
Ref: 225080FUL

Address: 131-137 Broadway, West Ealing, London, W13 9BE

Ward: Walpole

Proposal: Construction of a building ranging in height from 4 to 9 storeys comprising 94 co-living units (Use Class Sui Generis) with associated communal amenity facilities, ground floor commercial space (Use Sui Generis) and associated refuse storage and cycle parking. (Following the demolition of existing building)

Drawing numbers: Refer to relevant conditions (Annex 1)

Supporting Documents: Refer to relevant conditions

Type of Application: Full Application

Application Valid: 14.12.2022

Report by: Jenny Knox

Recommendation: Grant subject to legal agreement and planning conditions.

Executive Summary

This report considers a full Planning Application for this 0.388 hectare site located in West Ealing (Walpole Ward). The application site is currently occupied by the Kwik-Fit operating as a vehicle tyre and exhaust repair shop, which constitutes a B2 use. The existing site comprise a single storey workshop building with ancillary customer service, office and storage areas with a large open tarmacked forecourt.

The applicant is UK Lux One SPV 13 Ltd and the architect practice for the proposals is MAA Architects who are responsible for the design and landscape proposals for the site. Savills are providing Town Planning expertise and Viability expertise has been provided by James Brown Ltd.

The proposal seeks permission for a residential co-living scheme (Sui Generis), comprising of the demolition of all existing buildings and structures and providing:

A building stepped from 4 to 9 storeys comprising 94 co-living units (Sui Generis) and associated communal amenity facilities, including co-working space, kitchens, dining areas, lounge, quiet area and games space, and ground floor commercial accommodation to be a café open to the public; and associated refuse storage and cycle parking.

The co-living units are arranged on floors 1 to 8, with 18 units on levels 1 to 4 and 12 units per floor on the floor 5 to 8. Each room will comprise a sleeping area, living area, kitchenette, shower room and built-in storage.

- Communal facilities are provided at ground floor (laundry and co-working space), 5th floor (gym, flexible space) and 9th floor (kitchens, dining lounge and games rooms).
- The co-living reception and co working space are located at ground floor level accessed via Coldershaw Road.
- The café/commercial space is located to the front of the site and accessed via Broadway. There is a separate back of house area located to the side of the café also accessed via Broadway.
- The plant room, refuse storage area, cycle storage are located at ground floor level to the rear of the site.
- A total of 94 cycle parking spaces are proposed and located in a ground floor store accessed a shared access to the rear of the site of Coldershaw Road, these include accessible and wider bays to accommodate different cycles. In addition, a further 6 short stay spaces are proposed to the front of the site accessed via the Broadway.
- The development proposes a financial payment in lieu of affordable housing on site due to the nature of the housing product being proposed. The financial payment secured following a robust analysis of the schemes viability is £500,000.

The proposed scheme has been developed through pre-application consultation in joint meetings attended by Officers from LBE, and the applicant team. Through this iterative process the proposals have been scrutinised and enhanced and the resultant scheme is considered to comprise a high-quality building in its own right that also complements the emerging context in this strategically important regeneration area and designated development site.

Having given careful consideration to all the material planning considerations, including that contained in the NPPF and NPPG, National Design Guide (NDG), the London Plan and taking policy as a whole and in applying the Planning Balance, the Officer's conclusion is that this would be a sustainable development in accordance with NPPF. Para.11 which states that planning decisions should apply a presumption in favour of Sustainable Development.

In accordance with the legal tests and planning practice and in addressing the public benefits, weight in favour is given to the contribution of 94 co-living residential units, supported by a financial payment towards affordable housing of £500,000. Weight is also given to the redevelopment of an underutilised site that has been designated for development to a higher density and more appropriate use for the town centre location. Weight is also given to the employment and economic benefits that will arise during the period of construction and ongoing after completion of the development.

Collectively, the public benefits are considered to have sufficient weight, taking all considerations into account, to tip the balance under NPPF para.196 in favour of supporting a grant of permission for this positively beneficial regeneration development in accordance with the development plan and having regard to all other material considerations.

The development is 9 storeys in height and is therefore considered as a tall building in policy terms. It is located on a site identified within the adopted Ealing Local Plan as being suitable for intensification and falls within a town centre location with good levels of access to public transport.

The proposed building has been considered against London Plan policy D9 tall building criteria which sets out various guidelines for developments including tall buildings. Emerging Policy D9 seeks to provide further detail on assessment of tall buildings. Overall, the proposed tall building would accord with policy and is considered to be designed to a high standard. Its impact on the townscape in short, medium and longer distance views has been assessed and found to be acceptable. The case for a tall building on this site is therefore accepted.

Site allocation EAL19 proposes a number of design principles. Architecturally the proposed building is of a high standard and incorporates the use of high quality and sensitive materials and detailing that give the building a contemporary appearance that will act as a gateway entrance to the west Ealing Town Centre.

The proposal incorporates a stepped design with the highest point fronting Broadway with a maximum height of 9 storeys with the top floor steeped back and to the rear of the site it is stepped down to 4-5 storeys where it is closer to a more residential scale of 2 to 3 storey properties.

The building is prominent along the Broadway intentionally establishing itself as a place-maker, while stepping down to the surrounding context. The shoulders of the building are to meet the same height as recent approvals on neighbouring sites. The façade is treated to enhance this by employing a grid design, which seeks to soften and mediate the change in contexts employing a high-quality palette of materials to enhance the site, as well as the surrounding context.

At ground floor level the flexible commercial space would activate the main street frontage with the space to be used by the public as well as co-living residents. The intended uses include café or informal co working space, as well as for evening events space which could be booked by residents or the local community.

The proposed co-living accommodation is considered to be proposed to a high standard with generously sized co-living units and a wide range of shared amenity spaces that are considered to be acceptable both in terms of quality and quantum. The proposal will provide a high-quality residential environment of a type that is in demand in the West Ealing area.

The Council is supportive of the proposed energy/sustainability strategy produced by SRE October 2022 (v1C). The development is all electric with no gas infrastructure on-site. The strategy proposes a communal (air-to-air) VRF ASHP system to deliver space heating and cooling through Air Handling Units (conditioning), with a separate (air-to-water) ASHP distribution loop for DHW. The systems will be for both the residential rooms and communal areas. The ASHP will be located on the roofs of the 4th and 6th and top floors. PV has been realistically maximised with a 19.14 array on the main roof. At the current design stage the overall site-wide CO₂ emissions will be cut by at least 59.67%, with 36.52% carbon reduction through “Lean” efficiency measures, and 23.15% through “Clean/Green” renewable/low-carbon energy. There is a shortfall of 507 tonnes CO₂ (over 30 years) in the zero-carbon that will be mitigated through an “offset” S106 payment at £95 per tonne to the Council of £48,165. The Council confirms that there is no available “Clean” district heat network (DHN).

Potential impacts with regard to air quality, noise, wind effects and land contamination have been assessed and where required additional information/details can be adequately dealt with by the conditions proposed.

This is a car free development. Transport Services and TfL have assessed its potential implications for the highway network in the locality and consider it acceptable subject to conditions and financial contributions towards improving local pedestrian and cycle infrastructure as secured via the s106.

The site is located in an area of good public transport accessibility and, with the conditions and planning obligations agreed, including a restriction on resident parking permits to future residents, any potential impacts arising from the proposal will be satisfactorily mitigated.

Letters of objection to the proposed development have been received from local residents and amenity groups. The objections raise a range of concerns, but issues cited by almost all objectors included concerns about; the height and density of the development; the impact on the nearby 2-3 storey housing; quality of accommodation within the development including facilities and amenity space, along with units being single aspect; daylight and sunlight impacts. A summary of the issues raised by objectors is set out within the report.

Overall, the scheme will provide a number of planning and regeneration benefits including a sizeable increase in the housing stock, some funding for the provision of off-site affordable housing, activation of the street frontage, and in the order of £354,000 in S106 contributions with CIL contributions payable to the GLA in addition. On balance, it is considered that the proposed development is consistent with the aims of the relevant policies of the adopted Ealing Core Strategy (2012), Ealing DPD (2013), The London Plan (2021), Relevant Supplementary Planning Guidance and the National Planning Policy Framework (2021). As such, it is recommended for conditional approval subject to S106 and S278 legal agreements.

FULL RECOMMENDATION

That planning permission is granted pursuant to this Application subject to the following:

1. The completion of a **legal agreement** under Section 106 of the Town and Country Planning Act 1990 (as amended) and that the Planning Committee delegate authority to the Chief Planner to finalise the details of the s106 Agreement, which shall contain the **obligations set out in Table 1:**

Table 1

NHS Property	Local primary and community health care services.	£107,800.00
Highways	Link and Junction Improvements	£20,000.00
	Mitigation of parking congestion	£20,000.00
	Cycle Infrastructure	£15,000.00
	Traffic Calming	£15,000.00
	Footway improvements	£12,000.00

	Travel plan monitoring	£3,000.00
	Disabled parking	£9,000.00
Energy	Carbon offsetting	£48,165.00
	Post-construction energy monitoring	£6,611.00
Air Quality	Air Quality Monitoring	£14,264.00
CCTV Systems Manager	A S106 contribution of £5,000 is requested, for the upgrade of a public safety camera and an additional public safety camera.	£6,000.00
Trees	Future maintenance of 4 x street trees given proximity to building	£6,000.00
Landscaping Parks	Amenity space and allotment contributions required	£30,100.00
Leisure	Improvements to indoor and outdoor sports facility infrastructure in the local area.	£41,600.00
TOTAL		£354,540.00
Affordable housing offset	(to be paid 50% within 2 months of commencement of development and 50% prior to first occupation)	£500,000.00
Total		£854,540.00

1.2 Non-financial contributions

- Section 278 - Developer to enter into a S278 agreement with the London Borough of Ealing and/or Transport for London, as necessary to ensure the delivery of any necessary highways related works

- An Early-Stage Viability Review if an agreed level of progress on implementation is not made within two years of the permission being granted;

- A Late-Stage Viability Review which is triggered when 75 per cent of the units in a scheme are let.

- All contributions to be index linked.

- Councils Legal Costs - Payment of the Council’s reasonable legal and other professional costs incurred in preparing the S106 agreement.

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

1.3 Other Heads of Terms

- a) Travel Plan – financial contribution of £3,000 towards travel plan monitoring
- b) CPZ Restrictions - All occupiers of the building shall be precluded from obtaining a parking permit and visitor parking vouchers to park within the surrounding Controlled Parking Zones and future CPZ’s in the area.

- c) Co-living – Submission of a detailed Management Scheme including details of the appointed Co-living site manager/s

Site Description

The site location is shown outlined in red below:

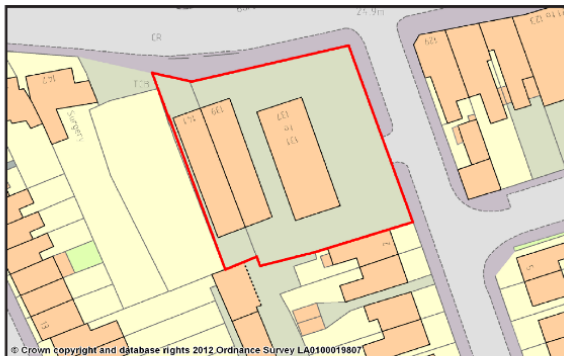


Figure 1: Site Location Plan

The Application Site comprises a 0.077ha corner plot, situated at the junction of Broadway (A4020) and Coldershaw Road, within West Ealing Town Centre. It is currently occupied by Kwik Fit a tyre, brakes and exhaust servicing business. The site comprises a single storey building with storage sheds to the rear of the site. The height is similar to adjacent 2-storey mixed-use and residential buildings. The site has a large forecourt for parking for approximately 8-10 cars to the front of the site, which accesses Coldershaw Road. There is no vehicular access to Broadway.

The site falls within the Walpole Ward boundary. The site also sits within the (West) Ealing Town Centre and is an allocated site under EAL19 Western Gateway in the adopted Development Sites DPD (2013), it is also allocated within the Draft Local Plan at Regulation 18 stage under ref EA22. It is within the West Ealing Regeneration Area and the Uxbridge Road Corridor identified for growth and development. The site is located within a Park Deficiency Area with Local Park Access of more than 400m from a Local Park or bigger.

EAL19 Western Gateway
131-141 Broadway West Ealing W13



Site area: 0.24ha
Ownership: Private
Current uses: Retail, commercial and residential
Setting: Urban
Development Strategy Policies: 2.5
PTAL: 3-4
Planning Designations: Metropolitan Centre
Relevant Planning Applications: None

Allocation: Mixed use development appropriate to the town centre.

Justification: Redevelopment presents an opportunity to enhance the townscape at the western entrance to the town centre while making more efficient use of the site through additional floorspace.

Indicative Delivery Timetable: 2021-2026

Site context: The site is located close to the western end of Ealing Metropolitan Town Centre and is adjacent to a residential area featuring Victorian semi detached houses. The low intensity of use and poor layout of buildings on the site combined with its prominent use as a car servicing area give the impression that it sits outside of the town centre and forms a poor transition between the residential areas and the high street. A four storey residential development with commercial use on the ground floor has recently been completed at 143-145 Broadway, including public realm improvements.

Design Principles: The scale, massing and height of buildings must respect the amenity of adjoining properties to the south and west. Lower elements should adjoin the existing residential development, with density massed towards The Broadway. New development should continue the building line established by the adjacent properties on The Broadway and Coldershaw Road, and include appropriate soft landscaping treatment to the fronts of buildings.

The design of buildings on the site should be of a high quality that reflects and enhances elements of design merit in the area and marks the entry to the town centre. The layout should take advantage of the site's position as the western gateway to the town centre and include a point of reference to the north-eastern corner of the site reflecting the decorative roof lines characteristic of the area, as demonstrated in the locally important heritage building opposite at 144-142 The Broadway.

The mix of uses on the site must provide appropriate town centre uses

Figure 2: Adopted Ealing Development site EAL19 – Western Gateway

Ealing – EA22

Western Gateway,
131 - 141 Broadway,
West Ealing

SITE ADDRESS	SITE AREA (Hectares)	NEIGHBOURHOOD AREA	OWNERSHIP
131 - 141 Broadway, West Ealing W13 9BE	0.17	West Ealing	Private

CURRENT USE	DESIGN PRINCIPLES	FOR DELIVERY
The site features a mix of retail, residential and commercial uses. The site features an MOT testing centre.	Site falls within an area potentially appropriate for tall buildings – refer to Tall Buildings Strategy including the Appendix: Guidance for Study Sites. Detailed design analysis indicates a maximum height of 6 storeys (21 metres).	Beyond 5 years.
SETTING/TYOPOLOGY	PLANNING DESIGNATIONS/ SITE CONSTRAINTS	RELEVANT PLANNING APPLICATION(S):
Centres.	Existing Site Allocation EAL19, locally listed buildings (nearby), Hanwell Cemeteries Conservation Area (nearby), existing industrial uses (non-designated), Ealing Metropolitan Centre.	P/2015/6660.
PROPOSED USE	INDICATIVE TIME-FRAME	
Residential-led with retail provision.		

Figure 2A: Emerging Ealing Development site EA22 – Western Gateway

The site has good transport links with a large number of bus stops located in close proximity on Broadway and Northfield Ave. West Ealing Underground and Overground Station is located approximately 14 minutes walk to the north east of the site. There are two Local Cycle Routes in proximity to the Site both of which are on-road routes and there

are proposed routes to the north and south of the site. The site currently has a PTAL of 4, however the PTAL improves to 5 to the immediate east of the site and the 6a within 10 minutes walk.

The site is not located within a conservation area with the nearest conservation area being Hanwell Cemeteries located approximately 300m to the west along Broadway, or 150m to the southwest of the site. The Hanwell Cemetery is also a Grade II listed Park and Garden. Locally Listed Assets include, 147 Broadway, 1880's two storey detached house; 142- 144 Broadway Mid-nineteenth century public house; 116-126 Broadway Chignell Terrace and 1880s shopping parade; and further to the east 25-29 and 35-41 Broadway Early 20th century three storey shopping parade.

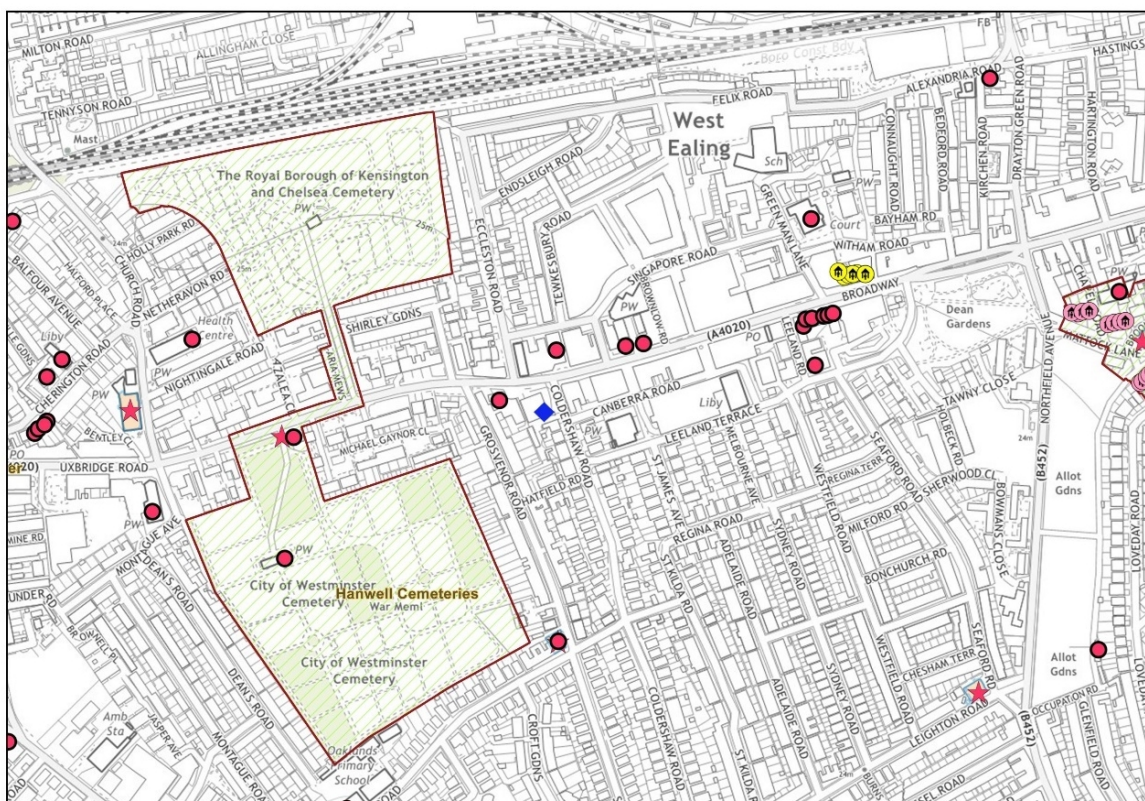


Figure 3: Nearby designated and non designated heritage assets

The area surrounding the application site along Broadway contains predominantly mixed-use buildings of various heights, around 3-4 storeys in height. The roads to the north and south are predominantly residential of 2-3 storeys. The site is located in an area of significant change; therefore it is important to understand the forthcoming context of the area.

