

Ref: 233342FUL

Address: 16 Eastman Road, Acton, W3 7YG

Ward: Southfield

Proposal: Demolition of existing building and erection of a single storey industrial and/or logistics unit (Class E(g)(iii), Class B2 and B8) with ancillary office space (Class E(g)(i)) alongside associated parking and landscaping

Drawing numbers: Refer to relevant conditions (Appendix 1)

Type of Application: Full Planning Application

Application Received: 15/08/2023

Report by: Xanna Machecourt

Recommendation: Grant subject to a S106 agreement and conditions.

Table of Contents

Executive Summary:	2
Recommendation:	3
Site Description:	3
The Proposal:	5
Relevant Planning History:	6
Statutory and Non-Statutory Consultation:	7
Pre-application:.....	7
Statement of Community Involvement (SCI)	9
Public.....	10
Consultee Comments:	12
Planning Policies:	19
Reasoned Justification:	19
Principle of Development.....	19
Affordable Workspace	20
Employment and Skills	21
Local Character and Design	22
Air Quality	26
Contaminated Land	26
Energy and Sustainability	27
Trees, Landscaping and Ecology	28
Transport matters	29
Site Access	30
Refuse	31
Conclusion:.....	31
Local Finance Considerations	32
Human Rights Act:	32
Fire safety.....	32
Public Sector Equality Duty	33
Appendix 1	34

Executive Summary:

The proposed development involves the demolition of the existing single storey warehouse (b2) and the construction of a large industrial building within Use Classes E(g)(iii), B2 and/or B8. The site is located on the southern edge of the Acton Park Industrial Area, which is designated as a Locally Significant Industrial Site (LSIS), and therefore the overall uses proposed are wholly consistent with the site designation and the scale of the proposal would fully optimise the site for potential industrial uses. Whilst no potential occupant for the site has yet been secured, the design of the industrial building has allowed for the greatest adaptability and flexibility to appeal to a wider pool of potential occupants, however the site has been designed with logistics and distribution uses in mind.

The design of the industrial building is conventional for this type of use, would provide servicing and HGV movement areas to its western side. The main building entrance is located to the eastern elevation with a distinct corner edge on the southwestern corner, which promotes the legibility of the space by clearly denoting the entrance to the building. The design of the south-eastern corner of the building and the layout of the car parking, cycle parking and pedestrian movement areas improves the legibility of the space, particularly in relation to the existing building to be demolished, which makes little contribution to the character and appearance of the area.

Appropriate conditions have been recommended to ensure that the proposed development does not materially impact the adjacent residential development, with respect to noise and acoustics. Conditions relating to potential contaminated land have also been recommended and the applicant has agreed to a financial contribution for mitigation projects relating to poor air quality.

The proposed development presents a very good energy strategy, that has been reviewed by Council's Energy Consultant who is strongly supportive of the scheme. The plan entails creating a net-zero carbon, all-electric development, utilizing Air Source Heat Pumps for heating and domestic hot water in most areas, with offices employing VRV/VRF heat pumps for heating/cooling, with this achieved through lean and green measures as outlined within the Energy Hierarchy of the London Plan.

The Landscaping proposals for the site involve the retaining of exiting tree belts along the southern boundary and enhanced through the inclusion of additional planting. Outdoor furniture would also be provided for employees and visitors and intermittent landscaping around car parking areas.

The existing access would be remained but with new measures to minimise conflicts between vehicles and pedestrian and cyclist. The proposal results in a significant site-wide reduction in car parking spaces and compliant amount of cycle parking to encourage a modal shift to more sustainable forms of transportation. The application site is also in close proximity to established cycle and pedestrian routes and established bus routes. The proposal therefore represents a highly sustainable location and the applicant will also be required to submit a Travel Plan, to demonstrate methods that will be taken to reduce reliance on private vehicle transport. The recommended s106 agreement also includes funding towards projects in the local area, to improve transport infrastructure, connectivity and accident remediation.

An apprenticeship scheme has been agreed to provide 4 spaces and at least 1 person must be locally employed. A financial contribution towards offsite affordable workspace provision is also agreed.

Overall, the site offers a highly sustainable form of development within a designated Locally Significant Industrial Site that will contribute to Ealing and London by providing increased economic activity and

employment opportunities for local residents. It is therefore recommended that the application be approved, subject to conditions and s106 agreement.

Recommendation:

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

Heading	Contribution
Junction and Link Improvements, Cycle Infrastructure	£85,000
Travel Plan Monitoring	£5,000
Post Construction Energy Equipment Monitoring	£9,869
Air Quality Mitigation	£98,600
Air Quality Neutral for Transport Emissions Off-setting payment	Only payable if the development is found not to be air quality neutral, as identified by Condition 14
Employment, training, and skills	£50,000 (4 full apprenticeships must be delivered, a charge of £30,000 per apprentice obligation that is not met.)
Affordable workspace offsite contribution	£322,056
TOTAL	£248,469 + 322,056 (TBC)

- The affordable workspace offsite contribution is based on an annualised rent of £27 per square foot. The final sum shall be demonstrated by independent assessed market evidence or a viability assessment.
- A minimum of 25% of labour should be locally employed and 5 weeks of Work Experience must be completed throughout the length of the project.
- Payment of the council’s reasonable legal and professional costs in preparing the s106 agreement.
- All financial contributions to be index linked.

AND

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

Site Description:

The application site is a somewhat regular shaped plot, with an area of approximately 2.04 hectares (20,400sqm). The current site is occupied by Freshways for milk production, comprise a Use Class B2 (General industrial) and Use Class B8 (Storage and Distribution). A warehouse building dominates the site, which is of single-storey construction, but has a building ridge height of approximately 9.5m and eaves 9m. The total floorspace across all buildings is 8,0613 sqm. The remainder of the site to the south comprises operational yard space and a large, single industrial warehouse.

The site is located on the southern edge of the Acton Park Industrial Area. It is accessed from Eastman Road, a cul-de-sac off The Vale, the A4020. The site is designated as a Locally Significant Industrial Site (LSIS) within the proposals map (map 3) of Ealing's Development (Core) Strategy to 2026 Development Plan Document (2012). There are other industrial and commercial premises on three sides (to the north-east and west), a playing field (Southfields Park) and two-storey terraced houses in Hatfield Road to the south. The park abuts directly onto the western section of the southern

boundary, whilst there is a narrow rear access between the site and the back gardens of the houses along its eastern part.

There is a relatively narrow strip between the warehouse building and the northern boundary. A single-storey office building and a four-bay vehicle maintenance workshop abut the eastern boundary, and a small brick structure is at the south-western corner, but the majority of the rest of the area around the building is surfaced with concrete for vehicular access. A section along the southern boundary, a former railway line, is hard surfaced and is used for both visitor and employee car parking.

The site is not located within a Conservation Area, whilst there is no locally or statutory listed building within or adjacent to the subject site. However, the Acton Park Conservation Area is located to the north of the site, across The Vale.

Hanovia House has a number of tenancies for smaller occupiers and serves to provide additional floorspace for Freshways. There is a large proportion of the existing floorspace which is vacant and many of the sub-tenancies expire in the next 6-12 months.

