3), representing 10.1% of total units, which is compliant with Policy D7 of the London Plan. All other flats will need to be M4(2) compliant dwellings, which will be secured by planning condition.

Daylight and Sunlight

The previously mentioned Daylight and Sunlight assessment also takes account of the proposed accommodation and the resultant levels of internal light. For a scheme of this scale, comprising 396 residential units, it is not considered prudent to assess every individual room and therefore a sample of rooms that is representative of the wider development is considered to be most appropriate. The

most relevant test for proposed residential accommodation is ADF (Average Daylight Factor). ADF values of 2% in kitchens, 1.5% in living rooms and 1% in bedrooms. However, standard practice for new-build developments, which usually have a combined LKD, a 1.5% benchmark is considered most appropriate. Of the tested rooms, Block D achieved a BRE compliance rate of 83% and Block C achieved a compliance rate of 89%, which is considered a high level of compliance for a dense urban location. Of the areas of non-compliance, the main reason for the non-compliance is the existence of projecting balconies, which can have a limiting effect on light. However, the benefit of providing outdoor amenity space outweighs the instances where non-compliance exists.

Of the proposed residential accommodation, 209 residential units (53%) would be dual aspect homes and 187 residential units (47%) would be single-aspect homes. The development has been designed to maximise the number of dual aspect homes as far as possible and none of the single-aspect homes would be north facing.

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 Council’s Pollution-Technical Officer outlines external noise sources that could have an impact of the internal amenity areas of proposed residential accommodation. These include the sites proximity to the Town Centre and its position below the high noise aircraft contour. Accordingly, future residents could be exposed to road, rail, aircraft and commercial noise sources. Therefore, appropriate insulation of the external building fabric will be necessary to mitigate these external noise sources. The internal living arrangement has instances of noise sensitive rooms adjoining or above lifts, communal main entrances, staircases, community spaces and plat rooms, as well as different internal residential room uses. Accordingly, enhance sound insulation will be required in such adjoining walls.

The first noise report submitted was considered unacceptable as the noise data was historical and Ealing flight contours has also not been used. A new assessment was submitted, dated September 2022, however incorrect aircraft noise contours were used, school noise sources don’t appear to have been assessed. Therefore, the submitted details therefore continue to be unacceptable. Accordingly, the officer has recommended a revised noise assessment to be secured by condition. A number of other conditions have been recommended with respect to insulation and a Demolition Method Statement.

Subject to a revised noise assessment and appropriate mitigation measures being implemented, the proposal would be acceptable.

Air Quality

Council’s Air Quality Officer has reviewed the scheme. It is noted that the site is located within an Air Quality Focus Area and accordingly future residents could be exposed to poor local air quality

without effective mitigation. In this light, the officer has recommended a number of conditions, including a Ventilation Strategy Report, Air Quality and Dust Management Plan and a compliance condition regarding NRMM (Non-Road Mobile Machinery). A financial contribution has also been requested for air quality mitigation.

Contaminated Land

The relevant Officer has advised that the submitted documentation confirms that no significant contamination has been detected, however the made ground contains determinants above suitable levels for residential use. The submitted report recommends a remediation method statement based on the applicant's conceptual site model. Based on the conclusions of the report and the observations of the Officer, a number of conditions have been recommended.

Energy and Sustainability

Council's Energy Consultant has reviewed the submitted details and is generally satisfied with the provisions outlined, however this is subject to a Sitewide Decarbonisation Strategy, that will need to be submitted and approved prior to the commencement of Block C, which maximises the use of renewable energy. The medium-term strategy is for Blocks D and C to connect to an existing Energy Centre that serves previous phases of the development. This consists of gas fired CHP and with gas back-up boilers. Heat interface units (HIUs) will be used within the dwellings to provide radiator heating and DHW.

The submission of a Decarbonisation Strategy is a necessary element to this proposal, which will need to detail how the CHP/gas boiler system will be replaced by Air Source Heat Pumps and a lowering of the heat network temperatures. The Officer is satisfied that the development have maximised where possible the use of PV within the development.

At the current design stage and prior to the submission of a de-carbonisation strategy, in terms of the standard energy hierarchy of Policy SI2 and SI3, sitewide CO2 emissions would be cut by at least 36.33%, with 23.43% achieved through "lean" energy measures, -0.96% through "clean" measures (due to connection to the earlier phase CHP/gas network) and 13.85% through "green" measures.

This results in a shortfall of 7,376.7 tonnes of CO2 (measured over a 30 year period) and adopting the current £95 per tonne rate for offset payments, the requested contribution would be £700,782. Energy monitoring contributions have also been sought, and if after three years of monitoring, the energy proposals do not deliver their intended targets, additional Carbon Offset payments will be payable.

