

Ref : 225225FUL

Address: Villiers High School, Boyd Avenue, Southall, Middlesex, UB1 3BT

Ward: Southall Broadway

Proposal: Construction of a three storey building for education use on the south eastern part of the site; rooftop teaching terrace and wildlife meadow (Regulation 3 Application by London Borough of Ealing)

Drawing numbers: VHS4-MAB-00-00-DR-A-00170 Rev P04 (Proposed Sections), VHS4-MAB-00-00-DR-L-00101 Rev P03 (Existing Site Layout / Block Plan), VHS4-MAB-00-00-DR-L-00102 Rev P08-WIP (Proposed Site Layout / Block Plan), VHS4-MAB-01-00-DR-A-00107 Rev P02 (Building as Existing - Photographs), VHS4-MAB-01-00-DR-A-00120 Rev P05 (Proposed Ground Floor Plan), VHS4-MAB-01-01-DR-A-00121 Rev P05 (Proposed First Floor Plan), VHS4-MAB-01-02-DR-A-00122 Rev P05 (Proposed Second Floor Plan), VHS4-MAB-01-03-DR-A-00123 Rev P05 (Proposed Roof Terrace Plan), VHS4-MAB-01-RF-DR-A-00124 Rev P04 (Proposed Roof Plan), VHS4-MAB-01-ZZ-DR-A-00160 Rev P05 (Proposed Elevations), VHS4-MAB-01-ZZ-DR-A-00165 Rev 02 (Proposed Street-Scene Elevations), VHS4-MAB-ZZ-ZZ-VL-A-00190 Rev P02 (Perspective Views), VHS4-MAB-ZZ-00-DR-A-00100 Rev P04 (Site Location Plan), Planning Statement Ref: VHS4-MAB-XX-00-PR-A-00101 Rev S2 P01 dated 05.12.2022, Design & Access Statement Rev P02 dated 01.12.2022, Preliminary Ecological Appraisal dated January 2021, Technical Briefing Note: Addendum to Ecological Appraisal dated 17 October 2022, Transport Assessment Ref: 5891/001/001A dated November 2022, Site Waste Management Plan for Villiers-Forecast dated 24 November 2022, Villiers High School Acoustics Rev P01 dated 6 December 2022, Villiers High School Energy Report Rev 5 dated 1 December 2022, Villiers High School BREEAM 2018 NC Pre-Assessment Report Rev 1 dated 28 July 2022, Drainage Strategy Report Rev P01 dated 22 November 2022, Draft Interim Travel Plan October 2022, HEA 02a Villiers High School Campus Indoor and Outdoor Air Quality Plan – Supporting Evidence dated 5 August, Villiers High School – Air Quality Existing Masterplan, Tree Survey Condition & Management Report dated 4 November 2020 and Tree Location Plan dated 11/03/2020.

Type of Application: Full Application

Application Valid: 12.12.2022

Report by Marile van Eeden

Recommendation: Grant planning permission subject to conditions and planning obligations

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Executive Summary

Villiers High School is located within Southall, West London in a predominantly residential neighbourhood. The application site measuring 2.06ha has been used educational use since 1907 and new buildings were added through the years. The application site is not located within a Conservation Area and does not contain any Statutory Listed Buildings. It is located within the Southall Opportunity Area.

The proposed development comprises of a three storey technology teaching building, inclusive of rooftop teaching terrace and wildlife meadow. The proposed development would entirely occur on land designated for educational use. The proposed technology teaching block would be located towards the south eastern portion of the site and would partially be located on the existing playing field. The proposed technology teaching block would measure approx. 4,725sqm (GIA) and would contain several classrooms, staff rooms, washrooms, etc. Currently, there are 1,731 pupils enrolled (8FE) and the proposed technology teaching building would enable an additional 122 pupils resulting in a total of 1,853 pupils (9FE). Subsequently (not forming part of this application), building B02 would be demolished as per the existing Villiers High School Masterplan.

A financial contribution to the sum of £36,384 would be secured by way of internal transfer and for transparency all obligations will be registered on the local land charge pursuant to a Unilateral Undertaking.

The external materials align with typical educational buildings and reference has been made within the proposed technology teaching block to the Edwardian facades of the original school building on the application site. The proposed technology teaching block would be located in closer proximity to the residential amenity located to the south of the application site. The proposed development would not negatively impact the neighbouring amenity in terms of daylight/sunlight, however, it would increase the level of overlooking and privacy and noise, however, it is considered that these would be limited to school hours only and the proposed use is aligned to typical uses found within educational sites.

The proposed technology teaching block would be partially located on the existing playing fields. In order to mitigate the loss of the playing field, several new multi sports areas have been identified which would be developed in line with the masterplan. These multi sports areas include a new multi-use games area, table tennis, outdoor gym located towards the centre of the site where block B02 would be demolished. In addition, two sport courts located to the east of the school would be upgraded with 3G surfacing and sport lights and a 1 mile running track, zen garden and forest school would be created around the proposed technology teaching block.

The proposed development incorporates design principles and features that would maximise the energy efficiency of the proposed development which would reduce the energy demand of the proposed development. These design principles and features include:

- Building fabric elements and glazing specifications significantly improved to the Building Regulation requirements.
- Reduced air permeability compared to maximum required standards.
- Specification of efficient heating services and control systems.
- Energy efficient lighting through the development.

The modelling undertaken confirms that a 2.2tn (15%) reduction in CO2 emissions could be achieved over the baseline emissions via the implementation of the energy efficient design aspects.

In addition to the design principles and features, Photovoltaic (PV) Panels would be installed on the roof of the proposed technology teaching block. This technology option would achieve a BREEAM 'Excellent' and Low and Zero carbon energy requirements.

The proposed strategy achieves a site wide total reduction of the regulated carbon dioxide emissions of 37% over Building Regulations (2021). Moreover, the development achieves a total reduction of 22% of its regulated emissions through the use of renewables on site.

No new car parking would be proposed, and the proposed development would increase the number of blue badge parking spaces and electrical vehicle (EV) parking spaces.

No representations were made during the statutory consultation period.

The application has been assessed in terms of the principle, design character and street scene, impact on neighbouring amenity, sport fields, energy and sustainability, highways, transport parking and cycling, trees and landscaping, air quality and flood risk and drainage. It is considered that the proposal is acceptable and would be consistent with the aims of the relevant policies of the National Planning Policy Framework, The London Plan, Ealing's Development (Core) Strategy, Development Management DPD and the Planning for Schools DPD. It is therefore recommended that the committee GRANT planning permission subject to conditions of consent contained in Appendix A; subject to the satisfactory completion of a Unilateral Undertaking to secure the items set out below.

Recommendation

Grant subject to Conditions, and Planning Obligations

That the committee GRANT planning permission subject to the internal transfer of financial contributions, and securing of other planning obligations as follows:

That planning permission is granted subject to the following:

1.1 Heads of Terms

1.1.1 Financial contributions

The proposed contributions to be secured through the internal transfer of financial contributions and for transparency all obligations will be registered on the local land charge pursuant to a Unilateral Undertaking as set out below:

- Energy (carbon offsetting) - £26,634
- Energy (post construction energy monitoring) - £6,750
- Travel monitoring – £3,000

Total: £36,384

1.1.2 Non-Financial contributions

Upgrading of the existing sport courts to the east of the application site with 3G surfacing and sports lighting.