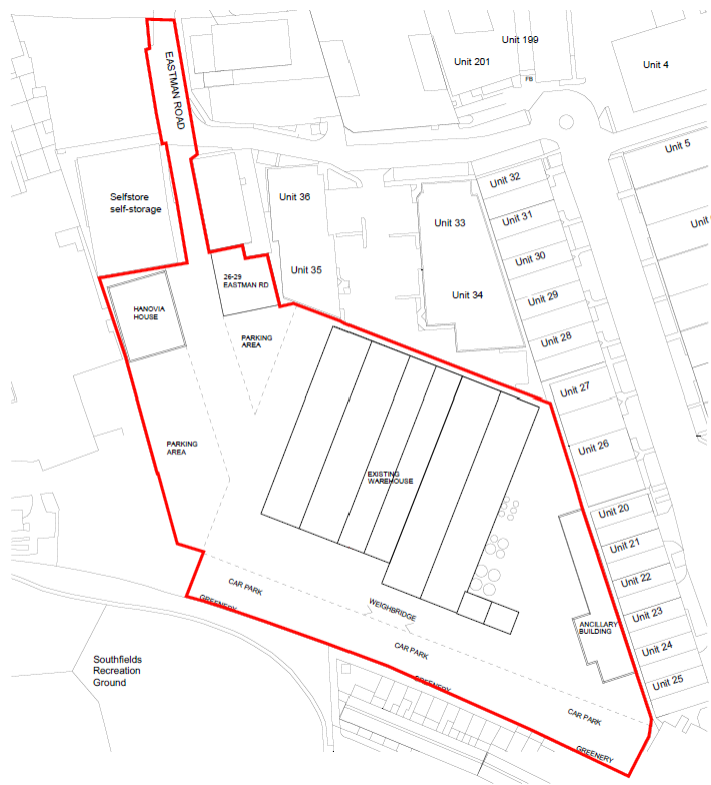


Figure 1: Existing Site Location Plan



Figure 2: Aerial View of Existing Site

The Proposal:

The proposal involves the complete demolition of the existing single storey warehouse and the construction of a large industrial building within Use Classes E(g)(iii), B2 and/or B8. The site would also include ancillary office space within the footprint of the main building.

The proposed industrial building comprises:

- Footprint: approx. 7,570 sqm
- Industrial GIA: 7,264 sqm
- Office GIA: 1,390 sqm
- Mezzanine: 1,207 sqm
- Total GIA: 9,860 sqm
- 3 storey: 14.25m high to parapet and 15.3m to ridge
- 10 loading docks
- 2 level access doors parking spaces
- 7 HGV parking spaces

The proposal includes provision for 73 vehicles spaces. 8 of the spaces are reserved for nearby occupiers Bombay Duck and Safestore. The remaining 65 spaces, for staffs and visitors, are located along the southern boundary and eastern side of the site.

The proposed development would also involve the implementation of associated fencing, cycle parking, gates and landscaping.

Revisions are acceptable during the planning process, the following changes have been made:

- The parapet height has been reduced from 15m to 14.25m;
- The car parking spaces have been reduced from 70 to 65;
- A new double gate would be included within the internal access road.



Figure 3: Proposed Development CGI

Relevant Planning History:

232153SCE. EIA Statement Not Required.

Request for a Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) for erection of a single storey industrial and/or logistics unit (Class E(g)(iii), Class B2 and B8) with ancillary office space, alongside associated parking and soft and hard landscaping

Hanovia House (1 Eastman Road):

19133/1- 23/07/1980- Erection of one warehouse and three industrial units with ancillary offices and parking, loading and unloading provision.

25477- 21/01/1985- Use of warehouse for servicing and installation of radio telephone equipment with ancillary accommodation.

PP/2012/4598- Refused on 28/01/2013- Change of use from A1(retail) and B8 (storage and distribution) to D2 (assembly and leisure) to create sports and exercise centre

21996/1- 13/08/1996- Change of use of third floor accommodation into a furniture making wood workshop (general industrial b2)

21996- 25/01/1982 - Use of third floor of storage building for photographic printing and processing with ancillary office. (4.150 square feet)

22813/4- 24/09/2002 - Change of use of one room (Suite 6) (22 sqm) from B1 (office) to a 24 hr mobile controlled booking office for private hire vehicles

16 Eastman Road:

A series of applications related to the aperture on the roof but refused:

173472FUL(14.05.2018), 200013CPL, 185571CPE (12.11.2019), 185572CPE (31.10.2019)

07323/6- 06/08/1969- Demolition of existing buildings and erection of part single and two storey building comprising of warehouse and offices.

07323/11- 07323/11- Erection of second floor extension to office building and single storey extension to storage building.

Planning Enforcement notices:

COM/2015/00547 (notice): Breach of conditions - Non-compliance with condition 16 of planning application ref: 14314/5 dated 13/01/2000 (allowed on appeal ref APP/A5270/A/00/1036100) - construction of roof apertures to rear roof slope.

Breach of conditions - Non-compliance with condition 12 of planning application ref: 14314/5 dated 13/01/2000 (allowed on appeal) APP/A5270/A/00/1036100

Breach of condition 11 (Operational Practices) of planning application ref: 14314/5 dated 13/01/2000

Statutory and Non-Statutory Consultation:

Pre-application:

<p><u>Design Review Panel</u></p>	<p>The proposal was presented to the Design Review Panel (DRP) on 06 June 2023. Comments were sought on panel’s views on the proposed the site layout and functionality of the building, on its scale, massing, and design, and on its potential impact on the openness of Southfields Park and on the residential properties on Hatfield Road. Comments are also sought on access to the site, especially HGV movements and pedestrian and cyclist safe access, and on the landscape design. A summary of the key points made is provided below:</p> <ul style="list-style-type: none"> - In terms of the height and massing, The DRP panel acknowledges the proposed heights as industry standard but recommends exploring options to reduce the massing of the office building. Suggestions were made to reduce the building footprint and hardstanding to create a more cohesive landscape and meet environmental targets. Detailed visual impact testing, especially from the park and Hatfield Road perspectives, is also advised. - In terms of the materiality and character, DRP advises enhancing the development's character in line with Ealing's art deco industrial tradition. Consider alternative colour palettes like blues and greens, use photorealistic renders for colour assessment, and incorporate reclaimed steel to cut embodied carbon. - In terms of the access and parking, DRP advises aligning the design with good public transport connectivity for active and sustainable travel. They recommend reevaluating car parking considering low employee numbers and promoting active travel. Further assessment of potential impacts on the Vale junction and road network is needed. Addressing visibility issues with the site's vehicular entrance is crucial. While welcoming proposed electric vehicle charging, DRP recommends maximizing passive provision for future charging points. - In terms of the Site layout and connectivity, DRP welcomes the design progress but suggests a more pedestrian-oriented site layout, coordinating walking and cycling routes to minimize conflicts with vehicles. They question about the office location, recommending a
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	<p>review due to its distance from the entrance and hidden position. They also suggest relocating the main entrance to the southwest for better wayfinding and moving the office south for improved outlook and civic presence. A secure access from the park and enhanced links to nearby parks are recommended for improved connectivity.</p> <ul style="list-style-type: none"> - In terms of the landscape design, DRP suggests enhancing site-wide landscape design, considering challenges in achieving greening targets. They recommend detailed sustainable drainage planning and access improvements to neighbouring parks. Additional trees are positive but might not provide sufficient acoustic separation. A planted bund is suggested for mitigation. - In terms of the Environmental design, DRP praises the environmental design but suggests addressing embodied carbon as the design progresses. More details on thermal performance and passive measures are requested. The panel supports photovoltaic panels and suggests combining them with lightweight green roofs for biodiversity.
<p><u>Community Review Panel</u></p>	<p>The proposal was presented to the Community Review Panel (CRP) on 06 June 2023. Comments were sought on panel’s views on the proposed scale and massing, the landscape design, the site access strategy for HGV movements and pedestrian and cyclist access, the relationship with Southfields Recreation Ground and properties on Hatfield Road, particularly in relation to visual impact and noise, and on the employment benefits of the scheme and the types of jobs that may be available. A summary of the key points made is provided below:</p> <ul style="list-style-type: none"> - The layout and architecture are developing well, but the panel would like to see further testing and analysis of access and vehicle movements, to ensure that the impact on the wider area and road network is minimised. - The landscape design is positive, and the panel is pleased to see additional greening and biodiversity measures across the site. However, they express concerns about the impact on neighbouring houses and a recreation ground to the south. They question the effectiveness of the proposed trees as noise barriers and suggest considering other acoustic treatments, such as fencing. They also recommend conducting further assessment of visual and acoustic impacts. - While the employment opportunities provided by the project are seen as a benefit, the CRP panel suggests that additional amenity space should be provided to accommodate the number of people working on the site. They emphasize the importance of maintaining the quality of amenity spaces and recommend requiring an effective management plan as part of the planning application. Furthermore, the CRP panel considers that sustainability is a key concern for the project, and the design team should do their utmost to create an end-to-end zero-carbon project. - In term of the design, the CRP panel welcomes the presentation of the design development. They believe that the rationale for its location is improved compared to previous versions. They also acknowledge the successful separation of the office space from the machinery area, taking advantage of the open nature of the site. They recognize that the proposed heights are necessary for modern industrial uses. Additionally, the panel is pleased with the ongoing progress of the architectural design, particularly the use of colour and texture. However, despite understanding that the purpose is not residential, the panel requests more information about the choice of cladding to assess its safety and

