

Ref : 223545FUL

Address: The Hambrough Tavern, The Broadway, Southall, Middlesex
UB1 1NG

Ward: Southall West

Proposal: Demolition of the existing buildings and redevelopment of the site for a part 5, part 17 storey building plus basement, comprising 116 build to rent residential units (Use Class C3) , public house (sui generis)), community space (Use Class F2(b), formation of vehicular access, car and cycle parking; hard and soft landscaping; associated amenity space.

Drawing numbers: 20055-SWAP- 00-00-DR-A-MA-0000 (Site Location Plan); 20055-SWAP- E0-00-DR-A-MA-1000 (Existing Block Plan); 20055-SWAP- XX-00-DR-A-MA-0011 (Demolition Plan); 20055-SWAP- E0-00-DR-A-GA-1150 (Existing Ground Floor Plan); 20055-SWAP- E0-01-DR-A-GA-1151 (Existing First Floor Plan); 20055-SWAP- E0-XX-DR-A-GA-1161 (Existing Section A&B); 20055-SWAP- E0-01-DR-A-GA-1171 (Existing Elevation – Broadway); 20055-SWAP- E0-02-DR-A-GA-1172 (Existing Elevation – Bankside)

20055-SWAP- P0-00-DR-A-MA-0100 R4 (Ground Floor Masterplan);
20055-SWAP- P0-01-DR-A-MA-0101 R3 (First Floor Masterplan);
20055-SWAP- P0-05-DR-A-MA-0105 R3 (Fifth Floor Masterplan);
20055-SWAP- P0-21-DR-A-MA-0121 (Roof Level Masterplan);

20055-SWAP- P0-00-DR-A-GA-1200 R9 (Proposed Ground Floor GA Plan); 20055-SWAP- P0-01-DR-A-GA-1201 R9 (Proposed First Floor GA Plan); 20055-SWAP- P0-02-DR-A-GA-1202 R9 (Proposed Second Floor GA Plan); 20055-SWAP- P0-03-DR-A-GA-1203 R9 (Proposed Third Floor GA Plan); 20055-SWAP- P0-04-DR-A-GA-1204 R9 (Proposed Fourth Floor GA Plan); 20055-SWAP- P0-05-DR-A-GA-1205 R9 (Proposed Fifth Floor GA Plan); 20055-SWAP- P0-06-DR-A-GA-1206 R9 (Proposed Sixth Floor GA Plan); 20055-SWAP- P0-07-DR-A-GA-1207 R9 (Proposed Seventh Floor GA Plan); 20055-SWAP- P0-08-DR-A-GA-1208 R9 (Proposed Eighth Floor GA Plan); 20055-SWAP- P0-09-DR-A-GA-1209 R9 (Proposed Ninth Floor GA Plan); 20055-SWAP- P0-10-DR-A-GA-1210 R9 (Proposed Tenth Floor GA Plan); 20055-SWAP- P0-11-DR-A-GA-1211 R9 (Proposed Eleventh Floor GA Plan); 20055-SWAP- P0-12-DR-A-GA-1212 R9 (Proposed Twelfth Floor GA Plan); 20055-SWAP- P0-13-DR-A-GA-1213 R9 (Proposed Thirteenth Floor GA Plan); 20055-SWAP- P0-14-DR-A-GA-1214 R9 (Proposed Fourteenth Floor GA Plan); 20055-SWAP- P0-15-DR-A-GA-1215 R9 (Proposed Fifteenth Floor GA Plan); 20055-SWAP- P0-16-DR-A-GA-1216 R9 (Proposed Sixteenth Floor GA Plan); 20055-SWAP- P0-16-DR-A-GA-1217 R7 (Proposed Roof Terrace); 20055-SWAP- P0-21-DR-A-GA-1221 R1 (Proposed Roof Plan); 20055-SWAP- P0-B1-DR-A-GA-1222 R8 (Proposed Basement GA Plan);

20055-SWAP- P0-01-DR-A-GA-1311 R3 (Proposed North Elevation);
20055-SWAP- P0-02-DR-A-GA-1312 R2 (Proposed East Elevation);
20055-SWAP- P0-03-DR-A-GA-1313 R3 (Proposed South Elevation);
20055-SWAP- P0-04-DR-A-GA-1314 R4 (Proposed West Elevation);
20055-SWAP- P0-AA-DR-A-GA-1411 R4 (Proposed Section A);
20055-SWAP- P0-BB-DR-A-GA-1412 R4 (Proposed Section B);
20055-SWAP- P0-CC-DR-A-GA-1413 R5 (Proposed Section C);
20055-SWAP- P0-DD-DR-A-GA-1414 R3 (Proposed Section D)

Supporting Documents: Air Quality Assessment (SH Environmental, July 2022); Consultation and Involvement Statement (Nudge Factory, July 2022); Daylight, Sunlight and Overshadowing Report (Point 2 Surveyors, July 2022); Phase 1 Geo-Environmental Desk Study (Walsh, 18 July 2022); Planning Fire Safety Strategy (BB7, 2 March 2023); Bat Emergence Survey (Greengage, June 2022); Built Heritage, Townscape and Visual Impact Assessment (Montagu Evans, October 2023); Economic Impact Statement (Jeremy Leach Research, 21 July 2022); Landscape Statement (Spacehub, July 2022); Planning Gateway One Fire Statement (BB7, 2 March 2023); Transport Statement (Vectos, July 2022); 8371-PL-UGF-105 (Urban Greening Factor); Biodiversity Impact Assessment (Greengage, July 2022) and Biodiversity Net Gain Update (Greengage, 27 February 2023); Circular Economy Statement (MTT, 21 July 2022); Design and Access Statement (SWAP Architects, 27 July 2022) and Addendum 5 (SWAP Architects, 28 September 2023); Preliminary Ecological Appraisal (Greengage, July 2022); Whole Life Carbon Report (MTT, 21 July 2022); Affordable Housing Statement (DS2, July 2022) and Addendum (DS2, February 2022); Energy and Sustainability Statement (MTT, 23 February 2023); Draft Residential Travel Plan Statement (Vectos, July 2022); Wind Microclimate Study (NOVA, 14 July 2022); 8371-PL-GA-101 (Landscape Masterplan); Outline Construction Logistics Plan (Vectos, July 2022); Internal Daylight and Sunlight Report (Point 2 Surveyors, July 2022) and Addendum (Point 2 Surveyors, 27 February 2023); Planning Statement (DP9, July 2022); Environmental Noise Survey and Acoustic Design Statement (Hann Tucker Associates, 8 October 2021); Flood Risk Assessment (Walsh, July 2022).

Type of Application: Major

Application Received: 27/07/2022

Revised:

Report by: Joel Holland Turner

Recommendation: Grant Permission, subject to conditions and Legal Agreement and Stage II GLA Referral

Contents

Executive Summary:..... 4

Recommendation:..... 6

 Heads of Terms..... 6

Site Description..... 8

The Proposal 9

Consultation:..... 11

 Preapplication 11

 Public Consultation – Summary 13

 External Consultation 15

 Internal Consultation 16

Relevant Planning Policies: 19

Reasoned Justification:..... 19

 Main Issues 19

Background..... 19

Principle of Development..... 21

 Build-to-Rent (BTR)..... 23

Mix of Residential Units 25

Housing Land Supply..... 25

Affordable Housing 26

Design, Character and Public Realm..... 27

Tall Buildings 35

Impact on Heritage 41

Impacts on Neighbouring Properties..... 44

 Daylight and Sunlight 44

 Overshadowing 46

 Overlooking 46

 Visual Impact..... 47

Quality of Residential Accommodation 49

 Private Amenity Space 50

Amenity Space..... 51

 Communal Open Space..... 51

 Children’s Play Space 52

 Landscaping and Urban Greening 53

Transport & Highways..... 55

Environmental Pollution (Noise, Air Quality and Contaminated Land)	56
Noise	56
Air Quality	57
Contaminated Land	57
Energy/Sustainability	57
Crime Prevention	58
Refuse & Recycling Storage	58
Mayor’s Community Infrastructure Levy (CIL)	59
Conclusion	59
Human Rights Act:	60
Public Sector Equality Duty	60
Fire Safety	61
ANNEXE 1	62
Conditions/Reasons:	62
GENERAL COMPLIANCE CONDITIONS	62
PRIOR TO COMMENCEMENT CONDITIONS	65
PRIOR TO OCCUPATION CONDITIONS	72
ONGOING CONDITIONS	76

Executive Summary:

The proposed development involves the demolition of the existing buildings on the site, and the construction of a building up to 17-storeys, comprising 116 Build-To-Rent residential units. The ground floor of the building would accommodate the re-provision of the public house on the site, as well as a new community space, co-working area and ancillary amenities to the main residential use of the development. Whilst the main part of the building would be 17-storeys, the development would also include two shoulders, one of 5-storeys to The Broadway and the other being 1-storey to Bankside.

The application site is important within the early development of Southall, being a key location along the canal before the commencement of large-scale residential development. Given the site’s history and its location at the entrance to the Borough from Hillingdon, the application site could be considered a gateway site within the Borough that is currently underutilised. This presents an opportunity to fully optimise the potential of the site to deliver additional accommodation within the Borough.

The residential component of the scheme would be considered to be a Build-to-Rent (BTR) scheme, with none of the proposed units being for sale. The principle of this housing product is supported by both the London Plan and the Draft Local Plan. There are inherent benefits of BTR residential products as they provide high quality environments that are managed and provide longer-tenancies with certainty around rent increases, that are at less of a whim to market fluctuations.

Whilst the site does not form part of an allocated site within Council’s current Development Plan, it does form part of a potential allocation within Council’s draft Local Plan. This is due to there being an

existing approval for a hotel scheme up to 15 storeys (184519FUL), which is a material consideration, particularly with relation to the site's suitability to accommodate a tall building. Whilst the applicant has acquired the site after the submission of this application, the applicant advised that no interest was found for a hotel scheme in this location. This is also evidenced by the recent cessation of operations of the Hyatt Place hotel, nearby on Uxbridge Road within Hayes. This has required the developer to revisit the scheme, with BTR projects being an attractive proposition for this site.

The overall design, scale, massing and height of the proposed development has been considered at length between Council Officers and the developer through pre-application discussions. The scheme was also reviewed by Council's Design Review Panel and Community Review Panel. The scheme would deliver an interesting façade design with the use of ceramic panelling of glazed terracotta, which would play a prominent role. The use of this material provides a reference point to the Martin Brothers, who were prolific members of Southall's heritage and worked in pottery and ceramics. The colour scheme of both the main building and the shoulder elements reflect prominent tones and hues that the Martin Brothers used.

The scheme also uses strong horizontal lines that are reflective of the prevailing built form, particularly mixed-use commercial buildings along The Broadway. Thicker horizontal banding within the façade also aids in defining a base, middle and crown to the building that gives the building visual interest. The building takes an elegant form through the vertical pattern of fenestration providing coherency in its design. Curved edges and the chamfering of the external walls of the building provide for an interesting feature that reduces its scale and massing and reduces impacts on neighbouring residential properties.

Whilst the development is not on an allocated site within the current Local Plan, the Draft Local Plan recognises the existing consent over the site for a 15-storey building and notes the potential for a residential-led, mixed use scheme. A full Townscape and Visual Impact Assessment has been carried out over the site and it is considered that the visual impacts within short, medium and long-range views would be acceptable. The GLA have also noted within their Stage I response that the built form of the proposed development does not represent a significant departure from the consented 15-storey hotel. The TVHIA also focused on the impacts that the proposal would have on heritage, which includes the nearby canal, which forms part of the Canalside Conservation Area. It is considered when assessing the development's impact on designated heritage assets, that the proposal would represent 'less than substantial harm' in accordance with the NPPF, with the public benefits of the proposal significantly outweighing any harm caused.

The scheme would deliver a good mix of housing, with the scheme weighed in favour of 2 bedroom homes. The proposal would also deliver good affordable housing provision at 35% by Habitable Room (34% by floorspace and 30% by unit). All of the affordable homes would be within the Discount Market Rent Tenure, which is in accordance with Policy H11 of the London Plan. The most affordable housing rent (70%) would be delivered at 65% of market value, with the remainder (30%) being set at London Living Rent levels. This is in accordance with GLA requirements and is similar to another BTR Scheme within Southall at Park Avenue.

The scheme would also provide good quality living areas for future residents, with high quality homes that have well considered layouts. All of the proposed flats would meet the minimum internal space standards of Policy D6 of the London Plan, and in many cases significantly exceeding the minimum requirement. All homes would be provided with a balcony and would have access to good quality outdoor and children's play space, along with internal amenity areas at ground floor level, which include a large co-working area and gymnasium.

A full assessment of the impacts on nearby residents has been undertaken, particularly with respect to daylight, sunlight, overlooking and overshadowing. With respect to daylight and sunlight, the

development achieves a high level of compliance with BRE Guidance, protecting the living conditions of neighbouring residents. Full compliance with impacts on rear gardens has been achieved. The design of the building, particularly the chamfered edge, directs eyes to non-habitable spaces on adjoining sites and balconies intelligently use vertical fins to prevent overlooking. As the majority of residential properties are located to the south of the application site, the proposed development would have minimal impact on overshadowing.

Significant interventions into the public realm are proposed that will improve the quality of the streetscape, with new paving and street trees proposed. Aspirational proposals are also mooted for the canal area, which would be subject to further discussion with the Canal and Rivers Trust. A s278 agreement will also be required for the works proposed to the highway, including the loading arrangements which are proposed to be located at-grade within the street on Bankside, to allow additional public realm when not in use.

The proposed development incorporates high levels of sustainability, with Council’s Energy Consultant advising that the proposed measures are brilliant and highly supported. Site-wide carbon reductions of 57.89% would be delivered, with this being achieved through lean (15.45%) efficiency measures and green (42.43%) efficiency measures. The scheme also delivers an Urban Greening Factor (UDF) in excess of the Mayor of London’s requirements.

Overall, the development of the site is considered to be well-considered and it is considered that there is no reason that would warrant the refusal of the application. It is therefore recommended that the application be approved, subject to conditions, s106 legal agreement and Stage II referral to the GLA.

Recommendation:

That the committee **GRANT** planning permission subject to the satisfactory completion of legal agreements under section 106 of the Town and Country Planning Act 1990 (as amended) in order to secure the items set out below.

The application shall also be subject to Stage II Referral to the GLA.

Heads of Terms

The proposed contributions and obligations to be secured through a S106 Agreement are set out below.

Financial Contribution Heading	Proposed Contributions
Education Infrastructure	£160,000
Healthcare provision	£210,000
Town Centre Improvements	£80,000
Canal and Rivers Trust (Southall Wellbeing Way)	£50,000
Bus Service Improvements (TfL)	£243,750
Transport and Public Realm Improvements	£200,000
Travel Plan Monitoring	£3,000
Public Open Space	£50,387
Children’s Play Space	£27,238
Allotment Garden Improvements	£11,000
Active Ealing (Sports Infrastructure)	£35,000
Employment and Training Monitoring	£31,000

Air Quality	£15,135
Subtotal	£1,116,375
Carbon Dioxide Offsetting	£150,038
Post Construction Energy Monitoring	£11,814
Total Contributions	£1,278,227

- 35% of units by habitable rooms in the form of 27 Discount Market Rent units (72HRs) (at 65% of Open Market Rent) and 8 Discount Market Rent Units (32HRs) set at London Living Rent Levels to be developed as Build to Rent (BTR) affordable housing.
- The submission of a Build-To-Rent Management Plan prior to the occupation of any Residential Unit – inclusive of details such as covenants, clawback mechanisms, management, ownership and certainty around tenancy lengths, rent increases and service charges, as per the requirements of Policy H11 of the London Plan.
- The submission of a Discount Market Rent Marketing Plan, 9 months prior to practical completion of the relevant units – details shall outline that the DMR units will be actively marketed to those either living or working in the London Borough of Ealing for an exclusive period of 3 months before being marketed more widely. Details shall also include monitoring information and procedures, including on rents and service charges.
- In the event the Carbon Dioxide Emissions Target has not been met within 3 years from the date of last occupation, the Developer shall pay additional carbon offsetting contribution at £90 per ton for the difference.
- Early-Stage Viability Mechanism for Affordable Housing.
- Payment of the above contributions, which are to be index-linked.
- Restoration of roads and footways damaged by construction and restoration of the kerb where necessary.
- Agreement under s278 of the Highways Act in accordance with a specification to be agreed by the Council (street trees, landscaping and works to the highway).
- Participation in the Apprentice and Placement Scheme – 8 Apprentices and 25% Local Labour Hire. A £49,395 penalty for each obligation that is not met.
- An Employment, skills, and training delivery strategy shall be submitted to the Employment and skills S106 team. The developer will engage directly with the partnerships and procurement manager and will be required to submit quarterly monitoring no later than one week after quarter end.
- Restriction of Parking Permits – all the units and their occupants shall be precluded from obtaining a parking permit and visitor parking vouchers to park within existing or future CPZs in the area.
- Implementation of the Travel Plan
- Payment of Council’s reasonable legal and other professional costs incurred in preparing the s106 agreement.
- Administration and professional costs for monitoring the legal agreement.

AND

That the grant of planning permission be subject to the following conditions:

Conditions/Reasons and Informatives: refer to Annexe 1

Site Description

The application site is a generally regular shaped plot that occupies a prominent position at the junction of The Broadway and Bankside in Southall. The site has an area of approximately 1,730sqm, with large frontages to both Bankside (40 metres) and The Broadway (43.5 meters). The existing built form of the site consists predominantly of a two-storey building, orientated towards to the junction, which is currently vacant. This building was previously used as a public house. In the south-eastern corner of the site is a separate three storey building.