Immediately to the south of the proposal site, 143-145 Broadway has a resolution to grant planning permission subject to the signing of a legal agreement for an additional two storey extension to the existing building to create a six storey building, under 212016PANDCM.

To the northeast of the site, 130-132 Broadway has a resolution to grant planning permission subject to the signing of a legal agreement for a redevelopment to provide 2-6 storeys with commercial on the ground floor and residential above.

Further to the east is 96-102 Broadway which has been redeveloped to provide a mixed use development with commercial on the ground floors and 11-15 storeys to provide 120 flats above, along with associated works to the public realm.

Relevant Planning History

The site was the subject of a planning application for the Construction of a part 2, 3, 4, 5 and 6 storey building comprising nine self-contained residential flats; flexible Class E use on the ground floor; associated refuse storage and cycle parking, which was resolved to grant subject to conditions and a legal agreement dated 03/05/2023 under planning reference 223779FUL. The aesthetic design of this application is similar to what is proposed, with the addition of three floors of accommodation above.

Under ref 215368FUL planning permission was granted for a change of use to the existing use Kwik-Fit Motorist Centre building (B2 Use class) to include for M.O.T testing use (Sui Generis) along with external alterations to ramp to northwest elevation. Dated Feb 2022.

Other historic planning are shown on council archives, however are not relevant to the assessment of the application.

The Proposed Development

Overview

The formal description of the current proposal is:

“Construction of a building ranging in height from 4 to 9 storeys comprising 94 co-living units (Use Class Sui Generis) with associated communal amenity facilities, ground floor commercial space (Use Sui Generis) and associated refuse storage and cycle parking. (Following the demolition of existing building).”

The proposed development comprises:

- A single tall building stepping up from part 4 storey, part 5, part 6, part 8 and 9 storeys.
- The building will comprise the re-provision of flexible commercial use (Use Class E) at ground floor fronting on to Broadway and the corner of Coldershaw Road with 94 co-living rooms (Sui Generis use) arranged over the upper floors of the building.
- The proposed building is a rectangular shape with a curved frontage to the corner of the development facing towards the Town Centre.
- The building is served by a single core, which provide two lifts and one staircase that serve all floors.
- The site will be car free, with the existing vehicle access and parking removed.
- Pedestrian accesses will be created from Coldershaw Road for the residential and co-working space.
- Commercial floorspace access will be from Broadway.
- A second commercial access for back of house activity will also be from Broadway.
- Servicing and waste collection will take place kerbside on Coldershaw Road by a private collection service.
- The development makes provision for 94 cycle parking spaces within a secure storage room at ground floor level.

- Six additional visitor short stay cycle parks are located in the public realm to the front of the site on Broadway.
- The proposed development includes outdoor terraces located at level 5 and level 8 serving the co-living use.

Co-living Building

As noted above the proposed development is led by a co-living residential use comprising 94 co-living rooms. Co-living is a residential community living model or a modern large-scale form of shared living. It operates and functions in a similar way to student accommodation but is aimed at young professionals generally between the ages of 18 and 25 and generally has a high specification and access to a wider range of amenities within the building.

- In respect of the proposed development the co-living residential units are arranged between levels 1 and 8 with 16 units per floor on floors 1 to 3, 15 on 4th floor, 11 on 5th floor, 10 on 6th and 7th floor, with the top floor dedicated to shared facilities, including shared open plan kitchens, dining space quiet zone, and communal lounges, there are three terraces which these spaces open out on to. The walls are designed to be able to be retracted should the needs of the spaces change or if functions or events require different space configurations.
- The standard rooms size is ranging in size from 21.7sqm to 26.4sqm. Each room comprises its own separate living, sleeping, kitchenette areas with a bathroom and inbuilt storage and all rooms have opening doors either onto a balcony or a Juliet balcony.
- The wheelchair accessible rooms are designed to M4 (3) standard and are 36.7sqm, with access to a generous private balcony. There are 5 proposed.
- All rooms are to be designed to M4 (2) standard so can be adapted in the future should it be required.
- In addition to their individual rooms all residents also have access to a range of internal communal areas. A total of 389.6sqm of communal space is proposed equivalent to 4.14sqm per units.
- The internal communal areas comprise:
 - Ground floor – Co working space, with kitchen, toilets
 - 5th floor – Gym, toilet, flexible events space, residents terrace,
 - 8th floor – Kitchens, dining space, games room, tv area, lounge, three residents terraces.
- The external communal areas comprise four terraces
 - 5th floor – 40sq.m accessed from gym area,
 - 8th floor – 17.2sqm accessed from kitchen dining areas; 18.4sqm and 20.8sqm accessed from lounges;

Consultation

Public Consultation – Summary

An initial consultation period ran from 11.01.2023 – 01.02.2023. Major site notices posted. The proposals were also advertised in the Local Press.

5 objections were received from local residents as a result of consultations with the main issues raised as follows (there was a duplicate comment so only 4 are shown on the map below):

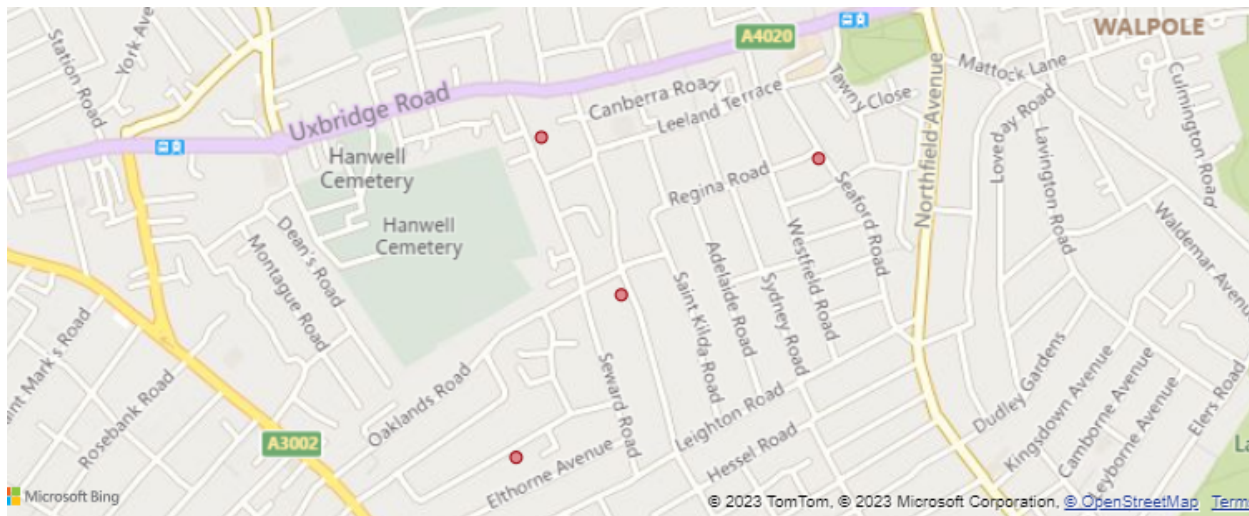


Figure 4: Map of locations of public objection comments

- Building too high and out of keeping – maximum height 6 stories where 9 are proposed
- Management Plan required.
- Lack of communal open space
- Lack of concierge
- Lack of drying space
- Too large next to 2 storey Victorian houses
- Overshadowing impacts
- Single aspect units

Officers Response – The comments are noted and discussed in detail in the body of the report, in particular building height, communal space, internal and neighbouring amenity and overshadowing impacts. The ground floor contains a concierge/reception space, and a laundry space which contains washer dryers for the use of residents.

External Consultation	
Thames Water Utilities - Waste comments	<p>SURFACE WATER drainage</p> <p>Foul water – sewerage network infrastructure capacity – No objection</p> <p>Surface water network infrastructure capacity – No objection</p> <p>Request further information via condition to minimise risk of damage or limit repair capabilities, informative to be included.</p> <p>Recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities.</p>

	Requires an informative regarding Groundwater Risk Management
Thames Water – Water comments	<p>No objection raised in relation to network and treatment capacity.</p> <p>Informative to be added regarding water pressure and flow rate minimum pressure, to be incorporated in the design.</p> <p>Request informative be added due to development being within 15m of strategic water main and underground water assets.</p> <p>Condition required in relation to piling method statement prior to commencement.</p>
Heathrow Airport	<p>No safeguarding objections but crane operators to consult the airport before erecting a crane and any crane should be fitted with static red omnidirectional lights at its highest part.</p> <p>Bird Hazard Management Plan required via condition</p>
National Air Traffic Services (NATS)	No response
NHS Estates	Require contribution of £ £181,946 towards improvement of primary care facilities in the area.
Design Out Crime	No objection but seeks planning condition so that this development must achieve Secured by Design accreditation.
London Fire Brigade	No response – detailed Fire Safety report required by condition
Transport for London	<p>Queries relating to TRICS calculations, amendments required</p> <p>Comments relating to lack of disabled parking</p> <p>TfL note the agreement to provide CLP and DSP as conditions.</p> <p>TfL would also like to highlight para 3.5 in the TA is extremely limited on the information provided, with deliveries not being mentioned at all. TfL re-emphasises that these activities must not impact on the safe and efficient operation of the adjoining SRN and bus operations, in line with Policy T3.</p> <p>TfL is still of the view that the applicant should be providing an Active Travel Zone assessment, with a minimum requirement for routes to a bus stop and the nearest station. The proposed development is car-free, which as highlighted previously, is welcomed. This does, though, mean that all residents will be using active travel as part of their journey. The applicant should therefore be seeking to ensure that the walking and cycling environment of the routes to key trip attractors is of a high quality to support the movement of their residents and visitors of the proposed development.</p>

	<p>In addition, noting that the applicant is still not proposing to provide any disabled person parking provision, it should be ensured that the routes to key trip attractors are suitable for those with mobility impairments.</p> <p>TfL request that the applicant should undertake an ATZ assessment, prepared in line with TfL guidance. Subject to this assessment, contributions towards improving the active travel environment, in addition to any contribution secured for the WELN, may be appropriate.</p> <p>TfL would strongly support the Council in securing a proportionate contribution towards the delivery of the WELN and its associated schemes from this development.</p> <p>The cycle parking plan provided is not to any scale and missing a scale bar. As a result, TfL cannot confirm that cycle parking provision at this site is in line with London Cycle Design Standards (LCDS), which is referred to in Policy T5. TfL request that for a scaled drawing is providing so that the quality of cycle parking can be fully assessed. Further to this there are discrepancies between the Ground Floor Plan and this new submitted cycle store plan regarding the number of doors – the cycle access should be clarified and be in line with the LCDS. The 5% Sheffield Stands for wider/larger cycles located underneath a top-tier it is not acceptable – it is considered that this will make them more difficult for the intended users of the larger and adapted stands to access them safely and comfortably. As such, these should be provided as stand-alone stands, with no top-tier above them. It is noted that the applicant is providing 9 Sheffield stands (at standard spacing), which is equivalent to 20 per cent. The preference is also for Sheffield stands to not be located under a top-tier, and we would encourage the applicant to also provide these as stand-alone. If this is robustly demonstrated to not be possible due to particular constraints, then Sheffield stands under a top tier should have at least a minimum spacing of 1.2m should be provided.</p>
<p>Internal Consultation:</p>	
<p>Pollution Technical (air pollution)</p>	<p>S106 contribution required totalling £14,264 Condition required prior to commencement for a ventilation strategy report to be installed prior to occupation Condition required prior to commencement for Air Quality and Dust Management Plan (AQDMP) Compliance condition relating to Non Road Mobile Machinery.</p>
<p>Pollution Technical (noise)</p>	<p>No objection subject to conditions covering: Noise assessment for external noise along with machinery, equipment extract/ventilation ducting, mechanical installations prior to commencement Details of sound insulation between noise sensitive rooms</p>

	<p>Details of enhanced sound insulation between commercial or communal rooms and co-living units.</p> <p>Anti vibration mounts</p> <p>Details of sound insulation for lifts and lift shafts.</p> <p>Details of extraction and Odour Control system for non-domestic kitchens</p> <p>Commercial/communal doors to remain shut</p> <p>Gym acoustic Report required</p> <p>Servicing Management Plan;</p> <p>Acoustic lobby details</p> <p>Extraction and odour control systems</p> <p>Demolition Method Statement</p> <p>Control hours of operation of commercial parts of development??</p>
Environmental Services (Contaminated land)	<p>Comments received to confirm that the historic use of the site may have included fuel storage tanks underground although it cannot be confirmed, therefore this would need to be investigated further.</p> <p>No objection subject to conditions covering: Submission of Site Investigation Submission of Remediation scheme Submission of Verification Report</p>
Environmental Services (Drainage/flood risk)	No response.
Waste and Street Services	No response.
Tree Officer	No objection subject to financial contribution to ensure future maintenance of the street trees to the front of the site.
Landscape	<p>Comments received relating to shortage of private and communal amenity space and details conditions required,</p> <ul style="list-style-type: none"> • Details of Hard and Soft Landscaping Scheme • Details of Boundary Treatment • Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting • Details of the green and brown roof construction and specification, together

	<p>with a maintenance schedule</p> <ul style="list-style-type: none"> • Details of sustainable urban drainage systems to be implemented on site <p>Total section 106 contribution: £30,172</p>
<p>Transport Services/ Highways Manager</p>	<p>No objections subject to:</p> <p>Parking permits to be denied to new residents secured by S106;</p> <p>Explore potential to provide car club bays accessible by the public on nearby road;</p> <p>Provide free 3-year car club membership to residents of a nearby scheme details to be secured via S106;</p> <p>Construction / Demolition Method Statement, and Servicing and Parking Management plans to be submitted for approval;</p> <p>S278/S38 to deal with highways works associated with forming new vehicle entrances/exits and rectifying any damage caused to the highway from construction;</p> <p>Increase cycle storage provision on site to 1 space per co-living unit.</p> <p>Details of cycle parking spaces, storage, layout and facilities to be secured by condition;</p> <p>S106 contributions sought towards junction, footway and bus stop improvements and improvements to pedestrian and cycle infrastructure near the development totalling £113,000.</p> <p>Additional £33,000 to be secured via s106 for 11 disabled parking bays on nearby streets if they cannot be provided within the site</p>
<p>Transport (Cycle infrastructure)</p>	<p>The cycle provision is not adequate and must be increased and must be properly spaced (minimum 450mm per bike along the row). Also it must be in separate secure stores for no more than 50 bikes each. Cycle parking should be accessible from the street without dismounting – i.e. via a ramp</p> <p>If planning permission is granted, there should be a financial contribution toward improved cycle facilities on Victoria Rd and on other nearby roads such as Park Royal Road and the A40.</p>
<p>Strategic Planning</p>	<p>No response to date</p>
<p>Housing</p>	<p>Cash in lieu of on site affordable housing contribution, in line with policy H16 of London Plan (2021).</p>
<p>Education</p>	

	No Response – no education requirements due to the nature of the residential accommodation proposed and lack of child yield
Regeneration	no comments received to date
Employment/ Training	<p>The developer is required to produce a Local Employment & Training plan, to be developed with the support of LB Ealing Employment & Skills Officer, which will set out at a minimum following commitments for both construction phase of the development and end user opportunities (end user- if applicable):</p> <ul style="list-style-type: none"> • Forecasting of job opportunities and skills needs • Notification of job vacancies to LB Ealing and the Council’s nominated Work Ealing Hub • Local labour target – 25% of all vacancies are to be filled by Ealing residents • Provide a profile of opportunities to be created in each financial year before commencing on site. • Demonstrate how it will support skills development. • Apprenticeships and work experience – the developer or sub-contractor(s) is required to provide fully funded apprenticeships, pre-apprenticeships and work experience placements. As a minimum the following are to be provided: <ul style="list-style-type: none"> - Construction phase – 8 apprenticeships and 10 work experience placements • Training - provision of any required vocational training and qualifications • Developing links with local schools • Performance Monitoring <p>Total financial contribution secured: £10,000 for monitoring and preparation. If an apprenticeship is not delivered an additional rate of £12,500 will be required per apprenticeship.</p>
Energy officer/ Sustainability	<p>No objections to Energy Strategy or Sustainability approaches; requires Section 106 contribution towards carbon offsetting and post construction energy monitoring and various compliance and post completion conditions to be applied including:</p> <p>Energy Strategy and C02 objectives/reductions implementation and maintenance</p> <p>Overheating and cooling</p> <p>Energy monitoring conditions</p> <p>Circular economy statement</p> <p>BREEAM</p>
Ward Councillors	No comments received
West Ealing Neighbourhood Forum	<p>Building too high and out of keeping – maximum height 6 storeys where 9 are proposed</p> <p>Management Plan required</p> <p>Lack of communal open space</p> <p>Lack of concierge</p> <p>Lack of drying space</p> <p>Too large next to 2 storey Victorian houses</p>

Ealing Civic Society	<ul style="list-style-type: none"> - Conflict with local plan - Development too high - More open space needed on development - Out of keeping with character of area - Over development - Residential Amenity - No children should be able to occupy the development due to lack of amenity space - Units are too small
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Relevant Planning Policies

Please see informative section in Annex 1 for a full policy list.