Whole Life Carbon and Circular Economy

Both Whole Life Carbon and Circular Economy Strategies have been submitted in support of the application, which have been reviewed by Council's Energy Consultant. The planning stage WLC assessment demonstrates that the development is compliant with GLA Benchmark targets and exceeds the aspirational target.

The Circular Economy Statement that has been submitted confirms that the development will make best endeavours to be compliant with London Plan targets of diverting 95% of demolition and construction waste from landfill, putting 95% of excavation materials to beneficial on-site use and

diverting 65% of operational waste from landfill. A more detailed CE with more specific commitments will be required and has been recommended as a condition.

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 5,940sqm throughout the development. Communal amenity areas and landscaping would be provided throughout the development as follows:

- Garden Square: A new neighbourhood centre with seating steps and table tennis
- Green Link with tree planting, planted rain gardens and play spaces. A winding playful channel route carries the pedestrian connection through to Phase 2
- Block C communal ground floor courtyard with seating, planting and play
- Block D communal ground floor courtyard with seating, planting and play
- Tree-lined vehicular street with parallel parking
- Tree-lined Street with perpendicular parking



Figure 20: Indicative Landscape Masterplan

The total communal amenity provision would equate to 3,358sqm and for the purposes of s106 calculations, 5sqm per balcony is accordingly included within this provision (as outlined by Policy 7D), which would contribute a further 1,980sqm. The total amenity provision would therefore be 5,338sqm, leaving a shortfall of 602sqm and a contribution for this shortfall has therefore been requested to fund off-site improvements to public spaces and parks.

Children’s Play Space

Based on the GLA Population Yield Calculator, the development has the potential to accommodate 151.9 children. Policy S4 of the London Plan requires that for residential developments, “at least 10sqm of play space should be provided per child” and should provide a stimulating environment, be accessed safely, be integrated into the neighbourhood, provides passive surveillance and is not segregated by tenure. The types of children’s play space should also accord with the child yield split and provide equipment that is suitable for different age groups. The Child Yield Calculator provides an indication of the type of children that would be accommodated within the development.

Age Group	Percentage of Child Yield
0 – 4 years	48%
5 – 11 years	34%
12 – 15 years	12%
16 – 17 years	6%

Therefore, the expected child yield is skewed in favour of play space for younger age groups (0-4 years) than other age groups and child play space provision should be designed proportionately to this. The proposal would include 806sqm of play space for 0-4 year olds, 289sqm would be provided for 5-11 year olds and 166sqm would be provided for 12-15 year olds. This equates to a total provision of 1,261sqm, resulting in a shortfall of 258sqm, which will be offset through a financial contribution to off-site provision.

Actual details of the proposed children’s play space will be secured by planning condition.



Figure 21: Indicative Drawing of Play Space in Block D Courtyard



Figure 22: Indicative Drawing of Play Space in Block C Courtyard

Transport and Highways

Policy T5 of the London Plan outlines minimum standards for provision of cycle parking across the development. Cycle parking should be provided at a rate of 1.5 spaces for 1-bedroom units and 2 spaces for all other units. Taking into consideration the housing mix proposed within the development, this would generate a minimum requirement of 705 spaces. A total of 730 spaces would be proposed within the development and is an overprovision that would encourage a modal shift to more sustainable forms of transportation. A condition has been recommended requiring detailed design of the cycle parking, to ensure that the proposal complies with the London Cycle Design Standards.

Council Officers and the GLA are both supportive of the proposed access strategy through the development as it represents a significant improvement on the original outline strategy. The proposal provides cohesive and legible spaces that improve active travel links through the development and is designed to give precedence to pedestrians over private vehicles. The “green link” described on the proposed plans is especially welcome in encouraging active travel and linking various green spaces within the wider Green Man Lane Estate.

The proposal would include 84 car parking spaces within the development, which includes 37 spaces for resident permit holders, 12 spaces for disabled residents and 31 general pay and display spaces. The 12 spaces for disabled residents would comply with the minimum 3% of total units provision that is required by Policy T6.1 of the London Plan. The GLA have raised concerns with the 37 resident permit parking spaces exceeding maximum requirements of Policy T6.1. Given the size of the site, it crosses PTAL boundaries, with a portion being located within the Ealing Metropolitan Centre, with parts within PTALs 5, 4 and 3. The maximum parking provisions are summarised below:

Metropolitan Town Centre and PTAL 5	Car free
Outer London PTAL 4	0.5 – 0.75 spaces per dwelling
Outer London PTAL 3	Up to 0.75 spaces per dwelling

Therefore, there is some flexibility to allow for some parking within the site and 37 spaces is considered acceptable. This is, as approximately 73 properties from within the development site (the re-provision of residential units) would be eligible for parking permits by virtue of being existing residents. Evidence from within the LSOA (Lower Layer Super Output Area) shows that 57% of properties do not own a car and attributing this to the amount of properties that may be eligible for a permit would equate to a possible demand of 32 spaces. Whilst the total provision of resident spaces may be slightly higher than the demand by using this calculation, this allows for a degree of flexibility to potentially provide additional disabled parking spaces when demand arises. In addition to the 3% requirement for disabled parking spaces under Policy T.61(G), this policy also requires the applicant to demonstrate how an additional 7% of dwellings could be provided with designated disabled parking space.