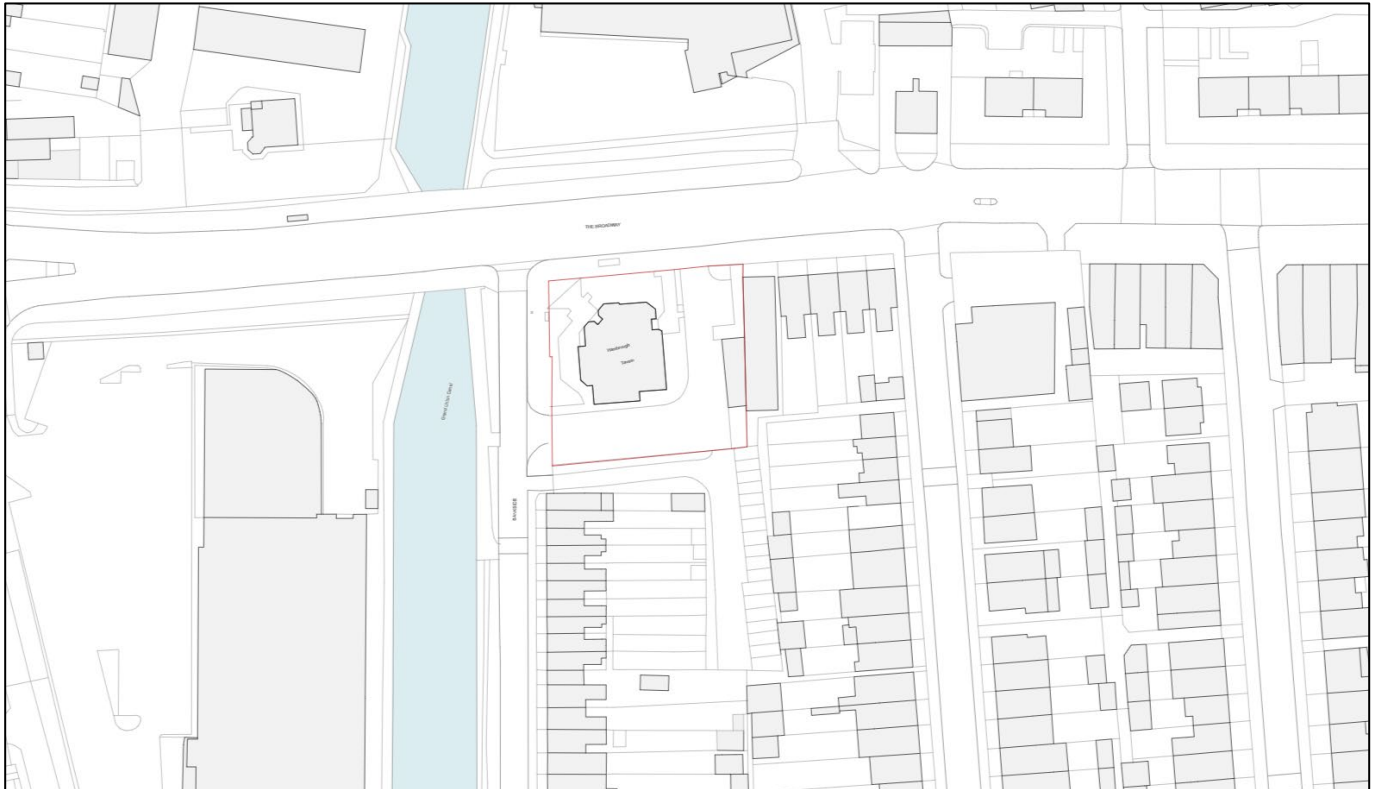


Figure 01: Site Location Plan

The application site acts as a gateway to the Borough, being located at the entrance to the Borough from Hillingdon. The area has a mix of uses, with the predominant use being residential. To the north of the site is the Southall Army Reserve Centre. Directly to the east of the site is an adjoining industrial unit, that trades in scrap metal, which is further flanked by conventional two-storey terrace housing. Stretching to the south of the site is established terrace housing that exhibits strong uniformity, with the external facades being weathered yellow brick with dark slate.

Directly to the west of the site is the Grand Union Canal and towpath, which also forms part of the Canalside Conservation Area. Moving further to the west, in the London Borough of Hillingdon, the character and built form is significantly different, with large retail and industrial parks, as well as the 13-storey Hyatt Place hotel (currently not in operation).

Whilst the site is not located within the Southall Major Centre, it is within reasonable walking distance, being approximately 280 metres from its western edge. Residential uses surrounding the application site are typically arranged in a parallel format, with two-storey residential dwellings, flat conversions and HMOs.

In terms of restrictive planning designations, the site is identified as within an area of Local Park Deficiency. The site is also located within the Southall Opportunity Area. The site also falls within the setting of the Canalside Conservation Area. There are no other significant heritage assets within or surrounding the site.



Figure 02: Application site at junction of The Broadway and Bankside

The Proposal

The proposal involves the demolition of the existing buildings on the site, and the construction of a 17-storey, with basement level building. The building would comprise two shoulders with a single-storey shoulder on Bankside and a 5-storey shoulder on The Broadway.

At ground floor level, the re-provision of the public house on site and would be orientated toward The Broadway frontage. A gym/fitness area would also be proposed for the benefit of residents. A co-working space and community space, which would be able to be used for the benefit of the local community would also be provided.



Figure 03: Proposed Development looking east

On the levels above, a residential scheme is proposed, consisting of Build-To-Rent (BtR) accommodation. A total of 116 units are proposed within the scheme. The housing mix proposed is as follows, which has been amended during the course of the application to take account of change of building regulations to accommodate a second staircase.

Unit Type	No. of Units	Percentage
Studio	16	13.7%
1-bedroom	29	25%
2-bedroom	63	54.4%
3-bedroom	8	6.9%
TOTAL	116	100%

Table 01: Housing Mix



Figure 04: Proposed development looking west

Communal amenity spaces would be provided above the single-storey shoulder along Bankside and would wrap around the building to the south. Further amenity space would also be provided on the top floor of the building in the form of a roof terrace. All flats would be provided with a balcony space.

Consultation:

Preapplication

<p>Design Review Panel (07/12/2021)</p>	<p>The panel recognised the existing permission for a 15-storey hotel but that the case was not strong enough to justify additional height. They noted that a 'landmark' building could be appropriate but would need to be of the highest design quality. The massing strategy proposed wasn't successful and that the building needed to be better considered from a greater range of viewpoints. The tower presented to the panel was bulky and should be amended to create a slenderer profile, which would also simplify the floorplate. The interlocking elements of the scheme were overcomplicated, and the development should be simplified to create an elegant tower that would sit on an enlarged plinth.</p> <p>Officer Response: Since the presentation of the scheme to the Design Review Panel, the scheme has evolved to give the greatest amount of consideration to the Panel's comments. Efforts have been made to give the building a slenderer profile and one of the ways that this has been achieved is to remove a previous interlocking, built element that wrapped around the</p>
--	--

	<p>building to the rear. The building also makes a better effort at more clearly defining the base, middle and top of the building to add more visual interest and reduce its perceived massing when viewed from the public realm. Materiality of the external walls of the building have been refined to present strong horizontal elements that are reflective of mixed used buildings along The Broadway. The external walls of the building would also be covered in ceramic paneling in the form of glazed terracotta.</p>
<p>Community Review Panel (17/05/2022)</p>	<p>The Panel had concerns with respect to the overall height of the development, noting that the design of the proposal appeared more imposing than the hotel consent. The panel did, however, recognise that the existing consent provided some precedent for a tall building on the site. However, the rationale for the increased height needed further justification. There was also a concern that it would give the wrong impression of the Borough at its entrance point, which is known as the “Queen of the Suburbs”. The use of ceramics in the facade, linking the development to Southall’s industrial heritage was welcomed. The Panel also noted that public realm and Canal improvements were outside the site ownership and could not reasonably be delivered.</p> <p>Officer Response:</p> <p>With respect to height, the applicant considered that the height was acceptable and had been revised significantly through the design process. It was also noted the general support from the GLA for the height and its similarities to the extant planning permission. The glazed terracotta façade was amended following the feedback to the panel to provide a more vibrant colour as illustrated in the image above. This has also been further refined within the application process. The affordability of the scheme for local people was also questioned, with the applicant providing detail on the affordable housing offering within the scheme. The public house use was also questioned by the Panel, and the applicant advises that should this not prove viable in this location, that the layout of the pub floorspace could be adapted to provide 4 separate retail units.</p> <p>It is also noted that Council has consulted with the Canal and River Trust, who have recommended a financial contribution toward improvements to the towpath through the Southall Wellbeing Way project.</p>

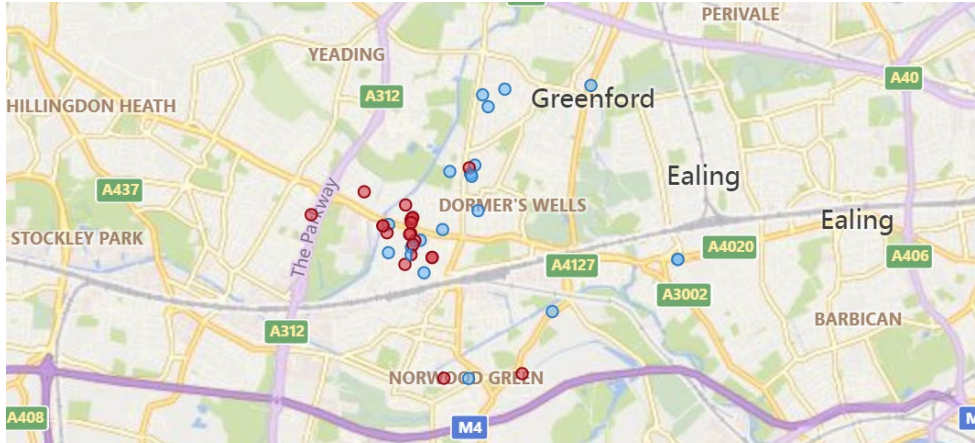
The applicant also undertook consultation prior to the submission of this application, which is detailed within the submitted Consultation and Involvement Statement. In addition to direct consultation with the local authority, Councillors, the GLA and relevant stakeholders, the applicant undertook a series of public consultation measures throughout the design phase of the development. This included the distribution of leaflets and letters, the creation of a webpage and a Workshop with the residents of Bankside. The workshop took place in February 2022 and was attended by 8 residents of Bankside. Concerns raised during the meeting included:

- Height: The scheme should be around the same height as the consented hotel. Concerns regarding overlooking into rear gardens.
- Parking: Concern that the proposal would result in residents parking in Bankside, increasing traffic in the area.
- Noise: Impact during construction.

- Canal: Any improvements to public realm along the canal would encourage Anti-Social Behaviour.
- Amenities: Amenities within the building should be available to the community.

The report provided with the application outlines the applicant’s response to the concerns of residents. The material provided to residents during the consultation process were also provided as an appendix to the report.

Public Consultation – Summary

<p>Neighbour Notification</p>	<p>Public consultation was undertaken by way of site notices around the application site. Consultation commenced on 24/08/2022 and concluded on 14/09/2022. Seventy-one (71) representations were received during the statutory consultation period, with forty-four (44) representations objecting to the proposed development and twenty-six (26) in support of the proposed development. There was also one (1) neutral representation.</p> <p>The image below shows the geographical distribution of representations in objection (red) and support (blue).</p>  <p>Figure 05: Location of Representations</p> <p>Objection A summary of the points of objection is provided below:</p> <ul style="list-style-type: none"> - Development is too high. - Too many flats. - Parking is limited. - Area is out of keeping with the surrounding area and the Canalside Conservation Area. - Worried about overcrowding of Southall. - Traffic on Southall Broadway. - Build a car park or doctors surgery. - Noise Nuisance. - Pressure on existing infrastructure. <p>Whilst the objections are varied, the most recurring point of objection is an increase in traffic and congestion.</p>
--------------------------------------	--

Officer Response: Whilst it is acknowledged the proposed development is higher than the surrounding built form, the existing consent is a material consideration, which has established the principle of a tall building on the site (184519FUL). The site is also at the edge of the Southall Metropolitan Centre and within the Uxbridge Road corridor, which presents the opportunity to optimise the site to deliver housing in accordance with Council’s housing targets as outlined within the London Plan. No parking is proposed within the development (aside from blue badge parking) and residents would be restricted from applying for parking permits. The site is also close to high frequency bus services along the Uxbridge Road corridor.

The assessment below will outline the impact of the proposal on the Canalside Conservation Area. The site would not be appropriate for a car park and any such proposal would be against the policies of the London Plan. There are a number of GP practices in the area as shown in the image below and financial contributions would be secured for upgraded and enhanced primary healthcare facilities.

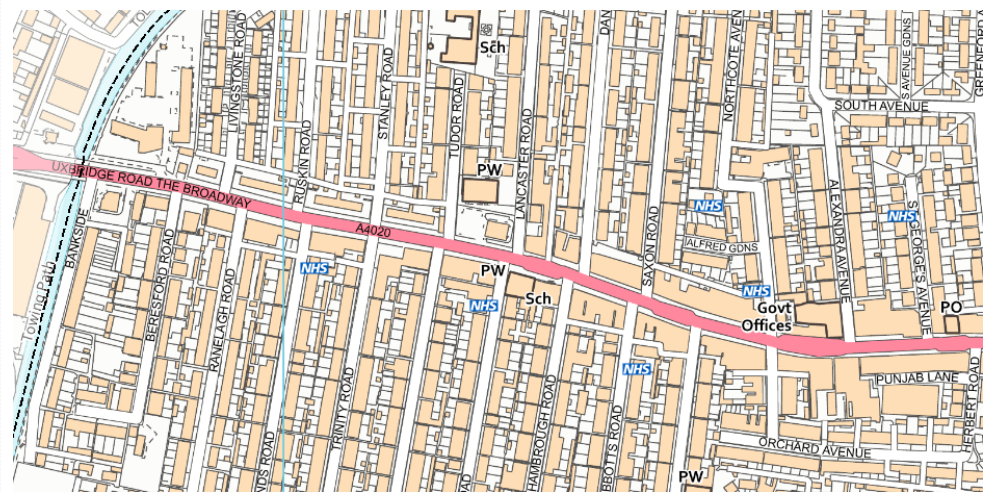


Figure 06: NHS Facilities

Whilst there is an expectation that there may be some noise impacts during construction, any construction activities will need to adhere to strict British standards in relation to noise, vibration, dust and hours of construction. The impact on existing infrastructure will be mitigated through financial contributions.

Support

A summary of the points in support of the application is provided below:

- Will help businesses along the Broadway
- Don’t want the hotel, housing would be better – have good memories in the pub
- Will clean up the area
- Design is great
- Great for young people within the community

Officer Response: Comments are noted.

External Consultation	
Heathrow Airport Safeguarding	No safeguarding objections to the proposed development. Informative has been recommended if the construction involves the use of a crane.
Crossrail Safeguarding	Application site relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction. No further comment.
National Highways	Based on the information presented in the TS, and our own trip generation and distribution / assignment comparisons, we accept that M4 J3, situated 3.5km from the site, would not receive a sizable traffic impact as a result of this development proposal. On this basis, we accept that the proposals would not affect the safety, reliability and/or operation of the SRN (the tests set out in DfT C2/13 para 10 and MHCLG NPPF para 111. No objection.
Historic England (Archaeology)	No archaeological requirement. The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment is therefore necessary.
Metropolitan Police	Condition requested for the development to achieve Secure by Design accreditation.
Thames Water	<p>Application site is within 15 metres of a strategic sewer and accordingly a Piling Method Statement is required.</p> <p>Thames Water would advise that with regard to the waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>
London Borough of Hillingdon	No comment received.
Greater London Authority (GLA)	<ul style="list-style-type: none"> - Proposal seeks the re-provision of the public house on site which is supported by the GLA and complies with Policy HC7. Flexible community use space is also supported - Affordable Housing is secured at 36% and can follow the Fast Track Route - The proposal meets the definition of a tall building and is not on a site designated for tall buildings as defined by Policy D9(B). A visual impact assessment has been carried out in accordance with Policy D9(C) - The proposed built form does not represent a significant departure from the consented 15-storey hotel. The site is a relatively unconstrained corner site that could be described as a 'gateway' site. The chamfered, simple form of the building with bevelled corners is reasonably successful - In immediate, medium and long range views, the proposal is visible – however when considering the visual impacts of the proposal and architectural quality, the visual impacts respond to their surroundings appropriately.