	<p>ensure the final quality of the building.</p> <ul style="list-style-type: none"> - In terms of the access and parking, CRP panel highlights concerns about ongoing traffic surveys and recommends a comprehensive assessment of transport impact, emphasizing pedestrian and cyclist improvements on Eastman Road. Capacity for growth and future technologies in electric vehicle charging, including HGVs, is also encouraged. - In terms of the landscape design, CRP panel approves increased landscape areas but raises concerns about the green buffer's quality and pollution risks. They recommend a denser barrier on the southern boundary and a management plan as a planning condition. - In terms of the Environmental design, CRP panel recommends exploring the potential of photovoltaic panels for energy generation, considering the entire lifecycle carbon impact, and incorporating sustainable drainage measures. They emphasize the need for green roofs, walls, and efforts to mitigate construction noise.
<p>Case Officer response:</p>	<p>The overall review from both Review Panels are positive. Since the meetings changes have been made:</p> <ul style="list-style-type: none"> - <u>Design</u>: The southwest corner of the building has been updated to provide a distinct architectural expression which provides a landmark edge when viewing the proposals along Eastman Road. - <u>Height and Massing</u>: Height has been reduced from 17.8m to 15.3m and further reduced to 14.25m during the planning process. Additional landscaping has been provided along the boundaries to screen the development and the building footprint has been pushed back from the originally proposed 8m on Hatfield Road. - <u>Highways</u>: The suggestion of an additional access to Southfields Recreation Ground was not supported by the Parks team. However, the proposals have been developed to ensure enhanced pedestrian safety through new pathways and a number of improvements have been proposed, such as carriageway resurfacing, new lighting columns, new 10mph speed limit, new signage on Eastman Road and the concrete barriers will be painted with planters added on top to provide additional natural visual screening of passing vehicles and to enhance the walking experience. - <u>Landscape</u>: The landscape proposals have been developed throughout the pre-application process and ensure that all trees are now retained. In addition, a noise barrier is proposed around the Service Yard. A UGF score of 0.37 will be achieved which considerably high for an industrial development.

Statement of Community Involvement (SCI)

It should be noted that in addition to statutory required consultation, the applicant undertook community consultation, between 27 April 2023 to 27 June 2023, prior to the submission of the application. The methods and results of community consultation are outlined within the submitted Statement of Community Involvement. This statement outlined that consultation activities involved:

- Twenty emails to political and community stakeholders to introduce the proposals.
- Twelve one-to-one meetings were offered with the project team.
- A flyer/letter sent to 5,375 local residents and businesses, in an area surrounding the site that was agreed with planning officers.
- A consultation website <https://powerparkacton.com/> with comprehensive information on the proposals and including a contact us option with freephone line and dedicated email address. The website was viewed 452 times by 261 people.

- Newspaper adverts in the West London Gazette in print and My London online with almost 16,000 impressions and 30 hours of total time viewed.
- Two public exhibitions, attended by 46 people in total.
- A webinar on Zoom attended by five people.

A total 46 people attended the public exhibitions, and 11 comments card were received, as well as some verbal feedbacks. The key responses include:

- Concerns about noise, traffic, and pollution: Multiple respondents emphasised the importance of minimising noise, traffic, and pollution impacts on the park and residential area.
- Positive reception and expectations for improvement: Most respondents expressed positive views toward the proposed transformation and the departure of Freshways, expecting an overall improvement as a result of a possible new tenant.
- Emphasis on sustainability and environmental measures: Some respondents highlighted the importance of long-term sustainability and the need for effective environmental mitigation measures.
- Consideration for residents: Several responses emphasised the importance of considering the impact on residents near the site and the need for strict controls around noise and lighting.
- Economic benefits and employment: The potential for increased employment in the area was seen as a positive aspect of the proposed transformation.
- Height and massing.
- Operational and construction disruption.
- Future tenants.
- Support for future landscaping and suggestions on environmental screening.

Overall, the feedback received shows that there is a strong local interest in the proposed transformation of the former Freshways building into a more modern and sustainable industrial site. The majority of respondents expressed positive views towards the project and expectations for improvement. Concerns were raised regarding noise, traffic, and pollution, emphasising the importance of minimising these impacts on the park and residential area. Sustainability and environmental measures were also highlighted as important considerations, along with the need to support and engage with the local community.

Public

Public consultation of the application commenced on 30/08/2023 and concluded on 20/09/2023. The application was advertised within the Ealing Gazette and eleven (22) site notices were put up within the surrounding area, including on The Vale, Mansell Road, Wilkinson Way, Birbeck Grove, Stanley Gardens, Warple Way, Hatfield Road, Alexandra Road, Rugby Road and Southfield Recreation Ground.