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

1.1.3 Other Heads of Terms

Site Description

Villiers High School is located within Southall, West London. The site is bounded by Villiers Road to the west and Boyd Avenue to the north. Residential properties are located on both the western side of Villiers Road and the northern side of Boyd Avenue. The site adjoins Southall Park to the east, and residential properties to the south as illustrated in *Figure 1* below.



Figure 1: Site location

The site has been used educational use since 1907, when the school first opened. The school originally comprised the main B01 building, which faces onto Boyd Avenue. Notably, the Main building was designed by Middlesex County Council Architect Harry George Crothall (1865-1929), whom also around the same time designed Harrow School for Boys in 1911 and Sir Thomas More School in Wood Green in 1912. In 1975, an additional 4 storey technology building was added to the site. Between the years of 1988 to 1995 various additions have been made to Villiers High School, including a single-story Dining Hall, 6th Form Study, Music and Sports hall with changing.

The largely rectangular site occupies an area of 2.06ha and several existing buildings are located on the site as illustrated in *Figure 2* below:

- B01 Two-storey building. Main high school entrance block.
- B02 Four-storey building. Technology Block.
- B02 Link Two-Storey building (Open GF). Link between B01 & B02 buildings.
- B03 Single-storey canteen, sports hall and 6th form block.



Figure 2: Existing buildings

The main vehicle and pedestrian access to the site is located along Boyd Avenue. Additional pedestrian access to the Sixth Form Centre is from Villiers Road. There is one pedestrian access from Southall Park in the southeast, currently not in use, and also an access from the school to the sport courts.

There are currently 75 car parking spaces provided on site, largely located along the northern and eastern boundaries.

The application site is not located within a Conservation Area and does not contain any Statutory Listed Buildings. It is located within the Southall Opportunity Area and the Ealing’s Draft New Local Plan (Reg.18 Nov. 2022) indicates the Southall Opportunity Area Planning Framework (OAPF) would be replaced by the Southall Town Plan and associated site allocations.

The application site is located within a ground water vulnerability drift area and is susceptible to groundwater flooding. The site currently has a PTAL of 4 and 5 and therefore benefits from good transport links in terms of vehicular, bus and railway transport options. The site is located within the Southall 1 Zone L Controlled Parking Zone with parking restrictions between Monday to Saturday 10:00 to 20:00 and Sundays between 14:00 to 20:00.

Relevant Planning History

191951FUL	Installation of 2.3-metre-tall turnstile entrance gate on Villiers Road	Granted with Conditions	04/03/2020
PP/2015/1293		Approved	02-07-2015
PP/2014/2704	Erection of two single storey extensions to west side to enlarge the dining room and Sixth Form accommodation and an adjacent replacement detached bin store with additional pedestrian access off Villiers Road	Granted with Conditions	29-08-2014
16569/6	Erection of single storey expressive arts block adjacent to gymnasium changing block to provide drama studio and three teaching areas with ancillary storage space.	Deemed Permission	10-03-1994
P/2003/0090	Alterations and resurfacing of tennis court area adjacent to Villiers High School, to form multi-purpose courts (for use for tennis, netball, basketball and 5-a-side football for school and community use); replacement and new floodlighting and boundary fencing.	Granted with Conditions	20/03/2003

P/2003/1892	Works to trees required by condition 5 of planning permission ref: 07743/3 dated 20/03/03 for 'alterations and resurfacing of tennis court area adjacent to Villiers High School, to form multi purpose courts (for use for tennis, netball, basketball and 5-a-side football for school and community use); replacement and new floodlighting and boundary fencing	Deemed Consent	14-07-2003
16569/7	Replacement of gates on Villiers Road boundary and replacement of gates on Boyd Avenue boundary with 1.6 – 1.8m high black galvanised iron railing type gates.	Granted Conditionally	10-06-1999

The Proposed Development

The formal description of the current proposal is:

Construction of a three storey building for education use on the south eastern part of the site; rooftop teaching terrace and wildlife meadow (Regulation 3 Application by London Borough of Ealing).

The proposed technology teaching block would measure approx. 73.89m in length and 20.66m in width at the northern edge and 29.57m in width at the southern edge.



Figure 3: Proposed Site Plan

The proposed development comprises of a three storey technology teaching building, inclusive of rooftop teaching terrace and wildlife meadow. The building form follows an L shape, which seeks to wrap around the existing playing field and promote ease of circulation from building to building on site. The building form will also compliment the future masterplan for the site, which will see the demolition of B02 to the north of the proposal and open up a central external space for learning and socialising on site.



Figure 4: 3D impression of the proposed technology teaching building

Currently, there are 1,731 pupils enrolled (8FE) and the proposed technology teaching building would enable an additional 122 pupils resulting in a total of 1,853 pupils (9FE).

A new sub-station is proposed along the western boundary towards the southern part of the application site. This sub-station is required as part of the proposed work. A total of five (5) trees would have to be removed to allow access during construction work and to accommodate the sub-station. A water tank would be located in the southwestern corner of the application site.

Consultation

Public Consultation:

A notice was placed in the vicinity of the application site and advertised in the Ealing Gazette on 25.01.2023 with comments due by 15.02.2023. No comments were received.

External Consultation:

The CCTV Systems Manager, Chair Planning Committee, Design Out Crime, London Fire And Emergency Planning Authority, Leader Of The Council, Sport England, Save Ealings Open Spaces, Schools Property Safety, Southall Broadway Councillors and National Grid Plant Protection were consulted on 21.12.2022 with comments due by 11.01.2023. The Secure by Design condition as requested by the MET Police was included above and one comment was received and summarised below.

Sport England

Sport England raises no objection to the application because it is considered to accord with exceptions E4 and E5 of our Playing Fields Policy and paragraph 99 of the NPPF.

The proposal would result in the loss of playing field land that would affect the playing fields' sporting capacity now and into the future. The mitigation for the loss of the grass playing field is 2 small sided 3G AGPs which are to be sports lit and the conversion of an old MUGA, into natural grass. The conversion of the former MUGA, into grass does not meet our planning policy exceptions. However, the creation of the 2 small side 3G AGPs on what was is playground, can be considered to broadly meet our E4/E5 planning policy exceptions. E4 in the sense the grass is being replaced which is lost to the building, sprinkler tank and substation on to a MUGA, which in turn is being replaced by a 3G AGP, which meets our E5 planning policy exception. We are also counting, one of the 3G AGPs towards the loss of the playing field.

Officer's Response: Existing sport courts to the east of the application site would be converted into 3G AGPs which would be sports lit. The recommended conditions have been incorporated into this report.

Design Out Crime

Consideration must be given to crime and anti-social behaviour at the proposed site and it is recommended to incorporate police-preferred and security-rated physical security products into a new-build or refurbishment project. This can be achieved through the adoption and compliance with the Secured by Design (SBD) accreditation process.

The architects and planning agent have been given specific advice in line with the new schools SBD guide 2014. It is likely that the proposed development would achieve a Secured by Design Accreditation.

Officer's Response: The comments are noted, and the recommended condition has been incorporated.