Healthcare (NHS Property)	Financial contribution sought toward healthcare facilities in the local area.
Ministry of Defence	Principal concern is the rooftop terrace creating a new habitat that would attract and support populations of large and flocking birds in close proximity to an aerodrome (RAF Northolt). This could be hazardous to aviation safety. No objection to the proposal subject to a condition requesting a robust Bird Hazard Management Plan (BHMP) which should be assessed in conjunction with the MOD.
Health and Safety Executive	<p>Initial advice provided by the HSE noted some matters relating to fire safety that could have land use planning considerations. Following this advice, amended plans were received and the HSE was re-consulted.</p> <p>HSE noted that “The applicant’s response provides details of a revised design with the addition of a second stair that serves all upper residential levels with only one stair serving the basement. This addresses the concerns raised in the previous substantive response.”</p> <p>Following a review of the revised information provided in the applicant’s response, HSE is satisfied with the fire safety design to the extent that it affects land use planning.</p>
Internal Consultation	
Pollution-Technical (Noise)	<p>Results of noise measurements within Environmental Noise Survey Report are accepted and no further noise measurements are required. However as site is exposed to substantial traffic noise and air pollution, mitigation measures will be required and internal noise levels need to be confirmed.</p> <p>Noise insulation required between flats and pub/restaurant, plant rooms/installations and community and communal uses on ground floor. Different uses between flats would also need enhanced sound insulation.</p> <p>Conditions required</p> <ul style="list-style-type: none"> Transport/commercial/industrial/cultural noise sources Separation of noise sensitive rooms in neighbouring flats Separation of commercial/ community and communal uses and facilities from dwellings Separation from dwellings/ noise sensitive uses Lifts External noise from machinery, equipment, extract/ventilation ducting, mechanical installations Anti- vibration mounts and silencing of machinery etc. Extraction and Odour Control system for non-domestic kitchens External doors and windows to remain shut Permitted hours of commercial use Disposal of bottles and refuse Sound Screen to external amenity spaces Floodlights, Security lights and Decorative External Lighting Demolition Method Statement and Construction Management Plan

<p>Pollution-Technical (Air Quality)</p>	<p>Recommended a Revised Air Quality Management Plan – fails to look at some cumulative impacts of other developments and the officer notes that prior to the adjustment, the modelling was underpredicting by over 25%, the LAQM guidelines does state that to have some confidence in the modelling, the modelled results should be inside the 25% of monitored concentrations.</p> <p>Conditions have been recommended.</p>
<p>Pollution-Technical (Contaminated Land)</p>	<p>The site is to be redeveloped and covered with hardstanding and a basement dug. The risk to future users is deemed low.</p> <p>Condition requested with respect to Unsuspected Contamination</p>
<p>Transport Services (Cycling)</p>	<p>The proposed access to the cycle parking appears to be by lift. Given the sloping site, level access to/from Bankside should be possible. The cycle parking should also be accessible via the ramp to the car parking. The sharp turn in front of the lift may prevent use by larger non-standard bikes, and the lift would also need to be at least 1.8 x 2.6 metres internally to accommodate them.</p> <p>Contribution to local cycling expected, including contribution to upgrade of towpath between Bull’s Bridge and Three Bridges, and funding of pinch-point removal between Southall Centre and the site. Scheme cost estimates £1million and £200,000 respectively.</p>
<p>Waste and Street services</p>	<p>No comment received.</p>
<p>Economic Growth/Regeneration</p>	<p><u>Employment:</u> Extant permission provided for 59 FTE jobs, compared to 30 FT and PT jobs. Therefore, there would be a reduction in the amount of jobs compared to the existing permission.</p> <p><u>Commercial space:</u> Work must be undertaken to illustrate that this space can function effectively and be a good neighbour to adjacent residential dwellings on Bankside.</p> <p><u>Impact on adjacent commercial areas:</u> Principle of providing residential uses in close proximity to Southall Major Centre is supported and will bring additional footfall to support town centre uses. Proposal to activate the frontage with the public house on Broadway elevation and community space on the Bankside Elevation is supported. Additional information should be provided as to how the community space will function.</p> <p><u>Good growth:</u> Concern with locating a high density residential development in this location without accompanying measures to improve active travel options. Site has a PTAL of 2, and is approximately 20min from Southall train station. A residential scheme will lead to an increase in parking and congestion in comparison to the extant hotel permission.</p>

	<p>Bus stop should remain unimpeded during construction and landscaping works. Regen is supportive of the off-street loading bay, however further clarification is required with respect to the basement access from The Broadway. Concern with the width of the footpath on Bankside being wide enough to accommodate car pick ups and servicing and deliveries.</p> <p>S106 contributions should be requested to improve connectivity to the canal to improve wayfinding, access to green spaces and provide safe pedestrian routes.</p>
<p>Education Services</p>	<p>A contribution towards local education provision has been requested.</p>
<p>Energy Consultant</p>	<p>Highly supportive of the Energy Strategy.</p> <p>Site wide emissions would be cut by at least 57.89%, with 15.45% through lean measures and 42.43% through green measures. Shortfall of 1,578 tonnes over 30 years in a zero-carbon environment attracts an offset contribution of £150,038 (£95/tonne). Energy monitoring contribution also required with the London Plan principle of “be seen”. Monitoring of the PV array and communal ASHP loop. Electrical parasitic load of x14 will also be monitored.</p> <p>Energy conditions recommended: Energy and CO₂ Post-construction renewable/low-carbon energy equipment monitoring Post-construction energy use monitoring (“be Seen”) Whole Life-Cycle Carbon Assessment Circular Economy</p>
<p>Landscape Architect (Leisure and Parks)</p>	<p>Proposed development is large with no contributions towards local greenspaces or the canal, which would be required to offset the negative impact of a tall building.</p> <p>Design of podium garden and residential spaces is good and materials and palettes are well thought out. However, these spaces will likely be intensively used and therefore their value to wildlife and biodiversity is questionable, particularly due to proposed lighting and likely intensive use.</p> <p>Development should be providing for 1,740sqm of outdoor amenity space.</p>
<p>Active Ealing</p>	<p>Financial contribution requested towards the protection, enhancement and provision of indoor and outdoor sport facilities, based off Sports England guidance.</p> <p>Leisure is encouraged to see the proposed design includes a ground floor space currently designated as a gym for resident use, albeit a very small space (94 sqm approx.); it’s worth noting at this early stage that all operational processes and procedures relating to its use as a gym would need to comply with industry guidelines to ensure the safety of users. It’s also noted that the use of this space can easily be changed in the future due to gym equipment being easy to move.</p>

Relevant Planning Policies:

The policies relevant to this application are listed in the informative section of the recommendation toward the end of this report.

Reasoned Justification:

Main Issues

The main issues in assessing this proposal are the following:

- The principle of residential development, including Build to Rent, on the application site.
- Background of the site, including the extant planning permission.
- The principle of demolition of the public house and it's re-provision.
- Quantum of development.
- Design of the proposed development and its impact on the character and appearance of the surrounding area.
- Affordable Housing provision.
- Housing mix
- Suitability of the site for a tall building, including visual impacts.
- Impact of the proposal on designated heritage assets.
- Impact on the amenity of surrounding residential properties.
- Quality of the residential accommodation of the site including the internal living environment.
- Transport and Highways impacts
- Refuse and recycling storage
- Quality of open spaces
- Sustainability of the development
- Crime Prevention
- Community Infrastructure Levy

Background

Whilst the site is not an allocated Development Site within the current Local Plan, the Draft Local Plan (Reg18) indicates the potential for the site to be included as a development site. This is due to there being a previous consent (184519FUL) over the site for a hotel scheme (Class C1). The consent permitted 161 rooms within the development with the retention of the public house use and other ancillary hotel functions. The designation within the Draft Local Plan identifies the potential for the site to be a "residential-led, mixed use scheme". The existing approval is still within its 3-year currency period and accordingly forms a material consideration in the assessment of this proposal.

The form and massing of the scheme that was approved by Council on 11/08/2021 is shown in the image below.



Figure 07: Extant Planning Permission

The previously consented scheme was submitted by a different applicant and was in different ownership at the time. The applicant under the current scheme acquired the site in August 2020, following Council’s resolution to grant planning permission, but prior to the final issuance of the Decision Notice following the completion of the legal agreement.

The applicant has had some initial discussions with potential operators of a hotel in this location, however no interest had been received. Given the lack of demand for a hotel on this site from any potential operators, it was considered that the delivery of the extant permission would not be viable. This is also evidenced by the fact that the Hyatt Place hotel in nearby Hayes (further to the west along Uxbridge Road) ceased operations in October 2022.

The opportunity therefore exists now to deliver housing on the site as an alternative use to the hotel. The form and massing of the building would nevertheless need to be changed, particularly as hotel rooms are not required to adhere to minimum internal space standards or communal amenity standards, in which a residential scheme is required to adhere to. There is also the requirement for a residential scheme to provide for an internal floor-to-ceiling height of 2.5 metres in accordance with the London Plan, whereas a hotel scheme would generally only require 2.3 metres.

A summary of the differences between the extant planning permission and the proposed development is shown in the table below:

	Approved Hotel	Proposed Development
Maximum Height	15 storeys	17 storeys
Height of Shoulder (Uxbridge Road)	4 storeys	5 storeys
Height of Shoulder (Bankside)	3 storeys	1 storey
No. of Rooms/Units	161 rooms	116 Build to Rent Units

Affordable Housing	0%	35%
Ground Floor Uses	Hotel Lobby, Public House	Public House, Community Facility, Co-Working Spaces, Gym
Car Parking (Basement)	9 General Spaces	12 Blue Badge Spaces

Table 02: Key Differences between consented and proposed schemes

Principle of Development

The site has a strong historical connection to the early development of Southall, with Uxbridge Road being a key route between London and Oxford. The early development of Southall was initially focussed on the junction of The Broadway and South Road. The creation of the canal in the 1800s brought brick industries to the area and resulted in the development of both Bankside and Hambrough Tavern. Therefore, the application site and its immediate surrounds possess an important historical link to Southall’s past and the historical development of the area. The OS Map below from 1897 shows the application site in the context of its surroundings. Hambrough Tavern is circled in red.



Figure 08: OS Map 1897

Further development within Southall eventually connected the core area of Southall along the Broadway and South Road, with Hambrough Tavern and Bankside. This comprised the early industrial development between the two areas eventually giving way to further residential development. Whilst the site plays an important historical role in Southall’s history, the current condition of the site acts as a blight on the landscape and re-development of the site, in principle, presents the opportunity to bring activity back into the area, in a way that better celebrates the application site’s history as a gateway into Southall along the east-west route.

The site also has a darker history as a centre of racial tensions in July 1981 through the Southall Riots, where the original Hambrough Tavern was burned beyond repair. Whilst the tavern was rebuilt into its current form, and also known as Mary’s Freehouse, it has remained largely underutilised, with the existing buildings currently in a dilapidated condition. The site now remains largely vacant. Nevertheless, Policy HC7 of the London Plan seeks to ensure that Boroughs protect public houses where they have a heritage, economic, social or cultural value to local communities. Given the history of the site, it is considered that this is relevant to this proposal. The proposal would retain a public house use on the application site that provides better interaction with the street. Whilst the proposal

Page 21 of 77

would constitute a “new pub as part of a redevelopment scheme” as noted within the policy, the policy also notes that these can also provide a cultural and social focus for a neighbourhood.



Figure 09: Entrance Lobby

The development would also provide additional community use spaces to complement the function of the public house as a community asset. A conventional community use space of approximately 54sqm would be available to members of the public which would provide a benefit to local residents and community groups. There are no other such facilities within the local area and the proposal would therefore meet an unfulfilled need. A more contemporary form of community use, in the form of a co-working space at ground floor level, would also be provided. This would be an additional benefit to the local community, in the face of changing work patterns, and would foster a level of cohesion between existing local residents and new residents of the proposed building.



Figure 10: Proposed Co-Working Space

The proposal would also offer a Build-to-Rent product, which differs slightly in terms of conventional residential development within the Borough. The London Plan encourages Boroughs to take a positive approach to the BTR sector, which presents an opportunity to contribute to the delivery of homes. The following section of the report outlines additional information on the BTR product and the benefits that this can bring to the local community.

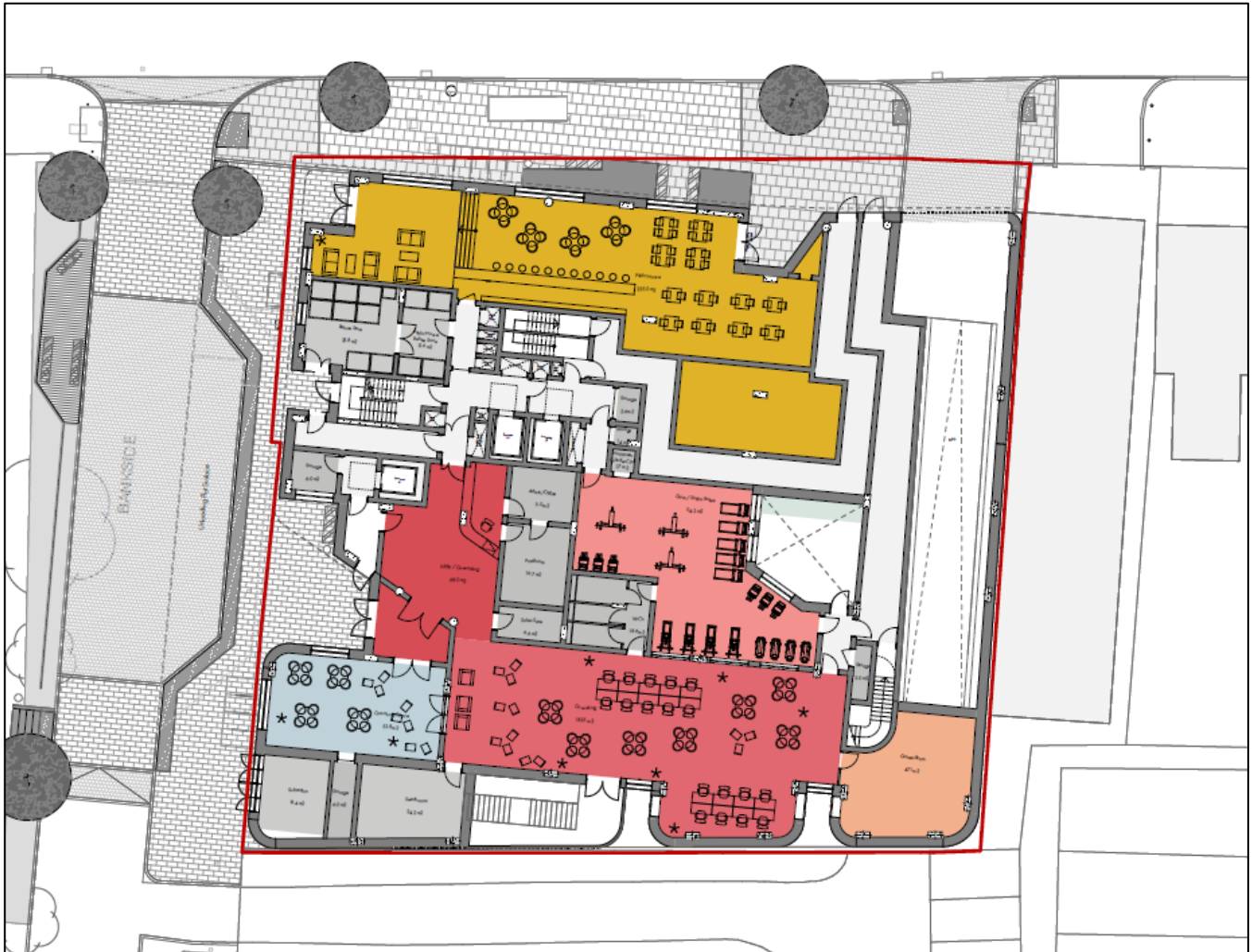


Figure 11: Ground Floor Layout

Build-to-Rent (BTR)

Build to Rent residential schemes are considered to be a good method of delivering new and flexible types of housing that can provide numerous benefits for local residents. Policy H11 of the London Plan outlines some of the benefits that Build to Rent housing products can deliver to meet local housing need and deliver new homes.

- Attract investment into London’s housing market that would otherwise not exist.
- Build-to-Rent products are less impacted by house price downturns, which enables these homes to be delivered more readily across the housing market cycle.
- Offer longer-term tenancies and more certainty over long-term availability.

- Encourages a commitment to and an investment in place-making, due to the building remaining in single-ownership.
- Provide better management services and better-quality homes than much of the private rented sector.

In order to qualify for consideration as a Build-To-Rent scheme, a number of criteria need to be met, with an assessment of this provided below:

Criteria	Officer Comment
The development has at least 50 units	Complies
Homes are held as BTR under a covenant for at least 15 years	Will be secured through legal agreement
Clawback mechanism is in place that ensures that there is no financial incentive to break the covenant	Will be secured through legal agreement
All units are self-contained and let separately	Complies
Unified ownership and management of the private and DMR elements of the scheme	Will be secured through legal agreement
Longer tenancies (3+ years) available to all tenants. Tenancies shall have break clauses	Will be secured through legal agreement
Rent and service charge certainty for period of tenancy. Start of tenancy should include annual increases being formula linked	Will be secured through legal agreement
On-site management (not necessarily full time staff) however prompt resolution of issues should be provided and some daily presence	Will be secured through legal agreement
Complaints procedure in place	Will be secured by condition as part of management plan
No upfront fees are allowed, other than deposits and rent in advance	Will be secured through legal agreement

Table 03: Build to Rent Requirements

Ultimately, this housing product will deliver housing for local residents that will provide more secure and longer tenancies than the private rental sector, that would be at less of a whim to market forces, with rents only able to be increased based on an established formula. A portion of the units will also be Discount Market Rent and London Living Rent, and held so in perpetuity, providing more affordable options for local residents.

Build-To-Rent products are also part of Council’s strategic objectives of delivering ‘Genuinely Affordable Homes’. In addition to the objective of meeting the 10-year housing target of 21,570 homes as outlined in the London Plan, Policy SP4 of the Draft Local Plan says that the delivery of genuinely affordable homes can be delivered through “improving opportunities for higher quality market rented properties, including build-to-rent”. Build-To-Rent is also becoming a popular product within Southall, with the approval and imminent construction of 460 BTR homes at Southall Sidings, Park Avenue (201888FUL).

It should be noted that the GLA has raised no objection to the principle of Build-To-Rent in this location and Council’s Housing Officer is also, in principle, supportive of the principle of BTR in this location.