Two representation letters were received from 24 properties on Hatfield Road and 5 properties on Alexandra Road. 9 other local residents from Hatfield Road and Alexandra Road had registered their objections separately. Residents have objected to the following grounds:

Residents' Concerns	Case Officer response:
<p>1. Existing situation and unknown future occupier: The existing site has a significant detrimental impact on the amenity of local residents, such as operational noise and plant noise. On-going enforcement history on this site. We do not consider that the different end</p>	<p>The proposed uses are conforming uses within the LSIS. The proposed use is supported by policies (see Principle of Development section below). The building design would ensure all plant noise would be kept within the building and operational yards would be away from residential properties. Additional noise mitigation and sound screening would be in place. A number of conditions will be imposed to ensure the</p>

<p>land use scenarios presented by a flexible permission have been adequately addressed in the planning application.</p>	<p>future use of the site will be appropriate.</p>
<p>2. Height, Townscape and Visual Amenity: Significant visual impact to the homes along the northern side of Hatfield Road and Southfield Recreation Ground.</p>	<p>The proposed CIH (clear internal height) of 12.5m, as submitted, is considered the minimum height required to satisfy market demand, whilst ensuring deliverability. A further 750mm reduction to parapet height has resulted in a revised height of 14.25m. Detail discussion see assessment below.</p>
<p>3. Design: The proposed southern façade of the new building utilises very dark colours. Coupled with the significant increase in height and scale of built form on the southern boundary, the proposals will appear overbearing and oppressive to the residential properties of Hatfield Road.</p>	<p>The cladding orientations and colours work to ground the building in its setting while graduating to white at high level reducing dominance and the perceived impact from distant views. Detail discussion see assessment below.</p>
<p>4. Boundary Treatment: Lack of information on boundary treatment.</p>	<p>The existing boundary wall and tree belts will remain. A condition has been agreed to provide further details on boundary treatment and landscape management plan.</p>
<p>5. Amenity: Overlooking Sense of enclosure Light Noise</p>	<p>These concerns will be discussed in the Residential Amenity section below.</p>
<p>6. Inadequate Public consultation</p>	<p>During Pre-application stage, two public drop in sessions and a single zoom webinar were held, attended by 51 people and all advertised across a variety of methods including a letter drop to over 5,000 people, press adverts and emails sent local community groups. To complement these sessions, a project website was set up to act as a hub for consultation, with resource materials also available digitally. Some changes were made to the design to respond to some of the comments.</p>
<p>7. Air Quality: The Air Quality Assessment quotes HGV deliveries (AADT) are predicted to reduce in number from 410 to 146(B2) or 208(B8). Considering the current use is Class B2 we are not convinced that this is any assurance in long term traffic reduction where the end land use position is different to this (as it could be as part of a flexible planning permission). The Air Quality Assessment does not address the issue of the proposed use of</p>	<p>Road traffic surveys have been undertaken to establish the baseline (existing) position and the proposed approach to trip rates has been discussed and agreed with LB Ealing highways officers. This baseline data has directly informed the Air Quality and Highways Assessments, with the outcome calculated to be a reduction in trips. The supporting technical reports have provided requisite assessments of the various uses as proposed under the planning application for flexible employment uses. The applicant will also provide an increase in cycle spaces and electric charging points (active and passive). The latter will ensure that the site is future</p>

<p>TRU's on the Site.</p>	<p>proofed to accommodate electric vehicles. The applicant has confirmed that the emission associated with the operation of Transport Refrigeration Units (TRU) and other heavy goods vehicles (HGV's) on the local road network has been accounted for in the air quality modelling using emission factors generated from Defra's Emission Factor Toolkit (version 11.0). Relevant conditions will be imposed to ensure the development would be carbon neutral otherwise an off-setting payment would be required via S106.</p>
<p>8. Ecology: The BNG assessment is not explicit in whether this a 10% net increase above the existing situation</p>	<p>As there is currently no soft landscaping on the site, the proposed softlandscaping, green roof, trees and planting will help to achieve a Biodiversity Net Gain. The proposed UGF would be 0.37, which exceeds the 0.3 target score. Further discussion see assessment below.</p>
<p>9. Inaccurate plans. The height of the existing building should be 9.5m but not 18.2m.</p>	<p>Existing elevations have been rectified. As the proposed building is not increased in scale, no re-consultation has been carried out. It's noted that apart from the discrepancy on the existing elevation plan, other supporting documents have referenced the correct height.</p>

Consultee Comments:

<p>External Consultation</p>	
<p>Metropolitan Police (Secure By Design)</p>	<p>I have met with the architects and planning agent with regards to Secured by Design, and they display an aspiration to achieve an SBD accreditation. They have been given specific advice in line with the Secured by Design Commercial Guide 2023 and further specific advice can be given to the architects and developers directly and throughout the development. I see no reason why this proposed development would not achieve a Secured by Design Accreditation.</p> <p>Recommendations: We have recommended to the architect that a Gate is placed at this location to prevent unlawful access and to secure the site.</p> <p>Should the development be granted planning permission, I request that the wording of the condition is, or similar to: “The development must achieve Secured by Design accreditation prior to occupation”</p> <p>This will incorporate all aspects of doors, windows, lighting, postal strategy and advice on CCTV rather than specifying them individually within the conditions.</p> <p><u>Case officer's note: The recommended assess gate has been included in the revised plans.</u></p>
<p>Historic England</p>	<p>Although the Site does not lie within an Archaeological Priority Area, the Desk-Based Assessment submitted with the application identifies a high potential for early prehistoric archaeology, associated in particular with</p>

	<p>the Langley Silt deposits and the surface of the Lynch Hill Gravels below.</p> <p>Geotechnical investigations have also indicated that the depth of made ground above these deposits varies considerably across the application site (ranging from 0.60 to 3.70m below ground level), and we therefore need to understand the extent to which the proposed groundworks (including foundations, attenuation tanks and services) are likely to impact the deposits of potential archaeological interest.</p> <p>A two-stage condition for archaeological evaluation is recommended, the Stage 1 WSI for which should include an assessment of engineering details for the groundworks, and how this relates to the different depths of made ground across the Site. Stage 1 shall include specialist geoarchaeological and Palaeolithic archaeology test pits, to assess the potential of the areas of silts and gravel that will be impacted by the scheme.</p> <p><u>Case officer's note: recommended conditions have been agreed by applicant.</u></p>
Thames Water	<p>No objections were received. Comments on waste and water are included in the informative section.</p>
Cadent Gas	<p>The application site is in close proximity to our medium and low pressure assets. Cadent Gas have no objection to this proposal from a planning perspective, however an informative has been recommended to prevent damage to their assets or interference with their rights.</p> <p><u>Case officer's note: recommended informative will be included in the decision notice.</u></p>
Transport For London	<ol style="list-style-type: none"> 1) Cycle parking not in accordance with LCDS; 2) Car Parking provision is still encouraged further reduction; 3) Delivery and Servicing plans should be secured through condition; 4) Operational Management Plan should be secured through condition; 5) Construction Logistics Plan (CLP) should be secured through condition. 6) Car parking provision would not exceed the maximum standard, but TFL still encourage further reduction in the quantum of parking noting the applicant's own commentary in regards to the sites accessibility <p><u>Case officer's note: recommended conditions will be included in the decision notice.</u></p>

<u>Internal Consultation</u>	
<p>Pollution-Technical (Noise)</p>	<p>No objections raised. However as the use class B2 gives potential to expand the use to cooking/ manufacture of food, relevant conditions have been recommended.</p> <ol style="list-style-type: none"> 1. External noise from machinery, equipment, extract/ventilation ducting, mechanical installations 2. Anti- vibration mounts and silencing of machinery etc. 3. Delivery and Operations Management Plan 4. Sound Barriers and Enclosures 5. Extraction and Odour Control system for non-domestic kitchens 6. External doors and windows to remain shut 7. Demolition Method Statement and Construction Management Plan <p>INFORMATIVES for Demolition and Construction, Installation, Refurbishment etc:</p> <ol style="list-style-type: none"> 1 Permitted hours for building work 2 Notification to neighbours of demolition/ building works 3 Dust 4 Dark smoke and nuisance 5 Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc. <p><u>Case officer's note: recommended conditions have been agreed by applicant.</u></p>
<p>Pollution-Technical (Air Quality)</p>	<p>Four conditions recommended:</p> <ol style="list-style-type: none"> 1. Air Quality and Dust Management Plan (AQDMP) 2. All Non-Road Mobile Machinery (NRMM) 3. Report for air quality neutral transport emission 4. New diesel generator details prior to installation.