PLANNING APPRAISAL

Reasoned Justification

This proposal has been assessed against the relevant policies of the London Plan (2021), the Ealing Core Strategy (2012), the Ealing Development Management DPD (2013) and all other relevant planning documents. Council considers the key issues in the assessment of this planning application are as follows.

Main Issues

Main Issues

The main issues in assessing this proposal include:

- Principle of Development
 - Co-living
- Design Quality
- Urban Design
- Impact on Conservation Area and Heritage Assets
 - Impact on streetscape
- Impact upon the Amenity of Neighbouring Properties
 - Impact on Daylight & Sunlight
 - Impact on Privacy
- Quality of Proposed Living Accommodation
- Tall Buildings
- Affordable Housing
- Care Leaver Accommodation
- Accessible and Inclusive Design
- Public Realm
- Outdoor Amenity Space
- Noise
- Air Quality
- Sustainable Development
 - Energy / Over heating / Monitoring
- Transport
 - Walking
 - Cycling
 - Parking
 - Trip Generation and Public Transport Impacts
 - Servicing and Deliveries
 - Flood Risk
 - Fire Safety
 - Evacuation Strategy
 - Stairs
 - Final exits and assembly point

Principle of Development

Co Living

Increasing the current housing stock is an important strategic objective for the London Borough of Ealing. Policy H1 of The London Plan (2021) aims to optimise the potential for housing delivery on all suitable and available brownfield sites especially in areas with PTAL levels of between 3-6 or within 800m of a station, and on industrial sites that have been identified as being suitable for colocation. This is supported by London Plan policy D3 which aims to make the best use of land by following a design-led approach that optimises the capacity of sites.

Chapter 5 of the NPPF (the Framework) concerns the delivery of sufficient homes, with paragraph 60 noting the government's support in significantly boosting the supply of homes. To allow this to happen the Framework recognises that, a sufficient amount and variety of land must come forward where it is needed. Moreover, Section 11 of the National Planning Policy Framework ('Making Effective Use of Land') encourages as much use as possible of previously developed land and vacant buildings as well as optimising the use of land to meet as much of the identified need for housing as possible.

The application site is located within the Ealing Metropolitan Centre and policy SD6 of the London Plan outlines that the vitality and viability of London's varied town centres should be promoted and enhanced by encouraging hubs that meet the needs of Londoners, including main town centre uses, night-time economy, civic, community, social and residential uses. Policy SD8 of the London Plan focuses specifically on the Metropolitan Centre designation of the site, which states such locations should "be the focus for the majority of higher order comparison goods retailing, whilst securing opportunities for higher density employment, leisure and residential development in a high-quality environment."

London Plan Policy H1 seeks to provide a range of housing types to meet different needs, including ensuring that strategic and local demands are met without compromising the capacity for conventional homes.

Policy H16 of the London Plan also concerns the delivery of large-scale purpose-built shared living. This policy is required to ensure that new purpose-built shared living developments are of acceptable quality, well-managed and integrated into their surroundings.

The future vision of Ealing's town centre would be achieved via the regeneration of the town centre through the development of vibrant and a diverse range of new homes, shops, offices, sports and leisure and other public facilities.

Ealing's Draft New Local Plan (Reg. 18 Nov. 2022) indicates that the social and economic role of the Metropolitan Town Centre should be refreshed and strengthened through significant levels of high-density residential and employment growth. The application site (Kwik Fit) is identified within one of Ealing's development sites (EAL19) with the potential for a residential-led, mixed-use scheme with an emphasis on rejuvenating the western entrance to Ealing Town Centre. Policy H16 of draft Ealing Plan is still at consultation stage however it clearly states that the Development of Large Scale shared living will only be permitted within Ealing Metropolitan Town Centre, which this proposal complies with.

The proposed co-living led-development would provide 94 single occupation co-living units, flexible Class E use on the ground floor, co-working space, and amenity spaces as illustrated below in Figure.

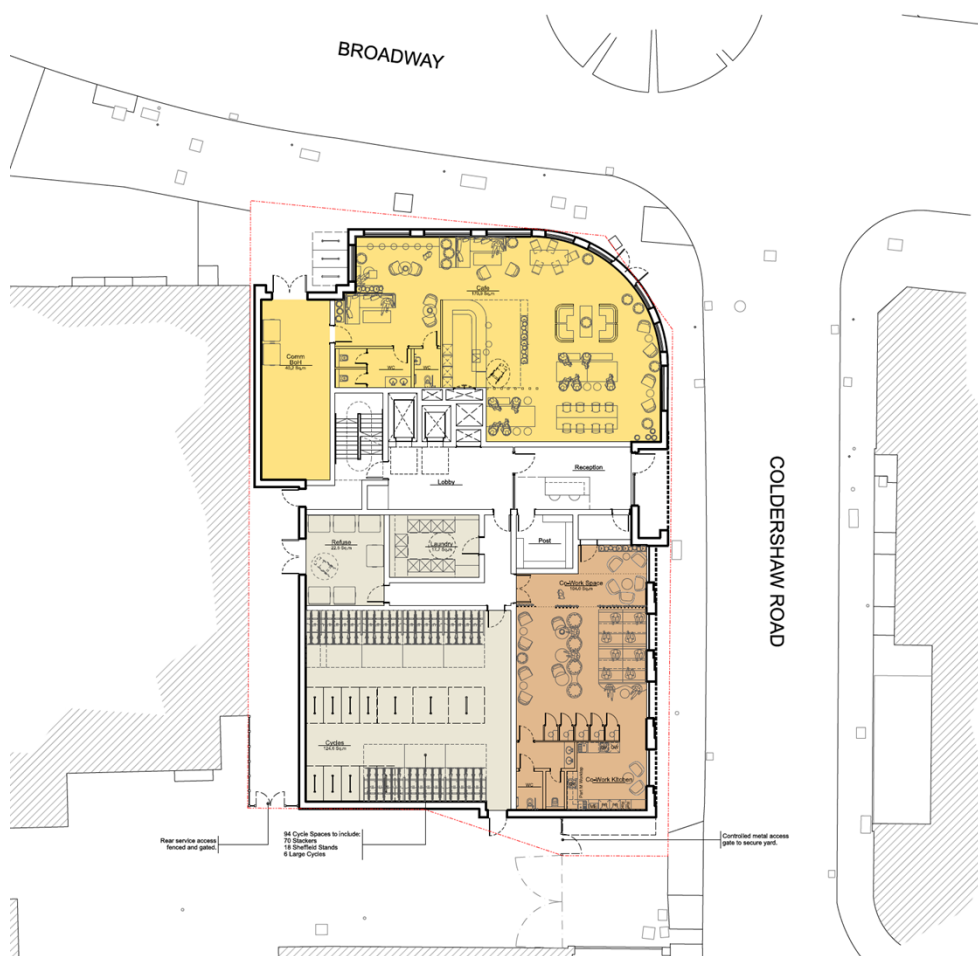


Figure 5: Proposed communal facilities at Ground Floor Level

The proposed development would contribute to the housing need within the Borough at a highly accessible location and in close proximity to employment opportunities. Furthermore, it is considered that this proposal for co-living units would bridge the gap between student accommodation and conventional residential accommodation and would appeal particularly to young professionals and those looking for high-quality, managed accommodation with access to a wide range of communal facilities. The proposed development would therefore assist with contributing towards mixed and balanced communities. The communal facilities provided by the proposed development would enable a sense of community for future occupiers. The regeneration of the site would enable a vibrant living environment and increase the site’s appeal as a destination, positively impacting the vibrancy of the surrounding area.

Design Quality

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

The NPPF demands that development shall achieve well-designed spaces and encourages early engagement with Council’s to develop designs that respond positively to the local area to create “high quality, beautiful and sustainable buildings”. Similarly, Policy D4 of the London Plan (2021) states that developments should be given scrutiny in regard to quality

design which responds to the pattern and grain of existing spaces and streets in terms of orientation, scale, proportion and mass and incorporate the highest quality material and design appropriate to its context.

The site is considered to be an appropriate location for a taller building, given its proximity to public transport links, its corner location on the junction between Broadway and Coldershaw Road, its gateway location and the established and the emerging context of mid-rise and tall buildings along Broadway.

The proposal would represent a change in scale in its immediate context, however bearing in mind the developing context of the area, where nearby development already built rises to 8 to 15 storeys, this proposal will add a distinctive but related scale to this part of the Town Centre.

The use of stepped massing softens and articulates the appearance of the building, most notably to the rear of the site to which is further supported by the use of high-quality materials and architectural detailing. The change in materiality from the front to the rear of the site, as well as the to the side elevations aids in softening the appearance of the development.

The design includes a high-quality architectural treatment which enhances the appearance of this part of the Broadway along with associated townscape benefits such as increased ground floor activation which will better serve the commercial character and requirements of Broadway and the Town Centre location.

A curved front corner and the materials palette both serve to bring visual interest to the building and draw attention to quality, giving subtle locus to the historic references provided by the locally listed building across the road, and further along Broadway. While being contemporary the use of green coloured brickwork inserts to draw the eye vertically the reconstituted stone lintels break up the façade horizontally.

Overall, the proposed building is considered to be of high-quality architecture, using distinctive architectural details and using high-quality materials. The proposals respond positively to the local area complementing the emerging character of this important regeneration area. The proposals respond well to the prominent corner on which it is located, and the distinctive character of the proposed pub will provide an attractive base for the building. In this way the proposals are considered to respond positively to the requirements of London Plan policies D1, D3 and D4, Ealing Local Variation Policy 7.4 and Policy 7B of the Ealing Development Management DPD (2013) and the NPPF (2021).

Urban Design

Policies within the London Plan and the NPPF all place a high expectation on new development to achieve the highest design standards which while maximising the beneficial use of sites also seek to ensure the design responds to local character, avoids harm to heritage assets, responds positively to its immediate surroundings and enhances the public realm. Architecture should also be of the highest quality.

As set out earlier in this report the proposals subject of this report have been the subject of an extensive pre-application process involving numerous design meetings with Officers from LBE. The resultant design is considered to be one of very high quality as illustrated below in *Figures 6 and 7* which show the proposed building as viewed from Broadway towards the west.



Figure 6 & 7: Architectural quality of proposed building

Urban Design

Policies within the London Plan and the NPPF all place a high expectation on new development to achieve the highest design standards which while maximising the beneficial use of sites also seek to ensure the design responds to local character, avoids harm to heritage assets, responds positively to its immediate surroundings and enhances the public realm. Architecture should also be of the highest quality.

As set out earlier in this report the proposals subject of this report has been subject to an extensive pre-application process involving numerous design meetings with Officers from LBE. This has resulted in extensive scrutiny of the design and resulted in several design revisions.

The bulk and mass of the building as viewed along Broadway and Coldershaw Road have both been given careful consideration to respond to the local context. Responding to the heights the surrounding buildings, including the emerging built context which is set to increase height and intensity along Broadway. The maximum height of the proposal would be comparable with the existing and approved heights seen further along Broadway to the east. This is working towards creating an informal cluster of higher development at Broadway which would be consistent with the areas function as a Metropolitan Town Centre.

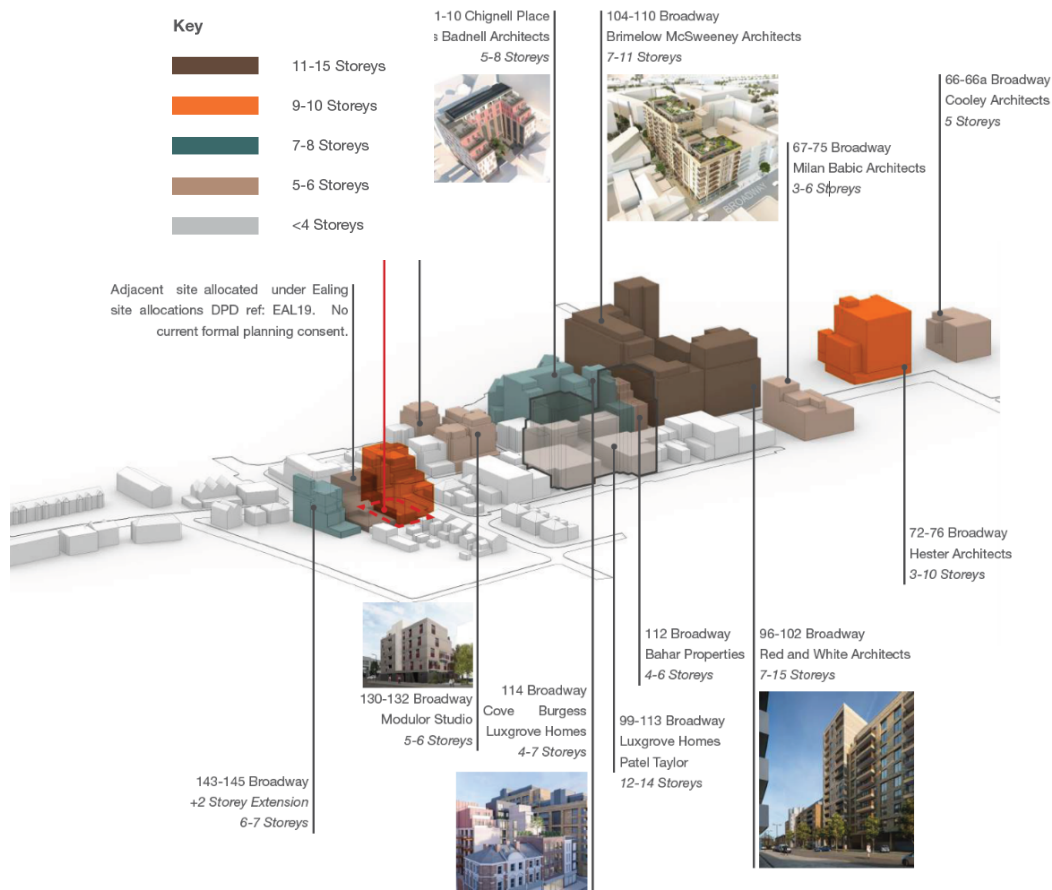


Figure 8: Map of emerging context in West Ealing

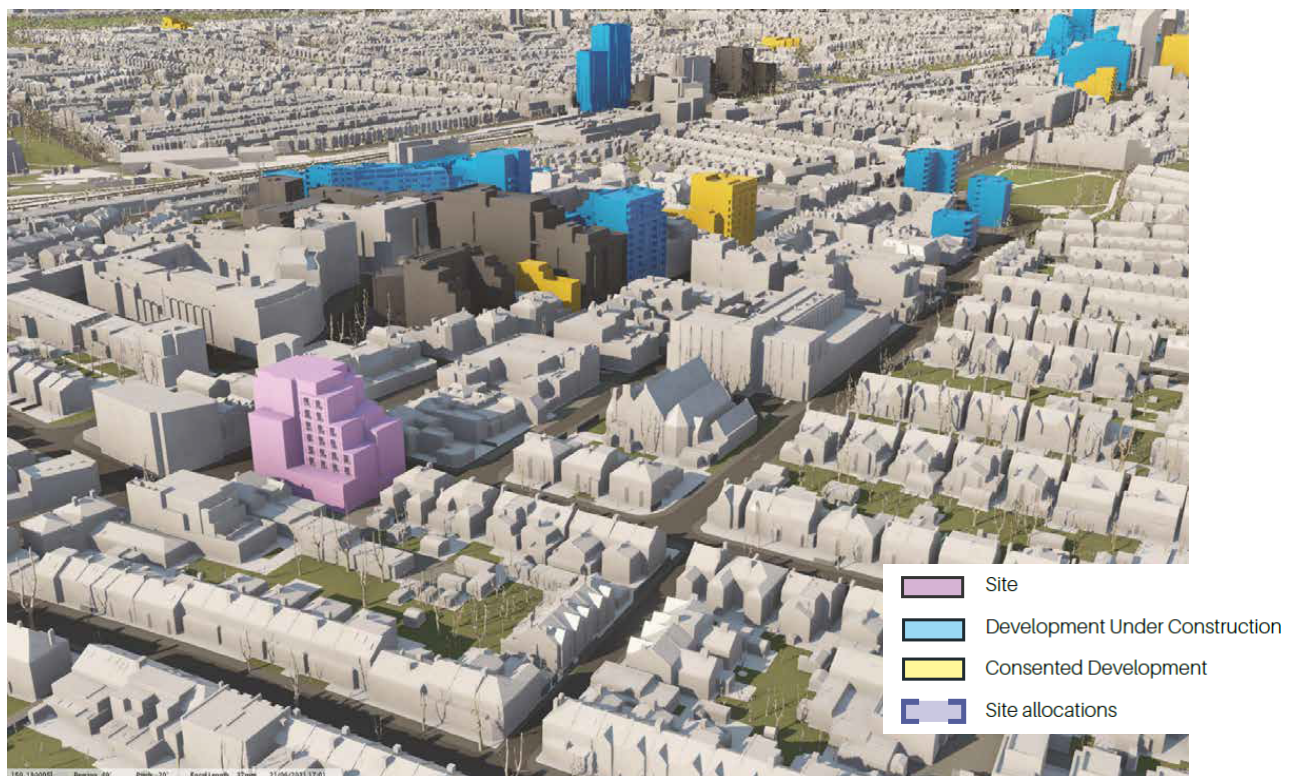


Figure 9: Proposed building and taller building cluster in West Ealing

The proposal seeks to introduce a new focal point to this part of Broadway establishing a clear gateway into the commercial town centre. It achieves this by employing a high quality of design and a layout that is brought forward to the existing building line of Broadway, bringing the use of the site back into uniformity, and returning activity to a previously deadened part of the street.

The building will act as a point of reference, for visitors and residents to the area, whilst still reflecting the character of the area, by employing a more decorative approach to the façade treatments, which honours the locally important heritage building opposite the site and further along Broadway.

The eastern shoulder of the proposed building is 6 storeys which relates to the approved development at the neighbouring site at 143-145 Broadway of 6 storeys. Part of the site allocation at 139-141 Broadway was not able to be included in this application despite attempts at collaboration earlier in the process. The remaining part of the site has potential to be developed in the future.