Mix of Residential Units

As indicated in the table below, the proposed development would provide for a healthy mix of housing-types with a mix of 1, 2 and 3 bedroom units.

Unit Type	No. of Units	Percentage
Studio	16	13.7%
1-bedroom	29	25%
2-bedroom	63	54.4%
3-bedroom	8	6.9%
TOTAL	116	100%

Table 03 – No. of Units by Size

Overall, the proposal is generally in favour of larger homes, with the greatest percentage being 2-bedroom homes.

Housing Land Supply

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

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

The Council is currently compiling the evidence needed to confirm its position regarding the level of deliverable supply, and once completed this will be documented in an update to the latest AMR (October 2021). For reasons outside the Council’s control the completion of this exercise has been delayed awaiting the migration of missing pipeline data into the GLA’s Planning London Datahub. The GLA’s London Development Database (a ‘live’ system monitoring planning permissions and completions) was replaced in 2020 by the Planning London Datahub. During this transition between databases, there was a gap in coverage where neither database was operational and this prevented permission data being captured for a significant period, which has given rise to the incomplete pipeline. This incomplete pipeline poses a significant barrier to establishing future levels of deliverable supply. Typically, most of the supply identified through a five year land supply is expected to be derived from the pipeline of permissions.

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

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

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

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

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

Affordable Housing

Both the Ealing Core Strategy and the Draft Local Plan set out a strategic target of 50% affordable housing across the Borough. The London Plan Policy H11 states that in order for BTR schemes to follow the fast-track route (not requiring viability assessment), schemes must deliver a minimum of 35% Affordable Housing (calculated by Habitable Room). The expectation of the Mayor of London is that 30% of the AH homes should be provided at an equivalent rent to London Living Rent (LLR), with the remaining rent being at a range of genuinely affordable rents.

Of the 116 homes proposed, 81 homes would be set at market rate, with the remaining 35 units set at discount market rent (DMR). This equates to 30% by unit and 35% by HR. The proposal would therefore meet the criteria for consideration under the fast-track route, as outlined in the table below:

Type of Rent	Units	Percentage	Habitable Rooms (HR)	Percentage
Market BTR	81	70%	191	65%
Affordable DMR	35	30%	104	35%
Total	116	100%	295	100%

Table 04 – Affordable Housing by HRs and Units

When expressed on a floorspace basis, a similar percentage to habitable rooms would also be achieved as demonstrated in the table below.

Type of Rent	Floorspace (sqm)	Percentage
Market BTR	4,906	66%
Affordable DMR	2,481	34%
Total	7,387	100%

Table 05 – Affordable Housing by Floorspace

Policy H11 of the London Plan states the expectation of the Mayor of London is that 30% of the AH homes should be 30% provided at an equivalent rent to London Living Rent (LLR), with the remaining rent being at a range of genuinely affordable rents. The proposal would provide for discount market rent, set at 65% of market rent as well as set at London Living Rent. The split is provided within the table below:

Type of Rent	Units	Percentage	Habitable Rooms (HR)	Percentage
DMR – 65% of Market Rent	27	77%	72	69%
DMR – London Living Rent	8	23%	32	31%
Total	35	100%	104	100%

Table 06 – Tenure Split

The Mayor of London would consider both housing products to be genuinely affordable, and accordingly of the proposed affordable housing within the scheme, a 100% genuinely affordable product would be delivered. The tenure split of the DMR units is generally consistent with that as approved under the Build-To-Rent scheme at Southall Sidings that was approved under planning application ref: 201888FUL.

The type of residential accommodation that have been secured within each tenure are provided within the table below. The table demonstrates that the proposal would deliver affordable housing for a wide range of residents and their respective needs.

Unit Type	DMR – 65% of Market Rent	DMR – London Living Rent
Studio	1	0
1-bedroom	7	0
2-bedroom	19	0
3-bedroom	0	8
TOTAL	27	8

Table 07 – Housing Mix by Tenure

The proposal would accordingly deliver a significant contribution to local affordable housing provision, and in conjunction with the ability to secure long tenancies, with certainty on rent increases and service charges, as well as initial marketing to local residents, the scheme would deliver a good level of affordable housing to the benefit of local residents.

Design, Character and Public Realm

Section 12 of the NPPF, London Plan 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 states that developments should be given scrutiny at an early stage through the use of Design Review Panels (DRPs), which has occurred in this instance. The applicant has also sought advice from the GLA through their pre-application process prior to submission.

In addition to this, the Draft Local Plan Policy DAA states that new development should constitute high quality design that has a positive visual impact, which is achieved through accessibility and legibility and complements the local context through high quality materiality.

Through the design phase of this proposal, design considerations have been given to the established area surrounding the site. The proposal seeks to replicate elements and design features of the established built form to provide an architectural connection to the prevailing character. Two of the character areas that were studied included Bankside and The Broadway. Key design features on Bankside included detailed headers above windows and doors within the front elevation, with a typical yellow London brick and dark slate roofs. A strong horizontality is present in the built form of buildings along The Broadway, in the form of strong horizontal banding and continuous retail and commercial uses at ground floor. Headers above the windows are also a common, but not consistent feature.



Figure 13: Prevailing Architectural Character of The Broadway

The common horizontal banding architecture feature within the area has been reflected and emphasised within the design of the building, with this being a consistent feature on both street frontages. A thicker area of banding is proposed above the fourth floor of the building to better define the base of the building and provide a design link to the five-storey shoulder that is proposed on the eastern side of the site on The Broadway.



Figure 14: Street Scene Elevation from The Broadway



Figure 15: Street Scene Elevation looking towards Hayes/ Canal Bridge

The materiality of the building seeks to draw a design link to the early development of Southall, which was historically a hub for ceramics and brick manufacturing. Ceramics feature as a strong design

characteristic of the façade, with ceramic panelling being glazed terracotta to be implemented. The design inspiration has developed through an assessment of the important role that the Martin Brothers played in the history of Southall, and indeed the important role that the site itself plays in the early development of the area. The Martin Brothers, although based on Havelock Road, moved to the area due to their relationship with the Southall Brick Company, which was based in many locations around the area.

Two different tones of ceramic panelling are proposed, with the main massing being of a caramel colour. A number of different colours were considered in response to feedback from the Community Review Panel, which included an assessment of a variety of different tones. During the application process, the scheme was revised from a dark green tone to a caramel tone, that is more reflective of the works of the Martin Brothers and is more cohesive with the surrounding built form.

The two shoulders, being the single-storey shoulder on Bankside and the five-storey shoulder on The Broadway have adopted a more muted brown colour that is reflective of the prevailing tones and hues of the properties that adjoin the application site, on each street.

The proposed development, in terms of its materiality, has taken some design inspiration from other projects across England, including St Albans Place in Leeds (19 storeys, student accommodation), as well as 11 Mapleton Crescent in Wandsworth (27 Storeys, Pocket Living). The latter scheme was the winner of the Best Design Award at the National Housing Awards 2019 and the RIBA London Award and National Award 2019. The proposed façade would feature a corrugated appearance of vertical ceramic panels, providing alternating ridges and grooves. These panels would be interspersed with grid-like fenestration and strong and irregular horizontal lines, providing a varying vertical grain and texture, that holds and reflects light. This can be seen in Figure 14 above, whereby the light from the west provides for different tones, textures and hues during sunset hours.

The vertical ceramic panelling would be laid in prefabricated sections as shown in the images below from St Albans Place in Leeds and Mapleton Crescent in Wandsworth.

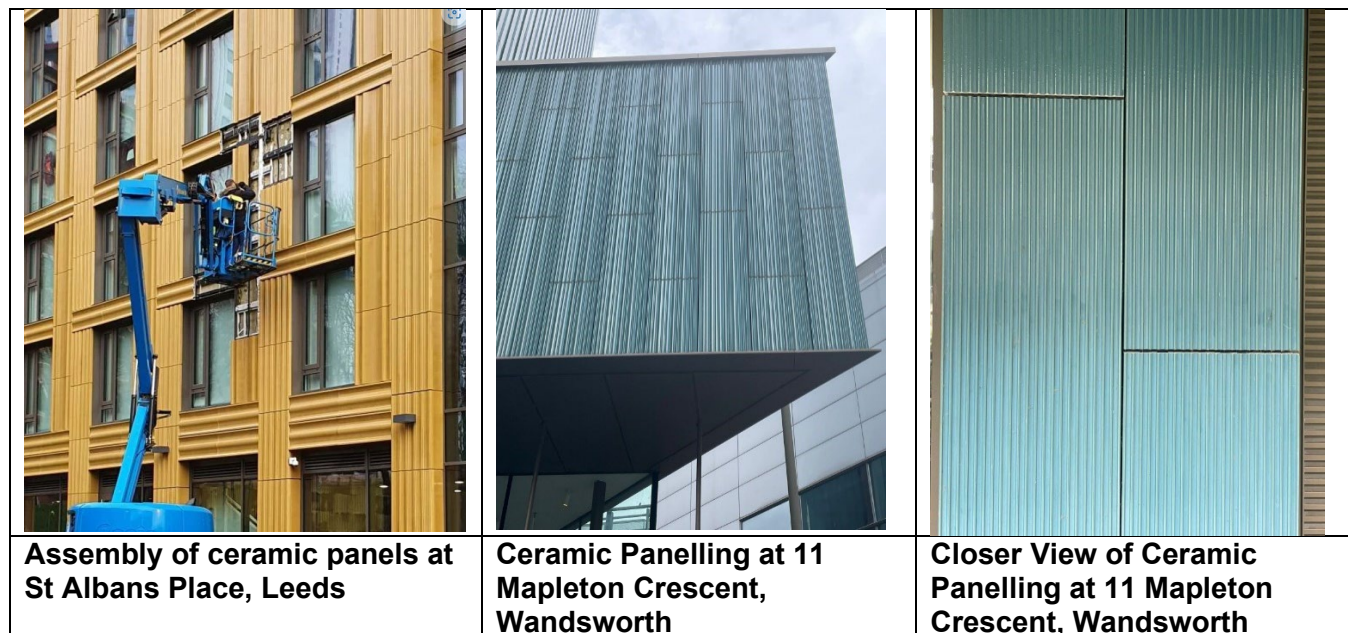


Figure 16: Material examples on other sites

The curved edges and vertical ceramic panelling also improve on the consented scheme by providing more visual interest. The consented scheme provided a largely blank brick wall with some indentation against the site boundary with no. 279A The Broadway and Bankside. This is shown in the image below.



Figure 17: Consented scheme showing walls to Bankside and The Broadway

The public realm surrounding the site is in a poor condition and somewhat inhospitable to pedestrians and footpath users. The development of this site accordingly presents the opportunity to re-engage the site and celebrate its proximity to the Grand Union Canal. Whilst upgrades to the canal and its towpath are not possible due to these existing outside the boundary of the application site, the applicant has agreed to a request from the Canal and Rivers Trust of a contribution of £50,000 towards enhancing the scope of the Southall Wellbeing Way project. This project is being led by the Canal and Rivers Trust, in conjunction with Ealing Council, including the Council’s Lets Go Southall program. Projects being delivered around the canal include waterside place making, the creation of new wildlife habitats, improvements to access on the towpath and flood resilience, enabling local people to step away from urban streets and connect with nature.

Whilst active frontages are proposed around both road frontages, the primary active frontage to the site will be on Bankside, allowing better integration with the proposed development and the canal. From the main entrance to the public house at the junction of Bankside and The Broadway, through to the main residential entrance and community space facility, the proposal would create a drawcard for the area, improving the relationship between the canal and the proposed development. Streetscaping works proposed at the junction would improve the public realm and access to the canal, along with the creation of street trees to better link the nature focussed canal with the urban areas of Southall.

It is also considered that the proposal offers an improvement to the public realm over the consented scheme. The consented scheme proposed a colonnade type frontage for a significant portion of the Broadway elevation, as is shown within the image below. This colonnade created a space that was partially opened on the eastern side and formed part of an undercroft to the building on its northern side. The purpose of this colonnade along the frontage was to provide a cover for vehicles that would enter and exit the site along The Broadway frontage. Therefore, the Broadway frontage of the site had

the active frontage set further into the development, with the frontage being dominated by a partially enclosed structure and vehicles. This is demonstrated within the images below.



Figure 18: Consented scheme showing colonnade feature

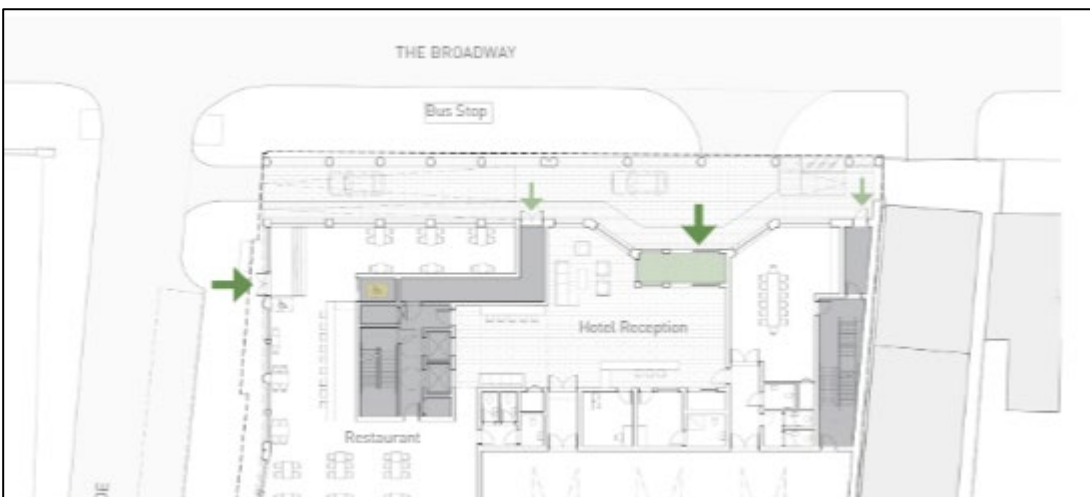


Figure 19: Consented Scheme showing colonnade structure over vehicle movement areas

As is illustrated in the images below, the improvements to the scheme result in the removal of vehicular access on The Broadway frontage and better engagement of the building with the public realm by bringing the active frontage forward. The proposal would also increase the public realm by providing a wider footpath, with opportunities for increased greenery and seating.

Council’s Housing Design Guidance states that factors to consider in terms of public realm should be to encourage active travel, improve permeability through the site, ensure that the width of footways are proportional to their role in the overall movement network and create well designed landscaped spaces. The proposal would improve footpath paving around the site and the road junction, which will aid in legibility of the space by encouraging a visual link between The Broadway and the Canal. The works associated with this would be secured through a s278 agreement. Loading would be undertaken outside the development on Bankside, as was proposed within the consented scheme, with this loading area being at-grade, allowing for a wider footpath and public realm when the loading bay is not in use.



Figure 20: Improved Public Realm at The Broadway/Bankside junction

The existing site offers a poor-quality pedestrian environment, with low level retaining walls, poor quality footpath and road surfaces and a wide existing crossover on The Broadway and Bankside. The flat nature of the site that exists below the level of the existing footpath also acts as a barrier and detaches the site from the public realm. The proposal would overall improve the sites integration with the street by rationalising the site and providing a continuous frontage along the footpath, that exhibits better site integration with the public realm. The building line along The Broadway would be angled allowing the additional height to be orientated toward the junction and integrate with the established building line of 265-279 The Broadway. The additional public space created by this angled building line would create additional public realm and would also present a potential opportunity to establish outside seating for patrons of the public house or the public. Additional street activity in this location would be welcome and create a destination site between the Southall Major Centre and the canal.



Figure 21: Improved Public Realm along The Broadway/Uxbridge Road

Given the poor quality and derelict nature of the existing site and for the reasons given above, it is considered that the proposal would be a “positive intervention for change where there is currently poor environmental quality or weak character” in accordance with Policy DAA of the Draft Local Plan.



Figure 22: Improved Public Realm from Bankside

Overall, the design of the proposed development, including its integration of established design characteristics of Southall and its links to the heritage area, as well as overall significant improvements to public realm and improved links to the Great Union Canal would be positive design intervention within the streetscene and would comply with the objectives of Policies D1 and D4 of the London Plan and Policies 7B and LV7.4 of the Ealing Development Management DPD.

Tall Buildings

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

The Draft Local Plan Policy D9 goes further in defining what constitutes a tall building in different zones/areas within the Borough. In the context of this policy, the application site would form part of area S1, which defines a tall building as 6 storeys or 21 metres in height. The policy states that tall buildings above this threshold should be located on allocated development sites defined by the development plan. Whilst the application site does not form part of an allocated site, as defined by the current Development Sites DPD, Chapter 4 of the Draft Local Plan designates the site (Site SO26) as having the potential for a residential-led, mixed use scheme, with no indications given on potential heights.

The impetus for the inclusion of the site in the Draft Local Plan is likely due to the permission granted under 184519FUL (dated 11/08/2021). This consent is still valid and therefore remains as a material consideration as to the acceptability of this site for a tall building. Whilst the uses of the consented and proposed scheme are different, in that the existing approval is for a hotel, and the current proposal is for a BTR residential scheme, the principle of a tall building on this site has been established through this previous consent.

There would be an increase in the height of the building between the consented and proposed schemes from 15 to 17 storeys for the main massing of the building. There would also be a reduction to the shoulder of the building on Bankside to a single-storey from three-storeys, which would better integrate with the prevailing two-storey character on Bankside. The massing of the main element of the development would also be increased, however this is considered necessary due to the characteristic differences between a hotel and residential scheme. Hotel rooms do not have minimum space standards, whereas self-contained residential units do. Accordingly, the floorplate needs to be increased to accommodate flats that meet space standards and provide a number of units to make the scheme viable. The changes in massing between the approved scheme is shown in the image below. The proposed massing is shaded in blue, with the consented scheme outlined in a darker blue.