Internal Consultation:

The following departments were consulted on 21.12.2022 with consultation expiring on 04.01.2023:

Pollution Technical (Noise)	<p>Comments were made on the proposed plant on the roof top and at ground floor level, potential noise egress from class rooms and children would potentially be overlooked from new/pending high-rise buildings on Park Avenue.</p> <p><i>Officer's Response: The comments are noted and recommended conditions have been incorporated.</i></p>
Pollution Technical (Air Quality)	<p>The proposed development is set back from roads. A concern regarding the idling of cars whilst children are dropped of and picked up was raised. The Travel Plan indicate the proposed development would endeavour to receive Bronze STARS rating.</p> <p><i>Officer's Response: The comments are noted and recommended conditions have been incorporated.</i></p>
Pollution Technical (Contaminated Land)	<p>No comments were made.</p> <p><i>Officer's Response: N/A</i></p>
Sports & Leisure	<p>The proposal would result in the loss of playing field land that would affect the playing fields' sporting capacity now and into the future.</p> <p><i>Officer's Response: The masterplan for the Villiers High School was reviewed and additional sport facilities including a MUGA, table tennis tables, outdoor gym and running track was included to offset the loss of the existing sport field.</i></p>
Energy	<p>An excellent energy strategy has been prepared for this Council school. The development will be all electric with no additional gas infrastructure on-site. There is no available "Clean" district heat network (DHN) and no further research or action is required on this issue.</p> <p>There is a shortfall of 280 tonnes CO2 (over 30 years) in the zero-carbon that will be mitigated through an "offset" payment at £95 per tonne.</p> <p><i>Officer's Response: £26,634 (£95 per tonne) contribution for energy offset to be secured through the internal transfer of financial contributions. £6,750 contribution for energy monitoring equipment and data processing to be secured through the internal transfer of financial contributions.</i></p>

Tree Services

Tree services agree to trees T823, T824, T826 and T858 to be replaced as per a planting plan and recommends a tree protection plan to be conditioned.

Officer's Response: The recommended condition has been included in this report.

Relevant Planning Policies

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

Planning Appraisal

Reasoned Justification

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

Principle of development:

The principle of the proposed education development with associated children's play facilities is considered in the context of the site's predominant designation for school use within Ealing's adopted Planning for Schools DPD.

Paragraph 95 of the NPPF (2023) states local planning authorities should give great weight to the need to create, expand or alter schools through decisions on applications. Policy S3 of The London Plan (2021) supports the improvement of educational facilities which would enhance education and skills provision, and aims to ensure there is a sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice.

Ealing's new emerging local plan states that every child in Ealing should continue to have access to good and sustainable schools in their local community be investing in modern, fit-for-purpose buildings and expanding provision for those with special educational needs.

Cabinet approved the appointment of a consultant to undertake the pre-construction services design for the increase of Villiers High School's accommodation to bridge the gap between net capacity and planned capacity at the school.

There is a clearly established pressing need for school places within the catchment area of Villiers High School. The application site has been identified as suitable and deliverable to increase its capacity from an 8FE to a 9FE to meet the identified education provision demands. The new technology teaching block would offer improved teaching and learning facilities for both students and staff. The proposed technology teaching block would comprise a green rooftop with outdoor teaching terrace and a wildlife meadow.

Overall, the provision of a new technology teaching building with the provision for 1,853 pupils (additional 122 pupils) on an existing high school site is acceptable in principle and would comply with paragraph 95 of the NPPF (2023), the objectives of Policy S3 of the London Plan (2021) and Ealing's Planning for Schools DPD.

Design, character and street scene

The NPPF (Section 12 'achieving well designed places') states that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 124 emphasises the importance of good quality design in making better places for people, stating that it is a key part of sustainable development and indivisible from good planning. Paragraph 127 sets out several considerations to incorporate in developments, including the functioning of a site and surrounding area, visual appeal, sympathetic to local character and history, sense of place, inclusive and accessible place, and mixed developments (where appropriate).

Paragraph 127 emphasises that developments should create "attractive, welcoming and distinctive places to live, work and visit." Paragraph 132 states that Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Policy D3 of the London Plan (2021) indicates that development must make the best use of land by following a design-led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. Policy D4 of the London Plan (2021) seeks to ensure that new development is informed by and complements its surroundings.

Policy DAA of Ealing's draft new Local Plan (Regulation 18) states 'development should ensure high quality design'. The above policy is reinforced by policies 7.4 and 7B of the Ealing Development Management Development Plan (2013) which state that developments should complement their street sequence, building pattern, scale, materials and detailing and should have high quality architecture.

The application site is located in a predominantly residential neighbourhood approximately 0.5 miles north of the Southall Station. The existing buildings on the application site is ranges from one storey to four storeys. The proposed technology teaching block would comprise of a three storey building with an L-shape and would be located towards the south east of the application site. Examining the scale and mass of the development, the proposed technology teaching block would measure approx.

4,725sqm (GIA). The proposed shape of the building would wrap around the existing playing field.

The main entrances would be to the north and west of the proposed technology teaching block. *Figure 5* below illustrates the main entrance along the northern elevation. There would be only two access doors along the eastern elevation which is for the water storage and electrical plant rooms. Each of the entrances would comply with Part M of the Building Regulations and one lift would be located near the northern entrance point. A central core measuring approx. 2.3m wide would provide internal circulation to the classrooms, staff rooms, washrooms, etc located on either side of the corridor. The proposed design draws on biophilic design principles, connecting teaching spaces with the surrounding natural environment and a folding partition between two maths classrooms at ground floor level would allow for the spaces to be opened up and combined.



Figure 5: Main entrance (Northern elevation)

The external materials align with typical educational buildings and reference has been made within the proposed technology teaching block to the Edwardian facades of the original school building on the application site. The pallet of materials is kept intentionally simple with, brickwork, glass and architectural metalwork detailing as illustrated below in *Figure 6*. Within the brickwork contrasting banding would break down the facades. Further detail within the brickwork includes corbeling, banding, patchwork and recesses, which would add a finer level of detail and improve the interest and quality of the facades.



Figure 6: Proposed external materiality

The application site is not within a Conservation Area and the nearest heritage asset, the Red Lion Hotel (Statutory Listed Building Grade II) is located approx. 133m to the north east of the application site, the South Road Himalaya Palace Theatre (Statutory Listed Building Grade II) is located approx. 215m to the west of the application site and the Odeon Building (Local Heritage Asset) is located approx. 86m north of the application site as illustrated in *Figure 7* below. The proposed development does not sit within a street scene with nearby historic significance.