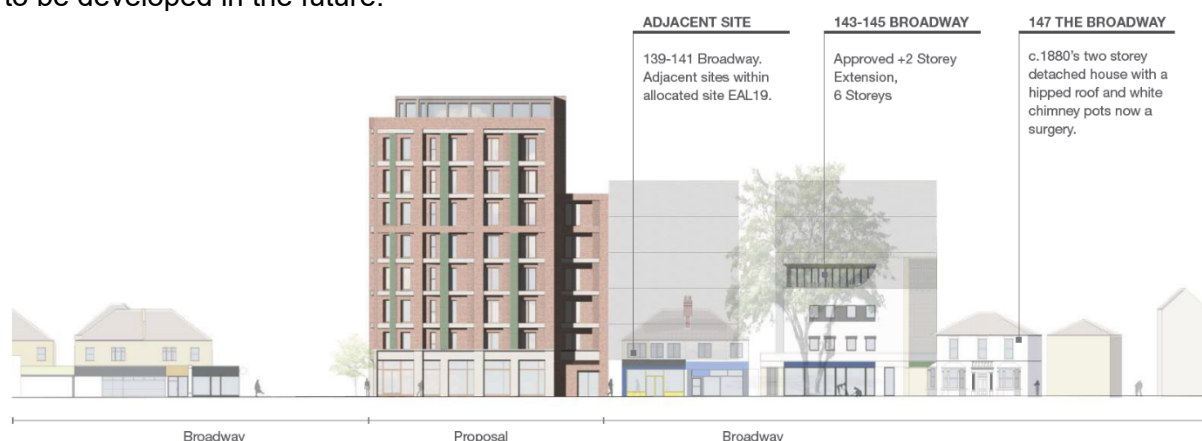


Figure 10: Streetscene with approved development at 143-145 Broadway

The massing significantly steps down towards the rear of the site along Coldershaw Road to meet a logical scale relationship of 4-5 storeys with the residential 2-3 storey houses.



Figure 11: Streetscene of proposed development along Coldershaw Road

The scale of the building has been informed by future proposals within the area as described in the Local Plan and intends to have a maximum height of 29.2m, an approximate length of 33m, and width of approximately 23m.

The building mass focuses on creating place-making proposal along the Broadway whilst respecting the wider residential context to the South of the site. The main facade element is expressed by creating a presence at the corner of Coldershaw Road and Broadway.

The proposal is one which maximises the beneficial use of site while its design, bulk and mass responds to local environment, responds positively to its immediate surroundings and enhances the public realm. As such the proposal is considered to be in accordance with London Plan policies D1, D3 and D4, Ealing Local Variation Policy 7.4 and Policy 7B of the Ealing Development Management DPD (2013) and the NPPF (2021) in terms of Urban Design.

Impact upon Conservation Area and Heritage Assets

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

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that as here, with regard to applications relating to land or buildings within a conservation area, 'special attention must be paid to the desirability of preserving or enhancing the character or appearance of the area'.

Guidance in the NPPF (2021) is that substantial harm to a designated heritage asset should be exceptional. Substantial harm is a high test that is rarely encountered and in general would necessitate or involve some demolition of the asset itself. No such demolition is comprised in the scheme.

Paragraph 195 of the NPPF (2021) states that: *"Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal."*

Paragraph 202 of the NPPF (2021) states that: *'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'*. However, this needs to be considered in the context of the section above and so it is not a simple balancing exercise given that special attention must be paid to the desirability of preserving or enhancing the character or appearance of the area.

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

Policy HC1 of the London Plan (2021) outlines that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the significance and appreciation of the asset within their surroundings.

Policy 7C of the Ealing Development Management DPD also outlines that development affecting the setting of Conservation Areas should retain characteristic features and elements identified as contributing positively to Conservation Areas. It should be noted that the NPPF makes a distinction between non-designated and designated heritage assets, with non-designated heritage assets being historic buildings on the Local Heritage List, with

designated heritage assets being things such as Conservation Areas and Statutory Listed Buildings.

The application site is not located within a Conservation Area but is potentially within the setting of Hanwell Cemeteries Conservation Area which rear boundary lies approximately 150m to the west of the site, however along the Broadway which would be the main public vantage point the entrance to the Conservation area is approximately 320m to the west and would mean to subject site would not be easily viewed from here and would therefore not propose undue harm to the setting of the conservation area. Within closer proximity to the site are a number of locally listed building along Broadway. Figure 12 and Table below provides a description of the heritage assets and proximity to the application site.

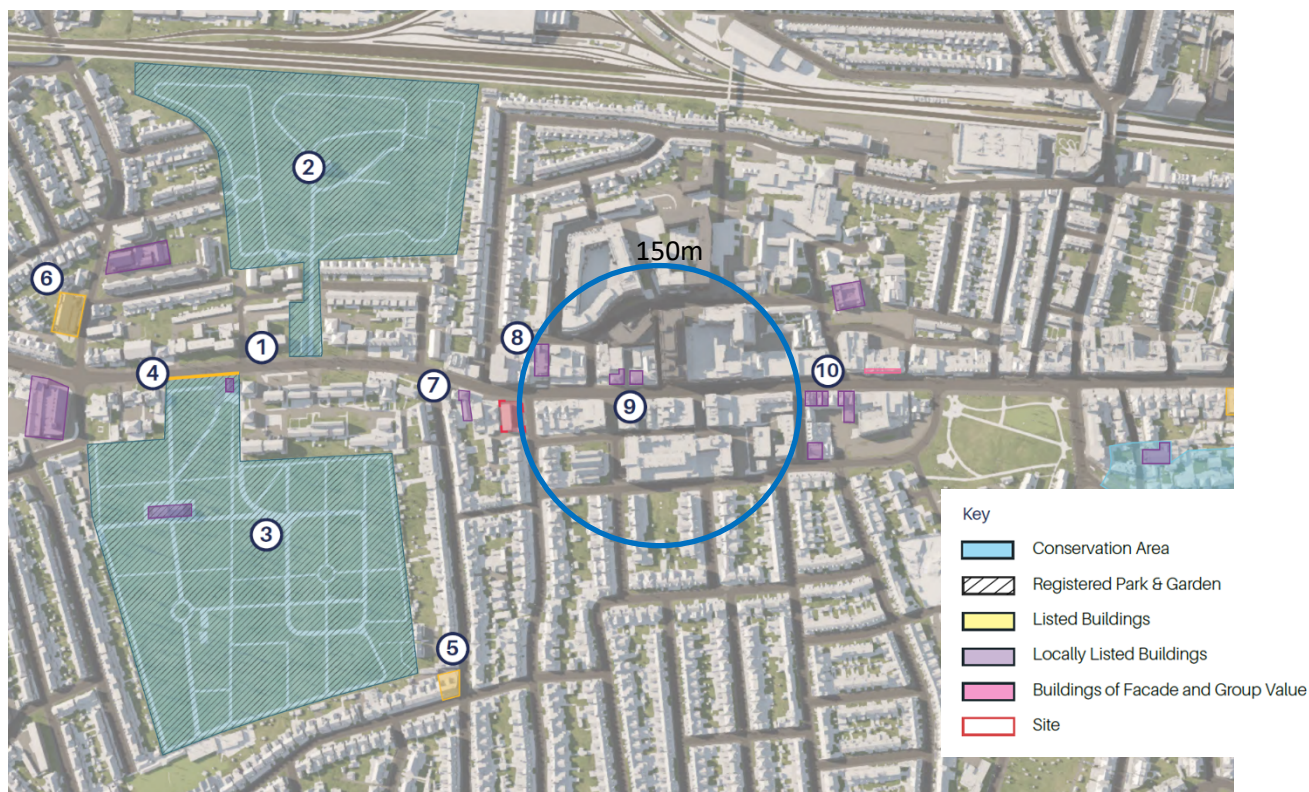


Figure 12: Listed buildings near the application site

Ref	Heritage Asset
1	Hanwell Cemeteries Conservation Area
2	Kensington & Chelsea Cemetery, Hanwell (Grade II Registered Park & Garden)
3	Westminster Cemetery, Hanwell (Grade II Registered Park & Garden)
4	Gate Piers, Railings & Gates To City Of Westminster Cemetery (Grade II Listed)
5	The Grosvenor Public House (Grade II Listed)
6	Church Of St Mellitus (Grade II Listed)
7	147 Broadway (Locally Listed)
8	142- 144 Broadway (Locally Listed)
9	116-126 Broadway (Locally Listed)
10	25-29 and 35-41 Broadway (Locally Listed)

A Heritage and Townscape Impact Assessment (HTIC) was prepared by Icenl dated October 2022 to assess the potential visual impacts of the proposed development on the character of the local and wider townscape, views and the setting and significance of relevant built

heritage assets. Nine (9) representative views were selected and tested as part of the submitted assessment, to reflect the character and quality of typical views from key receptors in order to comprise a baseline against which the visual effect of the proposed development from a range of key views. The location of each of these ‘representative views’ is illustrated in *Figure 13* below.

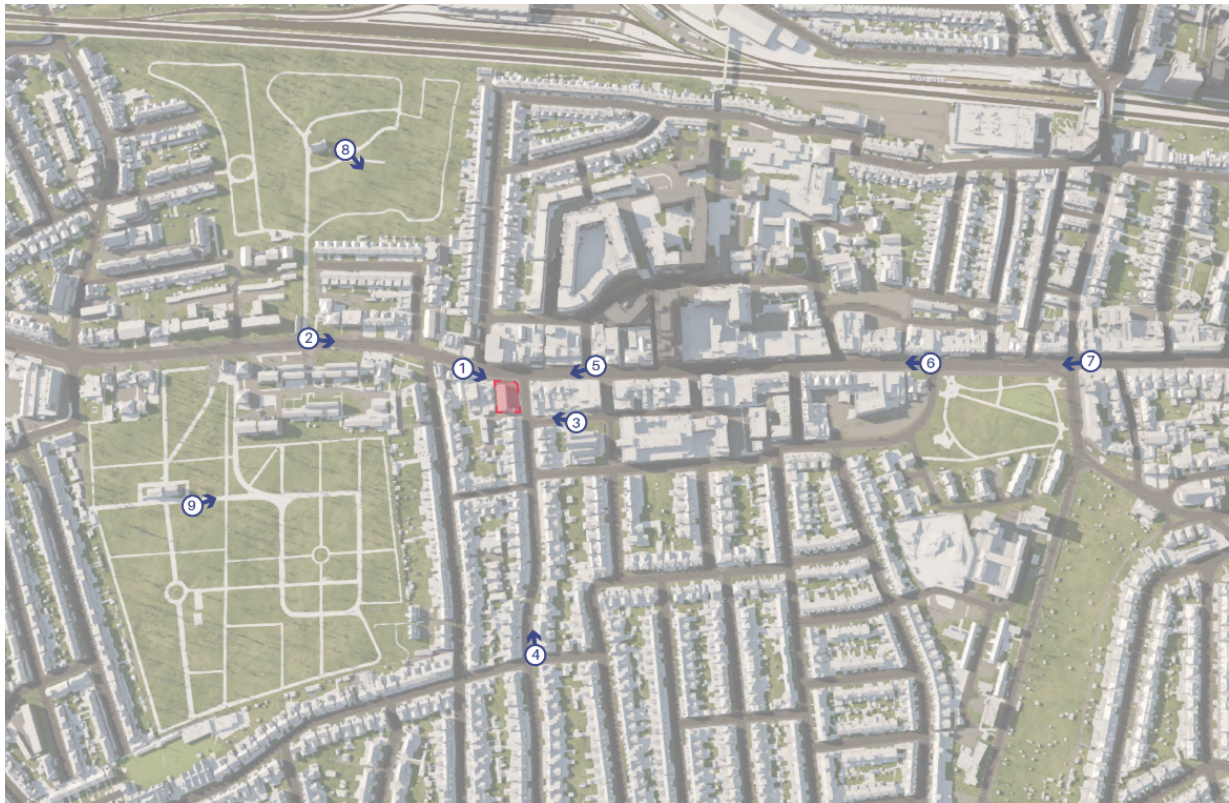


Figure 13: Map of views assessed in HTIC

As can be seen in the figures above the impacts on designated heritage assets are likely to be minimal because of the relative distances to the proposal site. Visualisations from the Hanwell Cemeteries Conservation Area aid in demonstrating the visual impacts of the proposed building. Figures 14 and 15 below show the view from the cemeteries in winter where trees would be bare, and the proposed building would be most visible.



*Figure 14: 144 Broadway
Locally Listed*



*Figure 15: 147 Broadway
Locally Listed*



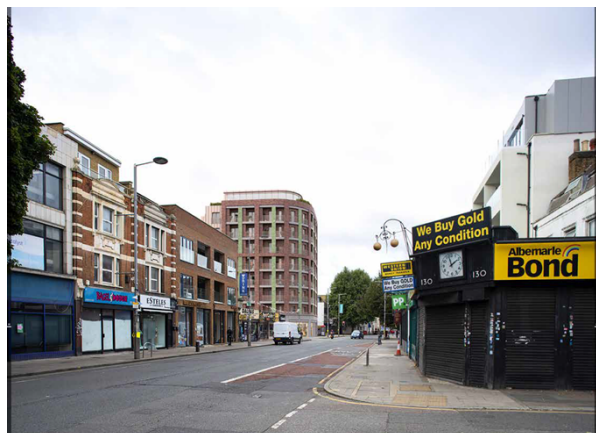
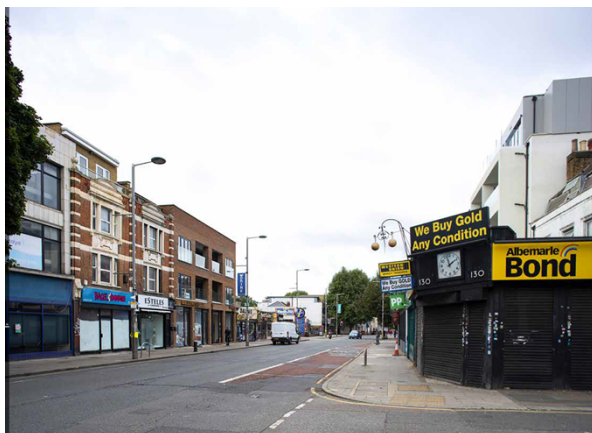
*Figure 16 : 138 Broadway
Local Character*



Figures 17 and 18: Views from within Hanwell Cemetery at about 300m west from the site and the cumulative impact of the proposal with other approved development within he cluster.

Figures 17 and 18 shows the view from within RBKC Cemetery at about 250m northwest from the site and the cumulative impact of the proposal with other approved development within he cluster.

The prevailing character is urban and commercial and dominated by the road and the buildings which line it. These buildings are of a varying scale, character and height however they all have typical ground floor commercial uses use with either offices or flats on the upper levels. Generally, the site is considered to be a detractor within this location due to its poor ground floor activation, low quality architecture, a cluttered approach to signage and its scale being inconsistent with its surrounding buildings.



Figures 19 and 20: Views along Broadway to the west.

This view is located along Broadway and looks west towards the site approximately 125m from the Site.

The brick façade of the building coupled with the use of green detailing and the inset balconies are in keeping with the emerging character of the area. The proposal would form part of an already varied townscape in terms of height, form and architectural style. It would contribute to this variety, aligning itself in terms of scale and character with the taller contemporary buildings which are coming forward in West Ealing, whilst also drawing from local materiality such as brick and stucco.

The applicant provided a townscape, heritage and visual impact assessment The statement concludes the setting and significance of all heritage assets are considered to be preserved.

The proposal would provide high-quality and contextual urban design whilst also optimising the Site. The proposed high-quality architectural treatments enhance the appearance of this view and associated townscape benefits such as increased ground floor activation.

The use of stepped massing softens and articulates the appearance of the building, which is further supported by materiality and architectural detailing which has taken influences from the local context. The proposal would enhance the contribution of the existing Site by improving the ground floor activation contributing to the commercial high street character of the area.

The gateway location is considered to be an acceptable location for a taller building (or a building which may be considered tall despite being relatively modest in height in the wider context).

The maximum height of the proposal would be of a similar scale to existing heights seen across the road and creating an informal 'cluster' at Broadway which would be consistent with its role within the urban hierarchy as a Metropolitan Town Centre.

It is considered that the quality of the design would either enhance or have a neutral effect on visual amenity and townscape character.

Impact on Neighbouring Amenity

London Plan polices D6 (housing standards), D13 (agent of change) and D14 (noise) considers the amenity aspects of proposed development.

Impact on daylight/sunlight

A daylight, sunlight and overshadowing assessment was undertaken by SRE dated October 2022 and was undertaken in accordance with the Building Research Establishment Guidelines.

Assessments were undertaken on the neighbouring windows in order to evaluate the daylight impacts that the Proposed Development may have. Based on the results of the assessment, 28 no. out of the 65 no. assessed windows (43.08%) of the surrounding properties comfortably achieve the BRE VSC criteria. 18 windows (27.69%) will have a minor impact and are just below the 20% threshold. These are;

- 4 no. at 150-152 Broadway
- 9 no. at 146-148 Broadway
- 5 no. at 143-145 Broadway

The majority of them, 14 out of 18, appear to be either windows linked to bedrooms or secondary windows in rooms with the main windows in orientations not affected from the Proposed Development. The remaining 4 no. windows at 146 and 152 Broadway, are linked to living spaces.



Figure 21 – VSC Magnitude of Impact, window openings at 146 - 154 Broadway

The detailed DF and No-Sky Line analysis for these spaces revealed that with the Proposed Development in situ, the daylight levels will be above the recommended standards and with minor and negligible daylight losses.

As such, the daylight loss will not be noticeable from the occupants and the impact is not deemed to be significant.

10 no. windows (15.38%) will have a moderate impact, these are;

- 3 windows at 150 Broadway are linked to bedrooms
- 2 windows at 143-145 Broadway are secondary windows in rooms with the main windows in orientations not affected from the Proposed Development
- 1 window at 2 Coldershaw Rd is linked to an unhabitable space such as corridor or bathroom.
- 2 windows at 152 Broadway and 2 windows at 129A Broadway are linked to living spaces.