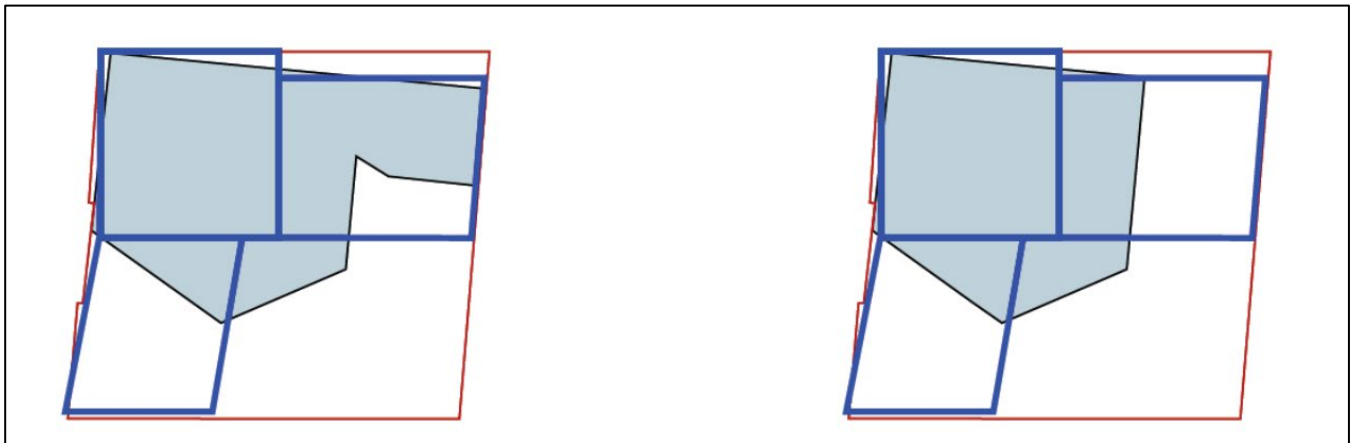


Figure 23: Massing between consented and proposed scheme (lower levels on the left, upper levels on the right)

The massing and height of the building will likely be most visible on its Bankside elevation, being the location where motorists would see the building, on the approach on Uxbridge Road from Hayes (London Borough of Hillingdon). On this elevation, the building has been designed to match the mass of the approved scheme as it meets the street, before a chamfered edge pulls back the mass of the building at an angle. This reduces the perceived mass of the building when seen in key views of the application site. The differences in the consented and proposed schemes are also shown in the elevation plans below.



Figure 24: Elevations of consented and proposed schemes (left side – The Broadway, right side – Bankside)

In terms of an assessment against the London Plan Policy D9, the proposal would not strictly comply with Part B, which requires that tall buildings be developed in locations that are suitable in Development Plans. However, due consideration must be given to the fact that Council has already consented a tall building under planning application ref: 184519FUL. Part C of the policy outlines that development of tall buildings should consider visual impacts, including long-range, mid-range and immediate views.

In response to this requirement, a Townscape and Visual Impact Assessment has been carried out, which provides illustrations of the proposed development within different local urban contexts. The image below illustrates the relative visibility of the proposal and at what distance the proposed development would be visible. This shows that the primary locations of visibility would be from the Uxbridge Road corridor, the Grand Union Canal and the rear gardens of properties on Bankside and Beresford Road. This study also has therefore informed the locations to which the Visual Impact Assessment was carried out.



Figure 25: Zone of Theoretical Visibility

The below images show the consented scheme and proposal from the western side of the Southall Major Centre, taken at the junction of The Broadway and Lancaster Road. Images of the proposal from further east along The Broadway do not show the proposal as being visible. The two images below show both the consented scheme and proposed development at this particular point along The Broadway.



Figure 26: Proposed Development from The Broadway/Lancaster Road (Consented Scheme)



Figure 27: Proposed Development from The Broadway/Lancaster Road (Proposed Scheme)

In this image, the development would frame the edge of Southall by providing a bookend at the western edge of the Borough of Ealing. At this viewpoint, the proposed building would be framed by street trees and the caramel colour of the building would assist in ensuring that the proposal would blend in with the streetscape. Given the regular spacing of substantial street trees along The Broadway whilst travelling in a western direction, this would be a continual experience by a motorist or pedestrian at regular intervals.

It is also noted that the presence of a building in this location may act as a way-finder, encouraging residents or visitors to be drawn down to the western edge of The Broadway. This may have the added effect of encouraging people to be drawn to the canal by making the site more of a destination for residents.

When viewing the site from the junction of Uxbridge Road and Delamere Road (London Borough of Hillingdon), the proposed development appears prominent, however its lower levels are obscured by the slope of the highway as it rises to cross the canal bridge. As a comparison, a Vu City Image of the consented scheme is also provided.



Figure 28: View from Uxbridge Road/Delamere Road (LB Hillingdon) (Consented Scheme)



Figure 29: View from Uxbridge Road/Delamere Road (LB Hillingdon) (Proposed Development)

The prominent view of the proposal from this location is acknowledged, however the experience would be similar to that of the consented scheme on the site. The chamfered edge that was previously referred to is readily visible from this viewpoint, as well as the effect that this has in reducing the massing of the building and giving the building a more slimline and elegant appearance. A slenderer appearance is also emphasised, as within the consented scheme, the three-storey shoulder on Bankside was visible from this point. The proposed development reduces this to a single-storey and accordingly obscuring its view.

The most prominent view of the development will of course be in the immediate views, with the following viewpoint being at the western edge of Garrod House, consisting of 6 residential units on the northern side of The Broadway.



Figure 30: View from the Broadway (Consented Scheme)



Figure 31: View from The Broadway (Proposed Scheme)

This viewpoint shows a transition in building heights from the two-storey maisonettes from 265-279 The Broadway. Whilst the transition from two-storey building to the five-storey shoulder does show a prominent blank wall, the creation of windows or alternative forms of fenestration would not be possible due to the potential overlooking impacts that this could cause. In this instance, however, the high-quality ceramic panelling, curved edges and horizontal banding would provide more interest than a conventional brick wall, that was proposed under the consented scheme. Details on materials, particularly in this location, will be heavily scrutinised by Council Officers through the submission of details required by condition. The transition in building heights may also be supplemented by any potential redevelopment of 279A The Broadway, which is currently a poor-quality building that has limited architectural merit and is occupied by a scrap metal business.

Various other viewpoints were also provided, which show limited to no visual impacts on the Townscape, such as from Minet Country Park (Hillingdon) and Southall Railway Station. Whilst the site would be visible from Brookside Park (Hillingdon), only the top floors would be visible, due to the distance from the site and mature vegetation which provides screening.

Overall, it is considered that whilst the site is not allocated for tall buildings as per the requirements of Policy D9(B) of the London Plan, a visual impact assessment in accordance with Policy D9(C) of the London Plan has been carried out, which demonstrates that the visual, functional, environmental and cumulative impacts are acceptable and not significantly different to the consented 15-storey hotel scheme, approved by Council under reference no: 184519FUL. The height, massing and scale of the building is also broadly supported by the GLA.

Impact on Heritage

Policy HC1 of the London Plan outlines that development proposals affecting heritage assets and their settings should be “sympathetic to the asset’s significance and appreciation within their surroundings”. Development proposals should avoid harm and identify enhancement opportunities. Paragraph 199 of the NPPF states that “great weight should be given to an assets conservation...which is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”.

In this instance, whilst the site is not in itself a heritage asset, it lies adjacent to the Grand Union Canal, which forms part of the Canalside Conservation Area (South-West Part). The site would therefore be regarded as within the setting of this designated heritage asset. Within the Conservation Area, the site is designated as within Sub-Area 6 (Bankside to Spikes Bridge Park). Characteristics mentioned within this area of the canal are the housing along Bankside, which includes good integration with the surrounding streets, including the pocket park leading up from the towpath to Uxbridge Road. Views across open spaces including sports fields in Hillingdon and Spikes Bridge Road Park. The Conservation Area Appraisal also notes that the surrounding development is predominantly two-storeys, which proposes a consistent and intimate feeling to the spaces and a balance between the scale of the buildings, the width of the open spaces and streets, towpath and canal.

Indeed, the ‘pocket park’ that is referred to within the CA Appraisal is an area of green space between the carriageway of Bankside and the towpath, with some grassed areas that are separated by low-level timber fencing. The area also contains a mooring area for boats and is frequented by water birds. Some historic stone copings are also present along the canal bank. The Appraisal does note that that Bankside is one of the few places along the canal where a positive relationship exists, particularly with the front elevations of existing dwellings overlooking the canal.

It must be, however, acknowledged that the application site itself shares a different relationship with the canal than the existing two-storey terraces fronting the canal. The Hambrough Tavern site occupies a more elevated position than the existing two-storey housing and is positioned at a junction with Uxbridge Road. Whilst the front elevations of the two-storey terrace open out onto more open grassy areas of the towpath, the application site is obscured by more dense vegetation and different site levels and more restrictive barrier fencing. This is demonstrated within the image below.



Figure 32: View of the proposal from Bankside

As is shown within the Zone of Theoretical Visibility Image above, the proposed development would be most predominantly visible from the southern approaches along the canal, rather than the north. The two images below show a view of the site along the canal from the south. The image below shows the locations of viewpoints 5 and 6, which are both from the Grand Union Canal towpath.



Figure 33: Image showing location of Viewpoints 5 and 6 as part of Heritage and Townscape VIA.

It does appear visible in longer range views (Viewpoint 6), with shorter-range views (Viewpoint 5) showing that established vegetation largely obscures the development from views.



Figure 34: Viewpoint 5



Figure 35: Viewpoint 6

On balance, the impact on the open character and views to, from and within the Conservation Area is considered to be “less than substantial”. In accordance with Paragraph 202 of the NPPF, where a development proposal would 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”.

In this instance, the public benefits of the proposal are demonstrable and would significantly outweigh the limited harm that the proposed development would have to the setting of the Canalside Conservation Area. Some of the demonstrable public benefits include:

- The redevelopment of a significantly underutilised site that has a negative impact on the streetscape, as well as the introduction of a high-quality new build development, with a surrounding public realm that would better integrate with the canal and towpath.
- Better ground floor integration of the application site with the surrounding area through establishing active frontages.
- Re-establishment and retention of the public house.
- Creation of new homes, including affordable housing on a public transport corridor, which includes the SL8, which forms part of the Mayor's new 'Superloop' Network.
- Creation of a flexible community space to serve the needs of local residents.

Impacts on Neighbouring Properties

Policy 7B of the Ealing Development Management DPD seeks to ensure that new residential development does not materially harm the living conditions of neighbouring properties. Policy D6 of the London Plan (2021) also requires that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

BRE Guidance is the principal method of determining impacts relating to daylight, sunlight and overshadowing on neighbouring properties. BRE guidance should be applied flexibly and are advisory in nature, which essentially means where there are areas of non-compliance with the BRE Guidance, this does not inherently mean that a proposed development would have a detrimental impact on the quality of life of neighbouring properties.

Daylight and Sunlight

In determining the impact of a proposed development on internal areas of neighbouring properties, VSC (Vertical Sky Component) is the most commonly used. This is the measurement of direct skylight reaching a point of a window, with the loss of VSC based at a point at the centre of a window, on the outer plane of the wall. A reduction in skylight would be noticeable to an occupant when the VSC level is both less than 27% and 0.8 times its former value.

NSL (No-Sky Line) is a measurement of the distribution of daylight within a room. This working plane for this assessment is 850mm above the floor and should not be reduced to less than 0.8 times its former value.

In terms of the impact on sunlight, APSH (Annual Probable Sunlight Hours) is used, where the APSH at a window should be 25% of the total available, with 5% in winter. Where the value falls short of these measurements, any more than 0.8 times its former value would be noticeable.

The image below shows the properties tested, and which properties all fully meet BRE Guidance (shaded in blue).



Figure 36: Compliance with BRE Guidance (blue) and Non-Compliance (red)

Within Garrod House, nos. 1, 3 and 5 would experience small deviations from BRE Guidance. However, it should be noted that out of the 15 windows tested, 12 would fully comply with BRE Guidance, with the three affected windows being secondary side-return windows onto balconies. Given the recessed nature of these windows, any impact is exacerbated by the design of the building rather than the development itself. In any case the reduction experienced ranges from 24% to 27%, which is marginally higher than the 20% target.

269-279 The Broadway

A total of 30 windows were tested, with 22 windows experiencing full compliance with VSC, and of those that fail, these are typically side facing secondary windows, which would arguably have a lower expectation of sunlight given their orientation and location, not being along the front or rear facades of the building. All applicable rooms tested would meet AP SH requirements.

1-7 Beresford Road

Of the 55 windows tested, 51 would show full compliance with BRE requirements for VSC. Those that fail are located at the ground floor front elevation and have reductions ranging from 29% to 46%. However, the low existing VSC levels to these windows exacerbate the percentage reduction. In any case, all windows tested would meet NSL and AP SH requirements.

2-6 Beresford Road

Of the 10 windows tested, 4 would achieve full compliance with BRE Guidelines. For those that don't comply, the reductions would be between 25% and 31%, which is marginally higher than the 20% target. Whilst the impact would be 'noticeable', it is considered to be acceptable in this instance due to minor levels of non-compliance. All relevant windows would comply with AP SH requirements.

3, 5, 7 and 9 Bankside

Of the 9 windows tested, 6 windows would comply with VSC requirements. The three affected windows would be side-facing windows at first floor on the northern flank of the rear outriggers. The reductions would range from 21% and 43%, however given that these are side facing windows, the rear and front elevations, facing east-west would be more relevant indicators of daylight to a property. On balance, it is considered that the reductions are marginal and unavoidable for any redevelopment of this site, including the existing permission. No properties contain windows that are relevant for an APSH assessment.

On balance, the proposal would not materially impact the living conditions of any neighbouring properties and would retain internal areas with good amounts of daylight and sunlight.

Overshadowing

The application site is located primarily to the north of residential properties on Bankside and Beresford Road and accordingly, the expectation that the proposed development would result in significant overshadowing of much of these surrounding properties would be minimal. The relevant test under BRE Guidance is that for all amenity spaces surrounding the site, 50% of this area should have a minimum of 2 hours of direct slight on 21 March, being the spring equinox.

The submitted assessment tested 26 external amenity areas surrounding the site, with all areas complying with this assessment. The proposal would therefore not result in a detrimental overshadowing impact on any surrounding properties.

Overlooking

The proposed private amenity spaces that would serve the residential units would be typically provided through balcony spaces, which have been intelligently designed to reduce overlooking impacts on neighbouring properties, particularly those to the south and southeast of the application site on Beresford Road and Bankside. The proposed building, on both its Bankside and The Broadway frontages, would have no reasonable opportunity to cause overlooking impacts on surrounding properties. On the southern side of the building, the edges have been angled, which has the effect of reducing the buildings massing and providing visual interest, in addition to directing views from balconies either over the canal or toward the garages behind the residential properties on Bankside. Vertical fins on a portion of the balcony would also provide screening to direct the view of users of balcony spaces away from amenity areas of surrounding residential development where necessary.

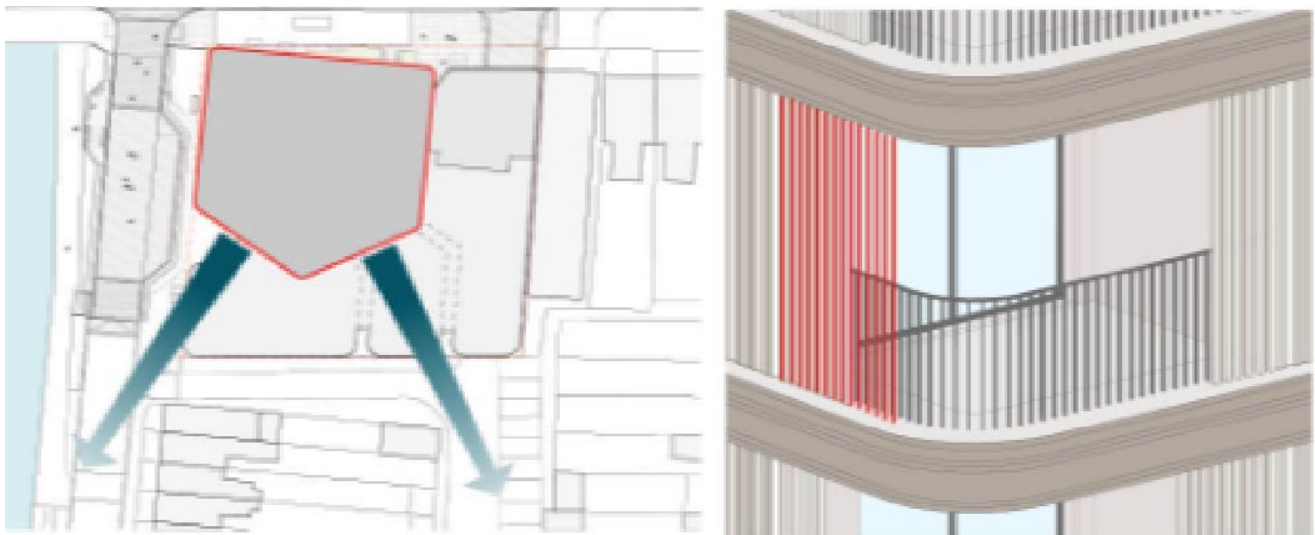


Figure 37: Overlooking Avoidance Strategy

The orientation from balconies can also be seen in Figure 32 above.