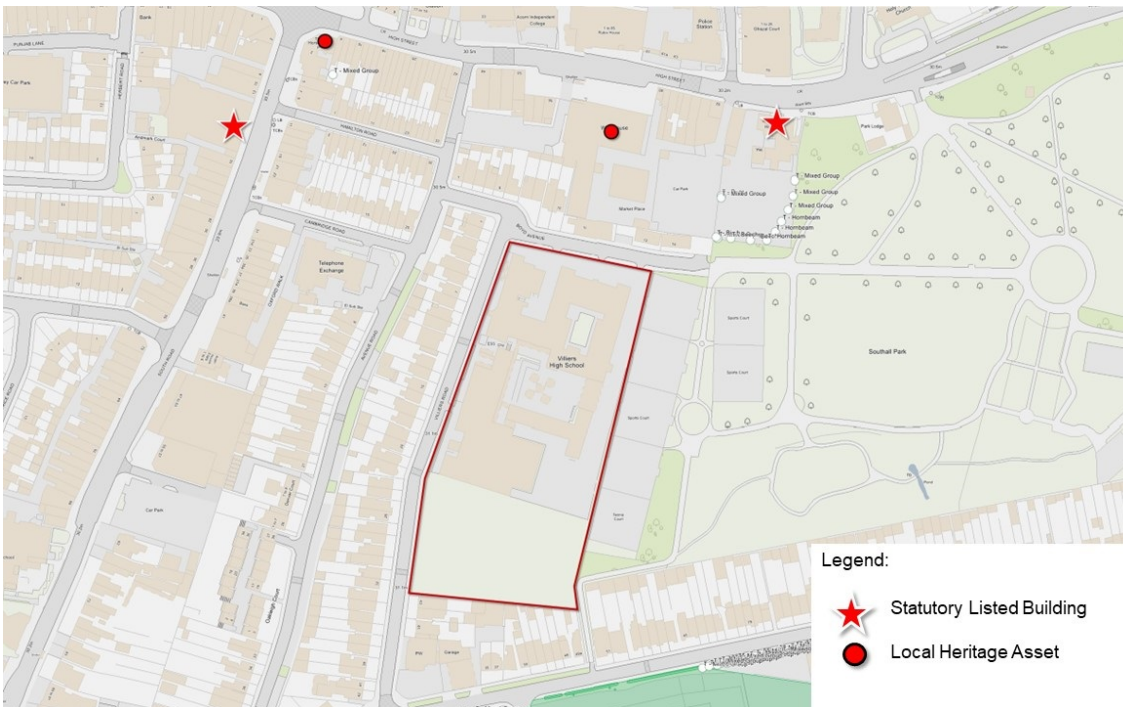


Figure 7: Nearest heritage assets

The character of the surrounding street scene, comprise of mostly 2-storey residential terraced and semi-detached dwellings. The proposed technology teaching block would be located along the south-eastern boundary. Although the proposed technology teaching block would be visible from Villiers Road, it would be shielded by the trees along the highway. It would be visible from the pedestrian footpath leading from Park Avenue to Southall Park. As such, in addition to being considerately placed within its surrounding context, the varied character of the surrounding street scene supports and reflects the appearance of the proposed technology teaching block.

Overall, the proposed technology teaching block is considered to be of high-quality architecture, using distinctive architectural details and using high-quality materials. As such, in terms of design, street scene and character, the proposed development is consistent with policy D4 of the London Plan (2021), Policy DAA of Ealing's draft new Local Plan (Regulation 18) and policy 7.4 of the Ealing Development Management DPD (2013).

Impact upon neighbouring amenity

Policy D3 of the London Plan (2021) requires that the design of development should deliver appropriate outlook, privacy and amenity. This is supported by policy D6 of the London Plan (2021), which states "the design of development should provide sufficient daylight and sunlight to new and surrounding housing". These objectives are supported by policy 7B of the Ealing Development Management Development Plan (2013) which provides that new development must achieve a high standard of amenity for users and for adjacent users.

Policy DAA of Ealing's draft new Local Plan (Regulation 18) states 'New development must take responsibility for mitigating any adverse effects upon its neighbours and surroundings.'

The nearest residential amenity is 39-53 (uneven) Park Avenue and the impact of the proposed development on neighbouring amenity has been assessed in terms of its impacts on:

- Daylight/ Sunlight;
- Overlooking and Privacy; and
- Noise.

Daylight/Sunlight

The proposed technology teaching block would be located to the north of 39-49 (uneven) and north east of Nos. 51 and 53. It is anticipated that some shadows could be cast over Nos. 51 and 53, however, this would be in the later afternoon only.

Overall, it is considered that relatively low overshadowing would occur onto the neighbouring amenity located to the south of the application site.

Overlooking and Privacy

Nos. 39-49 (uneven) would be located approx. 12m from the proposed technology teaching block. The eastern and southern side elevations of the proposed technology teaching block would include several windows to the classrooms. The rooftop teaching terrace would be located to the eastern portion of the roof. The windows and rooftop teaching terrace would be located at an oblique angle to the neighbouring residential amenity. It is noted that some overlooking would be created, however, this would be during regular school and office hours when residents would predominantly not be at home.

Noise

The proposed technology teaching block would entirely be located within a site utilised as educational use. It would partially be sited on the existing sports field in close proximity to residential amenity. The noise acoustic survey indicated noise levels on the site are low.

It is noted that the sports field is an existing source of noise. The number of students utilising the southern portion of the site would increase, however, the main entrances to the building would be located towards the north and west of the proposed technology teaching building (away from residential amenity). There are windows facing towards the residential amenity.

The acoustic survey indicates that natural ventilation solution without the need for additional acoustic measures would be required. Proposed acoustic performance levels for the facade and double-glazed windows are also sufficient to enable appropriate and compliant noise levels internally. The conditions recommended by the Council's Pollution Technical Officer have been incorporated.

Sport Fields

Section C of Policy S5 of the London Plan (2021) states that 'existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained' and 'the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location'.

The proposed development would be partially located on the existing sport field to the south of the application site. *Figure 8* below illustrates the location of the proposed development in relation to the existing playing field. Approximately 1,425sqm of the playing field would be lost due to the proposed development.



Figure 8: Sport field area lost due to proposed development.

To mitigate the loss of the playing field, two existing sport courts located to the east of the application site which would be upgraded with 3G AGP's which would be sports lit. Sport England indicated that although the conversion of the former MUGA into grass would not meet planning policy, however, the creation of the these courts would be considered too broadly meet E4 and E5 of the Playing Fields Policy exceptions. The conditions recommended by Sport England have been included.

These areas would sufficiently offset the loss of the playing field and the upgrading of the existing courts would provide better quality play facilities to the school.

As such, the proposed development would adequately mitigate the loss of the existing playing field and would be in accordance with S5 of the London Plan (2021).

Energy and Sustainability

In April 2019 Ealing Council passed a motion declaring a Climate Emergency with a commitment to draw up and implement policies that will achieve a target of net zero emissions by 2030. The provision of sustainable development is a key principle of the National Planning Policy Framework which requires the planning process to support the transition to a low carbon future.

The National Planning Policy Framework (2023), section 2, paragraph 11 states regarding the presumptions in favour of sustainable development that: *"all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects."*

The London Plan (2021) policies SI 1 (Improving air quality), SI 2 (Minimising greenhouse gas emissions), SI 4 (Managing heat risk), SI 7 (Reducing waste and supporting the circular economy), and SI 13 (Sustainable drainage) also emphasises a sustainable approach in new developments. This is also supported by the policies 5.2 (Local Variation: Minimising Carbon Dioxide Emissions) and EA (Local Policy: Presumption in Favour of Sustainable Development) of the Ealing Development Management DPD (2013).

Policies SI2 and SI3 of the London Plan (2021) require submission of energy and sustainability strategies showing how the heating and cooling requirements of the development have been selected in accordance with the Mayor's energy hierarchy. Energy strategies should be produced in line with the GLA Energy Assessment guidance (2020).

In particular, policy SI2 that requires new major development to meet zero-carbon standards with at least a 35% CO₂ reduction beyond Building Regulations Part L 2013 (or any later version) being achieved onsite. Any shortfall will be met through an internal transfer carbon offset contribution. Policy SI2 adds a fourth layer to the energy hierarchy which requires development to monitor, verify, and report on energy performance.

London Plan policy SI3 (Energy Infrastructure) recognises that combined heat and power (CHP) may have negative effects on London's air quality. The policy also recognises that because the carbon intensity of grid electricity is steadily dropping due to the increasing use of marine wind turbines, electric air-source-heat-pumps are a better carbon reduction option than gas fired CHP. In addition, section 10.2 of the GLA (2020) Energy Assessment Guidance expects all major development proposals to maximise on-site renewable energy generation regardless of whether a 35% target has already been met.

Policy SP.2.2 (Climate action) of The Draft Ealing Local Plan 2022 (Reg 18) states that:

"C. Promoting greater energy efficiency and investment in new technologies by:
(i) Contributing to Ealing's ambition to become net carbon neutral by 2030.
(ii) Promoting sustainable design and construction techniques including requiring new developments to significantly reduce CO₂ emissions and water consumption, whilst encouraging and promoting retrofitting in older properties".