The applicant will need to demonstrate this to Council as to how this could be achieved, and also how the resident’s parking spaces would be allocated through a Car Parking Management Plan. This has been recommended as a condition.

The GLA has also raised concerns with the number of pay and display spaces that will be placed onto the Singapore Road carriageway. It should be advised that Singapore Road falls within the West Ealing Liveable Neighbourhoods project, which Council was successful in bidding for funding

from the GLA. Funding from the GLA under the WELN project would be given to support the following:

- Improvements for cyclists along the Broadway to parallel quieter roads
- Reduced rat running in the residential areas surrounding the Broadway
- Additional parking controls
- New walking and cycling routes along the Broadway and in surrounding residential areas

The GLA's Liveable Neighbourhoods program was paused and only recently announced that this may be progressing for existing schemes that were paused during the pandemic, including West Ealing. Therefore, it cannot be determined at the current stage how the WELN project will look. It is likely also that Singapore Road may be delivered in a different way to what is currently presented on the proposed plans and the delivery of this scheme would not prejudice the delivery of the WELN scheme or the wider WELN vision. At this stage, LBE's WELN scheme is only at draft concept stage with further plans yet to be developed. The applicant's Transport Statement has outlined that the following may occur, all within the extent of the public highway:

- Reconfiguration of the pay and display spaces along the southern side of the carriageway on Singapore Road to reduce the overall number of parking bays
- Removal of parallel pay and display spaces along the northern side of the Singapore Road carriageway
- The provision of contra-flow cycle land on the northern side of the carriage way between its junctions with Green Man Lane and Williams Road
- Reducing the carriageway width on Singapore Road to between 3.2 and 4 metres to support one way vehicle movements

Council Officers administering the WELN project have been in discussion with the Case Officer regarding the progress of this application. They are of the understanding that implementation of this proposal would not compromise the future delivery of the WELN project in the future.

Information regarding Deliveries and Servicing within the development are limited at this stage and accordingly, the submission of a Deliveries and Servicing Plan will be required and will be secured by planning condition. No dedicated loading bay is proposed within the scheme and this is understood to be the situation across other phases of the estate. The expected types of deliveries that are expected in the future are delivery of goods and grocery shopping, post and mail deliveries and collections and ad-hoc removal vans, particularly upon first occupation of the site. This is quite conventional for most multiple unit buildings.

Likely trip rates have been calculated using best available data sets and an increase in the number of vehicle movements is expected to be low, particularly as most delivery companies coordinate deliveries on a geographical basis and would already be visiting existing properties within the Green Man Lane estate. Further detail on how deliveries will be managed within the site will need to be provided through the submission of a Deliveries and Servicing Plan.

Refuse

The image below presents a site layout, with locations of residential refuse stores highlighted. The stores are appropriately located around the internal road network, which will allow for efficient collection of residential waste by the Council. The routes of refuse vehicles are also shown on the plan, with the road network being designed to be able to accommodate a refuse vehicle.