The detailed DF and No-Sky Line analysis for these spaces revealed the daylight levels will be above the recommended standards and with minor and negligible daylight losses. As such, the daylight loss will not be noticeable and the impact is not deemed to be significant.



Figure 22 - VSC Magnitude of Impact, window openings at 139 – 145 Broadway

The remaining 9 windows (13.85%) will have a major impact.

- 4 at 129C
- 1 at 129A Broadway
- 4 at 2 Coldershaw Rd

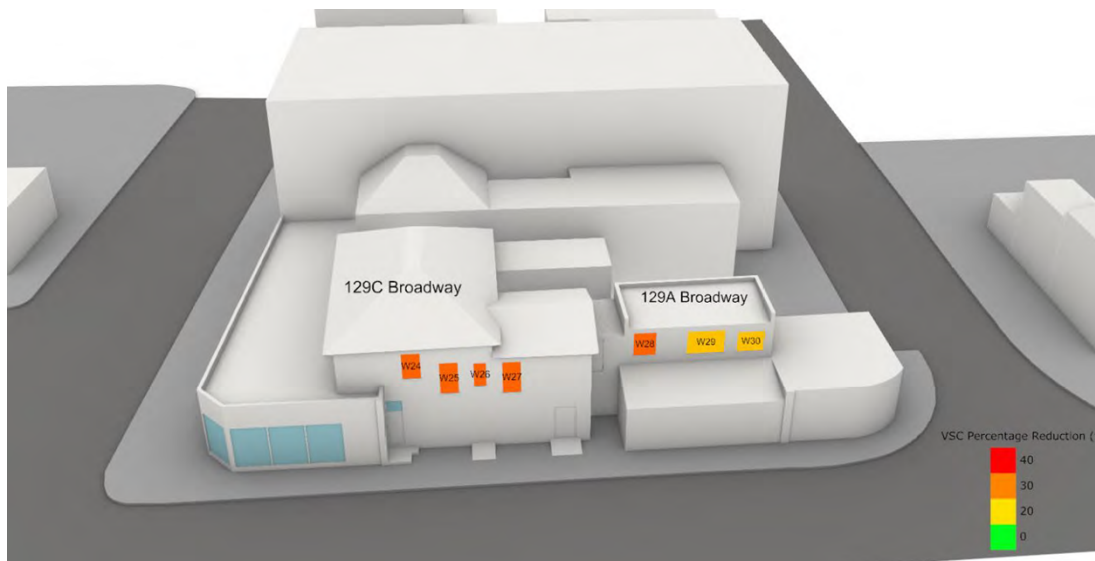


Figure 22 - VSC Magnitude of Impact, window openings at 129A and 129C Broadway



Figure 23 - VSC Magnitude of Impact, window openings at 2 Coldershaw Rd

However, based on the shape and position in the building, 8 of the above windows appear to be linked to uninhabitable spaces such as staircase/corridor, bathroom and bedroom, which are not considered habitable rooms or are predominantly used at night.

The window at 129A Broadway is linked to a living space. The detailed DF and No-Sky Line analysis for this space revealed the daylight levels will be well above the recommended standards and with moderate and negligible daylight losses. As such, the daylight loss will not be noticeable, and the impact is not deemed to be significant.

The results of the sunlight assessment (annual and winter APSH) tests conclude that 93.8% of the co-living rooms would meet BRE Guidelines with the majority of transgressions are by virtue of the winter analysis. The 4 windows that do not meet the criteria are located at 129C Broadway. Based on the shape and position of the windows in the building, they appear to be linked to uninhabitable spaces such as a staircase/corridor, bathroom and bedroom, which are predominantly used at night. As such, the sunlight loss will not be noticeable from the occupants and the impact is not deemed to be significant.

All of the assessed windows comply with the BRE criteria and will either meet the BRE APSH criteria or have a retained annual and winter APSH higher than 25% and 5%, respectively. A few assessed windows facing North have been excluded from the APSH calculations (Any windows that do not face within 90 degrees of due south can be ignored, as per guidance).

Therefore, it can be concluded that none of the adjoining occupants will experience noticeable reductions in sunlight resulting from the proposed development.

The scheme has been designed to harness good access to natural light amenity within the new co living rooms, and the communal areas and as the building is located on a corner plot without windows facing other development or obstruction to light, light levels to bedrooms are not likely to be impacted. It is accepted that the co living units are single aspect and a limited number are north facing which is inevitable given the nature of the building and the site constraints. Given the occupants access to private balconies and to the generous communal facilities this is considered to be acceptable on balance. All units will have generous floor to ceiling heights, large windows and good outlook.

Compliance with the London Plan policy D6 is therefore considered to be achieved in respect of these considerations.

Impact on Privacy

Achieving appropriate levels of privacy for both future and existing residents is an essential requirement of good planning as confirmed in the London Plan (2021) policies D3 and D6.

The layout of the building has been carefully considered to ensure site optimisation whilst protecting the amenity of existing and future residents. Considering overlooking and privacy, the proposed development is not considered to have any undue impacts, given its orientation in relation to the neighbouring properties.

The site is adequately separated from neighbouring development, given that it is located on a corner plot with the Broadway and Coldershaw Road ensuring good separation distances on both those sides.

With respect to 139-141 Broadway to the west, any privacy impacts have been minimised by all windows being at a perpendicular angle to any existing windows so there is no direct views to windows and there are no rear gardens at this property.

In terms of the impact of the development to the residential properties to the south on Coldershaw Road, and in particular 2 Coldershaw Road, the scheme has been designed to ensure that there is no direct overlooking to minimise any loss of privacy, specifically minimising any windows on this elevation, the only windows being located at 5th floor level and the related terrace there also being set back from the edge of the building by 1.4m preventing views downwards to rear gardens, and similarly on the 9th floor where the windows and terraces are set back, which limits any perceived loss of privacy. The proposed development has been designed so that it is set back 8m from the property at ground floor up to the fourth floor, which is a small increase to the existing building. The upper levels step away from 2 Coldershaw Road, to further mitigate any perceived privacy or overlooking concerns.

The design and siting of the building considers its impact on the privacy and amenity of neighbouring properties and therefore does not cause undue harm meaning the neighbouring residential amenity remains suitably intact, and the development as a whole is therefore considered to be compliant with policies D3 and D6 of the London Plan (2021).

Quality of Proposed Living Accommodation

London Plan policy 3.5 'Quality and Design of Housing Developments' and Ealing Local Variation to policy 3.5 require housing developments to be of the highest quality internally and externally. Residential proposals should accord with the London Plan standards on internal space and layout. There are no specific adopted spaces for this type of housing product primarily rooms which shared facilities within the development plan. Policy H18 of the Draft London Plan states that the private units/rooms within the large-scale purposed built living accommodation such as this, should provide adequate functional layout, and are not self-contained homes or capable of being used as a self-contained homes due to their size.

A commercial/café space is located at the ground floor level, the main access point to this is on the corner facing towards Broadway and is located in the most visible and logical part of the building to maximise activation. A co-working area with communal kitchen facilities is located to the rear of the building with its main access also being the residents access located along Coldershaw Road as illustrated below in Figure 24.

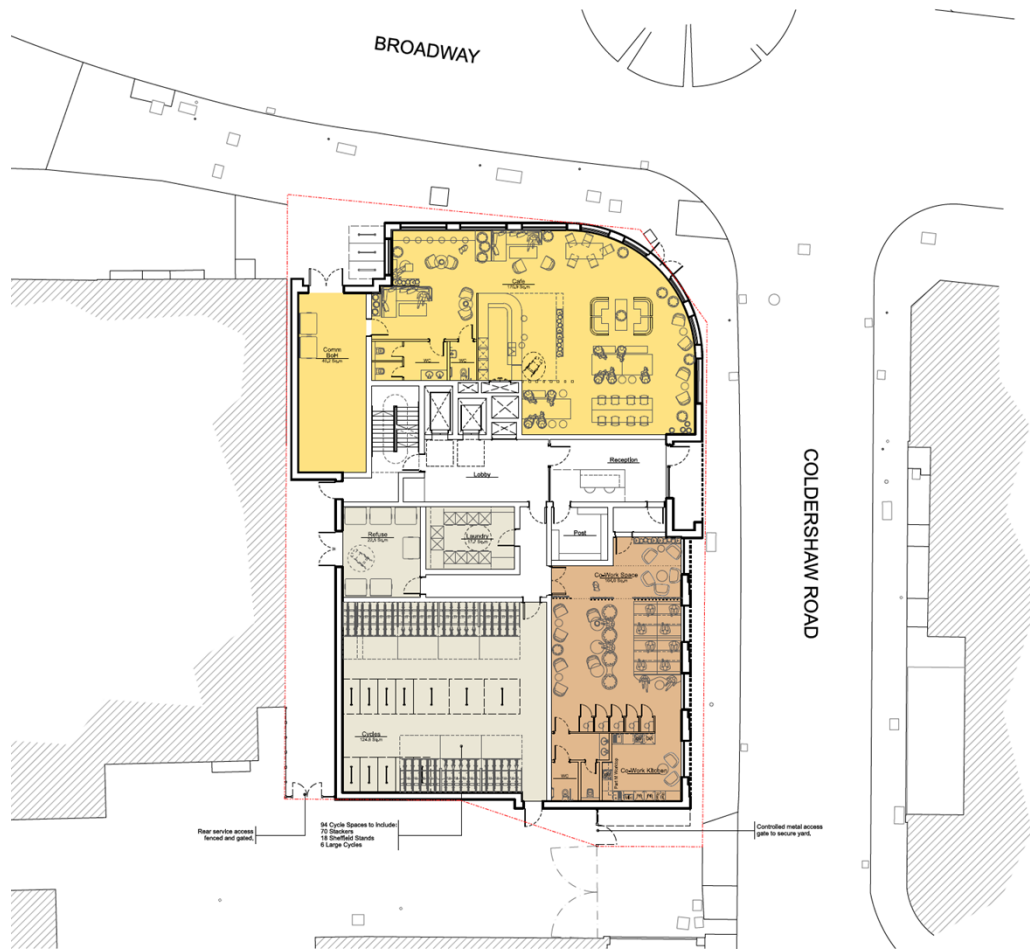
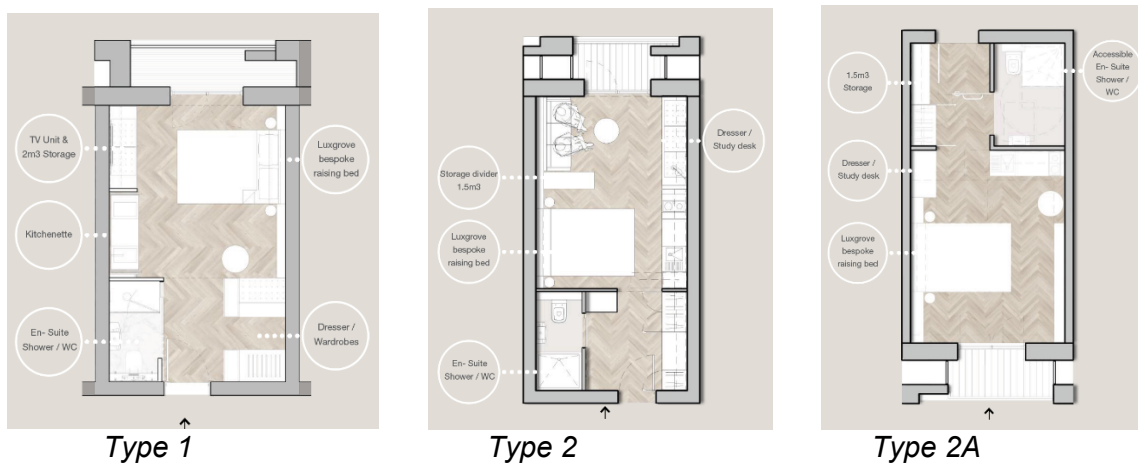
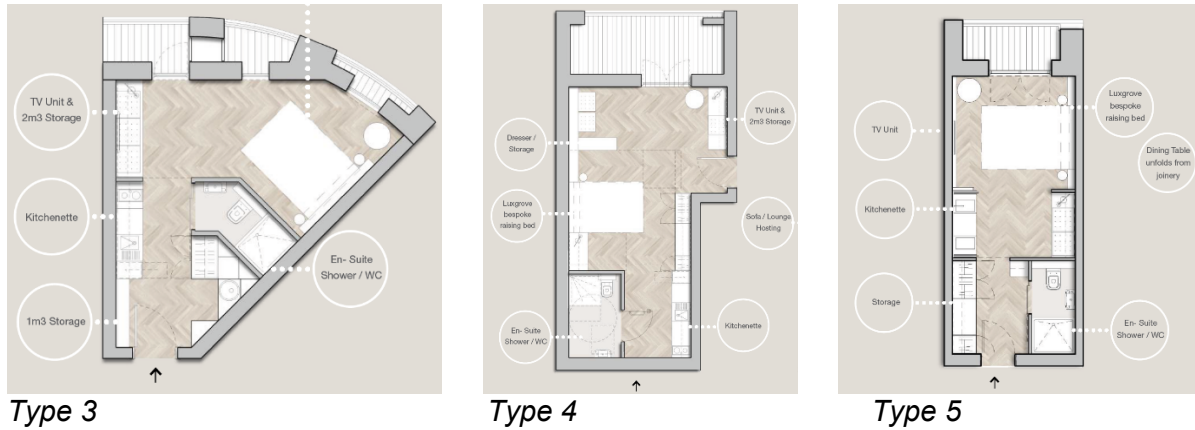


Figure 24 : Ground Floor Plan

There are 6 unit types proposed for the co-living scheme being Type 1 measuring 23sqm, Type 2 measuring 25.2sqm, Type 2a measuring 25.2sqm with an accessible bathroom, Type 3 measuring 26.4sqm, Type 4 measuring 36.7sqm being fully accessible to M4(3) compliancy, and Type 5 measuring 21.7sqm.





All of the units are to be single occupancy and are considered to be of generous sizing exceeding what is generally set out in the National Technical Housing Standards and all rooms are of a functional layout which has flexibility of use for the intended occupancy.

Each room has access to either a balcony or Juliet balcony which is of substantial benefit to the quality of environment for future occupiers. Where the units facing north are single aspect, it is worth noting that all of these rooms have a proper balcony which provides some additional amenity benefit to overcome the potential lack of sun.

Each room would have an ensuite shower room, an open plan flexible living/sleeping space and a simple kitchenette space, with a minifridge, sink and single hob cooker.

There are no windows along the central corridor and the building would therefore be reliant on artificial light and ventilation.

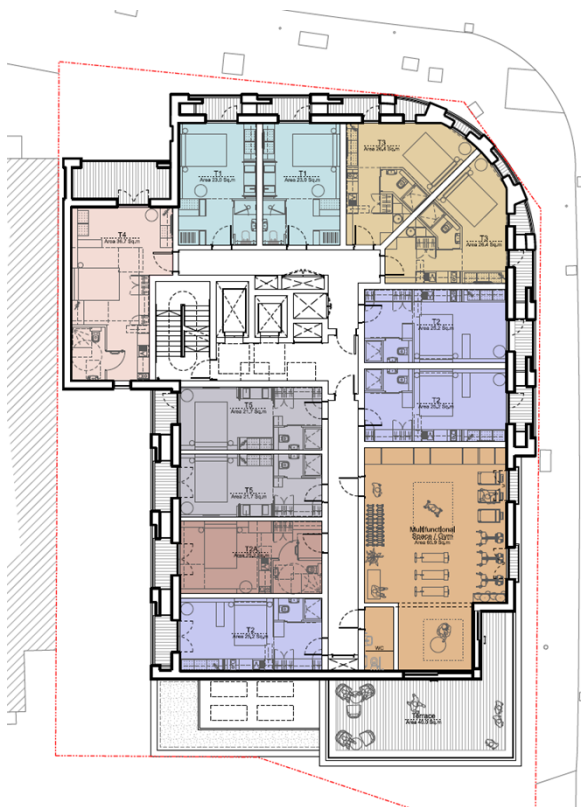


Figure 25 : 5th Floor Plan showing communal gym and terrace.

Communal facilities are shown on the 5th and 9th floors with adequate provision of kitchens, dining spaces and flexible socialising and activity spaces, the offer is 4.14sqm per resident which is considered to be generous, and the design is of a high quality.

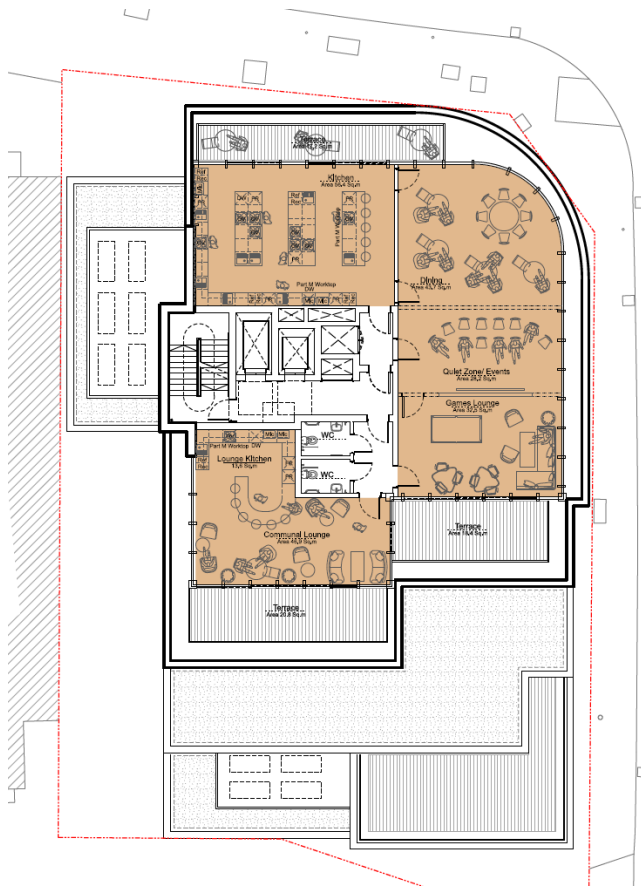


Figure 26 : 9th floor communal facilities and terraces.