And

"D. Building resilience, mitigation and adaptation to changing environments by:

(vi) Taking a character and heritage-led approach to mitigating the causes and effects of climate change as appropriate in areas of high character and heritage value and in relation to heritage assets".

An Energy Report prepared by RPS has been submitted as part of this application to demonstrate how the measures incorporated into the design of the proposed development will comply with the objectives of the London Borough of Ealing's Development Plan and the London Plan (2021).

To maximise the energy efficiency of the development and thus reduce the energy demands, the following design principles and features would be incorporated:

- Building fabric elements and glazing specifications significantly improved to the Building Regulation requirements.
- Reduced air permeability compared to maximum required standards.
- Specification of efficient heating services and control systems.
- Energy efficient lighting through the development.

The modelling undertaken confirms that a 2.2tn (15%) reduction in CO2 emissions could be achieved over the baseline emissions via the implementation of the energy efficient design aspects. These percentage reductions are in accordance with Greater London Authority (GLA) guidance on preparing energy assessments.

The inclusion of a site wide heating system was investigated. Potential options at the site included either connection to an area wide low carbon heat distribution network, a site wide heat network or a Combined Heat and Power (CHP) system. It was considered that the installation of either of these options would not be practical.

A low or zero carbon (LZC) technology feasibility study was completed as part of the Energy Strategy which compared the feasibility of different technologies based on the energy demand of the proposed development. The most appropriate technology to meet its sustainability and energy targets, is the installation of Photovoltaic (PV) Panels. This technology option would achieve a BREEAM 'Excellent' and Low and Zero carbon energy requirements. It is proposed to install 346.5 m² of PV panels for a total peak of 58kWp in conjunction with ASHPs of a SCOP of 3.2.

The proposed strategy achieves a site wide total reduction of the regulated carbon dioxide emissions of 37% over Building Regulations (2021). Moreover, the development achieves a total reduction of 22% of its regulated emissions through the use of renewables on site.

The Council's Energy Officer has reviewed the submitted Energy Report and has indicated that an excellent energy strategy has been prepared which would deliver an all electric with no additional gas infrastructure on-site.

The strategy proposes a LHWT ASHP distribution loop with a maximum flow temperature of 43o, providing space heating through (conditioning) Air Handling Units (AHU), and domestic hot water (DHW) to the main toilet areas that will have the majority load. Secondary DHW will come from electric point of use. The predicted efficiency (SCOP) of the ASHP system will be (approx) 3.2.

There will be sophisticated heat recovery/summer cooling ventilation for the classrooms. Also proposed is an extensive PV array with a capacity of (approx) 58 kWp. The greater part of the array will be biosolar with the panels mounted over a green roof.

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

An Overheating Analysis report with proposed mitigation measures has been submitted. The analysis assumes full mechanical ventilation and heat recovery (MVHR). It is compliant with Part O TM52, and follows the TM49 methodology of modelling against the DSY1 average summer year (2020), as well as the more intense (but non-mandatory)

DSY2 (2003) and DSY3 (1976) data files. All rooms comply with the mandatory DSY1 modelling for criteria (a) and (b). 50% of the rooms passed against DSY2, with over a third managing to pass against DSY3.

At the current design stage the overall site-wide CO2 emissions will be cut by at least 37.24%, with 15.17% carbon reduction through “Lean” efficiency measures, and 22.07% through “Green” renewable energy.

There is a shortfall of 280 tonnes CO2 (over 30 years) in the zero-carbon that will be mitigated through an “offset” payment at £95 per tonne to the Council of £26,634.

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

In line with this, Ealing Council will require the monitoring of the PV arrays and communal Air Source Heat Pump distribution loop to evaluate their performance/efficiency for a period of 4 years. Monitoring the heat pumps will involve metering the heat output and the combined parasitic loads. Suitable monitoring devices must be fitted by the Applicant to achieve this.

Ealing Council will supply the monitoring equipment through an internal transfer (or other option). The Developer will need to liaise with Ealing Council/Energence at the appropriate time to ensure the monitoring is correctly implemented. Energy monitoring devices to be supplied by Ealing/Energence through the internal transfer (or other option) contribution (subject to final confirmation are):

- PV (GPRS) smart meters x1.
- ASHP (loop) heat meters (M-Bus connect) x1.
- ASHP (loop heat meter) dataloggers x1.
- ASHP electric parasitic load (GPRS) smart meters x3.

If there are more than x3 heat pumps/collectors then the Developer must provide suitable parasitic load smart meters for each additional heat pump/collector.

- SIM card and data processing (4 years) x5.

As such it is considered that the demolition of the existing property would result in an acceptable impact in the local environment, would represent an improvement when it regards sustainability and would comply with Policies SI 1, SI 2, SI 4, SI 5, SI 7 and SI 13 of The London Plan (2021), policies 5.2 and EA of the Ealing Development Management DPD (2013), the NPPF (2023), and Listed Buildings and Conservation Areas Act 1990.

Highways, transport, parking and cycling

Policy T4 (Assessing and mitigating transport impacts) of the London Plan (2021) states that development proposals should ensure that development should not adversely affect

safety on the transport network. Policy T6 (Car parking) of the London Plan (2021) provides that an appropriate balance should be struck between promoting new development and preventing excessive car parking and that in locations with high public transport accessibility, car-free developments should be promoted. Policy T5 (Cycling) of the London Plan (2021) states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Planning policy supports development that encourages walking and cycling and that reduces the need to travel, especially by car.

The main vehicular access is via Boyed Avenue located to the north of the application site and there is an additional access along Villiers Road for access to the kitchen area. Car parking for staff and visitors is provided in marked car parking bays for 71 cars including one disabled bay between the school building and school boundary fence to the north and east. The staff car park is typically full during the school hours with some double parking. The school has three minibuses normally parking in the school grounds. There are no dedicated spaces, unmarked areas are used.

All delivery and servicing trips are conducted via Gate 4 and 5 as illustrated in *Figure 9* below. Deliveries on large vehicles which cannot be accommodated on Villiers Road takes place through Gate 1. Deliveries typically occur between 06:30 and 17:00.

Pedestrian access is from along Boyed Avenue to the north with additional pedestrian access from Southall Park to the south east of the site and pedestrian access along Villiers Road as illustrated in *Figure 9* below.

Cycle parking in the form of covered Sheffield Stands both in secured facilities are provided for students and staff within the school premises for up to 30 spaces split in three cycle sheds at different locations. Two out of three cycle parking stands are located within 50m of the nearest access point in line with Westrans requirements. Cycle parking is currently underutilised.

The application site is located within a controlled parking zone (Zone L) where parking is restricted between Monday to Saturday 10:00-20:00 and Sunday 14:00-18:00. The site has a PTAL rating of 5 where The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent).

The nearest bus stop of the school for east-westbound direction buses is Southall Police Station located on A4020 High Street approximately 250m (3mins walk) to the north of the school access point (Gate 1 as illustrated on *Figure 9* below).

The nearest bus stop to the school for north-south direction buses is The Green and Southall Broadway located on A3005 South Road approximately 250m (3mins walk) to the west of the school access point (Gate 1 as illustrated on *Figure 9* below).



Figure 9: Existing site access

The school is located approximately 560m to the northeast of Southall Railway Station. The station is located within travel zone 4 and is on the Great Western Main Line. Rail services are operated by TfL Rail and Great Western Railway.