Where there are 'potential' opportunities for overlooking of adjoining spaces from windows or balconies proposed within the development, significant setbacks are proposed from the main massing of the development. This is illustrated within the image below.



Figure 38: Separation Distance between Habitable Spaces

As such, the proposal is not considered to give rise to any significant adverse impacts relating to overlooking of adjoining residential properties.

Visual Impact

Given the presence of lower density residential development around the site, it is also important to consider the visual impact that would be experienced by surrounding residents. Whilst obviously the construction of a 17-storey building on the application site would be noticeable to surrounding residents, the visual impact that would be experienced is not dissimilar to what would have been experienced under the consented 15-storey hotel scheme.

The applicant has provided access to the VU City Model, which enables Council Officers to review the development from a number of different angles around the application site. It is considered that the

most impact that would be felt is from rear facing windows and gardens of properties on Beresford Road and Bankside.

The following images show an illustration of views from both Beresford Road and Bankside.



Figure 39: View from Beresford Road (approximate 1st floor level)



Figure 40: View from Bankside rear gardens

In comparing the consented scheme with the proposed scheme, whilst the proposed scheme has slightly more mass than the consented scheme, the visual impact experienced on these properties

remains to be similar. As outlined above, the development would not include any significant additional overshadowing of rear gardens, given that the proposed development is located predominantly to the north. The scheme has also been intelligently designed to respond to potential overlooking impacts on neighbouring properties, as outlined above.

Quality of Residential Accommodation

Policy D6 of the London Plan outlines minimum internal space standards for new residential development. These standards are based on the number of bedrooms within a proposed residential unit as well as its occupancy, which is based on whether a bedroom is classed as single or double based on the Technical Housing Standards.

All of the proposed flats would meet or significantly exceed the minimum internal space standards of new residential development, providing good quality living conditions for future residents. Policy D6 of the London Plan outlines that 10% of all dwellings should meet the M4(3) standard for wheelchair user dwellings. The proposal shows that 12 of the proposed 116 homes would meet this minimum requirement.

The form of the proposed building has been exploited to ensure that a high degree of the proposed flats are dual aspect, with none of the proposed flats being single-aspect north facing. 59% of the flats would be dual aspect, with single-aspect flats facing south, east or west. The submitted Daylight and Sunlight Assessment also shows that 97% of the rooms tested comply with BRE Guidance with respect to internal daylight and sunlight, which is very high for an urban location. The overall layout would provide open plan living that will provide good quality living conditions for future residents.



Figure 41: Proposed 2 Bedroom Flat (Type 07)

Private Amenity Space

Policy 7D of the Ealing Development Management DPD seeks to ensure that new residential development provide for private amenity space. For developments such as the one proposed, the most common form of private amenity space is in the form of a balcony that should be provided at a minimum rate of 5sqm per 1-2 person flat, with 1sqm for each additional occupant.

Most of the proposed flats would be provided private amenity space in the form of a balcony, with each space proposed meeting the space standards set by Policy 7D. There would, however, be some flats that do not meet the standard as outlined within Policy 7D. These include 3b4p (Unit Type 02) homes, which have a balcony space of 3sqm.

In the instance of the 3b4p homes, whilst there is a shortfall of 4sqm for the balcony space, this is offset by a significantly larger internal area. The minimum space standard for a 3b4p flat is 74sqm, whereas these flats would provide 86.3sqm in space, 12.3sqm above the minimum standard. On balance, despite the non-compliance with the amenity space standard in this instance, these proposed flats would provide good quality living accommodation for future residents. It should also be noted that to resolve this matter and provide the additional 4sqm of balcony space, this would unnecessarily squeeze the adjacent bedroom spaces to a point where they would unlikely be able to accommodate basic furniture.

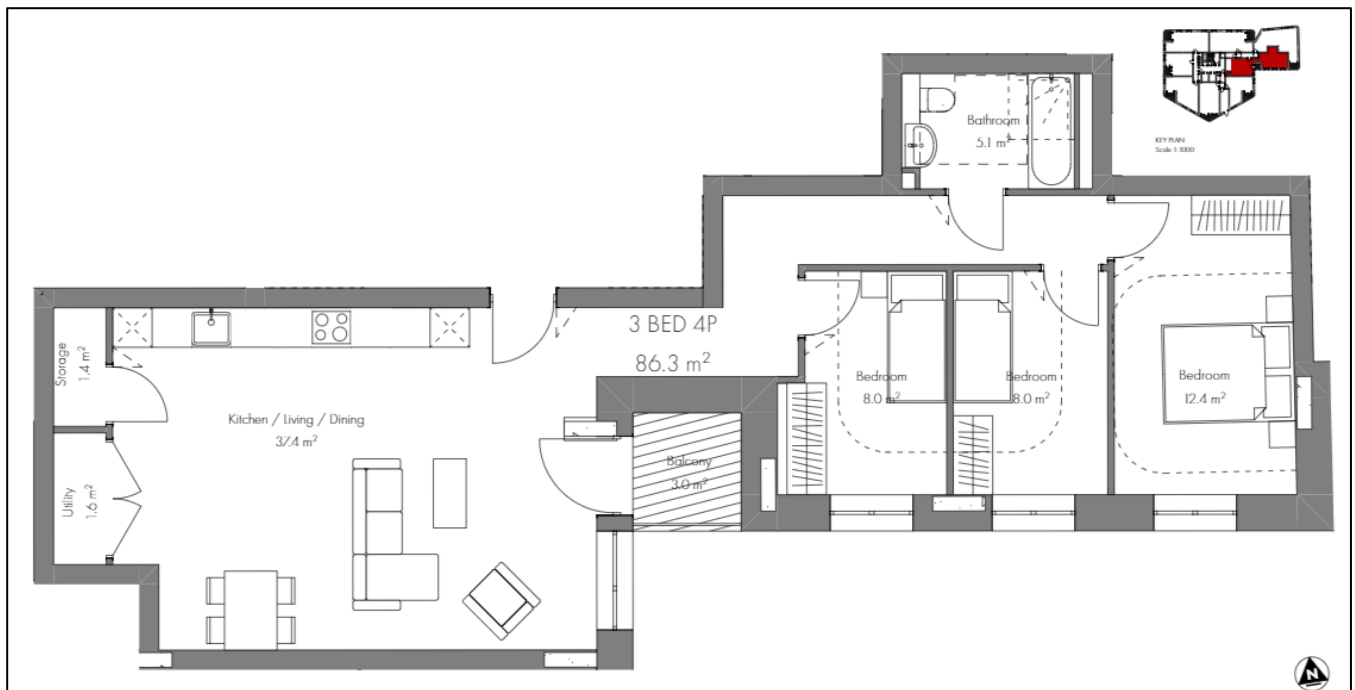


Figure 42: Unit Type 02 – 3b4p flats with balcony

There was some initial concern that due to the unconventional curved building edges to the south that some of the balcony spaces proposed would not be able to be adequately used. However, further information was requested from the applicant, which shows that the balcony spaces provided on the southern side of the building can adequately accommodate basic balcony furniture, as shown in the image below.

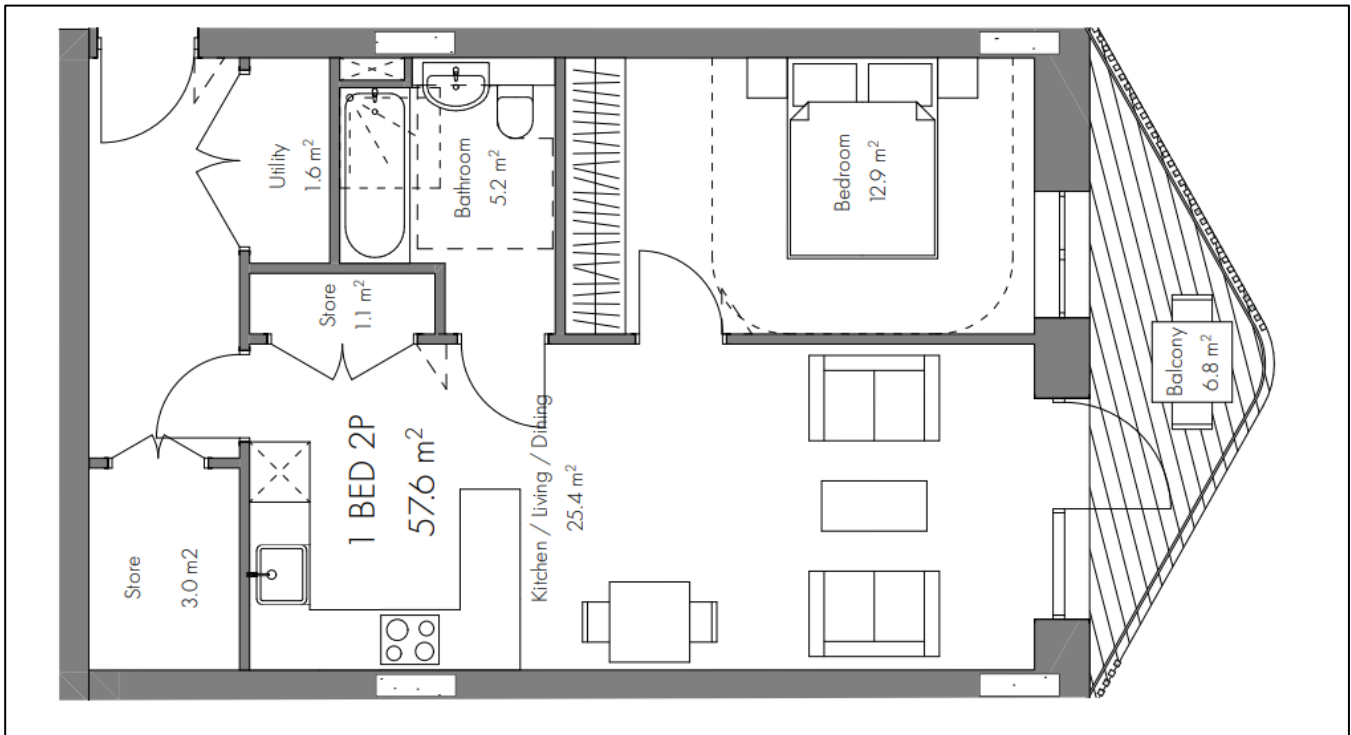


Figure 43: Balcony with Furniture

Amenity Space

Communal Open Space

In accordance with Policy 7D, developments of this size are also required to provide communal garden space, children’s play space and contributions towards allotment provision. In accordance with Policy 7D, each flat should be provided with 15sqm of outdoor amenity space. A 5sqm credit is applied to each flat for the private amenity space. Based on a scheme of 116 residential homes, this would provide a requirement for 1,740sqm of outdoor amenity space. The credit applied for the balcony spaces would be 580sqm, providing a requirement of 1,160sqm of communal amenity space.

Communal amenity space would be delivered at first floor level on top of a podium that wraps around the building from Bankside to the south-eastern corner of the site. An addition, the rooftop of the main tower, would also provide for a roof terrace that would be accessible to all residents. The height of this outdoor amenity space would also afford residents long range sweeping views of the surrounding area. There is also a separate green roof area proposed on top of the fifth floor of the Broadway shoulder of the building. Whilst this is an improvement in terms of providing biodiversity and contributing to urban greening, this does not form part of the outdoor amenity space requirements.

The general layout of the proposed landscaping is shown within the image below:



Figure 44: Amenity Space proposals

The first-floor podium level would deliver shaded seating areas, dense landscaping long the boundaries to prevent overlooking to rear gardens on Bankside and Beresford Road, open lawns and meadows, integrated children’s play space. At the roof top, additional child’s play space, seating and viewing areas, raised planting beds and a dining area under catenary lighting would be provided. Collectively, the two spaces would provide for 800sqm of communal amenity space. This, combined with the private amenity areas, would equate to 1,380sqm of amenity space within the development. There would be a shortfall of approximately 360sqm. To mitigate this shortfall, a s106 financial contribution has been recommended with funds potentially to be used toward improvements to the canal and towpath.

It should also be noted that despite the shortfall, the scheme would deliver a large communal gymnasium and co-working area. The floorspace of these facilities has not been included in this calculation but would nevertheless provide enhanced amenity for future residents.

Children’s Play Space

Based on the GLA Population Yield Calculator, the proposed scheme would provide for a projected child yield of 36. In accordance with the GLA Benchmark figure of 10sqm per child, this would generate a requirement of 360sqm of children’s play space. The scheme intelligently integrates play space for all age groups, including 0-4 years, 5-11 years and 12 -18 years. Different areas of play space are integrated to cater for individual age groups.

The Level 01 podium would include stepping logs, sensory play, indoor play that would primarily cater for the 0-4 year and 5–11-year age groups. These areas are integrated within the general open space provision. At Level 17, older age groups would be catered for with a climbing wall, table tennis table

and hangout area provided. Overall, the total play space provision would amount to approximately 180sqm, with the shortfall to be offset through a recommended s106 financial obligation.

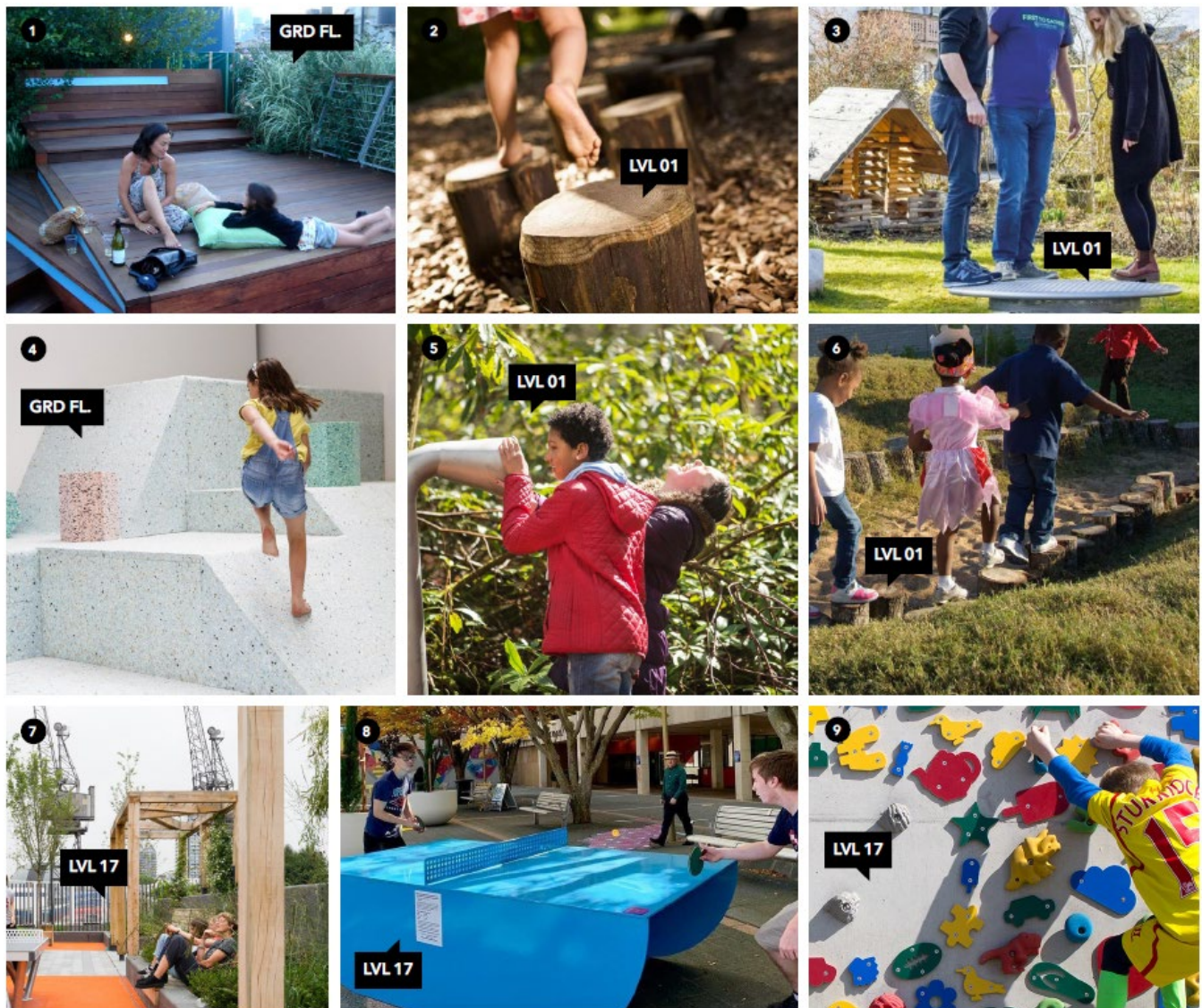


Figure 45: Play Space Strategy

Landscaping and Urban Greening

Policy G5 of the London Plan states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, including incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature based sustainable drainage. The policy encourages local authorities to identify appropriate amounts of urban greening for new developments, however the Mayor has suggested an interim target score of 0.4 for developments that are predominantly residential.

The Draft Local Plan has not identified as specific local target for urban greening and notes the mayor’s recommendation. However, the Draft Local Plan does state that “Council is committed to meeting and exceeding these targets and is developing evidence to support this objective”. As such, the 0.4 recommendation of the Mayor of London remains at this stage the most appropriate metric.

The scheme would deliver a 689sqm contribution in urban greening, with the total site area being 1,700sqm. Accordingly, this produces an UGF of 0.4058, meeting the mayor’s target.