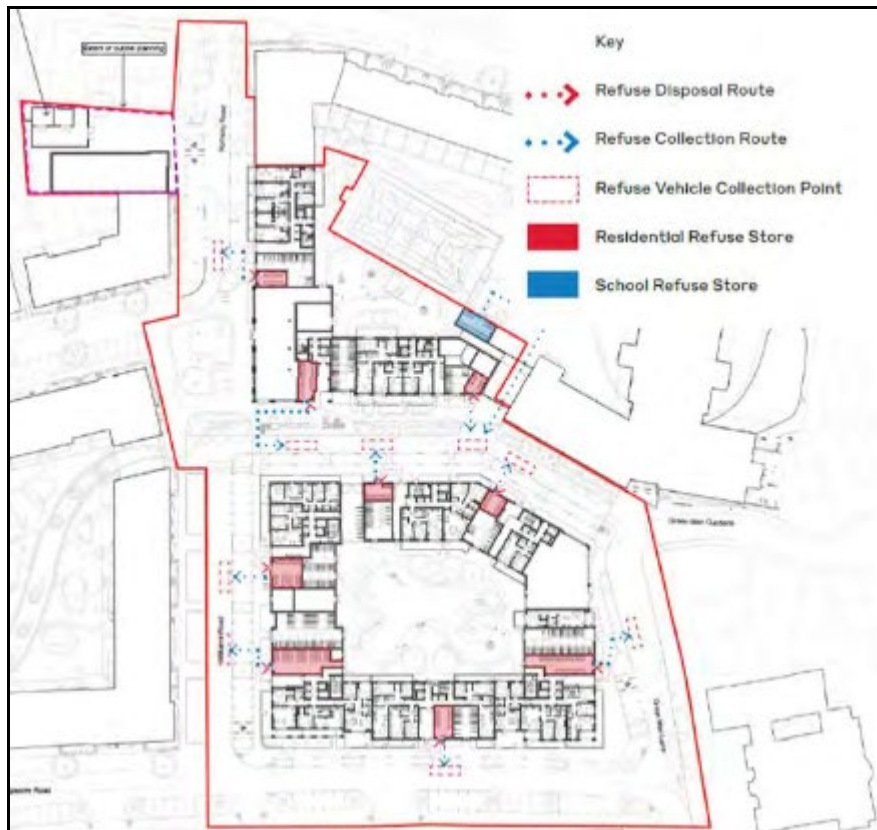


Figure 23: Refuse Store Locations and Route of Refuse Vehicles.

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 noted that the statement is generally compliant, however further information is required with respect to:

- Details of construction materials to be utilised
- Completion of Gateway Form 3
- How occupants will be made aware of the evacuation strategy
- Details of the Fire Strategy during demolition and construction

These matters are considered to be minor in the wider context and further detail from the applicant will need to be provided to the GLA prior to Stage II referral. In accordance with Council’s statutory obligations, the application has also been referred to the Health and Safety Executive (HSE). The HSE have not advised of any considerations that would impact the proposed development, noting that these details will be the subject to further consideration at later regulatory stages. HSE’s comments are provided within the consultation section of this report.

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.

Conclusion:

The proposed development is concerning Phase 4 of the Green Man Lane estate regeneration and will be the final stage of this comprehensive redevelopment of the estate. The scheme delivers on the overall intentions of the original consent, being optimisation of the site for housing delivery, increased affordable housing provision and the re-provision of community spaces within the Estate. The site continues to be a well-connected and desirable location, with accesses to the services and amenities of West Ealing and good proximity to public transport nodes, including the West Ealing Railway Station (Elizabeth Line).

On an Estate-wide basis, the original scheme involved the demolition of 464 homes and the creation of 706 homes. Subject to the implementation of this permission, the Estate will have delivered 869 new homes. The housing provision also includes the full reprovision of social rented units on a habitable room basis (+23). Whilst it is noted that there will have been a reduction in the amount of socially rented units on a unit basis (-100), this is due to the fact that the original estate had an over-proliferation of 1-bedroom units and the new housing offer presents more housing opportunity to more people, including families. The Estate will also deliver an increase in the number of Shared Ownership units, alongside new Private Market Housing.

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 respond to the emerging character of West Ealing and would not result in harm to the overall character, visual amenity and appearance of West Ealing.

On top of the scheme delivering genuinely affordable homes, these homes are regarded to be good quality homes that would meet internal space standards and private amenity space standards. Future residents would have good access to outdoor amenity space areas, including the “green-link” proposal that connects open spaces across the development. The development would be centred around a central square that will celebrate the local community by providing spaces to gather and congregate. Children’s amenity spaces would be integrated into the grounds and cater for a number of different age groups.

Transport considerations have addressed, and whilst there is a concern from the GLA with regard to the degree of car parking within the scheme, it takes consideration of existing residents that may have established rights to a parking permit. The scheme would also not compromise the delivery of the WELN program as design development continues to evolve along Singapore Road.

Overall, the proposed development is considered to be acceptable and in accordance with all relevant London Plan and Ealing Council planning policy. On this basis, the application is recommended for approval, subject to conditions, 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 for approval is considered to be proportionate in response to the submitted application.

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.

Public Sector Equalities 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.

Appendix A

1. Time Limit for the Detailed Element

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. Time Limit for Reserved Matters

Submission of a reserved matters application for the outline element of the development hereby permitted shall be made before 3 years from the date of this permission.

Commencement of the development of the part approved shall begin within 2 years from the date of the approval of the reserved matters.

3. Reserved Matters Approval

The outline element hereby approved shall not commence until the reserved matters as listed below, have been approved by the Local Planning Authority:

- Access
- Appearance
- Landscaping
- Layout
- Scale

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

4. Approved Plans and Documents

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

Outline Element of the Proposal

2913-CPL-04-00-DR-A-92018-PS1 Parameter Plan - Building Extent; 2913-CPL-04-00-DR-A-92019-PS1 Parameter Plan - Land Use; 2913-CPL-04-00-DR-A-92020-PS1 Parameter Plan - Max Building Height; 2913-CPL-04-00-DR-A-92021-PS1 Parameter Plan - Vehicular Access

Detailed Element of the Proposal (Full Planning Permission)