Personal Injury Accident (PIA) data was assessed as part of the Transport Assessment prepared by Robert West and indicates that accidents occurred on key routes and at junctions which is typical for any urban area. The PIA data indicates a total of 98 accidents with 3 fatal and 11 serious accidents occurred over the study period (most recent five-year period). It is noted that no accidents occurred near the school on Villiers Road, Boyd Avenue or Avenue Road. Furthermore, it is noted that the accidents occurring further away from the school were related to the behaviour of the road users rather than the operation of the highway network and the majority of the accidents occurred in the evening, at the weekend, during school holidays or at times students would not be travelling to/from school.

Proposed car parking:

Policy T4 of the London Plan (2021) states that development proposals should ensure that development should not adversely affect the safety or capacity of the transport network.

Policies T6 and T6.1 of the London Plan (2021) require that an appropriate balance be struck between promoting new development and preventing excessive car parking and that in locations with high public transport accessibility, car-free developments should be promoted.

The number of car parking spaces would be reduced (from 71 spaces to 66 spaces) as a result of the proposed development to provide clear fire tender access, fire escape routes and to provide clear access to wood storage.

The reduction in car parking spaces would support the London Plan's strategic approach to transport. Overall, the proposed car parking is in accordance with Policies T1 and T6 of the London Plan (2021).

Proposed disabled persons parking:

Policy T6.5 of the London Plan (2021) states that all non-residential developments should provide access to at least one on or off-street disabled persons parking bay whilst Table 10.6 of the London Plan (2021) indicates that education developments should provide 5 per cent designated bays (per cent of total parking provision) and 5 per cent enlarged bays (per cent of total parking provision).

The transport assessment indicates that the proposed development does not meet the London Plan standards, however, six disabled parking spaces and six enlarged parking bays would be along the existing Block B02 and B02 Link as illustrated on the Proposed Site Layout / Block Plan drawing VHS4-MAB-00-00-DR-L-00102 Rev P08-WIP.

Overall, the proposed car parking is in accordance with Policies T1 and T6 of the London Plan (2021).

Proposed electric vehicle parking:

The proposed development includes a reduction in car parking spaces, however, the development would include 20% or 13 car parking spaces as active electric vehicle spaces.

Overall, the proposed electric vehicle parking is in accordance with Policies T1 and T6 of the London Plan (2021).

Proposed cycle parking:

Table 10.2 Minimum cycle parking standards of Policy T5 of the London Plan (2021) requires both long-stay and short-stay cycle spaces. The requirement is 1 space per 8 FTE staff and 1 space per 8 students long-stay cycle parking spaces and 1 space per 100 students for short-stay cycle parking spaces.

The proposed development would increase the number of students and staff by 102 students and 12 staff members. The proposed development would secure an additional 15 cycle parking spaces. The new cycle store would be located to the north-west of the application site near the access points and in close proximity to the existing cycle stores.

Overall, the proposed cycle parking is in accordance with Policy T5 of the London Plan (2021).

Proposed servicing and delivery:

The proposed development would not create additional delivery and servicing trips. The proposed servicing and delivery would continue to take place on-site as per the current arrangement.

Overall, the proposed servicing and delivery strategy is in accordance with Policy T7 of the London Plan (2021).

Trees and landscaping

Policies G5 and G7 encourages major developments to contribute to the greening of London and development proposals should ensure that, wherever possible, existing trees of value are retained. Policy 5.10 and 5.11 of the Ealing Development Management Development Plan (2013) states where trees are proposed to be removed, re-planting is required based on no net loss of amenity. While the extent and location of the planting need not necessarily be the same afterward as it was before development, the quality and type of amenity offered (based on CAVAT value) should at least be the same, if not better.

Existing trees are predominantly confined to the boundaries of the school. Five (5) trees along the western boundary have been identified to be removed to provide temporary access to the site as well as to allow for the new substation required. The Arboricultural Survey indicates these trees are of low quality and the loss would result in a minimal impact. Five (5) new trees would be planted to mitigate the removal of these trees. The removal of trees, tree protection measures, etc. would be secured via appropriate conditions.

In addition, the proposed development would include an accessible rooftop wildlife meadow which would offer ecological diversity and wildlife habitats on site as illustrated below in *Figure 10*. A wildflower meadow would be created to enhance biodiversity and encourage pollinators and beneficial insects.



Figure 10: Proposed rooftop wildlife meadow

Overall, it is considered that the proposed development is in accordance with Policies G5 and G7 of the London Plan (2021).

Air quality

Policy SI 1 of the London Plan (2021) states that development plans, through relevant strategic, site-specific and area-based policies, should seek opportunities to identify and deliver further improvements to air quality.

The travel plan includes electric vehicle parking spaces and indicate the desire to achieve Bronze STARS rating, however, the Council’s Air Quality officer is concerned regarding an increase in students and idling of cars during pick-up/drop off. The recommended conditions have been included in this report.

Overall, it is considered that the proposed development is in accordance with Policy SI 1 of the London Plan (2021).

Flood Risk and Drainage

Policy SI 12 of the London Plan (2021) require developments to remain safe and operational under flood conditions, while Policy SI13 states developments should demonstrate consideration of the drainage hierarchy, aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

The application site is located within a Flood Risk Zone 1, meaning it has less than 1 in 1,000 annual probabilities of river or sea flooding. The site is located within an area susceptible to groundwater flooding, however, the planning statement indicated that there are no notable flood risks associated with the site.

Overall, it is considered that the proposed development is in accordance with Policy SI 12 of the London Plan (2021).

Conclusion

The application has been assessed in terms of the principle, character and appearance, transport, noise and air quality, heritage, energy and sustainability, flood risk and drainage and landscaping and trees. It is considered that the proposal is acceptable and would be consistent with the aims of the relevant policies of the National Planning Policy Framework, The London Plan, Ealing's Development (Core) Strategy, Development Management DPD and Planning for Schools DPD.

Community Infrastructure Levy (CIL)

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

Local Finance Considerations

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

Human Rights Act:

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

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

The Council has had due regard to any potential adverse equality impacts of the proposed development, and to the extent that there are adverse impacts, which there may not be, the report should set out any mitigation proposals that would safeguard and

promote the objectives protected by S149 Equality Act as far as reasonably possible if the proposal will bring about significant change.

Public Sector Equality Duty

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

Fire Safety

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

The planning system allows assessment of a number of interrelated aspects of development when planning applications are submitted to the Council. The proposed materials to be used may be approved under a planning permission based on the details submitted as part of the planning application or may be subject to a condition that requires such details to be submitted and approved prior to the commencement of the development. Whichever the case, planning officers' appraisal of materials is focused on the visual impact of such materials in relation to the design of the overall scheme itself, the character of the local area or indeed on the amenities of local residents. The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations (2010). These require minimum standards for any development, although

the standards will vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during the course of the work to ensure the works are carried out correctly. On completion of work the BCB will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