	<p>S106 Contribution for air quality monitoring is requested: <u>9860m2*£10=£98,600</u></p> <p><u>Case officer's note: recommended conditions and S106 terms have been agreed by applicant.</u></p>
<p>Pollution-Technical (Contaminated Land)</p>	<p>The Paragon site investigation report 21.1128/cb/ck submitted with the application has been reviewed. A number of remedial recommendations are made and these should be detailed in a remediation strategy.</p> <p>The following conditions are requested.</p> <ol style="list-style-type: none"> 1. Remediation Scheme 2. Verification Report <p><u>Case officer's note: recommended conditions have been agreed by applicant.</u></p>
<p>Employment, Training and Skills</p>	<p>The developer needs to secure an employment, skills, and training delivery strategy, which needs to be signed off by the Employment and skills S106 team. The developer will engage directly with the partnerships and procurement manager and will be required to submit quarterly monitoring no later than one week after quarter end. <u>(S106ELS@ealing.gov.uk).</u></p> <p>The developer must deliver 4 full apprenticeships, and there will be a charge of £30,000 per apprenticeship obligation that is not met. 25% local labour must be employed, as a minimum. 5 weeks of Work Experience must be completed throughout the length of the project. There will also be a financial obligation of £50,000, which will contribute to monitoring costs and local employment/apprenticeship projects.</p> <p><u>Case officer's note: recommended S106 terms have been agreed by applicant.</u></p>
<p>Transport Services</p>	<ol style="list-style-type: none"> 1. Staff car parking of 65 spaces is an over provision; 2. A detailed cycle parking layout is required; 3. Construction method statement and construction lorry rout is required; 4. Provide disabled car parking in accordance with the TFL standards; 5. A Demolition and construction method statements are required; 6. A service management and parking management plans are required.

	<p>S106:</p> <ul style="list-style-type: none"> - To provide a travel plan and its monitoring of £5000; - £10,000 contribution towards Junction Improvement of The Vale (A4020) junction with East Acton Lane / Warple Way; - £15,000 contribution towards implementation implement a link improvement on Uxbridge Road between Acton Town Centre to the borough boundary with Hammersmith & Fulham Council; - £25,000 contribution towards improvement of the cycle infrastructure adjacent to the development; - £15,000 to introduce a raised table (on Eastman Road) near the development. <p><u>Case officer's note: recommended conditions and S106 terms have been agreed by applicant.</u></p>
<p>Policy</p>	<ol style="list-style-type: none"> 1. Draft Local Plan Policy E3 required on-site affordable workspace provision, as the proposal is only required to provide 493sqm (threshold is 3000sqm), offsite provision could be provided by means of a financial contribution. 2. The lack of justification of proposed car parking provision. 3. Design to be improved. <p><u>Case officer's note:</u> The applicant has agreed to a financial contribution towards offsite affordable workspace provisions. Car parking provision has been reduced by 5 spaces (total of 65). Design matters will be discussed in the Assessment section below.</p>
<p>Regeneration</p>	<p>Placemaking</p> <ul style="list-style-type: none"> - The council plans to work with landowners in the area to develop a masterplan to support intensity industrial employment in the area and create a better place. - Improve building and façade design to structure the façade and better express modern sustainable industrial building. Better design could allow for more height. - Proposals should show and take into account the emerging context (site on corner of Eastman and A4020 under construction). <p>Uses and unit sizes</p> <ul style="list-style-type: none"> - Provide a range of smaller units for general and light industrial uses providing more employment and ensure it is not used for big box low density industrial uses such as logistics or a data centre. Opportunity for multistorey smaller industrial spaces at the entrance to the site complementing the Bombay Duck brick building. - Provide affordable workspace in line with the council's policy. <p>Transport</p> <ul style="list-style-type: none"> - Improve active travel access to building entrance making it more

	<p>attractive and as direct as possible taking into account redeveloped site on corner of Eastman and A4020. A clear frontage and access to west of building would help improve this.</p> <ul style="list-style-type: none"> - Improve direct access to outdoor amenity space making it more attractive and not via a car park. - Map out in proposal documentation active travel routes from all directions and from public transport stops. - Map out in proposal documentation access routes to key road network for goods (orbital, Heathrow, central London) - Improve safety of cycle lanes on A4020. - Reconsider with Ealing transport team providing active travel access from green space to the south. - Reduce car parking on the site given public transport and active travel links. <p><u>Case officer's note:</u> The applicant has agreed to a financial contribution towards offsite affordable workspace provisions. The proposal is designed for single occupancy and subdividing into smaller units is not an option for the applicant. Design and scale matters will be discussed in the Assessment section below.</p>
<p>Landscape Architect (Leisure and Parks)</p>	<p>No objections.</p>
<p>Energy Consultant</p>	<p>The Council is highly supportive of the proposed energy strategy produced by Couch Perry Wilkes in August 2023 (vG).</p> <p>The all electric development will be net-zero carbon. Air Source Heat Pumps (air-to-water) will provide (panel radiator) heating and DHW to all areas, except the offices which will use VRV/VRF heat pumps for heating/cooling.</p> <p>The initial estimation (at this design stage) is for approx 1,200 m² (200+ kWp) of PV across the entire roof. This is a considerable amount.</p> <p>There is no available "Clean" district heat network (DHN) and no further research is required on this issue.</p> <p>The Strategy has been assessed against Part ADL using SAP 10.2 emission factors, and follows the London Plan policy SI2/SI3 "Lean, Clean, Green, Seen" energy hierarchy.</p> <p>An CIBSE TM compliant <u>Overheating</u> analysis report will be need to be submitted prior to commencement of construction. This will be conditioned (below).</p> <p>At the current design stage (3) the overall site-wide CO₂ emissions will be cut by approx 139%, with 16.22% carbon reduction through "Lean" efficiency measures, and 122.16% through "Green" renewable energy. As such there is no Carbon Offset due.</p> <p>If after one year of in-situ monitoring the PV and Air Source Heat Pump systems do not deliver, within a reasonable margin of error, the carbon</p>

	<p>reductions predicted in the Energy Strategy then the Developer may need to pay an additional Carbon Offset contribution to mitigate some or all of the shortfall.</p> <p>Ealing Council will supply the monitoring equipment (through a S106 contribution) and the Developer will need to liaise with Ealing Council at the appropriate time to ensure the monitoring is correctly implemented. Energy monitoring devices to be supplied by <u>Ealing</u> through the S106 contribution (subject to final confirmation) are:</p> <ul style="list-style-type: none"> • PV (GPRS) smart meters x1. • ASHP heat meter (M-Bus connect) x1 (65mm flow diameter assumed). • ASHP (heat meter) datalogger x1. • ASHP electric parasitic load (GPRS) smart meters x4 (assumed). <p><i>If there are more than x4 heat pumps/collectors then the Developer must provide suitable parasitic load smart meters for each additional heat pump/collector.</i></p> <ul style="list-style-type: none"> • SIM card and data processing (4 years) x6. <p>Recommended conditions are as follows:</p> <p>Energy and CO2;</p> <p>Overheating and Cooling;</p> <p>Post-construction Energy Equipment Monitoring; and</p> <p>Whole Life-Cycle Carbon Assessment</p> <p>S106 contributions:</p> <ul style="list-style-type: none"> a) £5,596 for the automated energy monitoring web-platform and associated officer/consultant time, and b) £4,273 for the cost of the energy monitoring equipment and data processing (4 years). <p><u>Case officer's note: recommended conditions and S106 terms have been agreed by applicant.</u></p>
<p>Tree Service</p>	<p>Four conditions are recommended:</p> <ol style="list-style-type: none"> 1. Protection of existing trees/hedgerows and planting locations (demolition & construction): 2. Tree monitoring plan 3. Tree planting and soil rooting volume condition 4. Existing tree/shrub/hedge retention <p><u>Case officer's note: recommended conditions have been agreed by</u></p>