The proposed development accords with some of the principles required for policy D6 but as it is a single occupancy co-living units and is greater than a double bedroom size of 11.5sqm it is not directly comparable, however the layout and usability are acceptable.

Overall, the proposed development in general accords with policy D6 of the London Plan (2021) and policy 3.5 of the Ealing Development Management DPD (2013).

Tall Buildings

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

Ealing’s tall building policy in the Draft New Local Plan builds upon comprehensive evidence about local character, and this emphasises that tall buildings are very much the exception in Ealing and will be confined to specified locations and heights. All appropriate sites for tall buildings are identified as development sites and the proposed development would be located within development site – EA19 131-141 Broadway. The design principle for this development site indicates this site is potentially appropriate for tall buildings and detailed design analysis indicate a maximum height of 7 storeys or 24.5 metres for the wider area within the area demarked as E10 in the DMP1 Area Map.

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

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

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

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

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

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

The proposal when measured from the ground floor to the roof level of the eighth floor as is required, is 29.2m which exceeds the above recommendation by 4.7m and is therefore considered a tall building.

Given the area defined as E10 in the emerging policy DMP1 covers a wide area, that includes a variety of typologies, in this specific circumstance, a more localised assessment needs to take place. The emerging context of new development along Broadway and the Town Centre location along with the site allocation EAL19, means, this assessment needs to take into account additional height and intensification of the uses and vibrancy of the site.

The location of the building along Broadway where taller development is generally accepted, means that a taller development in these circumstances be acceptable, provided the overall design and amenity considerations are positive.

A Heritage and Townscape Impact Assessment was prepared by Icenid dated October 2022, and this document has considered the proposed building within its surrounding context enabling a thorough understanding and appreciation of the proposed building in respect of its relationship with existing surrounding buildings, including separation and views of the building as well as an appreciation of how the building will contribute to informal cluster of tall buildings in West Ealing. The applicant’s assessment has considered a variety of different views, these views located at various points around the site including both medium and longer distant views.

Having reviewed the detailed assessment and considering the impact of the proposed development on the local townscape, in relation to immediately neighbouring buildings and the wider cluster of buildings is acceptable. The height and form of the building was discussed and negotiated during the pre-application process and the proposed acceptable and forms an appropriate focal point to act as a gateway at the entrance to Ealing Town Centre and between the lower buildings around the site. In this way the proposals also respond positively to the emerging cluster of taller buildings.

The opportunities identified for Town Centres include the following:

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

The proposed development responds positively to opportunities identified in the Character Study, taking advantage of the existing services and transport infrastructure in this location. It contributes to the legibility of the area by returning the commercial use to the ground floor at the correct building line and giving the site multiple uses densifying its use, whilst still respecting the streetscape and urban grain.

On balance, it is considered that the proposed development is acceptable in relation to policy D9 of the London Plan (2021) and policy DMP1 of the draft New Local Plan.

Affordable Housing

The provision of affordable housing is a key strategic objective for LBE. The London Plan H4 sets out a requirement to secure 35% affordable housing on schemes of 10 or more units or 1,000sqm GIA floorspace. In respect of co-living schemes, London Plan policy H16 confirm that this specific housing product is not suitable to provide affordable housing on-site and therefore a payment in lieu (PIL) should be secured to enable affordable housing to be provided off site that in this case would better meet the needs of residents.

The proposed development would not provide any on-site affordable housing, therefore it would follow the Viability Tested Route as per London Plan policy H5 and the scheme would be subject to an Early Stage Viability Review and a Late Stage Viability Review which is triggered when 75 per cent of the units in the scheme are sold or let (or a period agreed by the borough).

The applicant has submitted with their application a Financial Viability Assessment (FVA), and this has been independently assessed by Gerald Eve LLP on behalf of LBE.

Extensive discussion and negotiation have taken place to reach agreement on the various inputs of the FVA. Subsequently, the applicant increased their PIL offer to £0.5m. In addition to the PIL (that would be paid 50% within 2 months of commencing and 50% prior to occupation) the proposed offer would also make provision for a surplus that is identified at the late stage review.

It is considered that given the extensive and thorough investigation and consideration of the

viability position the offer now presented is the best that can be secured based on the available information at this time with the provision that if the viability position improves any surplus would also be secured to be put towards off-site affordable housing provision.

On balance, the proposed affordable housing is considered to be acceptable in this instance and complies with policies H4, H5 and H16 of the London Plan (2021).

Accessible and Inclusive Design

The London Plan policy D3 and the Accessible London SPG require development to comply with the latest guidance on accessible and inclusive design and ensure that new developments remove all barriers to access.

The proposed development includes wheelchair-accessible entrances to the commercial unit at the front on the ground floor and an accessible communal entrance to the co-living scheme along Coldershaw Road and the lifts provide access to all floors.

No parking is provided on site however three blue badge parking bays are located with close vicinity of the building which will be available for any future occupant of the accessible units. As such, the proposed development proposes a fully Disability Discrimination Act (DDA) compliant access strategy for both outside and within the proposed building.

One of the lifts proposed is to be an evacuation lift to be used by less mobile people in the event of an emergency. Wheelchair refuges are provided at each fire escape stair, at the entry level. The wheelchair-accessible units can therefore be accessed from all floors and external spaces.

Within the co-living part of the building the applicant has demonstrated that all areas will be fully accessible, and the proposed development will deliver an inclusive environment for all residents and visitors. Of the proposed 94 co-living units 10 will be accessible for wheelchair users which slightly exceeds the requirement for 10% of the co-living homes to be fully wheelchair accessible. All shared amenity areas within the building as well as the terraces on the fifth and ninth floors are designed to be fully accessible.

Overall, the proposals have been designed with a very high level of accessibility across all parts of the building. The proposals are considered to comply with policies D3, D5, D7 of the London Plan (2021) and the Accessible London SPG.

Public Realm

Policy D8 of the London Plan requires the development to create a public realm that is well designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintained.

The constrained nature of the site and the site coverage of the proposed building has resulted in limited opportunities to contribute significantly to the public realm. Notwithstanding this care and consideration have been given to the design of the ground floor and around the site and it responds well to and enhances the public realm by increasing the sense of enclosure and natural surveillance in the immediate area by bringing the use of the site forward to the footpaths and creating a legible continuance of the Broadway, where the site opens out in an uncharacteristic form stepping back leaving a wide underused forecourt in prominence. The proposal ensures safe and level access into the building with clearly identifiable entrances.

In this way and through the active frontages to Broadway, the proposed building positively responds to and enhances the public realm in accordance with Local Plan policy D1 and London Plan policy D8.

Outdoor Amenity Space

London Plan policy G5 confirms that applicants should calculate and provide the Urban Greening Factor (UGF) score for the proposed development and meet a minimum target of 0.4. Policy G6 confirms that development proposals should aim to secure biodiversity net gain.

The proposed development presents limited opportunities for urban greening within the boundaries of the site due to the space constraints and the form of the proposed building. The proposed development includes four terraces, one at fifth floor level of forty sqm, and three terraces at eighth floor level combined to make 56.4sqm. The total offer of 96.4sqm equates to 1m per resident on site.

The development includes 389.7m2 communal living space proposed (internal) and 96.4m2 communal external amenity space proposed, with 0.8sqm – 2.8sqm balcony/Juliet balcony proposed per unit. This means the development is short of amenity provision by 172sqm.

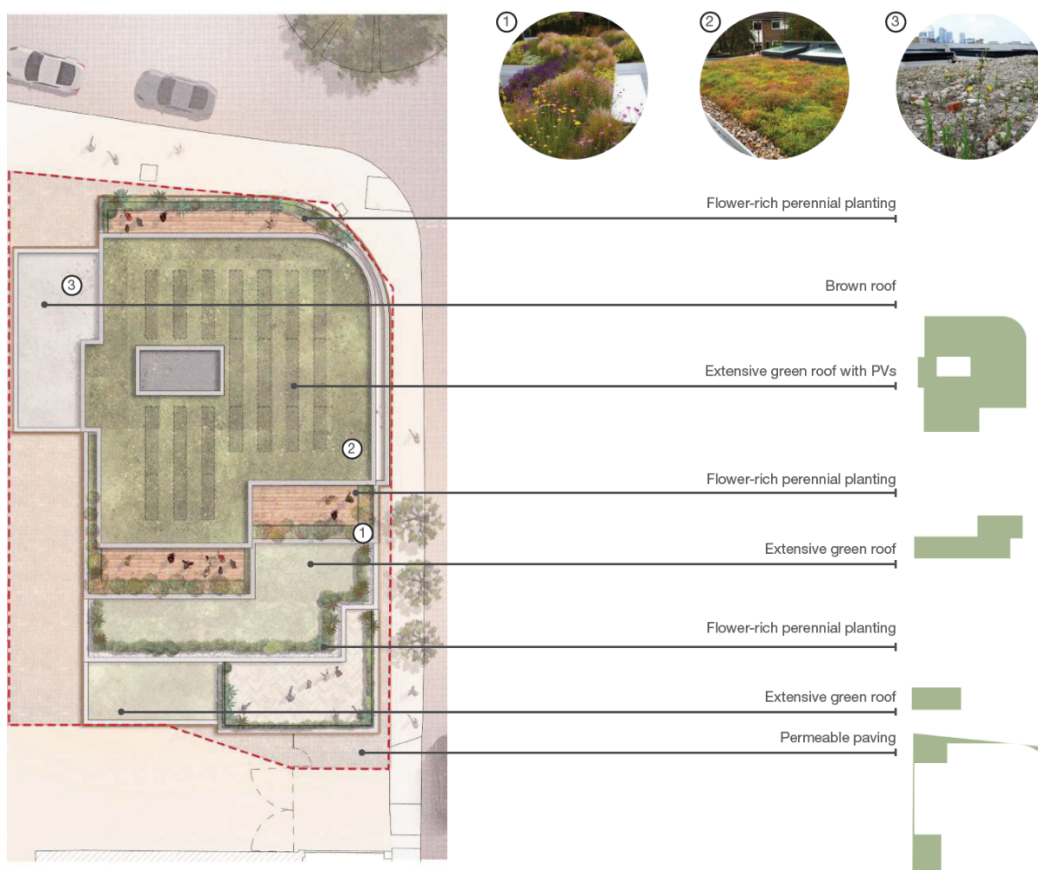


Figure 27: Landscaping and Urban Greening elements.

As a result of the proposed landscaping on balconies and roof levels, the scheme achieves an Urban Greening Factor (UGF) of 0.4115. A financial contribution of £30,172 would be allocated towards projects to improve parks and open spaces and allotment space in the area and this has been agreed by the applicant.

Urban Greening Factor Calculator				
Surface Cover Type	Factor	Area (m ²)	Contribution	Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1		0	
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1		0	
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0.8		0	
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0.8		0	
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0.7	379	265.3	
Flower-rich perennial planting.	0.7	50	35	
Rain gardens and other vegetated sustainable drainage elements.	0.7		0	
Hedges (line of mature shrubs one or two shrubs wide).	0.6		0	
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6		0	
Green wall –modular system or climbers rooted in soil.	0.6		0	
Groundcover planting.	0.5		0	
Amenity grassland (species-poor, regularly mown lawn).	0.4		0	
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014.	0.3	46	13.8	
Water features (chlorinated) or unplanted detention basins.	0.2		0	
Permeable paving.	0.1	151	15.1	
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0		0	
Total contribution			329.2	
Total site area (m²)			800	
Urban Greening Factor			0.4115	

The Ealing Indoor and Outdoor Sports Facility Strategy and Action Plan produced in line with Sport England’s latest guidance provides an accurate and robust evidence base to help inform Planning policy decisions regarding the protection, enhancement and provision of existing and future indoor and outdoor sports facilities providing an understanding of the best location(s) for any new facilities. The action plan, which is reviewed on an annual basis, can be used to identify projects in any given area of the borough at any given time. By following Sport England’s assessment process, this strategic document clearly identifies that the current indoor and outdoor sports facility supply in Ealing, falls below the needs of the existing population as evidenced by the priority projects identified across the borough. Any new population will exacerbate this need, which is why it is appropriate to seek financial contributions from developers as part of the planning process to contribute towards improving the borough's sporting infrastructure to best meet the needs of residents.

From a sport and active recreation perspective, it is positive that proposed development includes a space currently designated as a gym for resident use of 71.4 sqm. However, based on the identified strategic need for more indoor and outdoor sports facilities in the borough and the size of the development, it would seem appropriate to ask the applicant for a contribution towards projects to improve both the indoor and outdoor sports facility infrastructure in the local area. Based on 94 new single occupation units a sum of £41,600, is required via s106 legal agreement to contribute towards facility infrastructure improvement projects to be delivered in the area over the next 10 years. This has been agreed by the applicant.

On balance, given the constraints posed by the site and the financial contributions proposed to improve greening and access to open space off-site the proposals are considered to be acceptable and comply with the intentions of the policies G5 and G6 of the London Plan (2021).

Noise

The applicant has submitted in support of the application a Noise Assessment by Auricil Acoustic Consulting, dated November 2022.

As such, a number of conditions are proposed to secure additional information to ensure the proposed development provides appropriate levels of mitigation through careful detailing and specification of materials. It is also necessary for the applicant to consider mitigation measures to ensure the commercial and communal spaces use can potentially accommodate functions and events without causing disturbance to residents. A planning condition to ensure appropriate sound insulation and other mitigation measures is therefore proposed.

Other conditions are proposed to ensure the glazing specification and insulation specification around sensitive parts of the building are also submitted for approval by the local planning authority. Subject to compliance with these conditions no concerns are raised in terms of noise impacts and the proposals are considered to comply with London Plan policies D13 and D14.

Air quality

An Air Quality Assessment (inc. Air Quality Neutral Assessment) dated March 2022 was submitted for consideration. Due to the exceedances of the annual mean NO₂ objective and 24-hour PM₁₀ objective, the London Borough of Ealing was declared an Air Quality Management Area (AQMA).

The application is located within the Ealing Broadway and Haven Green Air Quality Focus Area (AQFA). The proposed development would be air quality neutral in terms of building emissions and no further assessment has been undertaken. Heating and hot water demand would be met by Air Source Heat Pumps and PV panels on the roof of the development. Various clarifications were sought through the application process but no revisions to the Air Quality Assessment were required. A S106 financial contribution for air quality mitigation measures would be required of £14,264 is sought to be used towards air quality monitoring and air quality improvement. Other conditions relating to ventilation strategy and the control of emissions and dust in the construction phases prior to commencement and in compliance.

On balance, the proposals are considered to be broadly acceptable and accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy SI1 of the London Plan (2021); and National Planning Policy Framework (2021).

Sustainable Development

London Plan policies S12 and S13 require all new development to be zero carbon and in line with the London Energy Hierarchy, buildings should be designed to reduce energy demand and to promote the delivery of low carbon, energy efficient and integrated electricity.

Energy Strategy / Over heating / Monitoring

The Council is supportive of the proposed energy/sustainability strategy produced by SRE October 2022 (v1C). The development is all electric with no gas infrastructure on-site. The strategy proposes a communal (air-to-air) VRF ASHP system to deliver space heating and cooling through Air Handling Units (conditioning), with a separate (air-to-water) ASHP distribution loop for DHW. The systems will be for both the residential rooms and communal areas. The ASHP will be located on the roofs of the 4th and 6th and top floors. PV has been realistically maximised with a 19.14 array on the main roof.

The Council confirms that there is no available "Clean" district heat network (DHN) and no further research is required on this issue.

The Strategy has been assessed against the Part L 2021 using SAP10 emission factors and follows the standard TER>DER/TFEE>DFEE (Target Fabric Energy Efficiency>Dwelling Fabric Energy Efficiency) energy hierarchy of "Lean, Clean, Green" as

required by London Plan policy SI2 & SI3, and Ealing Council’s Development Management DPD.

An Overheating Analysis report (SRE Oct-22 v1C) with proposed mitigation measures has been submitted. The analysis assumes full mechanical ventilation and heat recovery (MVHR) with summer bypass. It is compliant with Part O (TM59/Guide A), and TM52 (non-domestic buildings), and follows the TM49 methodology of modelling against the DSY1 average summer year (2020) and BREEAM NC 2018 required future projection (2050) weather data files. All rooms, communal areas, and corridors comply with the mandatory DSY1 (2020 & 2050) modelling.

At the current design stage the overall site-wide CO2 emissions will be cut by at least 59.67%, with 36.52% carbon reduction through “Lean” efficiency measures, and 23.15% through “Clean/Green” renewable/low-carbon energy. There is a shortfall of 507 tonnes CO2 (over 30 years) in the zero-carbon that will be mitigated through an “offset” S106 payment at £95 per tonne to the Council of £48,165. If after three years of in-situ monitoring the renewable/low-carbon energy systems do not deliver, within a reasonable margin of error, the carbon reductions predicted in the Energy Strategy then the Developer will need to pay an additional Carbon Offset contribution to mitigate some or all of the shortfall.

The London Plan (policy SI2) introduces a fourth step to the existing (be Lean, Clean, Green) energy hierarchy of “be Seen”. In addition to the GLA 'be Seen' policy, Ealing Council also requires the additional physical monitoring and performance analysis of the renewable/low-carbon energy equipment. Ealing already implements, and separately conditions, this requirement through its Development Management (2013) DPD policy E5.2.3. The monitoring is carried out by the Council’s chosen provider (Energence Ltd) using the Automated Energy Monitoring Platform (AEMP). A S106 payment will be sought for the implementation of the energy monitoring policy.

In line with this, Ealing Council will require the monitoring of the PV arrays, the communal Air Source Heat Pump DHW loop, and the electrical parasitic loads of the space heating VRF heat pump, to evaluate their performance/efficiency for a period of 4 years. Monitoring the (air-to-water) heat pump(s) will involve metering the heat output and the combined parasitic loads. Suitable monitoring devices must be fitted by the Applicant to achieve this.

Ealing Council will supply some of the monitoring equipment (through a S106 contribution) and the Developer will need to source the remainder in consultation with Ealing/Energence. Energy monitoring devices to be supplied by Ealing/Energence (subject to final confirmation) are:

- PV (GPRS) smart meters x1.
- ASHP (DHW loop) heat meter datalogger x1.
- ASHP electric parasitic load (GPRS) smart meters x3 (x2 a-t-w & x1 VRF).