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

Appendix 1 – Conditions and Informatives

1. Time Limit – Full Planning Permission

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

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

2. Approved Plans and Documents

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

VHS4-MAB-00-00-DR-A-00170 Rev P04 (Proposed Sections), VHS4-MAB-00-00-DR-L-00101 Rev P03 (Existing Site Layout / Block Plan), VHS4-MAB-00-00-DR-L-00102 Rev P08-WIP (Proposed Site Layout / Block Plan), VHS4-MAB-01-00-DR-A-00107 Rev P02 (Building as Existing - Photographs), VHS4-MAB-01-00-DR-A-00120 Rev P05 (Proposed Ground Floor Plan), VHS4-MAB-01-01-DR-A-00121 Rev P05 (Proposed First Floor Plan), VHS4-MAB-01-02-DR-A-00122 Rev P05 (Proposed Second Floor Plan), VHS4-MAB-01-03-DR-A-00123 Rev P05 (Proposed Roof Terrace Plan), VHS4-MAB-01-RF-DR-A-00124 Rev P04 (Proposed Roof Plan), VHS4-MAB-01-ZZ-DR-A-00160 Rev P05 (Proposed Elevations), VHS4-MAB-01-ZZ-DR-A-00165 Rev 02 (Proposed Street-Scene Elevations), VHS4-MAB-ZZ-ZZ-VL-A-00190 Rev P02 (Perspective Views), VHS4-MAB-ZZ-00-DR-A-00100 Rev P04 (Site Location Plan), Planning Statement Ref: VHS4-MAB-XX-00-PR-A-00101 Rev S2 P01 dated 05.12.2022, Design & Access Statement Rev P02 dated 01.12.2022, Preliminary Ecological Appraisal dated January 2021, Technical Briefing Note: Addendum to Ecological Appraisal dated 17 October 2022, Transport Assessment Ref: 5891/001/001A dated November 2022, Site Waste Management Plan for Villiers-Forecast dated 24 November 2022, Villiers High School Acoustics Rev P01 dated 6 December 2022, Villiers High School Energy Report Rev 5 dated 1 December 2022, Villiers High School BREEAM 2018 NC Pre-Assessment Report Rev 1 dated 28 July 2022, Drainage Strategy Report Rev P01 dated 22 November 2022, Draft Interim Travel Plan October 2022, HEA 02a Villiers High School Campus Indoor and Outdoor Air Quality Plan – Supporting Evidence dated 5 August, Villiers High School – Air Quality Existing Masterplan, Tree Survey Condition & Management Report dated 4 November 2020 and Tree Location Plan dated 11/03/2020.

3 Materials

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

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

4 Cycle parking

Cycle storage for 15 bicycle spaces shall be provided within the curtilage of the development, within secure, lockable compounds in accordance with the designated

locations identified in the approved drawings listed under condition 2 and all adopted standards prior to the first occupation of the building. The storage spaces shall be permanently retained thereafter.

Reason: To provide adequate bicycle storage in accordance with policy and T5 of the London Plan (2021).

5 Demolition Method Statement and a Construction Management Plan

Prior to commencement of the development hereby approved, a detailed Demolition Method Statement and a Construction Management Plan shall be submitted to and approved in writing by the Council, in consultation with TFL and in accordance with Tfl guidance. Details shall include:

a) 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;
- audit of existing condition of roads and footways to ensure that they be restored if damaged during construction;
- hours of work and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays, 0800 -1300 Saturdays;
- neighbour liaison, notifications to interested parties;
- public display of contact details including accessible phone numbers for persons responsible for the site works for the duration of the works.

b) Details related to:

- The construction lorry route from the main distributor roads and the number of construction related vehicles, which would be travelling to the application site. A drawing showing signing for the construction vehicles is also required;
- Key dates of various stages and all the emergency contacts during construction;
- Abnormal load delivery vehicle routes and dates of these deliveries;
- Swept path envelopes for construction lorries;
- the safety of pedestrians accessing the station and bus stops during construction, including those with restricted mobility and night-time movements;
- Assurances that the construction of the proposed development will not impact on the safety and function of the adjoining highway network, and the bus stop and its associated operations in proximity to the site.

Reason: To ensure the orderly and satisfactory development of the Site in accordance with the assumptions which underpinned the EIA Process; 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; and to minimise highway and traffic impact during the course of the works, whilst allowing enough flexibility to enable the development to be delivered in a manner which accords with the EIA process, 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 T7 and SI1 of the London Plan(2021); and National Planning Policy Framework (2023).

6 Ventilation Strategy Report

Prior to the commencement of the development, a Ventilation Strategy Report shall be submitted to and approved by the Local Planning Authority. The report will contain details for providing fresh air ventilation to Block B4, the supply should be located away from sources of local pollution.

The report shall also include the following information:

- a) Details and locations of the ventilation intake locations of all floors; and
- 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).

7 Air Quality and Dust Management Plan (AQDMP)

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

The plan shall include:

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

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

Reason: In the interests of the amenity of adjoining occupiers and to minimise particulate matter associated with construction works in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy SI1 of the London Plan (2021); and National Planning Policy Framework (2021).

8 3G artificial grass pitches

No development shall commence until details of the design and layout of 3G artificial grass pitches and natural grass pitch have been submitted to and approved in writing by the Local Planning Authority (after consultation with Sport England). This should include a section through the edge of the AGP and natural grass pitch and the playground. The artificial grass pitches shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy. **

9 Tree protection plan

No operations (including initial site clearance) shall commence on site in connection with the development hereby approved until a suitable scheme (Arboricultural Method Statement) for the protection of existing trees and hedgerows has been submitted to and approved in writing by the Local Planning Authority and installed on site.

All protection measures must fully detail each phase of the development process taking into account demolition/site clearance works, all construction works and hard and soft landscaping works. Details shall include the following:

- Full survey of all trees on site and those within influencing distance on adjacent sites in accordance with BS5837*, with tree works proposals. All trees must be plotted on a site plan**, clearly and accurately depicting trunk locations, root protection areas and canopy spreads.
- A plan** detailing all trees and hedgerows planned for retention and removal.
- A schedule of tree works for all the retained trees specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS 3998.
- Soil assessments/survey
- Timing and phasing of works
- Site specific demolition and hard surface removal specifications
- Site specific construction specifications (e.g. in connection with foundations, bridging, water features, surfacing)
- Access arrangements and car parking
- Level changes
- Landscaping proposals
- A Tree protection plan** in accordance with BS5837* detailing all methods of protection, including but not restricted to: locations of construction exclusion zones, root protection areas, fit for purpose fencing and ground protection, service routes, works access space, material/machinery/waste storage and permanent & temporary hard surfaces.
- Soil remediation plans, where unauthorised access has damaged root protection areas in the construction exclusion zones.
- Details of the arboricultural supervision schedule.

All tree protection methods detailed in the approved Arboricultural Method Statement shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus

materials have been removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.

*Using the most recent revision the of the Standard** Plans must be of a minimum scale of 1:200 (unless otherwise agreed by the Local Planning Authority)

Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London’s environment, air quality and adapting to and mitigating climate change in accordance with policies D8, G1, G5, G7, S11, and S12 of the London Plan, policy 5.10 of Ealing’s Development Management DPD and Ealing’s SPG 9 - Trees and Development Guidelines.

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

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

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

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

11 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 SAP10.2 (or any later version) of at least 37.24% (equating to 5.4 tonnes of CO2 per year) beyond Building Regulations Part L 2021 (or any later version). These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by RPS in December 2022 (v5) including:
 - i. Lean, passive design measures to achieve an annual reduction of at least 15.17% equating to at least 2.2 tonnes in regulated carbon dioxide (CO2) emissions over BR Part L 2021.
 - ii. Green, renewable energy equipment including the incorporation of photovoltaic panels with a combined total capacity of at least 58 kWp, and Air

- Source Heat Pumps to achieve an annual reduction of at least 22.07%, equating to 3.2 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2021.
- iii. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pump system (including the heat generation and the electrical parasitic loads of the heat pumps), in line with the Council’s monitoring requirements.
- b) Prior to Installation, details of the proposed renewable energy equipment, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the heat distribution loop schematics, the exact number of heat pumps, the heat pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact number of PV arrays, the kWp capacity of each array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the renewable energy installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.
 - c) On completion of the installation of the renewable energy equipment copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.
 - d) The development shall incorporate the overheating mitigation measures detailed in the dynamic Overheating Analysis by RPS (December 2022 Energy Strategy). Any later stage version shall be compliant with CIBSE guidance Part O 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) and/or the Display Energy Certificate(s) (DEC's) shall be submitted to the Council for approval.