	<u>applicant.</u>
Lead Officer	<p>The final run-off rate during detailed design development will be reviewed as there may be opportunity to size up the attenuation and reduce rate, and condition has been recommended.</p> <p><u>Case officer's note: recommended conditions have been agreed by applicant.</u></p>
Waste	Swept path for the refuse collection is acceptable.

Planning Policies:

The relevant policies are listed in the Appendix 1 section below.

Reasoned Justification:

Principle of Development

Policy 1.2(b) of the adopted Development Strategy sets out the approach to development on Locally Significant Industrial Sites (LSIS) and Strategic Industrial Sites (SIL), namely that these sites are protected for general industrial/warehousing and industrial type activities, in line with London Plan Policies E6 and E7, in order to preserve an adequate reservoir of land for industrial activities. This designation is intended to ensure that London maintains a sufficient stock of good quality and affordable land and premises to meet the future needs of different types of industrial and related uses. It is particularly crucial that such areas exist as they accommodate uses which usually can't be accommodated easily elsewhere.

Policy E5 also outlines that the most appropriate uses are contained within Policy E4 of the London Plan (2021). The policy specifically outlines the acceptability of flexible B1c/B2/B8 hybrid space to accommodate services that support the wider London economy and population.

Policy E6 of the London Plan requires Boroughs to designate and define detailed boundaries and policies for LSIS justified by evidence in local employment land reviews taking into account the scope for intensification, co-location and substitution. In recognition of the need to intensify industrial capacity within London, Policy E7 of the London Plan actively encourages development proposals to intensify industrial use of selected sites, where this is possible, and to deliver increases in capacity, it may be possible through a plan-led or masterplan-led approach, to deliver residential or other uses.

Ealing's draft Local Plan (2022) Policy E4 supports Industrial intensification and reuse as the primary consideration on industrial land and on the site of any existing employment use in Ealing. Policy E6 continues 'Industrial needs remain the primary consideration on designated LSIS within Ealing and individual applications on these sites will continue to be determined according to the same principles as SIL' and 'Conforming uses with high employment and economic value will be prioritised on LSIS'.



Key:

- Planning Application Boundary
- Residential
- Industrial / Commercial
- Leisure

Figure 4: Site Location Plan: Aerial View looking North-East

The site is located within the designated Locally Strategic Industrial Location, where industrial-led development is acceptable in principle. The application proposes to re-develop the site to intensify its industrial use, namely Class E(g)(iii), B2 and B8 uses with ancillary office space would be considered to be appropriate uses that would fall within the requirements of Policy E4 of the London Plan. It should be noted that the E(g)(iii) uses are described as industrial processes that would fall within the former B1c use class and is therefore acceptable.

It is noted that no potential occupant has been identified by the applicant and therefore the proposal has been designed with the highest degrees of flexibility in mind. The principle of this is considered to be acceptable as the proposal would fully optimise this site for industrial uses by increasing the footprint of development on a designated industrial site and its industrial capacity, to create a space that could accommodate a wide variety of appropriate uses and respond effectively to changing market trends.

The site benefits from good access to existing local bus services along The Vale and is approx. 10 minutes walk from Acton Central Overground Station. Additionally, there is a well-established network of pedestrian and cyclist routes in the vicinity of the application site.

The principle of development is therefore wholly supported by planning policy and is therefore considered to be acceptable.

Affordable Workspace

The availability of good and affordable workspace can be a barrier for start up businesses and small businesses looking to expand. London Plan policy E3 supports the provision of affordable workspace in certain circumstances in order to generate a wide range of economic and other opportunities to ensure London is a fairer, more inclusive and more equal city. Ealing's Draft Local Plan (Reg 18) E3 does require affordable workspace to be provided on qualifying development.

Policy E3 states:

"F. Affordable workspace in Ealing will be provided on the basis of a levy on development of 10% of gross floor area in mixed use schemes, and 5% of net floorspace in office and industrial schemes. Where that levy would result in affordable provision of at least 1000sqm of mixed-use space, 2000sqm of office space, or 3000sqm of industrial space, then provision should be onsite. Where the total space provided by development is less than these thresholds then provision should be by means of offsite contributions".

And

"H. Affordable workspace will be provided at 80% discount for a period of 15 years. Where an offsite contribution is calculated it should be on the basis of the level of provision (5% or 10% of total development size) multiplied by the value of an 80% reduction in rent for 15 years".

The proposal with an industrial/office floor space of 9,860sqm would therefore be required to provide at least 493sqm of affordable workspace on site. However due to this space is less than the threshold of 3,000sqm, an option to provide offsite contribution is available.

As such, the formula for calculating contributions for affordable workspace is:

Value of affordable workspace = Total floor space (Net uplift for office and industrial) x 5% x Market Rent x 15 years x 80%

The estimated annual rent provided by the applicant is £27 per square foot, as such a total of £322,056 for 15 years provision should be contributed. The final sum shall be demonstrated by independent assessed market evidence or a viability assessment. The affordable workspace would be secured within the S106 and is considered to be a further benefit of the development given it would contribute to affordable workspace elsewhere in the borough that would still benefit for small and start-up businesses.

Employment and Skills

London Plan 2021 Policy E11 Skills and opportunities for all outlines that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. This is supported by policy 4A Employment uses of the Ealing's Development Management Plan 2013.

Ealing Council's Council Plan 2022-2026 aims to ensure that new growth in our borough benefits every resident and every neighbourhood. Following the guidelines, the borough's Employment and skills S106 team requires the applicant to secure an employment, skills, and training delivery strategy, which needs to be signed off by the Employment and skills S106 team. The developer will engage directly with the partnerships and procurement manager and will be required to submit quarterly monitoring no later than one week after quarter end.

The applicant has agreed to deliver 4 full apprenticeships, and there will be a charge of £30,000 per apprenticeship obligation that is not met. 25% local labour must be employed, as a minimum. 5 weeks of Work Experience must be completed throughout the length of the project. There will also be a financial obligation of £50,000, which will contribute to monitoring costs and local employment/apprenticeship projects.

Local Character and Design

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

It is noted that the proposal, at just under 10,000sqm is a large development that significantly increases the bulk, scale and massing on the site in comparison to the existing situation. However, given the site's industrial location, the proposal and its overall design, character and appearance, the development represents an optimisation of the site for industrial type uses. It is also noted that the proposal would result in the demolition of the existing 10 storey building and therefore the proposal would result in a reduction in height when viewed in a wider context. The design of the proposal represents a box-like structure that is typical of conventional industrial development within the Borough. This allows the development to provide for adaptable space for a range of uses. The layout of the site, with the building positioned to the western side of the site allows for adequate vehicle circulation areas for large HGVs that may use the site. Whilst the design of the proposal is conventional for an industrial development, the front elevation includes a number of features to add visual interest and articulation to the façade.