2913-CPL-04-00-DR-A-06001-PA1 Site Location Plan; 2913-CPL-04-00-DR-A-06002-PA1 Existing Site Block Plan; 2913-CPL-04-XX-DR-A-06005-PA1 Existing Site Sections and Elevations; 2913-CPL-04-00-DR-A-06010-PA1 Demolition Plan; 2913-CPL-04-00-DR-A-06020-PA1 Proposed - Green Man Lane Estate Plan; 2913-CPL-04-RP-DR-A-06022-PA1 Proposed Site Layout Tenure Plan; 2913-CPL-04-00-DR-A-06050-PA1 Proposed Sitewide Ground Floor Plan; 2913-CPL-04-00-DR-A-06100C-PA1 Proposed Ground Plan - Block C; 2913-CPL-04-00-DR-A-06100C1-PA1 (Alternative) Proposed Ground Floor Block C- Residential; 2913-CPL-04-00-DR-A-06100D-PA1 Proposed Ground Plan - Block D; 2913-CPL-04-01-DR-A-06101-PA1 Proposed First Floor Planning; 2913-CPL-04-02-DR-A-06102-PA1 Proposed Second - Fourth Floor Planning; 2913-CPL-04-05-DR-A-06105-PA1 Proposed Fifth Floor Planning; 2913-CPL-04-06-DR-A-06106-PA1 Proposed Sixth Floor Planning; 2913-CPL-04-07-DR-A-06107-PA2 Proposed Seventh Floor Planning; 2913-CPL-04-08-DR-A-06108-PA1 Proposed Eighth-Ninth Floor Planning; 2913-CPL-04-10-DR-A-06110-PA1 Proposed Tenth Floor Planning; 2913-CPL-04-11-DR-A-06111-PA1 Proposed Eleventh Floor Planning; 2913-CPL-04-12-DR-A-06112-PA1 Proposed Twelfth Floor Planning; 2913-CPL-04-13-DR-A-06113-PA1 Proposed Thirteenth-Fifteenth Floor Planning; 2913-CPL-04-RP-DR-A-06116-PA1 Proposed Roof Plan; 2913-CPL-04-XX-DR-A-06150-PA1 Context Elevations; 2913-CPL-04-XX-DR-A-06151-PA1 Context Section; 2913-CPL-04-XX-DR-A-06200.1-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06200.2-PA1 (Alternative) Proposed Elevations-Residential; 2913-CPL-04-XX-DR-A-06201.1-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06201.2-PA1 (Alternative) Proposed Elevations-Residential; 2913-CPL-04-XX-DR-A-06202-PA2 Proposed Elevations PA2; 2913-CPL-04-XX-DR-A-06203-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06204-PA1 Proposed Elevations; 2913-CPL-04-XX-DR-A-06500-PA1 Proposed Sections; 2913-CPL-04-ZZ-DR-A-20300-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20301-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20302-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20303-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20304-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20305-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20306-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-20307-PA1 Proposed Bay Studies; 2913-CPL-04-ZZ-DR-A-22000-PA1 Proposed Unit Types - Private - 1B2P; 2913-CPL-04-ZZ-DR-A-22001-PA1 Proposed Unit Types - Private - 1B2P; 2913-CPL-04-ZZ-DR-A-22002-PA1 Proposed Unit Types - Private - 2B4P; 2913-CPL-04-ZZ-DR-A-22003-PA1 Proposed Unit Types - Private - 2B4P; 2913-CPL-04-ZZ-DR-A-22004-PA1 Proposed Unit Types - Private - 2B4P; 2913-CPL-04-ZZ-DR-A-22005-PA1 Proposed Unit Types - Private - 2B4P-2B4P WCH; 2913-CPL-04-ZZ-DR-A-22006-PA1 Proposed Unit Types - Private - 1B2P-2B4P (C1 Tower); 2913-CPL-04-ZZ-DR-A-22007-PA1 Proposed Unit Types - Social/Affordable Rent - 1B2P 2B3P 2B4P; 2913-CPL-04-ZZ-DR-A-22008-PA1 Proposed Unit Types - Social/Affordable Rent - 1B2P Block D; 2913-CPL-04-ZZ-DR-A-22009-PA1 Proposed Unit Types - Social/Affordable Rent-2B4P,3B4P Block D; 2913-CPL-04-ZZ-DR-A-22010-PA1 Proposed Unit Types - Social/Affordable Rent - 2B3P WCH; 2913-CPL-04-ZZ-DR-A-22011-PA1 Proposed Unit Types - Social/Affordable Rent - 3B5P; 2913-CPL-04-ZZ-DR-A-22012-PA1 Proposed Unit Types - Shared Ownership - 1B2P,2B4P,2B3P WCH; 2913-CPL-04-ZZ-DR-A-22013-PA1 Proposed Unit Types - Shared Ownership - 1B2P 2B4P; 2913-CPL-04-ZZ-DR-A-22014-PA1 Proposed Unit Types - Shared Ownership - 2B3P WCH, 3B5P; 441-L01-Rev B Materials GA – Ground; 441-L02-Rev B Planting GA – Ground; 441-L03-Rev B Trees Retained and Removed