The applicant also proposes some improvements to the public realm outside of the site boundary. It must be noted that at this stage of the process, these improvements are largely aspirational as works outside of the boundary and to the highway are subject to a separate s278 agreement with the Council’s Highways Team. These proposals also include some works to the canal, including better access to the towpath, a potential seating platform, street trees and better-quality road surface. Many such proposals would be subject to further negotiation with the Canal and Rivers Trust.



Figure 46: Potential landscaping works outside of site boundary

It is worthy to note that all of these proposed works are in addition to the financial contribution toward the Canal and Rivers Trust listed within the Heads of Terms. Whilst these proposals are aspirational, they would result in a significant improvement to the streetscape and area surrounding the application site. Any such proposals will be subject to further approvals from the Canal and Rivers Trust and Council’s Highways Team, it must be noted that it is a requirement of BtR developments that they remain in a unified ownership and BtR schemes. They are generally a long-term investment for developers and investors as outlined within Policy H11, and as such, it is within the developer’s interest to secure improvements to the local area for the benefit of future residents, as well as those already living within the locality.

Transport & Highways

Policy T5 of the London Plan outlines minimum standards for cycle parking provision in new developments. The residential provision should provide 1 space per 1 person flat, 1.5 spaces for 1b2p flats and 2 spaces for all other flats. Based on this calculation and the housing mix proposed, the proposed residential accommodation would require the cycle parking provision for the residential component of the development to equate to 150 spaces. The proposal would provide for 92 spaces within the basement and 68 bikes on the first floor providing for a total of 160 spaces, exceeding the minimum requirement. Both bike storage areas would be located in close proximity to elevators which can accommodate the size of bikes and would accordingly be easily accessible to the ground floor.

A condition has been recommended requiring the cycle parking to meet the London Cycle Design Standards, particularly the spacing between individual cycling racks or stands.

The development would be “car-free” with the exception of parking for blue-badge holders, which is in line with the objectives of T6.1 of the London Plan. The site has a PTAL Value of 2, with the maximum parking provision being 0.5 spaces per dwelling. The policy does require that provision be made for disabled persons parking, with a requirement of 3% of all dwellings to be provided from the outset, with a further 7% of dwellings to be demonstrated through a Parking Design and Management Plan. These two figures would be 3.5 (4) spaces (from the outset) and 8 spaces (to be demonstrated). This would equate to 12 spaces in total. All of the proposed disabled parking spaces would be provided within a proposed basement level, with a total of 12 spaces provided, meeting the full 10% requirement. The basement level is shown within the image below.

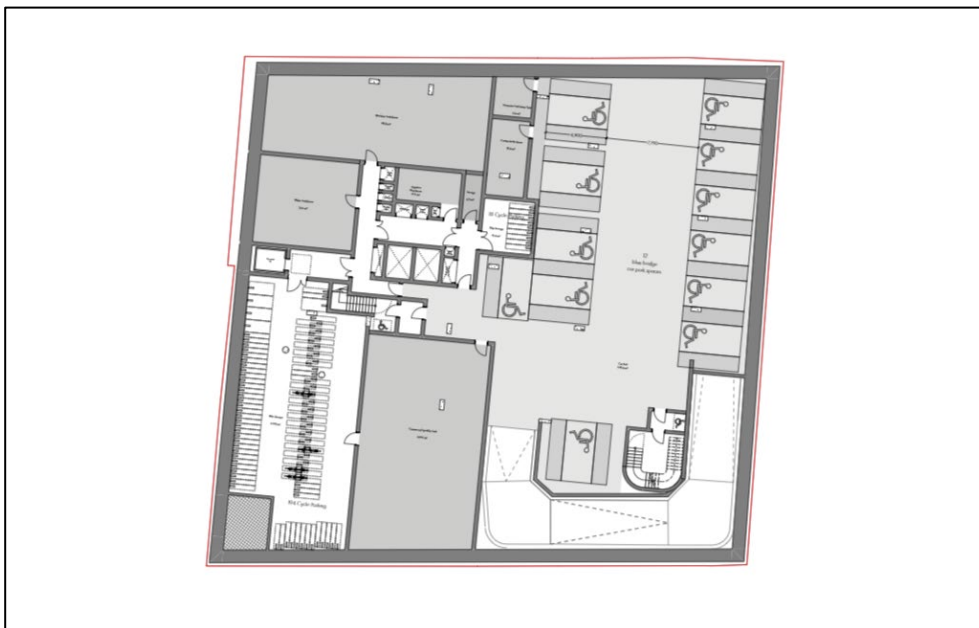


Figure 47: Basement level with disabled parking and cycle parking

The basement level would be provided with access by a ramp from The Broadway/Uxbridge Road. There is already vehicular access to the existing site from The Broadway and the basement access would be provided in a similar location. This is a significant improvement on the consented scheme, whereby access to the basement would have been provided via a car lift.

Policy T7 of the London Plan states that “development proposals should facilitate safe, clean and efficient deliveries and servicing”. In this instance, the proposal would need to provide deliveries and servicing for both the public house use and the residential use. A loading bay is proposed close to the entrance to both the public house and residential lobby on Bankside. It has been designed to be able to accommodate 2 x 7.5T box vans concurrently. The loading bay is designed alongside other highway works to improve the streetscape at the junction of Bankside/Uxbridge Road.

The loading bay would be demarcated by different materials and painted lines rather than it forming part of the highway by establishing kerbing. This would enable the loading bay to form part of the public realm and improve pedestrian access and connectivity, when the loading bay is not in use. It should be noted that the loading bay arrangements are similar to those proposed as part of the previously consented scheme, where a drop off/pick up bay was proposed. It is considered that the anticipated demand for loading, deliveries and servicing would be accommodated by the proposed loading arrangements.

As shown within Figure 45 a number of changes are proposed to the highway to improve the streetscape and create a more welcoming and pedestrian friendly junction. As these proposals, including that of the loading bay, fall outside the application site boundary and within the adopted highway, these works would be the subject of a s278 agreement, which has been included within the recommended Heads of Terms.

Despite the relatively low PTAL value of the site, the scheme is within close proximity of the “Southall Trinity Road” bus stop, with bus services on the SL8 route, which forms part of the Mayor’s recently introduced “Superloop” Network, with high frequency and express bus services between White City and Uxbridge. Although the site is on the western edge of Southall, the application site is approximately 1 mile or 5 minutes bicycle ride to Southall Railway Station. The proposal would therefore present the opportunity for more sustainable forms of transportation to be used, and further details would be required through the submission of a Travel Plan.

TfL have requested, through the GLA’s Stage I Response that in terms of Active Travel, greater consideration should be given to how the site will provide connections to local shops, services, and amenities. Public safety was also raised in terms of the canal towpath and the poorly-lit conditions that certain sections of the towpath would have. Whilst the applicant has limited scope to undertake any works themselves outside of the red-line boundary, Council has requested contributions toward transport and public realm improvements that may be necessary to improve local footpaths and roads. The Canals and Rivers trust have also requested contributions towards the Southall Wellbeing Project, with the funding requested having been agreed to by the applicant.

Proportionate contributions towards bus service improvements as requested by TfL have also been secured.

Environmental Pollution (Noise, Air Quality and Contaminated Land)

London Plan policies D14 and SI 1, Ealing Development (or Core) Strategy policies 1.1 (e) and (j); Ealing Development Management policies LV5.21 and 7A are relevant with regard to noise, air quality and contaminated land issues.

Noise

Policy D14 of the London Plan states that development should avoid significant adverse noise impacts on health and quality of life, separate new noise-sensitive development from major noise sources through design interventions and insulation and mitigate and minimise the existing and potential

adverse impacts of noise on, from, within, as a result of or in the vicinity of new development. Policy 7A of the Ealing Development Management DPD states that the development of sensitive uses, such as residential should avoid exposure to established concentrations of emissions. In the context of the application site, the most likely noise impact that would be experienced by future residents would be vehicular traffic on Uxbridge Road/The Broadway.

Council's Pollution-Technical Officer has reviewed the submitted information and noted that the results of the noise assessment carried out are accepted, with no further measurements required. However, as the site would likely be exposed to substantial traffic noise, mitigation measures and sound insulation details would be necessary, with resultant noise levels to be confirmed. This is appropriate to secure by condition.

Substantial noise insulation would also be required between the residential uses and the public house at ground floor level, as well as different uses/rooms to prevent sleep disturbance. Accordingly, several conditions have been recommended, which have been accepted as reasonable and relevant.

Air Quality

Policy SI1 of the London Plan states that to tackle poor air quality, protect health and meet legal obligations, development proposals should not lead to further deterioration of existing poor air quality, create new areas that exceed air quality limit or create unacceptable risk of high levels of exposure to poor air quality.

Council's Air Quality Officer has reviewed the proposal and noted that there is some information missing from the submitted Air Quality Assessment. Accordingly, the officer has recommended a Revised Air Quality Assessment as a condition, which is included within the recommendation. The Officer also noted that the site is within an Air Quality Focus Area and accordingly future residents would be exposed to poor air quality. To mitigate this, a condition has been recommended, requiring all homes to be provided with filtered fresh air ventilation. The details of the intake of fresh air shall be on the least exposed elevation of the building, with details to be provided by condition. The Officer is supportive of the proposed development being car-free.

Contaminated Land

Policy LV5.21 of the Ealing Development Management DPD states that contaminated land must be treated in a manner that is appropriate for its proposed use. Evidence of the appropriateness of the measures to be taken must be submitted as part of the planning application. Council's Contaminated Land Officer has reviewed the submitted documents and has no in principle objection to the details submitted, noting that the risk to future users is low.

Accordingly, a condition has been recommended requiring the developer to bring any unsuspected contamination to the attention of the Local Planning Authority.

Energy/Sustainability

The provision of sustainable development is a key principle of the National Planning Policy Framework (2021), which requires the planning process to support the transition to a low carbon future. Ealing Council declared a climate emergency on April 2019 and adopted the Climate and Ecological Emergency Strategy in January 2021, which states that "the council will also use its planning powers to shape the quality of the development of new buildings and infrastructure in a way which minimises its impact on climate change and increases its resilience to it".

Policy SI 2 of the London Plan, which relates to minimising greenhouse gas emissions, states that major development proposals should include a detailed Energy Strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy, which is be lean, be clean, be green and be seen. Council's Energy Consultant has reviewed the proposed strategy and is very supportive. The hierarchy has been followed with measures identified within the categories of lean, clean and green.

Council's Energy Consultant has reviewed the submitted energy strategy and is highly supportive of the measures to reduce carbon emissions from the proposed development. The proposal would result in a cut by at least 57.85%, with 15.45% carbon reduction through "lean" efficiency measures and 42.83% carbon reduction through "green" renewable energy. The consultant confirmed that there is no available "Clean" district heat network (DHN) and no further research or design is required on this matter.

The shortfall in CO₂ based on a zero-carbon environment is 1,578 tonnes over 30 years, that will need to be mitigated through a carbon offset contribution, which is included in the recommendation above. If, after monitoring, the stated carbon reductions are not delivered within a reasonable margin of error, then the developer will be liable for additional carbon offset contributions to mitigate any such shortfall. Energy monitoring will be carried out on the PV array and communal ASHP (Air Source Heat Pump) over a period of 4 years. Energy monitoring contributions will be secured through the s106 agreement.

Whole Life Carbon and Circular Economy Strategies have also been submitted in support of the application. The WLC strategy produced by mTT/SUSTAIN (July 2022 v1) confirms that the development is compliant with the combined modules (A-C) GLA Benchmark target. The B1-C4 module is just above the benchmark, however, the strategy advises that the project team focus on the individual construction elements with the highest embodied carbon to reduce the figure in future designs.

The Circular Economy statement has been produced by mTT Consultants (July 2022 v1), which confirms that the development will aim to be compliant with the London Plan targets of diverting 95% of demolition/construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and diverting 65% of Operational Waste from landfill by 2030.

Crime Prevention

London Plan Policy 7.3 (Designing out Crime) requires any form of development to provide safe, secure and appropriately accessible environments that aim to reduce criminal behaviour. Routes of access and communal spaces should be legible and well maintained and there should be a clear distinction between private, semi-public and public spaces, with natural surveillance of public spaces and their access.

The Metropolitan Police have been consulted, who have advised that the development should achieve Secure By Design accreditation, which has been recommended as a condition.

Refuse & Recycling Storage

Refuse and recycling requirements for new development are assessed in accordance with Council's Waste Management Guidelines. An established formula is provided to determine the necessary capacity to accommodate the needs of future residents. In accordance with this established formula,

the proposal is required to deliver waste storage capacity at 20,640L. Waste storage in higher density developments would ordinarily be provided within 1,100L eurobins, requiring 9 general refuse bins and 9 recycling bins.

The proposed waste storage would be located at ground floor, in close proximity to the loading bay. However, the proposed development would only accommodate 8 bins within this refuse storage area.

Prior to submission of the application, the applicant consulted Council's Waste and Street Services department as to their strategy for waste collection. The strategy is to provide less waste bins, but increase the frequency of collections each week. The applicant advised the Officer that this is a strategy that has been accepted on another BTR scheme within London.

The Officer noted that whilst this would not be Council's preferred strategy, it could reasonably work. Council would only be responsible for a single collection each week, however the subsequent collection would need to be sourced by a registered waste carrier. The applicant would need to set this out in detail via a Residential and Commercial Deliveries and Servicing Management Plan, which has been secured by condition.

Within this strategy, the applicant will need to outline the carbon and traffic implications of this proposal. However, it is a reasonable assumption that any supplementary collections by a private waste collection service could be coordinated with refuse collection for the public house element of the scheme.

On balance, the waste collection strategy is acceptable in principle, subject to further details secured by condition.

Mayor's Community Infrastructure Levy (CIL)

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

Conclusion

The principle of the proposed development is considered to be a high-quality design that will result in significant improvements to the public realm and the character and appearance of the surrounding area. The principle of the demolition and re-provision of the public house is supported by Policy HC7 of the London Plan and will be restricted for this use only through planning conditions. This is in accordance with the policy, which states that "Boroughs should consider the replacement of existing pubs in redevelopment schemes, where the loss of an existing pub is considered acceptable". The proposal would also deliver a small community space within the scheme, to the benefit of local residents.

The proposal would establish a Build-to-Rent residential product on the site, delivering 116 homes to the local area. BTR schemes are somewhat different to conventional housing products and provide certainty of tenancy length and rent increases. In order to qualify as a BTR scheme, the provisions of Policy H11 of the London Plan. Compliance with the criteria shall be secured through legal agreement provisions.

The design of the building is considered high quality, with curved edges, horizontal banding, vertical fenestration and chamfered external walls providing a high degree of visual interest. The external walls

of the building would use prefabricated ceramic panels, made of glazed terracotta to provide a reference to the important role that the Martin Brothers played in the early development of Southall. The scheme would constitute a tall building and has accordingly been assessed against Policy D9(C) of the London Plan. Whilst the site is not an allocated development site within the current Local Plan, a previously consented 15-storey hotel scheme on the site provides for a material consideration in the assessment of the scheme. The site also forms part of a potential site allocation within the Draft London Plan, which is seeking a residential-led, mixed use scheme for the site.

A Townscape and Visual Impact Assessment has been carried out, which shows the proposed development within short-, medium- and long-range views. These views have been also compared against the consented scheme. It is the view of Council Officers and the GLA that the proposed development does not present a significant departure from the consented scheme and the proposal would not result in an undue visual impact. This assessment also took into consideration designated heritage assets, including the nearby Canalside Conservation Area, with the development constituting less than substantial harm, with the public benefits significantly outweighing any harm caused.

The proposed residential accommodation is considered to be high quality, with internal areas compliant with or in excess of the minimum standards outlined within Policy D6 of the London Plan. The proposal would deliver good quality amenity spaces within the development, which also include internal amenity areas such as a co-working area and gymnasium. Impacts on neighbouring properties have been scrutinised and it is considered that the design of the building is successful in avoiding opportunities for overlooking, with no substantial impact on daylight and sunlight.

Council Officers are supportive of the proposed scheme and it is considered that the proposal complies with all relevant planning policy. It is accordingly recommended that the application be approved, subject to conditions, s106 legal agreement and Stage II GLA referral.

Human Rights Act:

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

Public Sector Equality Duty

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 several different consents before they can be built. For example, Building Control approval needs to be obtained to certify that developments and alterations meet building regulations. Highways consent will be required for alterations to roads and footpaths; and various licenses may be required for public houses, restaurants and elements of the scheme that constitute 'house in multi-occupation'.

The planning system allows assessment of several interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application, or they may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of residents.

The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although the standards will vary between residential and commercial uses, and in relation to new build and change of use/conversions. The regulations cover a range of areas including structure and fire safety.

Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure that the requirements of the Building Regulations are met. The BCB would carry an examination of drawings for the proposed works, and carry out site inspection during the work to ensure that the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations. In relation to fire safety in high rise residential developments, some of the key measures include protected escape stairways, smoke detection within flats, emergency lighting to commons areas, cavity barriers/fire stopping and the use of sprinklers and wet/dry risers where appropriate.