If there are more than x3 heat pumps/collectors then the Developer must provide suitable parasitic load smart meters for each additional heat pump/collector.
SIM card and data processing (4 years) x5.

Energy monitoring devices to be sourced by the Applicant (in consultation with the Council) are:

- ASHP (DHW loop) heat meters (M-Bus connect) x1.
- Any additional ASHP collector parasitic load meters required (above the x3 identified).

Overall, the energy strategy is supported and has demonstrated good levels of compliance with policies SI2 and SI3 of the London Plan (2021), policy E5.2.3 of the Ealing Development Management DPD (2013) and the NPPF (2021).

Transport

The London Plan sets out transport considerations in policies T1 to T9. The general overarching objective of these policies is to create high quality, safe and accessible movement networks that reduce the need to travel and prioritisation of sustainable transport modes.

The application site is situated in Coldershaw Road junction with Uxbridge Road. Coldershaw is a local road and Uxbridge Road (A4020), which is a main distributor road. The site is within a Controlled Parking Zone (CPZ) with hours of operation Monday to Friday, 09.00 am -10.00am and 02.00 pm to 03.00 pm. The road network adjacent to the development site is congested with parked vehicles. The PTAL value for the site is 4 (very good) on a scale of 0 to 6b where 0 is the worst and 6b is the best.

Walking

Policy T2 (Healthy Street) of the London Plan 2021 states that developments should facilitate regular trips by walking or cycling and not seek to increase car dominance.

The application site is well located within the existing pedestrian routes. Broadway is a two-way single-carriageway road, subject to a 20mph speed limit, with footways and on-street cycle lanes in each direction. Coldershaw Road is a single carriageway 20mph street, which is residential in nature for most of its length.

An Active Travel Zone Assessment (ATZ) has been provided in the updated transport statement. The ATZ demonstrates that vehicle dominance at junctions makes crossing along desire lines more difficult for pedestrians. Surface quality and maintenance in some areas is poor and needs improvement to provide good and safe routes. As a result, a financial contribution of £85,000 towards link and junction improvements, mitigation of parking congestion, cycle infrastructure, traffic calming, footway improvements and travel plan monitoring is sought and would be secured by a legal agreement. In this way the proposal is considered compliant with London Plan policies T1 and T2 which concern roads and streets and walking respectively.

Cycling

The London Plan T5 concerns cycling has the overall objective of encourage cycling as a sustainable mode of transport by providing appropriate infrastructure and facilities.

The proposed development provides 94 cycle parking spaces for the co-living at ground floor to include 70 stackers, 18 Sheffield stands and 6 large cycles. A revised cycle layout and section drawing was provided. The revision includes increase of spacings between Sheffield spaces as standalone to 1,000mm and spacings between larger cycles to 2,000mm. An aisle width of a minimum of 2.5m would be provided in front of the lowered top tier of two-tier racks. The stacker dimensions are increased to 425mm and the Door access from external shown minimum 1,000mm clear opening to meet minimum lift door requirements.

Long stay cycle parking is proposed for the commercial space consisting of 2 spaces in line with the requirement of T5 of the London Plan 2021. Short stay cycle parking is proposed consisting of 4 short stay spaces for the co-living development and 2 for the commercial use. However, it is noted that a minimum of 4 short stay cycle spaces are needed for the

proposed 170sqm commercial uses. The proposal therefore slightly falls short of that required by London Plan policy T5.

Parking

The car-free nature of the proposed development is welcomed. In line within Policy T2 of the London Plan 2021, occupants of the development would be restricted from obtaining parking permits in the adjacent Controlled Parking Zone (CPZ) and future CPZ's in the area.

In line with Policy T6.1 of the London Plan 2021, three disabled person parking space should be provided from the outset. No disabled parking provision is proposed. It is noted that there are three parking bays immediately to the east of the application site. Other off-street parking spaces are available on Grosvenor Road, Hatfield Road and Coldershaw Road in the vicinity of the site. In addition, a financial contribution of £9,000 would be secured via the legal agreement to compensate the lack of disabled parking provision.

Trip Generation and Public Transport Impacts

The London Plan policy T3 concerns transport capacity. A multi model trip generation assessment has been undertaken to assess the potential impacts of the proposed development on the local public transport and highways network.

The Transport Assessment assessed the impact of the proposed development on the London Underground, National Rail, bus routes and local highway network. It was found that the proposals would not result in any significant or noticeable impact on the existing public transport services.

Servicing and Deliveries

London Plan policy T7 confirms 'Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible'.

The application is not accompanied by a Delivery and Servicing Plan. However, it is noted that some information is provided within the Transport Assessment. Delivery and waste collection will take place along the kerbside on Coldershaw Road within the time periods permitted by existing on-street restrictions at permitted locations. Waste storage will be contained at ground floor level with access from the rear and a drag route to the kerbside. It should be noted that at no time such works should occur on Broadway. A final version of Servicing and Deliveries Plan is secured by a planning condition for the Council to review prior to first occupation of the development.

Construction Management and Construction Logistics

A Construction Logistics Plan (CLP) has not been submitted; it will be secured by a planning condition to be agreed upon with the Council in accordance with T7 of the London Plan 2021 and TfL Construction Logistics Guidance. The CLP should contain details on the measures to ensure that there is no adverse impact on the surrounding transport network, pedestrian safety and cyclist access around the site throughout the construction process. It must also be ensured that the construction activities would not impact on the safe and efficient operation of the signalised junction in proximity and bus services along The Broadway.

Given all of the above, the proposal is considered to comply with the aims and objectives of policies T1, T2, T3, T4, T5, T6, T7 and T9 of the London Plan (2021).

Flood Risk

A Flood Risk Assessment by Lustre Consulting dated November 2022 has been submitted and indicate that the main sources of flood risk are surface water flooding. Chapter 5 includes a surface water drainage strategy. As such, future occupants and users of the proposed development will be at low risk of flooding and the development will not increase flood risk elsewhere. The details within the submitted assessment are only at a generalised level of detail and while they can be mostly accepted a detailed Drainage Strategy will be required by way of condition, that will include requirements for a survey of all existing drainage on site, up to point of connection with the public sewer. The condition of any aspects of the drainage wishing to be reused will need to be ascertained through a CCTV survey. Thames Water has been contacted through their pre-planning enquiry. A green / blue roof manufacturer will need to design the roofs to provide maximum benefit and optimisation of the system.

Thames Water provided no objection with regard to foul water sewerage network infrastructure capacity.

On this basis, subject to appropriate conditions being applied, the scheme is considered acceptable in its likely impact on drainage and flooding, and so accords with the NPPF, London Plan policies SI 12; SI 13 and SI 17 and the Sustainable Design and Construction SPG (April 2014).

Fire safety

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, Approved Document B amended version (2022). These require minimum standards for any development, although the standards would 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 the 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 makes site inspections during the course of the work to ensure the works are carried out correctly. On completion of work, the BCB would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

Conclusion

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

It is considered that the proposal for a co-living led-development and mixed-use scheme is of a suitable layout and design which responds well to the surrounding urban context and would cause minimal harm to the amenities of neighbouring residential occupiers. The development would provide good quality residential accommodation for future occupiers with sufficient access to communal amenity spaces and provides for the efficient use of land in an urban area.

Furthermore, it is considered that the proposal would not be of detriment to the surrounding road network and public transport system offering sufficient storage for cycles and refuse and recycling.

On balance, the proposals are considered to be acceptable, and it is recommended that planning permission be granted.

Community Infrastructure Levy (CIL)

The London Borough of Ealing is a Collecting Authority on behalf of the Mayor of London. Mayoral CIL is currently set at £60 per sq. m, subject to the indexation in place during the calendar year that the permission becomes a chargeable development. Liability is assessed after determination and the applicant will be sent a CIL Liability Notice if appropriate.

In this case, the proposed development involves a net increase of circa 3932.4sqm GIA floorspace. This indicates a CIL payment in the order of £235,944 subject to indexation, but the actual amount will be calculated by the CIL officer.

Local Finance Considerations

Pursuant to section 70(2) of the Town and Country Planning Act 1990 (as amended) the Council is required to take into account any local finance considerations, as far as material to the application. These comprise a grant or other financial assistance that has been, or would be or could be, provided to the Council, or any sum that has been received, or would be or could be, in payment of CIL. The Mayoral CIL, collected by the Council on the Mayor's behalf, is such a consideration.

The weight to be afforded to the receipt of CIL in the context of the decision whether to grant planning permission is a matter for members.

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 a proportionate response to the submitted application based on the considerations set out in this report.

The Council has had due regard to any potential adverse equality impacts of the proposed development, and to the extent that there are adverse impacts, which there may not be, the report should set out any mitigation proposals that would safeguard and promote the objectives protected by S149 Equality Act as far as reasonably possible if the proposal will bring about significant change.

Public Sector Equality Duty

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

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

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

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

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

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

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

Fire Safety

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

The planning system allows assessment of a number of interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application or may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of local residents. The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although the standards will vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during the course of the work to ensure the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

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

APPENDIX 1 - CONDITIONS AND INFORMATIVES

1. Time Limit – Full Planning Permission

The development hereby 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.

2. Approved Plans and Documents

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

Drawings:

LUX01-MAA-00-XX-DG-A-0001-P01
 LUX01-MAA-00-XX-DG-A-0101-P01
 LUX01-MAA-00-XX-DG-A-0102-P01
 LUX01-MAA-01-XX-DG-A-0001-P01
 LUX01-MAA-02-XX-DG-A-0001-P05
 LUX01-MAA-03-XX-DG-A-0001-P12
 LUX01-MAA-03-XX-DG-A-0002-P08
 LUX01-MAA-03-XX-DG-A-0003-P08
 LUX01-MAA-03-XX-DG-A-0004-P07
 LUX01-MAA-03-XX-DG-A-0005-P07
 LUX01-MAA-03-XX-DG-A-0006-P08
 LUX01-MAA-03-XX-DG-A-0007-P07
 LUX01-MAA-03-XX-DG-A-0008-P07
 LUX01-MAA-03-XX-DG-A-0009-P09
 LUX01-MAA-04-XX-DG-A-0001-P05
 LUX01-MAA-04-XX-DG-A-0002-P05
 LUX01-MAA-04-XX-DG-A-0003-P05
 LUX01-MAA-04-XX-DG-A-0004-P04
 LUX01-MAA-05-XX-DG-A-0001-P04
 LUX01-MAA-05-XX-DG-A-0002-P04
 LUX01-MAA-XX-XX-DG-A-0001-P01

Documents:

Planning Statement by Savills (November 2022)
 Microclimate Analysis Pedestrian Wind Comfort by SRE (27.01.2023)
 Phase 1 Environmental Report by GO Contaminated Land Solutions (21 October 2022)
 Arboricultural Planning Report by AD Trees (14 October 2022)
 Preliminary Ecological Appraisal by TSA Ecology (21.10.2022)
 Heritage, Townscape and Visual Impact Assessment by ICENI (November 2022)
 Transport Statement by Markides Associates (13 May 2023)
 London Plan Fire Statement by Lawrence Webster Forrest (Issue B, October 2022)
 Noise Assessment Report by Auricl (27 October 2022)
 Energy and Sustainability Statement by SRE (Rev C, 21.10.2022)
 Air Quality Assessment & Indoor Air Quality Plan by SRE (Ver 2, Rev A, 13.02.2023)
 Circular Economy Statement by SRE (Rev F, 21.10.2022)
 Daylight, Sunlight and Overshadowing Report by SRE (Ver 2, Rev B, 19.10.2022)
 Thermal Comfort Assessment by SRE (Rev C, 19.10.2022)
 Whole Lifecycle Carbon Assessment by SRE (Rev C, 19.10.2022)
 BREEAM Pre-Assessment by SRE (Rev D, 19.10.2022)
 BREEAM AP Report by SRE (Rev C, 18.10.2022)
 BREEAM Life Cycle Assessment by SRE (Rev C, 19.10.2022)
 Flood Risk Assessment by Lustre Consulting (October 2022)

Operational Management Plan by Luxgrove (V.1 – November 2022)
Design and Access Statement by MAA Architects (November 2022)
Transport Addendum by Markides Associates (12 May 2023)

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

3. Materials

The materials used in the construction of the development shall be in accordance with the materials described in the submitted design & access statement and the approved plans.

Reason: To ensure that the materials harmonise with the existing building and surrounding area, in accordance with policies 7.4, 7.8 and 7B of the Ealing Development Management Development Plan 2013, policies 1.1 (g) (h), 1.2 (f) and 2.10 of the adopted Local Development Framework (Core Strategy 2012) and policy D4 and HC1 of the London Plan (2021).

4. Co-living use

The proposed co-working and communal parts of the ground floor and floors 1 to 8 of the development hereby approved shall be used as a co-living scheme and for no other purpose or any use cited in any provision of the Town and Country Planning (General Permitted Development) Order 2015 (As Amended) (or any subsequent order revoking and re-enacting that Order with or without modifications) relevant to uses falling within Use Class Sui Generis.

Reason: To ensure that the Council retains control over the quality, impacts and provision of any change of use thereby safeguarding amenities of the occupiers of neighbouring properties and transport capacity in accordance with policies GG2, D14, T4 and T7 of the London Plan (2021); 1.1 and 1.2 of the Ealing Development (Core) Strategy 2026 (2012); and 7A and 7B of the Ealing Development Management DPD (2013).

5. Co-Living Management Scheme

Prior to the first occupation of the development, a detailed Co-Living Management Scheme shall be submitted to the Council for approval in writing and must include details of: -

- a. appointed Co-living site manager/s
- b. security and fire safety procedures
- c. move in and move out arrangements
- d. how all internal and external areas of the development will be maintained
- e. how communal spaces and private units will be cleaned and how linen changing services will operate
- f. how deliveries for servicing the development and residents' deliveries will be managed.
- g. maximum occupancy for the units

Reason: In the interest of residential amenity in accordance with policy D3, D4 and D6 of the London Plan (2021), policies 7A and 7B of the Ealing Development Management DPD (2013) and policies 1.1 and 1.2 of the Adopted Local Development Framework (Core Strategy 2012).

6. Refuse and recycle storage

Refuse and recycling storage areas indicated on the approved plans shall be provided and brought into use prior to the first occupation of the development permitted and retained thereafter.

Reason: To protect the living conditions of occupiers of the area and in the interests of the future occupants of the development in accordance with policies with policies 3.5 and 7B of the Ealing Development Management Plan 2013, policies 1.1 (e) of the Adopted Ealing Development (Core) Strategy and The London Plan (2021) policy SI 7.

7. Cycle Storage

The 94 (x70 cycles on stacker frames, x18 cycles on standard Sheffield Stands, x6 cycles on large Sheffield Stands) cycle parking spaces shown on the approved plans shall be brought into use prior to first occupation of the development and retained permanently.

Reason: To provide adequate bicycle storage in accordance with Sustainable Transport SPG, policies T2, T3 and T5 of the London Plan (2021) and policies 1.1(f) and 2.1(d) of the Ealing Development Strategy (2012).

8. Energy and CO2

a) Prior to construction completion and occupation, the Development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO2 emissions against SAP10 (or any later version) of at least 59.67% (equating to 25 tonnes of CO2 per year) beyond Building Regulations Part L 2021 (or any later version). These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by SRE October 2022 (v1C) including:

i. Lean, passive design measures to achieve an annual reduction of at least 39.28% equating to at least 15.2 tonnes in regulated carbon dioxide (CO2) emissions over BR Part L 2021 for the residential rooms, and at least 3.13%, equating to at least 0.10 tonnes, over Part L 2021 for the communal space.

ii. Clean/Green, renewable/low-carbon energy equipment including the incorporation of photovoltaic panels with a capacity of at least 19.14 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 23.15%, equating to 9.70 tonnes, in regulated carbon dioxide (CO2) emissions over Part L 2021.

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

b) Prior to Installation, details of the proposed renewable/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 communal heat distribution loop schematics, the exact number of heat pumps, the heat pump thermal kilowatt output, heat output pipe diameters, parasitic load supply schematics, monthly energy demand profile, and

the kWp capacity of the PV array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the renewable energy/LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.

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

d) The development shall incorporate the overheating mitigation measures detailed in the dynamic Overheating Analysis by SRE in Oct-22 (v1C). Any later stage version shall be compliant with CIBSE guidance Part O (TM59/Guide A), and/or TM52, and modelled against the TM49 DSY1 (average 2020 and future summer 2050) weather data files for TM59 criteria (a) and (b).

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

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

9. 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, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency of the renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council’s chosen AEMP supplier (Emergence Ltd) on commencement of construction to facilitate the monitoring process.

c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that

provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational. Any repair or maintenance of the energy equipment must be carried out within one month of a performance problem being identified.

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

10. 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.

11. Circular Economy

The Circular Economy statement produced by SRE in October 2022 (v1F), or any later approved version, should be implemented including; diverting 95% of construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and diverting the London Plan target of 65% of Operational Waste from landfill by 2030.

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

12. Non-Residential BREEAM energy/CO2 accreditation

a) The non-residential element of the development shall be registered with Building Research Establishment (BRE) and achieve BREEAM Rating Very Good and make reasonable endeavours to achieve Excellent (based on the latest BREEAM NC Technical guidance). The Development should endeavour to achieve the design phase pre-assessment score of 74.62% (Excellent) and actively aim to deliver the additional potential credits identified giving it a possible 81.96% score.

b) Within 3 months of completion of each non-residential element of the development, Interim BREEAM NC Assessment and related Certification verified by the BRE shall be submitted to the Local Planning Authority for written approval.

c) Within 3 months from the date of first occupation of each non-residential element of the development, BREEAM 'Post Construction Stage' Assessment and related Certification verified by the BRE should be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.

d) Following any approval of a 'Post Construction Stage' assessment and certification of the development, the approved measures and technologies to achieve the BREEAM Very Good or higher standard shall be retained in working order in perpetuity.

Reason: In the interest of addressing climate change and to secure 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, policies LV5.2 and 7A of the Ealing Development Management DPD 2013, and Policies 1.1(k) and 1.2(f) of the Ealing Development (Core) Strategy 2012.