Locating the ancillary office space to the front of the building avoids the need for blank walls and presents the opportunity to provide additional glazing, particularly the south-eastern corner, which uses high level glazing that is wrapped around by white banding that continues along the front elevation. This promotes the legibility of the space by clearly denoting the entrance to the building. The eastern elevation of the building is designed accordingly to practicality. As this is primarily used by service vehicles, the amount of roller doors is necessary and is consistent with the industrial character of the area.

Appropriate amounts of vegetation have been provided within the site to maintain a balance between ensuring the functionality of the space and softening the overall appearance of the building.

The colour scheme for the development uses neutral colours of grey and white, with a typical cladding material uses. These neutral tones will ensure that the proposed development will not sit dominantly within the streetscene by blending in more easily with its surroundings. Overall, the design, whilst conventional for industrial developments of its type, is acceptable and would make a positive contribution to the character, appearance and visual amenity of the surrounding area.

Some residents have concerns on the visual impact to Southfield Recreation Ground, which are located to the southern side of the site. The distance between the proposed building and the park boundary (north) is approx. 22.4m, given the proposed building is further reduced in its eaves height and the site is located in an urban area, overall, the visual impact is not considered would raise significant impact that would warrant refusal.

Overall, the proposal would result in a large building with a high-quality modern design and improved landscaping compared with the current situation. As such the proposal is supported.



Figure 5: Indicative Visual images

Impact on Residential Amenity

Development is expected to be sensitive to the impacts that it would have on the local area and avoid reducing the level of amenity available to both the site itself and its surroundings (London Plan - Policy 7.6; and Development Management DPD - Policy 7A). The application site is situated in an industrial area but with residential properties to its southern boundary.

A Daylight & Sunlight Report has been provided. The BRE Guide describes two parameters to be assessed in order to measure the impact of the proposed new building on Daylight/Sunlight availability to the key adjacent properties. These parameters are Daylight Vertical Sky Component (“VSC”) and the No-Sky Line (“NSL”), and Sunlight (Annual Probably Sunlight Hours (APSH)).

To the southern boundary, Nos. 44-82 Hatfield Road would have a direct impact by the proposal. In total, 112 windows serving 70 rooms have been assessed within the Hatfield Road properties. In the vast majority of instances, the BRE criteria is met with 100% of windows meeting the VSC (daylight) criteria and 100% of southerly orientated windows meeting the APSH (sunlight) criteria. In regard to NSL (daylight) 97% of the habitable rooms assessed would meet the BRE criteria. The only exceptions are three rooms located on the ground floors of 80 and 82 Hatfield Road. One of these is only fractionally short of guidance and the other two are deep spaces where a greater movement of the no-sky line may be unavoidable. Furthermore, the retained levels of VSC to these windows is very good for an urban location (25-32%). The submitted Daylight & Sunlight Report has concluded that the overall effects are to be considered acceptable in the context of a development happening in a more urban environment such as this where this rate of compliance with the guidelines is uncommon.



Figure 6: Existing 3D View



Figure 7: Proposed 3D view

The separation distance between the southern elevation of the proposed building and the southern boundary of Hatfield Road would all be at least 21m and would be over 34m to their ground floor rear

elevations. These separation distances are considered adequate to prevent overlooking and adverse impacts on outlook. It's noted that the existing tree belts would be retained, these trees would screen the majority of the proposed building that would further protect residents' privacy.

Some objections mentioned about increase in sense of enclosure resulted by the development. The proposed eaves heights have been reduced from 15.3m to 14.25m, which would be 4.55m higher than the existing eave height (9.7m). The distance from the building and the southern boundary would be reduced from 26m to 21m. As such the proposed building would be visible to Hatfield Road residents. However the lower part of the new building would be screened by the presence of extensive, planted mitigation along the site's southern boundary and only the top of the building would be visible. A number of mitigations have been made to reduce the visual impact, such as further lowering the eaves heights, retaining existing tree belts, planting more green screening and incorporating graded colouring of the visible façade. On balance, the proposal is not considered would result in significant impact that would warrant refusal.

Environmental Health

Noise

London Plan Policy E7 seeks to ensure industrial and related activities within LSIS on-site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements.

London Plan Policy D13, supporting paragraph 3.13.2, states that where new noise generating uses are proposed close to existing noise-sensitive uses, the onus is on the new use to ensure its building or activity is designed to protect existing users from noise impacts. London Plan policy D14 states that to reduce, manage and mitigate noise, development should avoid significant adverse noise impacts, mitigate and minimise the potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development. Potential adverse effects should be controlled and mitigated through applying good acoustic principles.

The proposed development is proposed to operate 24-hours a day / 7 days a week, catering to the needs of potential occupiers. This reflects the nature of the proposed use for modern warehousing. The London Plan has a number of priorities related to night-time economy, and recognises that London is a vibrant 24-hour city.

The existing development is a Dairy company which has been complained by surrounding residents in relation to noise resulted by plants and equipment and operational vehicle movements along the southern boundary. A Noise Impact Assessment has been submitted as part of this application which includes existing baseline surveys. The Assessment concludes that despite the very low adverse impact predicted for the proposed development, given all the plants and equipment would be contained within the building and activities of operational vehicles would be limited within the service yard only, which is on the western side of the site.

Although not considered necessary due to the very low magnitude of the impact predicted and the context of the proposed development compared to the existing site, mitigation to further control noise and protect amenity of nearby occupiers has been included through the incorporation an acoustic barrier around the service yard.

The Assessment concludes that proposal can be controlled to have at worst a low or no impact and that the Site is suitable for the proposed development and for 24-hour operation without the need for mitigation.

In addition, the existing site (appeal reference APP/A5270/A/1036100) enables the ability to operate on a 24/7 basis, although condition 12 restricts commercial vehicle movements outside of 07:00 to 18:00 hours Monday to Saturday and not at all on Sundays, to the south and eastern elevation of the building. Given all commercial vehicle movements are proposed to be restricted to the proposed service yard on the western elevation, 24/7 operation is deemed acceptable.

Council's Pollution-Technical Officer has also recommended details of noise levels emitted from plant equipment which could adversely affect surrounding sensitive receptors to be submitted as a condition. These details would need to include any mitigation measures as necessary. Subject to the recommended conditions, Council's Pollution-Technical Officer is satisfied that the proposal would not adversely impact the amenity of surrounding sensitive receptors.

Air Quality

London Plan policies SI1 and D14; Ealing Development (or Core) Strategy policies 1.1 (e) and (j); Ealing Development Management policies 5.21 and 7A are relevant with regard to noise, air quality and contaminated land issues.

An Air Quality Assessment has been submitted, which confirms that there is a medium risk of dust soiling impacts during unmitigated construction activities. However, as set out in the Construction Management and Logistics Plan, measures will be taken to further reduce any impacts during the construction phase.

During the Operational Phase, it is concluded that site specific mitigation to protect existing and future users of the Proposed Development from poor air quality is not required. Comparing the existing operations on the Application Site, the Proposed Development:

- Results in a reduction in onsite carparking compared the existing use;
- Generates less motor vehicle trips per day than the existing use; and,
- Does not include for any onsite combustion plant.