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

12 Hard and soft landscaping
 Details of biodiverse landscaping, boundary treatments, wildlife meadow roofs, and a detailed Landscaping Management Plan for a minimum period of 5 years from the implementation of final planting shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the new build office space hereby approved. The development shall be implemented only in accordance with these approved details and retained thereafter.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season. All planting shall be replaced with others of a similar size and species and in the same position and shall be retained thereafter.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances biodiversity and the visual amenity of the locality, in accordance with policies 5.10, 7.4 and 7B of the Ealing Development Management Development Plan Document (2013), policies S4 and G5 of the London Plan (2021) and the Mayor's Supplementary Planning Guidance on Play and Informal Recreation; the London Environment Strategy (2018) and the National Planning Policy Framework (2023).

13 Car parking & Emergency Vehicle Plan

Prior to the occupation of the development hereby approved, a Car Parking Management and Emergency Vehicle Plan shall be submitted and approved in writing by the Local Planning Authority. This plan shall detail the arrangements for the management of:

- Blue Badge car parking.
- How the two spaces are monitored, managed and enforced.
- How the detailed plan will manage access to future disabled users of the development site, considering that parking rates for blue badge parking within the Ealing Broadway Shopping Centre apply.
- Measures for preventing parking in undesigned places throughout the site.
- The provision of Electric Vehicle Charging Points (EVCP) - 20 per cent of the car parking spaces shall be fitted with active electric car charging provision and the remainder of car parking spaces shall be fitted with passive provision (80 per cent).
- Emergency Vehicle details

Reason: To provide adequate facilities for disabled drivers, in accordance with policies T6 and D5 of the London Plan 2021 and Ealing Development (Core) Strategy policy 1.1(h).

14 Travel Plan

Notwithstanding any information submitted, a detailed Travel Plan designed to manage the transport needs of the occupiers of the development, including measures to minimise car usage and promote alternative modes of transport shall be submitted to and approved in writing by the Local Planning Authority. The revised and detailed Travel Plan shall be prepared in accordance with the Transport for London Travel Plan Guidance and Ealing's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out strictly 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 T2, T3 and T4 of the London Plan (2021); and Ealing's Sustainable Transport for New Development SPG.

15 Secured by Design

The proposed educational building must achieve Secured by Design accreditation prior to first occupation of the development hereby approved and thereafter permanently retained.

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

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

16 Non-Residential BREEAM energy/CO2 accreditation

- a) The non-residential element of the development shall be registered with Building Research Establishment (BRE) and achieve BREEAM rating of "Excellent" with a score of 74.08% as detailed in the pre-assessment carried out by RPS in July 2022 (v1), including an EPRNC (Ene01) rating of "Excellent" (>4), based on the latest BREEAM NC Technical guidance.
- b) Within 3 months of completion of each non-residential element of the development, Interim BREEAM NC Assessment and related Certification verified by the BRE shall be submitted to the Local Planning Authority for written approval.
- c) Within 3 months from the date of first occupation of each non-residential element of the development, BREEAM 'Post Construction Stage' Assessment and related Certification verified by the BRE should be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.
- d) Following any approval of a 'Post Construction Stage' assessment and certification of the development, the approved measures and technologies to achieve the BREEAM Very Good or higher standard shall be retained in working order in perpetuity.

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

17 Community Use Agreement

Within 12 months of the date of this permission until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to artificial grass pitches, toilet provision and car parking and include details of pricing policy, hours of use, access by non-educational establishment users

management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement."

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy **

18 Management and Maintenance Scheme

Before the artificial grass pitches are brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England , this should include measures to ensure the replacement of the Artificial Grass Pitch within the manufacturer's specified period; a containment strategy and recycling strategy for the Artificial Grass Pitch. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the artificial grass pitches.

Reason: To ensure that a new facilities are capable of being managed and maintained to deliver facilities which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy **

19 Refuse and Recycling

The development hereby approved shall not be occupied until refuse and recycling storage within a secure enclosure has been provided in accordance with the designated location identified in the approved drawings listed under condition 2 and in accordance with the Local Planning Authority Standards and has been fully implemented and made available for use. These facilities shall permanently retained thereafter.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material, in accordance with policy SI 8 of the London Plan (2021).

20 Non-Road Mobile Machinery (NRMM)

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

Reason: To safeguard adjoining occupiers of the development against unacceptable noise, disturbance and emissions, policies 1.1(j) of the Ealing Development (Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing's Development Management DPD (2013) and policy SI1 of the London Plan(2021); and National Planning Policy Framework (2021).

21 Anti- vibration mounts and silencing of machinery etc.

Prior to use, machinery, plant or equipment/ extraction/ ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan

motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

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

22 External doors and windows to remain shut during noise emission

At no time during the emission of noise shall any door or window be fixed in an open position.

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

23 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 Unilateral Undertaking with the Council to secure a financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO2 Condition(s).
- b) Upon final construction of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency of the renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (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.

24 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.

Informatives:

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

National Planning Policy Framework (2023)

2. Achieving sustainable development
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change

London Plan (2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- S3 Education and childcare facilities
- S4 Play and informal recreation
- S5 Sports and recreation facilities
- G5 Urban greening
- G7 Trees and woodlands
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 4 Managing heat risk
- SI 5 Water Infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 8 Waste capacity and net waste self-sufficiency

SI 12 Flood risk management
SI 13 Sustainable drainage
T1 Strategic approach to transport
T2 Healthy Streets
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T7 Deliveries, servicing and construction
T9 Funding transport infrastructure through planning
DF1 Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents
Mayor's Sustainable Design and Construction SPD April 2014
The Mayor's transport strategy
The Mayor's energy strategy and Mayor's revised Energy Statement Guidance April 2014
The London design guide (interim edition) (2010)
Draft shaping neighbourhoods: Children and young people's play and informal recreation (2012)
Planning for equality and diversity in London
Energy Planning (March 2016)
Children and Young People's Play and Informal Recreation SPG (September 2012)

Ealing's Development (Core) Strategy 2026 (2012)
1.1 Spatial Vision for Ealing 2026 (a), (b), (c), (d), (e), (f), (g), (h), (j) and (k)
1.2 Delivery of the Vision for Ealing (a), (c), (d), (e), (f), (g), (h), (k) and (m)
6.2 Social infrastructure
6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document (2013)
Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions
Ealing local variation to London Plan policy 5.10: Urban greening
Ealing local variation to London Plan policy 5.11: Green roofs and development site environs
Ealing local variation to London Plan policy 6.13: Parking
Ealing local variation to London Plan policy 7.3 : Designing out crime
Ealing local variation to London Plan policy 7.4 Local character
Policy 7B : Design amenity

Interim Supplementary Planning Guidance/Documents
SPG 3 Air quality SPG 4 Refuse and recycling facilities (draft)
SPG 10 Noise and vibration

- 2 Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

- 3 Construction and demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays.
- 4 At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.
- 5 Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.
- 6 No waste materials should be burnt on site of the development hereby approved.
- 7 Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.