13. Sustainable Design and Construction

Prior to completion the sustainability measures detailed in section 3 of the energy/sustainability strategy produced by SRE October 2022 (v1C), and any other relevant supporting documents, shall be implemented and maintained. The measures shall meet the requirements of local and regional planning policies and be in line with the Mayor's Sustainable Design and Construction SPG. The development shall be constructed in line with the approved energy and sustainability measures.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies SI2 and SI3 of the London Plan (2021), 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 and Mayor's Sustainable Design and Construction SPG.

14. Site Investigation (Contaminated Land)

Prior to the commencement of any works on site (except demolition and site clearance) the following shall be submitted to and subject to the approval in writing of the Local Planning Authority:

- o An intrusive contaminated land investigation and risk assessment of the site shall be carried out in accordance with BS1075:2011+A1:2013 and LCRM (formerly CLR11) guidance to assess the nature and extent of any contamination on the site. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site.

- o A contamination remediation scheme to bring the site to a condition suitable for the intended end use. It shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. 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.

Reason: To protect the health and living conditions of residents in accordance with National Planning Policy Framework 2021; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.

15. Verification Report (Contaminated Land)

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.

16. Sustainable Drainage Strategy

Prior to the commencement of development, a sustainable drainage strategy and a ground investigation report shall be submitted to and approved in writing by the Local Planning Authority.

The sustainable drainage strategy shall include a drainage proforma form, a detailed drainage design (incl. drawings and supporting calculations) and a maintenance plan (incl. maintenance tasks for all drainage components). The strategy shall achieve compliance with greenfield run-off rates and shall demonstrate a reduction of flood risk (betterment of existing drainage) at the site through sustainable drainage mitigation techniques.

The ground investigation report shall determine infiltration rates, water table level, etc. and all other appropriate investigation to confirm the development would not adversely affect ground water flow paths. Consideration shall be given to compensate loss of storage within the ground and appropriate mitigation measures shall be implemented.

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

Reason: To reduce surface water run-off and the risk of the flooding of the application property, neighbouring properties, and local area in accordance with policy 5.12 of the Ealing Development Management DPD (2013), policy 1.2 of the Ealing Development (Core) Strategy), policies D10, SI 12 and SI 13 of the London Plan (2021) and the NPPF (2021).

17. Secured by Design

The development must achieve Secured by Design accreditation prior to 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 policies D3 and D11 of the London Plan (2021).

18. 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 hard and soft landscaping scheme, including landscape design.
- Details of boundary treatments.
- Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting (specify only for applications with significant public aspect, important habitat qualities & opportunities or communal spaces in larger residential developments).

- Details of the green and brown 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 London Plan (2021), SPG on Children's Play and Recreation, and the National Planning Policy Framework (2021).

19. Transport/commercial/cultural noise sources

Prior to commencement of the development (excluding site clearance, demolition and site setup), a noise assessment shall be submitted to the Council for approval in writing, of external noise levels from transport and industrial/ commercial/ cultural sources, having regard to the assessment standards of the Council's SPG10 including aircraft noise data in Section 6, SPG10 (worst mode aircraft 1-day noise contour predicted for 2016 (60 dB). Details shall include the sound insulation of the building envelope including glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-noise) to achieve internal noise limits specified in SPG10.

Best practicable mitigation measures shall also be implemented, as necessary, in external amenity spaces to achieve criteria of BS8233:2014. The approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

20. Separation of noise sensitive rooms from different uses in adjoining dwellings

Prior to commencement of the development (excluding site clearance, demolition and site setup), 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 multi-purpose rooms from sleeping accommodation in separate dwellings. 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: In the interests of the living conditions of the residential occupiers, in accordance with Standard 30 of the Housing SPG and Policy D14 of the London Plan (2021).

21. Lifts

Prior to commencement of the development (excluding site clearance, demolition and site setup), 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 in dwellings. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14, T1, T3 and T4 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'.

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

Prior to the commencement of the development (excluding site clearance, demolition and site setup), details shall be submitted to the Local Planning Authority for approval in writing, of plant/ machinery/ equipment/ducting/air in- and outlets/ mechanical installations and their external rating noise level, together with mitigation measures as appropriate. 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 policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policies and D14 of the London Plan (2021), the National Planning Policy Framework (2021) and Interim guidance SPG 10 'Noise and Vibration'.

23. Anti- vibration mounts and silencing of machinery etc.

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

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

24. Commercial External doors and windows to remain shut

The use of commercial kitchens and communal function rooms, gym etc. shall not commence until all external doors have been fitted with self-closing devices, which shall be maintained in an operational condition and at no time shall any external door nor windows to rooms where noise, smell, smoke or fumes may be emitted, be fixed in an open position.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise /odour /smoke /fumes, in accordance with policy 7A of the Ealing Development Management DPD (2013), policy D14 of the London Plan (2021) and the National Planning Policy Framework (2021).

25. Permitted hours of public use of public ground floor commercial outlet in consideration of the many residents at and near the development

The internal use of the commercial premises shall not be permitted for public use outside of the hours of 08:00 to 23:00.

Reason: To safeguard residential amenity in accordance with policies 7A & 7B of the Ealing Development Management DPD (2013), policies D6 and D14 of the London Plan (2021) and the National Planning Policy Framework (2021).

26. Extraction and Odour Control system for non-domestic kitchens

Prior to commencement of the development (excluding site clearance, demolition and site setup), details shall be submitted to the Council for approval in writing, of an odour risk assessment (according to 2018 EMAQ Guidance) and of odour abatement equipment and extract system, including operational details and maintenance schedule, the height of the extract duct, with vertical discharge outlet, without cowl, at least 1m above the eaves of the main building. Details shall be provided of a reasonable distance of the extract outlet approximately 20.0meters from any openable window unless effective odour control is installed. Approved details shall be implemented prior to use and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by smell or steam, in accordance with policy 7A of the Ealing Development Management DPD (2013), policy D14 of the London Plan (2021) and the National Planning Policy Framework (2021).

27. Floodlights, Security lights and Decorative External Lighting

External artificial lighting at the development shall not exceed the vertical illumination lux levels at neighbouring premises that are recommended for Environmental Zone 3 by the Institution of Lighting Professionals in the 'Guidance Note 01/20 For The Reduction Of Obtrusive Light'. Lighting should be minimized by limiting the hours of use. Glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Note.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with policy D4 of The London Plan (2021).

28. Gym sound insulation/ isolation

Prior to internal fitout of the approved gym, an acoustic report shall be submitted to the Council for approval in writing, detailing the following:

- the sound insulation performance of the floor, ceiling and walls separating the gym from adjoining noise sensitive premises/ dwellings/ study areas/ parts of the development;
- anti-vibration fittings and/or other mitigation measures required for the isolation of exercise equipment, loudspeakers and floors for use by group exercise classes, weights, machines;
- details to demonstrate that noise from the use of the gym including music, instructor's voices, group exercise classes, activities and use of equipment does not exceed
 - NR25 Lmax(fast) from structure borne / impact noise
 - NR20 Leq,5min from general airborne activity noise (including music)

within adjoining or nearby premises. The assessment and mitigation measures shall be based on standards of the Council's SPG10. Approved details shall be implemented prior to use of the gym 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 and vibration, in accordance with policy D6 and D14 of The London Plan (2021).

29. 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 considerate complaints procedure,
- public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works, in case of emergencies, enquiries or complaints.

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 policy D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

30. 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 include the following:

1. On-site construction worker parking;

2. Anticipated number, frequency and size of construction vehicles entering/exiting the site;
3. Delivery times and booking system (staggered to avoid morning and afternoon school run peak periods);
4. Site security;
5. Secure, off-street loading and drop-off facilities, and locations thereof;
6. Vehicle manoeuvring and turning, including swept path diagrams to demonstrate how vehicles will access the site and be able to turn into and emerge from the site in forward gear;
7. Locations for the storage of building materials and construction debris and contractors' offices;
8. Procedures for on-site contractors to deal with complaints from local residents including the name, telephone number and address of a responsible person to whom enquiries / complaints should be directed. These contact details shall also be displayed at regular intervals around the site compound;
9. Confirmation of use of Transport for London's Freight Operator Recognition Scheme (FORS) or similar;
10. Control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 08:00-18:00hrs Mondays to Fridays and 08:00-13:00hrs on Saturdays, and the advance notification to neighbours and other interested parties of proposed works.

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

31. Delivery and Servicing Plan

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 plan shall cover the following:

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

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, S17, T1, T2, T4, T5, T6 and T6.1 of the London Plan (2021).

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 water 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 water utility infrastructure. Piling has the potential to impact on local underground water 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

33. Protection of Trees/Hedgerows and Planting Locations (Demolition & Construction)

Operations (including initial site clearance) shall be carried out strictly in accordance with the Arboricultural Planning Report by AD Trees (14 October 2022).

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

34. Fire Statement

Prior to the commencement of the superstructure works of the development, a Fire Statement shall be submitted to and approved by the local planning authority in writing. The Fire Statement shall include details of:

- The building's construction: methods, products and materials,
- Appropriate features which reduce the risk to life in the event of a fire,
- Appropriate way to minimise the risk of fire spread,
- A robust strategy for evacuation, including a convenient means of escape for all building users,
- How access will be achieved for fire service personnel and equipment in an evacuation situation, including water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, and

- Any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of those.

Reason: In the interests of fire safety and to ensure the safety of all building users, in accordance with policy D12 of the London Plan (2021).

35. Accessible Units

Nine of the approved co-living rooms shall be designed and constructed to meet Approved 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 the provision of wheelchair housing in a timely fashion and address the current unmet housing need, production of a sustainable mix of accommodation, provision of an appropriate choice and housing opportunity for wheelchair users and their families in accordance with policies D5, D6, D7 and GG4 of the London Plan (2021); 1.1 of the Ealing Development (Core) Strategy 2026 DPD (2012).

36. Submission of a Bird Hazard Management Plan

Development (excluding site clearance, demolition and site setup) shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. 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.

37. Ventilation Strategy

Prior to the commencement of the development (excluding site clearance, demolition and site setup), a Ventilation Strategy Report to mitigate the impact of existing poor air quality for residents shall be submitted to and approved by the Local Planning Authority. The report will contain details for the installation of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air for all co-living units.

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).

38. Air Quality and Dust Management Plan

Before the development is commenced, (including demolition and site clearance) an Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014, for the existing site and the proposed development. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works on the site.

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 SI1 of the London Plan(2021); and National Planning Policy Framework (2021).

39. Non-Road Mobile Machinery

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

Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, policies 1.1(j) of the Ealing Development (Core) Strategy (2012),

Local Variation policy 3.5 and policy 7A of Ealing's Development Management DPD (2013) and policy SI1 of the London Plan(2021); and National Planning Policy Framework (2021).

43. Fire Statement

Prior to the commencement of the superstructure works for each block of the development, a Fire Statement shall be submitted to and approved by the local planning authority in writing.

The Fire Statement shall include details of:

- The building's construction: methods, products and materials,
- Appropriate features which reduce the risk to life in the event of a fire,
- Appropriate way to minimise the risk of fire spread,
- A robust strategy for evacuation, including a convenient means of escape for all building users,
- How access will be achieved for fire service personnel and equipment in an evacuation situation, including water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, and
- Any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of those.

Reason: In the interests of fire safety and to ensure the safety of all building users, in accordance with policy D12 of the London Plan (2021).

Informatives:

- 1 The decision to grant planning permission has been taken in accordance with the statutory duty under section 38(6) Planning and Compulsory Purchase Act 2004 that the application must be determined in accordance with the development plan unless material considerations indicate otherwise; and in accordance with the statutory duty under section 70(2) Town and Country Planning Act 1990 (as amended) to have regard to the provisions of the development plan, so far as material, any local finance considerations so far as material, and to all other material considerations. The decision to grant planning permission has been taken having regard to the formal comments received by the Greater London Authority and other representations received; and after considering the National Planning Policy Framework (2021), the policies and proposals in the London Plan (2021) and all relevant material considerations including Supplementary Planning Documents/Guidance, and the following:

National Planning Policy Framework (2021)

2. Achieving sustainable development
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

London Plan (2021)

Policy GG1 Building Strong and Inclusive Communities
Policy GG2 Making the Best Use of Land
Policy GG3 Creating a Healthy City
Policy GG4 Delivering the Homes Londoners Need
Policy GG5 Growing a Good Economy
Policy GG6 Increasing Efficiency and Resilience
Policy SD10 Strategic and Local Regeneration
Policy D1 London's Form, Character and Capacity for Growth
Policy D2 Infrastructure Requirements for Sustainable Densities
Policy D3 Optimising Site Capacity Through the Design-Led Approach
Policy D4 Delivering Good Design
Policy D5 Inclusive Design
Policy D6 Housing Quality and Standards
Policy D7 Accessible Housing
Policy D8 Public Realm
Policy D10 Basement Development
Policy D11 Safety, Security and Resilience to Emergency
Policy D12 Fire Safety
Policy D14 Noise
Policy H1 Increasing Housing Supply
Policy H2 Small Site
Policy H4 Delivering Affordable Housing
Policy H5 Threshold Approach to Applications
Policy H6 Affordable Housing Tenure
Policy H7 Monitoring of Affordable Housing
Policy H10 Housing Size Mix
Policy H11 Build to Rent
Policy H16 Large-Scale Purpose-Built Shared Living
Policy S3 Education and Childcare Facilities
Policy S5 Sports and Recreation Facilities
Policy E11 Skills and Opportunities for All
Policy HC1 Heritage Conservation and Growth
Policy HC6 Supporting the night-time economy
Policy HC7 Protecting public houses
Policy G1 Green Infrastructure
Policy G4 Open Space
Policy G5 Urban Greening
Policy G6 Biodiversity and Access to Nature
Policy S11 Improving Air Quality
Policy S12 Minimising Greenhouse Gas Emissions
Policy S13 Energy Infrastructure
Policy S14 Managing Heat Risk
Policy S15 Water Infrastructure
Policy S17 Reducing Waste and Supporting the Circular Economy
Policy S112 Flood Risk Management
Policy S113 Sustainable Drainage
Policy T1 Strategic Approach to Transport
Policy T2 Healthy Streets
Policy T3 Transport Capacity, Connectivity and Safeguarding
Policy T4 Assessing and Mitigating Transport Impacts
Policy T5 Cycling
Policy T6 Car Parking
Policy T6.1 Residential Parking
Policy T7 Deliveries, Servicing and Construction
Policy T9 Funding Transport Infrastructure Through Planning

Policy DF1 Delivery of the Plan and Planning Obligations

Adopted Development (Core) Strategy (2012)

- 1.1 Spatial Vision for Ealing
- 1.2 Delivery of the Vision for Ealing 2026
- 2.1 Realising the potential of the Uxbridge Road / Crossrail Corridor (a) (c)
- 2.10 Residential Neighbourhoods
- 3.8 Residential Neighbourhoods
- 6.4 Planning Obligations and legal agreements

Ealing Development Management Development Plan Document (2013)

- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3A Affordable Housing
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.10 Urban Greening
- Policy 5.11 Green Roofs and Development Site Environments
- Policy 5.12 Flood Risk Management
- Policy 5.21 Contaminated Land
- Policy 6.13 Parking
- Policy 7A Amenity
- Policy 7.3 Designing Out Crime
- Policy 7.4 Local Character
- Policy 7B Design Amenity
- Policy 7C Heritage
- Policy 7D Open Space

Draft New Local Plan

Policy DMP1 Tall Buildings

Other Material Documentation:

- Ealing Housing Design Guidance (2022)
- Interim SPG 4 Refuse and Recycling Facilities
- Interim SPG 10 Noise and Vibration
- Ealing Council Waste Management Guidelines for Architects and Developers
- The Technical Housing Standards (March 2015)
- London Borough of Ealing Strategic Housing Market Assessment Update (2018)
- Mayor of London's Affordable Housing and Viability SPG (2017)
- Mayor of London's Housing SPG (2016)
- West Ealing Centre Neighbourhood Plan

In reaching this decision, specific consideration was given to the information contained in the applicant's submission including detailed plans, supporting statements and technical reports submitted with the application. The principle of the proposed land uses has been considered against relevant policies, the public benefits generated by the proposed development and the needs of the local area. Consideration was also given to the impact of the proposed development on the amenities of neighbouring residential properties and the character and appearance of the area. The principle of tall buildings on this site and its appropriateness in terms of its form, scale, layout and appearance and contribution that it makes to place making and the quality of the proposed residential environment and the amenity of future residents. The level of affordable housing is supported. Access, traffic, parking and servicing

implications have all been assessed and found to be acceptable as has the provision of quality hard and soft landscaping and public and private amenity spaces.

It was considered that subject to appropriate safeguarding conditions, given the nature of the proposed development and having considered all objections and comments received from stakeholders and interested parties to date, that on balance the proposals would accord with the relevant planning policies and guidance. It is therefore considered that planning permission should be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application.

2 This development is the subject of an Agreement under Section 106 of the Town and Country Planning Act (as amended).

3 The Mayor's Community Infrastructure Levy (CIL) was adopted on 01/04/2012 and later revised on 01/04/2019 (MCIL 2) This has introduced a charging system within Ealing of £60 per sqm of gross internal area to be paid to the GLA. On the basis of the information submitted with the application, the proposed development would be liable to pay CIL due to the development comprising of new residential uses and development of over 100sq.m which is not exempt from the Mayors CIL.

4 Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. Archaeological monitoring of geotechnical pits and boreholes can provide a cost-effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation.

5 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.

6 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.

7 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.

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

- 9 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.
- 10 We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 11 As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 12 As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it’s important that you minimize the risk of damage. We’ll need to check that your development doesn’t limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes>
- 13 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you’re planning significant works near our mains (within 3m) we’ll need to check that your development doesn’t reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://www.thameswater.co.uk/developers/largerscaleddevelopments/planning-your-development/working-near-our-pipes>.

- 14** The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk
- 15** The applicant is advised that further detailed design work will be required to satisfy the concerns of the London Fire Brigade. The applicant is referred to their consultation response dated 29 November 2022 reference 27/195266.