ANNEXE 1

Conditions/Reasons:

GENERAL COMPLIANCE CONDITIONS

1. Time Limit

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

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

2. Approved Plans

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

20055-SWAP- 00-00-DR-A-MA-0000 (Site Location Plan); 20055-SWAP- E0-00-DR-A-MA-1000 (Existing Block Plan); 20055-SWAP- XX-00-DR-A-MA-0011 (Demolition Plan); 20055-SWAP- E0-00-DR-A-GA-1150 (Existing Ground Floor Plan); 20055-SWAP- E0-01-DR-A-GA-1151 (Existing First Floor Plan); 20055-SWAP- E0-XX-DR-A-GA-1161 (Existing Section A&B); 20055-SWAP- E0-01-DR-A-GA-1171 (Existing Elevation – Broadway); 20055-SWAP- E0-02-DR-A-GA-1172 (Existing Elevation – Bankside)

20055-SWAP- P0-00-DR-A-MA-0100 R4 (Ground Floor Masterplan); 20055-SWAP- P0-01-DR-A-MA-0101 R3 (First Floor Masterplan); 20055-SWAP- P0-05-DR-A-MA-0105 R3 (Fifth Floor Masterplan); 20055-SWAP- P0-21-DR-A-MA-0121 (Roof Level Masterplan);

20055-SWAP- P0-00-DR-A-GA-1200 R9 (Proposed Ground Floor GA Plan); 20055-SWAP- P0-01-DR-A-GA-1201 R9 (Proposed First Floor GA Plan); 20055-SWAP- P0-02-DR-A-GA-1202 R9 (Proposed Second Floor GA Plan); 20055-SWAP- P0-03-DR-A-GA-1203 R9 (Proposed Third Floor GA Plan); 20055-SWAP- P0-04-DR-A-GA-1204 R9 (Proposed Fourth Floor GA Plan); 20055-SWAP- P0-05-DR-A-GA-1205 R9 (Proposed Fifth Floor GA Plan); 20055-SWAP- P0-06-DR-A-GA-1206 R9 (Proposed Sixth Floor GA Plan); 20055-SWAP- P0-07-DR-A-GA-1207 R9 (Proposed Seventh Floor GA Plan); 20055-SWAP- P0-08-DR-A-GA-1208 R9 (Proposed Eighth Floor GA Plan); 20055-SWAP- P0-09-DR-A-GA-1209 R9 (Proposed Ninth Floor GA Plan); 20055-SWAP- P0-10-DR-A-GA-1210 R9 (Proposed Tenth Floor GA Plan); 20055-SWAP- P0-11-DR-A-GA-1211 R9 (Proposed Eleventh Floor GA Plan); 20055-SWAP- P0-12-DR-A-GA-1212 R9 (Proposed Twelfth Floor GA Plan); 20055-SWAP- P0-13-DR-A-GA-1213 R9 (Proposed Thirteenth Floor GA Plan); 20055-SWAP- P0-14-DR-A-GA-1214 R9 (Proposed Fourteenth Floor GA Plan); 20055-SWAP- P0-15-DR-A-GA-1215 R9 (Proposed Fifteenth Floor GA Plan); 20055-SWAP- P0-16-DR-A-GA-1216 R9 (Proposed Sixteenth Floor GA Plan); 20055-SWAP- P0-16-DR-A-GA-1217 R7 (Proposed Roof Terrace); 20055-SWAP- P0-21-DR-A-GA-1221 R1 (Proposed Roof Plan); 20055-SWAP- P0-B1-DR-A-GA-1222 R8 (Proposed Basement GA Plan);

20055-SWAP- P0-01-DR-A-GA-1311 R3 (Proposed North Elevation); 20055-SWAP- P0-02-DR-A-GA-1312 R2 (Proposed East Elevation); 20055-SWAP- P0-03-DR-A-GA-1313 R3 (Proposed South Elevation); 20055-SWAP- P0-04-DR-A-GA-1314 R4 (Proposed West Elevation); 20055-SWAP- P0-AA-DR-A-GA-1411 R4 (Proposed Section A); 20055-SWAP- P0-BB-DR-A-GA-1412 R4 (Proposed Section B); 20055-SWAP- P0-CC-DR-A-GA-1413 R5 (Proposed Section C); 20055-SWAP- P0-DD-DR-A-GA-

1414 R3 (Proposed Section D)

Air Quality Assessment (SH Environmental, July 2022); Consultation and Involvement Statement (Nudge Factory, July 2022); Daylight, Sunlight and Overshadowing Report (Point 2 Surveyors, July 2022); Phase 1 Geo-Environmental Desk Study (Walsh, 18 July 2022); Planning Fire Safety Strategy (BB7, 2 March 2023); Bat Emergence Survey (Greengage, June 2022); Built Heritage, Townscape and Visual Impact Assessment (Montagu Evans, October 2023); Economic Impact Statement (Jeremy Leach Research, 21 July 2022); Landscape Statement (Spacehub, July 2022); Planning Gateway One Fire Statement (BB7, 2 March 2023); Transport Statement (Vectos, July 2022); 8371-PL-UGF-105 (Urban Greening Factor); Biodiversity Impact Assessment (Greengage, July 2022) and Biodiversity Net Gain Update (Greengage, 27 February 2023); Circular Economy Statement (MTT, 21 July 2022); Design and Access Statement (SWAP Architects, 27 July 2022) and Addendum 5 (SWAP Architects, 28 September 2023); Preliminary Ecological Appraisal (Greengage, July 2022); Whole Life Carbon Report (MTT, 21 July 2022); Affordable Housing Statement (DS2, July 2022) and Addendum (DS2, February 2022); Energy and Sustainability Statement (MTT, 23 February 2023); Draft Residential Travel Plan Statement (Vectos, July 2022); Wind Microclimate Study (NOVA, 14 July 2022); 8371-PL-GA-101 (Landscape Masterplan); Outline Construction Logistics Plan (Vectos, July 2022); Internal Daylight and Sunlight Report (Point 2 Surveyors, July 2022) and Addendum (Point 2 Surveyors, 27 February 2023); Planning Statement (DP9, July 2022); Environmental Noise Survey and Acoustic Design Statement (Hann Tucker Associates, 8 October 2021); Flood Risk Assessment (Walsh, July 2022);

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

3. Hours of Operation

The use of the public house shall not be permitted outside of the hours of 08:00 to 23:00.

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

4. Secure By Design

The development hereby approved shall achieve Secure by Design Accreditation, in consultation with the Metropolitan Police Crime Prevention Design Advisor.

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

5. Restriction on Uses

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) the area shown on the approved plans for a public house shall only be used for a public house (Use Class Sui Generis) hereby approved, and not for any other use. The community space at ground floor level, shown on the approved plans shall only be used for such uses to the benefit of the local community, within use class F2(b).

Reason: To ensure that the Council retains control over the quality and provision of any change of use, to secure the re-provision of the public house and to protect the character of the area and the amenity of neighbouring occupiers, in accordance with policies HC7, D3, D6 and D14 of the London Plan (2021),

policies 7A, 7.4 and 7B of the Ealing Development Management DPD (2013), SPG 10, and the National Planning Policy Framework (2021).

6. Accessible Housing

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

Reason: To ensure the provision of wheelchair housing in a timely fashion that would address the current unmet housing need; produce a sustainable mix of accommodation; and provide an appropriate choice and housing opportunity for wheelchair users and their families, in accordance with the objectives of Policy D7 of the London Plan (2021); and policy 1.1(h) of the Ealing Development (or Core) Strategy 2012.

7. Refuse Storage

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

Reason: In the interests of the adequate disposal, storage and collection of waste and recycling, to protect the living conditions of occupiers of the area and in the interests of highway and pedestrian safety all in accordance with policies Policies 1.1 (e) and 6.1 of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy SI8 of the London Plan (2021) and the National Planning Policy Framework (2021).

8. External Doors and Windows

The use of commercial premises including pub, kitchens, gym, community hall and communal event spaces etc. shall not commence until all external doors to the rooms/areas at the development where noise may be emitted 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.

9. Artificial Lighting

External artificial lighting at the development shall not exceed the vertical illumination lux levels at the development site and 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 7A of the Ealing Development Management DPD.

10. Passenger Lifts

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

Reason: To ensure that adequate access is provided to all floors of the development for all occupiers and visitors including those with disabilities, in accordance with policy 1.1(h) of the Ealing Core Strategy (2012), policy D6 of The London Plan (2021), and the National Planning Policy Framework (2021).

11. Restriction on External Equipment

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

Reason: To safeguard the appearance of the buildings and the locality in the interests of visual amenity policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4, 7B and 7C of the Ealing Development Management Development Plan Document (2013), policies D1 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

12. Air Quality – 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).

PRIOR TO COMMENCEMENT CONDITIONS

13. Demolition Method Statement and Construction Management Plan

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

- noise and vibration (according to Approved CoP BS 5228-1 and -2:2009+A1:2014),
- dust (according to Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition),
- lighting ('Guidance Note 01/20 For The Reduction Of Obtrusive Light' by the Institution of Lighting Professionals),
- delivery locations,

- hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800 -1300 Saturdays (except no work on public holidays),
- neighbour liaison, notifications to interested parties and
- public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

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

14. Construction Logistics Plan

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

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

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

15. Details of Materials

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

Reason: To ensure that the materials and finishes are of high quality and contribute positively to the visual amenity of the locality in accordance with policies 1.1 (h) (g), 1.2(h), 2.1(c) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies D1 and D4 of the London Plan (2021) and the National Planning Policy Framework (2021).

16. Infrastructure - Piling Method Statement

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

17. Sound Insulation – Building Envelope

- A. Prior to commencement of the superstructure, details shall be submitted to the Council for approval in writing, having regard to the assessment standards of the Council's SPG10, of 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.
- B. A post completion sound assessment shall be carried out to confirm compliance with the noise criteria and details, including any mitigation measures, and be submitted for the Council's approval before the premises are occupied.

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

18. Sound Insulation – Neighbouring Flats

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

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

19. Sound Insulation – Commercial/Residential

Prior to commencement of the superstructure, details shall be submitted to the Council for approval in writing, of enhanced sound insulation of at least 10/15/20 dB above the Building Regulations value for residential use, as necessary, of the floor/ceiling/walls separating the commercial and other non-residential areas and mechanical installations and ducting from dwellings. Where noise emissions include characteristic features, the Noise Rating level shall not exceed NR20 Leq 5mins (octaves) inside habitable rooms. Details of mitigation measures shall include the installation method, materials of separating structures and the resulting sound insulation value and internal sound/rating level. The assessment and mitigation measures shall be based on standards and noise limits of the Council's SPG10 and BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

20. Sound Insulation - Lifts

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

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

21. Sound Insulation – Plant and Machinery

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

approval in writing. The assessment shall be carried out to confirm compliance with the noise criteria and shall include additional steps to mitigate noise as necessary.

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

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

22. Odour Control System

Prior to commencement of the superstructure, 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.

23. Air Quality – Ventilation Report

Prior to the commencement of the superstructure, 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 residential dwellings.

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).

24. Air Quality – Air Quality and Dust Management Plan

Prior to commencement of any works onsite, an Air Quality and Dust Management Plan (AQDMP) shall be submitted for the approval of the Local Planning Authority. The AQDMP will be based on the findings of Air Quality (Dust) Risk Assessment provided in the report titled “HAMBROUGH TAVERN Air Quality Assessment” dated July 2022. The AQDMP will provide a scheme for air pollution mitigation measures based on the findings of the Air quality report.

The plan shall include:

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

The applicant shall contact the council's pollution technical team about the installation of air quality monitors on site and provide direct access to monitoring data at all times 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 at all times will be 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).

25. Air Quality - Revised Air Quality Assessment

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

Reason: To minimise the impact of building emissions on local air quality in the interests of health, in accordance with policy SI1 of the London Plan (2021), the Mayor's Sustainable Design and Construction SPG; policies 1.1(e) and (j) of Ealing's Development (or Core) Strategy 2012, and policy 7A of Ealing's Development Management DPD.

26. Acoustic Barrier to External Amenity Space

Prior to commencement of the superstructure, details shall be submitted to the Council for approval in writing, of a noise impact assessment and mitigation provided by a sound barrier along external amenity areas near existing residential boundaries, in accordance with criteria and specifications outlined in the Council's SPG10. Approved details shall be implemented prior to occupation /use of the development and thereafter be permanently retained.

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

27. Secure By Design

Prior to the commencement of the superstructure, a statement shall be submitted for the approval of the Local Planning Authority to demonstrate how Secured by Design accreditation will be achieved.

The development shall be implemented only in accordance with the approved details, which shall be completed prior to the first occupation of the development hereby approved and thereafter permanently retained.

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

Reason: To ensure a safe and secure environment and reduce the fear of crime in accordance with policy LV7.3 of the Ealing Development Management DPD and policies D3 and D11 of the London Plan (2021).

28. Bird Hazard Management Plan

Prior to commencement of the superstructure, a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, in conjunction with Heathrow Airport and the Ministry of Defence. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the site or amenity spaces 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.

29. Digital Connectivity

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

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

30. Whole Life-Cycle Carbon Assessment

- a) Prior to the Commencement of Construction a Whole Life Carbon Assessment shall be submitted to the Council for approval. The Assessment shall be compliant with policy SI2(F) of the London Plan and in line with the GLA (March 2022) guidance. The Development shall meet the GLA benchmark targets and seek to achieve the aspirational target.
- b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk. The owner should

use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

- c) The Development shall implement the measures identified in the WLC Assessment prepared by mTT/SUSTAIN (July 2022 v1), or any later approved version. Modules A1-A5 should achieve 610 KgCO₂e/m², and B1-C4 (excluding B6/B7) aim to achieve 350 KgCO₂e/m², with a total carbon emissions baseline scenario (over 60 years) of approximately 960 KgCO₂e/m² (including module D benefits).

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

PRIOR TO OCCUPATION CONDITIONS

31. Sound Insulation – Gym

Prior to occupation of the room shown as a 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 noise sensitive commercial/communal and residential uses;
- 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 L_{max}(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 D14 of the London Plan and Policy 7A of the Ealing Development Management DPD.

32. Residential and Commercial Deliveries and Servicing Management Plan

Prior to occupation of the ground floor uses of the development, a Servicing Management Plan shall be submitted to the Council for approval in writing. Details shall include hours of use, times and frequency of activities, servicing details, deliveries and collections, vehicle movements, silent reversing and loading/ unloading methods, location of loading bays, etc. The assessment shall be based on standards of the Council's SPG10. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Details should also be provided as to how the deliveries for the residential component shall be facilitated and how the loading bay would be managed and kept free for its intended purpose. Further information shall be provided on the arrangements for supplementary refuse collections for the residential component of the scheme, to be delivered by a private provider. This shall be reviewed in conjunction with Council's Waste and Street Services Team.

The plan should also detail vehicle tracking for a refuse vehicle and how bins may be stored for collection, in a way that does not impede pedestrian movement.

No deliveries nor collections/ loading nor unloading shall occur at the development other than between the hours of 08:00 to 18:00 on Monday Saturday and at no time on Sundays or Public/Bank Holidays

No removal of refuse nor bottles/ cans from commercial premises to external bins or areas at the development shall be carried out other than between the hours of 08:00 to 20:00.

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

33. Cycle Parking

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

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

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

34. Travel Plan

A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the use for all residential buildings. The Travel Plan should be in general accordance with the Framework Travel Plan (Evoke Document R-19-0008-02B, dated 6th June 2022). The detailed Travel Plan shall be prepared in accordance with Ealing's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out in accordance with the approved Travel Plan.

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

35. Contaminated Land – Unsuspected Contamination

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

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

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

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

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

36. Details of Children’s Play Areas, Landscaping, Boundary Treatments, Green Roof and Surface Drainage

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

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

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

37. 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 standards of at least 57.89% (equating to 72.3 tonnes of CO₂ per year) beyond Building Regulations Part L 2013. These CO₂ savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by mTT/SUSTAIN in July 2022 (v1) including:

- i. Lean, passive design measures to achieve an annual reduction of at least 16.26% equating to at least 16.5 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2013 for the residential development, and at least 11.97%, equating to at least 2.8 tonnes, over Part L 2013 for the non-residential space.
 - ii. Green, renewable energy equipment including the incorporation of photovoltaic panels with a capacity of at least XX kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 42.43%, equating to 53 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2013.
 - iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the communal ASHP distribution loop (including the combined heat generation and the electrical parasitic loads of the heat pumps), and the parasitic electrical load of the dwelling Water Source Heat Pumps, in line with the Council's monitoring requirements.
- b) Prior to Installation, details of the proposed renewable energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the exact number of heat pumps, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact 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 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 LZC equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
 - d) The development shall incorporate the overheating and cooling measures detailed in the dynamic Overheating Analysis by mTT/SUSTAIN in July 2022 (v1). Any later stage version shall be compliant with CIBSE guidance TM59 and/or TM52, and modelled against the TM49 DSY1 (average summer) weather data files, and the more extreme weather DSY2 (2003) and DYS3 (1976) files for TM59 criteria (a) and (b).
 - e) Within three months of the occupation/first-use of the development a two-page summary report prepared by a professionally accredited person comparing the "as built stage" TER to BER/DER figures against those in the final energy strategy along with the relevant Energy Performance Certificate(s) (EPC) shall be submitted to the Council for approval.

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

38. Circular Economy

- a) Prior to completion of construction of the permitted development a Circular Economy Statement Post Completion Report should be completed accurately and in its entirety in line with the GLA's Circular Economy Statement Guidance (or equivalent alternative Guidance as may be adopted). This should be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste

Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

- b) Specific commitments detailed in the Circular Economy statement produced by MTT Consultants (July 2022 v1), or any later approved version, and accompanying Logistic Plans, 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).

ONGOING CONDITIONS

39. 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 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 (Energence Ltd) on commencement of construction to facilitate the monitoring process.
- c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of four years from the point that the building is occupied and the equipment fully operational. Any repair or maintenance of the energy equipment must be carried out within one month of a performance problem being identified.

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

40. 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.