Planning Statement, ref: JCG24569 dated June 2022, prepared by RPS; Design and Access Statement, ref: 2913-CPL-4-XX-RP-A-07002 dated 22/06/2022, prepared by Conran and Partners; Accommodation Schedule by Tenure, ref: 2913-CPL-04-XX-SH-A-95100 PA1, prepared by Conran and Partners; Residential Area Schedule, ref: 2913-CPL-04-XX-SH-A-95101 PA1,

prepared by Conran and Partners; Landscape Statement, dated June 2022, prepared by Turkington Martin; Urban Greening Factor Calculation, TM441-SKP26 dated 28/09/2022, prepared by Turkington Martin; Air Quality Assessment, ref: J10/12878A/10/1/F3 dated 06/06/2022, prepared by Air Quality Consultants; Tree Survey and Impact Assessment including Tree Protection Plan Rev D, dated 17/06/2022, prepared by Keen Consultants; Daylight, Sunlight and Overshadowing Report, ref: P1377 Rev V1, dated June 2022, prepared by Point 2; Internal Daylight Report, ref: P1377 Rev V1, dated October 2022, prepared by Point 2; Preliminary Ecological Appraisal, ref: RT-MME-151824-01 Rev D, dated June 2022, prepared by Middlemarch Environmental; Ecological Walkover Survey Letter, ref: RT-MME-158334, dated 05/07/2022, prepared by Middlemarch Environmental; Preliminary Bat Roost Assessment, ref: RT-MME-151824-02 Rev C, dated June 2022 prepared by Middlemarch Environmental; Outline Bat Mitigation Strategy, ref: RT-MME-153312-01 Rev E, dated June 2022, prepared by Middlemarch Environmental; Dusk Emergence and Dawn Re-Entry Bat Surveys, ref: RT-MME-157985-01, dated November 2022, prepared by Middlemarch Environmental; Biodiversity Enhancement Strategy, ref: RT-MME-153312-02 Rev E, dated June 2022, prepared by Middlemarch Environmental; Biodiversity Net Gain Assessment including Biodiversity Metrics, ref: RT-MME-156401-01 Rev A, dated June 2022, prepared by Middlemarch Environmental; Energy Statement, ref: EMS236 rev 8 dated 23/11/2022, prepared by Silver EMS; Overheating Assessment, ref: EMS236 rev 2 dated 22/06/2022, prepared by Silver EMS; Sustainability Statement, ref: EMS236 rev 3 dated 17/06/2022, prepared by Silver EMS; Whole Building Lifecycle Assessment, EMS236 v5 rev 2 dated 17/06/2022, prepared by Silver EMS; Circular Economy Statement, ref: EMS236 v6 rev 2 dated 23/11/2022, prepared by Silver EMS; Flood Risk Assessment Drainage Strategy, including SuDs Proforma, ref: RY927-RDG-ZZ-XX-RP-C-0500 Rev 3.1 dated 10/06/2022, prepared by Ridge Consultants; Flood Risk and Drainage Technical Update Note, 5012916-RDG-XX-XX-DOC-C-9950 Rev P01 dated 20/12/2022, prepared by Ridge Consultants; Built Heritage Statement, ref: JCH01089 dated June 2022, prepared by RPS; Environment and Intrusive Noise Study, ref: P1893-REP01-SD P07 dated 14/10/2022, prepared by Sol Acoustics; Ground Desk Top Study, ref: 5012684-RDG-XX-ST-DOC-C-01-DTS-01 rev 2.0 dated 09/06/2022, prepared by Ridge and Partners; Ground Condition Assessment, ref: 5012684-RDG-XX-ST-DOC-C-00GCA02 rev 04 dated 09/06/2022, prepared by Ridge and Partners; Statement of Community Engagement, dated June 2022, prepared by Comm Comm; Transport Assessment including Framework Car Park Management Plan and Construction Logistics Plan, ref: R-19-0008-01A dated 06/06/2022, prepared by Evoke; Delivery & Servicing Management Plan, ref: R-19-0008-03B dated 06/06/2022, prepared by Evoke; Framework Travel Plan, ref: R-19-0008-02B dated 06/06/2022, prepared by Evoke; Townscape and Visual Impact Assessment prepared by LandscapeVisual; Affordable Housing Statement and Decant Strategy, V11 A dated 15/06/2022, prepared by A2Dominion; Affordable Housing Statement and Decant Strategy – Supplementary Statement, V2 A dated 24/10/2022, prepared by A2Dominion; Estate Management Strategy, Rev 4F, prepared by A2Dominion; Equalities Impact Assessment, ref: JCG25234 V3 dated November 2022, prepared by RPS; Archaeological Desk Based Assessment, ref: JCH26331 rev #5 dated June 2022, prepared by RPS; Environmental Wind Tunnel Study, ref: 425.02387.00029-R01 rev v2.0 dated June 2022, prepared by SLR; Outline Construction Management and Logistics Plan, dated June 2022, prepared by Real Places Ltd; Fire Statement (Planning Gateway 1), rev 03 dated 31/10/2022, prepared by Marshall Fire Ltd; Aviation Risk Assessment, ref: 10940A rev 4 dated 29/05/2022, prepared by Pager Power; Utilities Letter dated 26/06/2020 and Location of Underground Services and Drains Plan ref: 53837 dated June 2020, prepared by Sublight Surveys Ltd; and Financial Viability Assessment, dated July 2022, prepared by JLL.

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

5. 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 D1 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

CONTAMINATED LAND

6. Unsuspected contamination

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

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

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

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

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

7. 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.

8. 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

9. 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 all external noise sources such as transport and commercial/ industrial/ cultural uses/activities including the school and their noise levels at proposed residential facades, having regard to the assessment standards of the Council's SPG10, including the aircraft noise criteria (worst mode aircraft 1-day noise contour predicted for 2016 (60 dB) as per Section 6 SPG10) and including reflected and re-radiated noise where appropriate. 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. 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 7A of the Ealing Development Management DPD and Policy D14 of the London Plan.

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

Prior to the commencement of the development, excluding demolition and enabling works, details of the external rating noise level emitted from plant/ machinery/ equipment/ducting/air in- and outlets/mechanical installations, together with mitigation measures as appropriate shall be submitted to the Local Planning Authority for approval in writing. The measures shall ensure that the external rating noise level LAeq emitted will be lower than the lowest existing background sound level LA90 by 10dBA at the most noise sensitive receiver locations at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014 +A1 2019, with all plant/equipment operating together at maximum capacity.

Where required, a post installation sound assessment shall be submitted to the Local Planning Authority for approval in writing. The assessment shall be carried out to confirm compliance with the noise criteria and shall include additional steps to mitigate noise as necessary.

Approved details shall be implemented prior to occupation/ use of plant/ machinery/ equipment and thereafter be permanently retained.

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

11. Anti- vibration mounts and silencing of machinery

Prior to use, machinery, plant and 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 vibration noise from mechanical installations/ equipment, in accordance with Policy 7A of the Ealing Development Management DPD and Policy D14 of the London Plan.

12. Separation of noise sensitive rooms in neighbouring flats

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

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

13. Separation of communal uses and facilities from dwellings

Prior to commencement of the development, excluding demolition and enabling works, 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 communal areas and mechanical installations from dwellings. Details of noise emissions that include characteristic features, shall show that the Noise Rating level does 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 Policy 7A of the Ealing Development Management DPD and Policy D14 of the London Plan.

14. Lifts

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

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

15. Community Halls - Acoustics

Prior to commencement of the development, excluding demolition and enabling works, details shall be submitted to the Council for approval in writing, of the installation of sound limiters for amplified sounds and of acoustic lobbies to external entrances and exits of the community use which would otherwise allow the emission of internal noise to neighbouring noise sensitive premises during opening. A noise assessment detailing the level of sound reduction provided by the lobbies and resulting noise levels at affected neighbouring premises, together with other

mitigation measures as necessary shall be submitted for approval. The assessment shall be based on standards of the Council's SPG10. 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/ surrounding premises is not adversely affected by noise, in accordance with Policy 7A of the Ealing Development Management DPD and Policy D14 of the London Plan.

DEMOLITION AND CONSTRUCTION

16. 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 7A of the Ealing Development Management DPD.

17. 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

18. Ventilation Strategy

Prior to the commencement of works above ground, a Ventilation Strategy Report shall be submitted to and approved by the Local Planning Authority. The report will contain details for providing fresh air ventilation to habitable rooms, the supply should be located away from sources of local pollution.

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).

19. 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 "Green Man Lane, Phase 4" 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).

20. Non-Road Mobile Machinery (NRMM)

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).

LANDSCAPING, CHILDREN'S PLAY SPACE AND AMENITY

21. 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

- 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

22. 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.

23. Deliveries and Servicing

Prior to first occupation of any part of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Delivery and Servicing Plan should be in general accordance with the Draft Delivery and Servicing Management Plan (Evoke Document R-19-0008-03B dated 6th June 2022. The final 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 community use 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).

24. Car Parking Design and Management Plan

Prior to the first occupation of the development, a Car Parking Design and Management Plan 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 and how an additional 7% can be accommodated
- 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 80% passive provision of the residential car parking spaces within the development as set out in the London Plan (2021);
- d) Measures to achieve a phased reduction of car parking, working towards the aim of a car free development

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).

25. Travel Plan

A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use for all residential buildings. The Travel Plan should be in general accordance with the Framework Travel Plan (Evoke Document R-19-0008-02B, dated 6th June 2022). 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

26. Energy and CO₂

- a) The development of Block D shall be completed in accordance with Document No EMS236 Green Man Lane 4 Energy Statement Rev08.
- b) Prior to Commencement of Construction of Block C, a revised Energy Strategy for Block C and a Site Wide Decarbonisation Strategy for the Green Man Lane Heat Network shall be submitted to the LPA for approval in writing. The Energy Strategy and the Decarbonisation

Strategy shall maximise the use of renewable energy where feasible. The Development of Block C shall be implemented in accordance with the new approved Energy Strategy.

- c) Prior to Commencement of Construction of Block C a Site Wide Decarbonisation Strategy for the Green Man Lane Heat Network shall be submitted to the LPA for approval in writing. The Decarbonisation Strategy shall include a feasibility study and programme for implementation of feasible measures. The Decarbonisation strategy will include a programme for periodic reviews where necessary.
- d) Prior to construction completion, heat and electric meters shall be installed to monitor the performance of the PV, the carbon efficiency (SCOP) of the heat pump system(s) (including the heat generation and the electrical parasitic loads of the heat pumps), the heat and electric output and gas usage of the CHP units, and the heat supply to each phase of the development, in line with the Council's monitoring requirements.
- e) Prior to Installation, details of the proposed renewable/low-carbon energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the DHN schematics, the exact number of heat pumps, the CHP and/or heat pump thermal and CHP electrical kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
- f) 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.
- g) All boilers to serve the energy requirements of the development detailed in the approved energy strategy should be specified with NOx emissions (g/m²) that are compliant with or better than the ultra-low NOx (g/m²) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG.
- h) Within three months of the occupation/first-use of the development a two-page summary report prepared by a professionally accredited person comparing the "as built stage" TER to BER/DER figures against those in the final energy strategy along with the relevant Energy Performance Certificate(s) (EPC) and/or the Display Energy Certificate(s) (DEC's) shall be submitted to the Council for approval.

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

27. Overheating and Cooling

Prior to commencement of construction an Overheating and Cooling analysis report shall be submitted to the Council for approval. The dynamic analysis shall be assessed against the relevant CIBSE guidance including TM59 (domestic) and/or TM52 (non-domestic), and modelled against the TM49 DSY1 (average summer) weather data file, as well as the more intense DSY2 (2003) and DSY3 (1976) data files for TM59 criteria (a) and (b). The Overheating/Cooling report shall propose active and passive measures to be incorporated into the development to minimise the risk of overheating and meet DSY1 modelling.

Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy SI4 of the London Plan; Ealing's Development (Core) Strategy, and Development Management DPD.

28. 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 CO₂ Condition(s).
- b) Upon final construction of the development, or relevant phases of the development, the agreed suitable devices for monitoring the performance/efficiency of the renewable/low-carbon energy equipment systems shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Energence Ltd) on commencement of construction to facilitate the monitoring process.
- c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational. Any repair or maintenance of the energy equipment must be carried out within one month of a performance problem being identified.

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

29. 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.

30. Whole Life-Cycle Carbon Assessment

- a) Prior to the Commencement of Construction a Whole Life Carbon Assessment shall be submitted to the Council for approval. The Assessment shall be compliant with policy SI2(F) of the London Plan and in line with the GLA (March 2022) guidance. The Development shall meet the GLA benchmark targets and seek to achieve the aspirational target.
- b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk. The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.
- c) The Development shall implement the measures identified in the approved WLC Assessment report and spreadsheet prepared by Silver in June 2022, or any later approved version. Modules A1-A5 should achieve 288 KgCO_{2e}/m², and B1-C4 (excluding B6/B7) 117 KgCO_{2e}/m², with a total carbon emissions baseline scenario (over 60 years) of 337 KgCO_{2e}/m² (including module D benefits).

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

31. Circular Economy

- a) Prior to commencement of construction a Circular Economy (CE) statement shall be submitted to the Council for approval that is in line with the GLA CE guidance (March 2022). The Statement should include a CE compliance table that lists the commitments and targets proposed to meet the minimum levels required by London Plan policy SI2.
- b) 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, along with any supporting evidence as per the guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

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

INFRASTRUCTURE AND UTILITIES

32. 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 Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

33. 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. 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.

34. 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. 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

35. 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 LV7.3 of the Ealing Development Management DPD and policies D3 and D11 of the London Plan (2021).

36. 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 policy D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development (or Core) Strategy 2012.

37. 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 1.1 (e) and 6.1 of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policies SI7 and SI8 of the London Plan (2021) and the National Planning Policy Framework (2021).

38. 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), policy D6 of The London Plan (2021), and the National Planning Policy Framework (2021).

39. 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 D1 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

40. 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).

41. 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 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>