Whilst mitigation measures have been implemented within the site, Council routinely requests s106 financial contributions to mitigate the total combined emissions from the scheme, which considers emissions from generators, HGV movements during both the construction and operational phases of the development and emissions from NRMM. As such the Council has requested a financial contribution of £98,600, which is based on £10 per sqm. This is based on the Greenwich Formula (contained within the Low Emissions Strategies Good Practice Guidance from DEFRA) and is used across London. Following extensive discussion with the applicant, this contribution has been agreed. In addition, a number of conditions have been agreed in terms of air pollution mitigation measures and Air quality neutral for Transport emissions measures. For these reasons the proposal is considered acceptable with regard to London Plan policies SI1 and D14.

Contaminated Land

NPPF (2023) outlines planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. Moreover, land contamination is classified as a principal issue in London plan 2021 to be addressed to ensure that impacts to environment, heritage and amenity values. Ealing's Development Management Plan 2013 policy 5.21 contaminated land also set requirement to ensure the appropriate measures to be taken as contaminated land treatment.

The applicant has submitted a Phase 2 Ground Investigation Report for Contaminated Land, which has concluded that the results of the remaining contaminants within the Made Ground were below the GAC for a commercial land use. Marginal exceedances of the GAC for TPH were identified for the natural strata, which were attributed to historical land uses. The report has found that there is a low to moderate risk associated with Human Health and Controlled Waters receptors. The Report has been

reviewed by Council's Pollution-Technical Team and as a safeguarding measure, conditions have been recommended requiring a Remediation Scheme and a Verification Report following any remedial works, to be submitted to Council. On the basis of these conditions, the proposal raises no concerns with respect to contaminated land and consequent impacts on public health.

Energy and Sustainability

The Council strongly supports the proposed energy strategy outlined by Couch Perry Wilkes in August 2023 (vG). The plan entails creating a net-zero carbon, all-electric development, utilizing Air Source Heat Pumps for heating and domestic hot water in most areas, with offices employing VRV/VRF heat pumps for heating/cooling. The design includes a substantial 1,200 m² (200+ kWp) photovoltaic (PV) system on the roof. The strategy aligns with Part ADL and London Plan policies, emphasizing a "Lean, Clean, Green, Seen" energy hierarchy.

The design stage estimates indicate a remarkable 139% reduction in site-wide CO₂ emissions, with 16.22% attributed to "Lean" efficiency measures and 122.16% to "Green" renewable energy. No carbon offset is deemed necessary. However, if in-situ monitoring after a year reveals a failure to meet carbon reduction targets, the Developer may be required to contribute a carbon offset.

The London Plan introduces a fourth step, "be Seen," emphasizing physical monitoring and performance analysis. Ealing Council mandates monitoring for five years, involving PV arrays, Air Source Heat Pumps, and VRF heat pumps. The monitoring equipment, supplied by Ealing Council through a Section 106 contribution. The Developer must ensure correct implementation of monitoring and must coordinate with the Council and Emergence for proper implementation. Energy monitoring devices to be supplied by Ealing/Emergence through the S106 contribution (subject to final confirmation) are:

- PV (GPRS) smart meters x1.
- ASHP heat meter (M-Bus connect) x1 (65mm flow diameter assumed).
- ASHP (heat meter) datalogger x1.
- ASHP electric parasitic load (GPRS) smart meters x4 (assumed).
- SIM card and data processing (4 years) x6.

In order to confirm full compliance with the relevant Mayor of London and Ealing Council energy policies the Council will require the developer to pay the Index Linked total sum of £9,869 as a contribution towards the provision (by Emergence Ltd) of the post-construction energy equipment monitoring, comprising:

- a) £5,596 for the automated energy monitoring web-platform and associated officer/consultant time, and
- b) £4,273 for the cost of the energy monitoring equipment and data processing (4 years).

Furthermore, the Strategy states that the development will be built to BREEAM "Excellent" standard with a "score" of 74.9%. The (stage 3) WLC strategy produced by Couch Perry Wilkes in July 2023 (vA) confirms that the development is compliant with the GLA guidance and exceeds the Aspirational targets. In terms of the circular economy, the statement produced by ESG Consultancy in August 2023 (v1.3) confirms that the development will be compliant with the London Plan targets.

As such, the Energy Strategy is wholly supported and in line with the Development Management (2013), objectives of Ealing's Climate and Ecological Strategy and Policies S12, S13 and S14 of the London Plan. The applicant should comply with the recommended conditions as well as to meet requirements as set in legal agreement.

Trees, Landscaping and Ecology

London Plan Policies G1 and G5 identify urban greening as a fundamental aspect of site and building design with features such as street trees, green roofs, green walls, rain gardens, wildflower meadows, woodland, and hedgerows to be considered for inclusion and opportunities for ground level urban greening to be maximised. The scheme should also seek to achieve the Urban Greening Factor target, which is based on the amount of green infrastructure delivered within the landscape and on buildings.

Being an application for industrial use (B2/B8), the scheme is not required to meet a specified target, However, the score of 0.37 is considered satisfactory, full technical details and a maintenance programme for the next 30 years would be requested via a condition.

A Preliminary Ecological Assessment has been submitted with key objectives: identifying ecological constraints, proposing mitigation measures using the 'Mitigation Hierarchy,' suggesting additional surveys for an Ecological Impact Assessment, and pinpointing opportunities for ecological enhancement in the Proposed Development. Its result suggests that the site is largely devoid of vegetative habitat or suitable features for fauna to use, and therefore provides significant opportunity to increase biodiversity at the Site. A robust landscape proposal has been designed to address the Urban Green Factor and significantly improve biodiversity across the Site, creating balance between the Sites development and ecological requirements.

The existing tree belts on the southern boundary would be retained and there are no TPOs (Tree Protection Orders) over the application site. The council's tree officer has recommended conditions to require a tree protection plan, a tree monitoring plan and a tree planting plan.

Landscaping and trees would be intermittently arranged across the site, as well as the proposed car parking area. The landscaping plan has taken on the recommendations from the Preliminary Ecological Assessment and the Council's tree and landscape teams are satisfied with the submitted proposed tree plan and landscape plans. Conditions have been recommended for the applicant to follow.

Overall, the application is considered to provide a positive improvement on the locality through the retention of trees on site, as well as the enhancement of biodiversity throughout the site, the proposal therefore is considered acceptable in regard to London Plan Policies G1, G5 and G6.



Figure 8: Site Plan showing Landscaping

Transport matters

Policy T6 of the London Plan outlines maximum standards for car parking for development, which is categorised by intended use classes. However, as the London Plan does not include standard maximum car parking rates for industrial developments, with Policy T6.2 stating that for industrial development, provision should be determined on a case-by-case basis but give regard to the standards outlined within Table 10.4. The Table 10.4 states that for Outer London, a maximum rate of 1 space per 100sqm can be used. Based on this, the maximum standard would equate to approximately 98 spaces.

The proposal would provide for 65 spaces, which would not exceed the standards as outlined within Table 10.4. Therefore, the proposal is considered acceptable. It should also be noted that the existing site provides for parking well in excess of this, and as such, the proposal would significantly decrease the amount of off-street parking based on the existing situation. The proposal is with moderate PTAL rating (3) and a Travel Plan has been agreed to be implemented via s106, where the applicant will be required to outline measures to encourage more sustainable forms of transportation and reduce reliance on private vehicle transportation.

Policy T5 of the London Plan also requires new development to make provision for adequate cycle parking to also increase opportunity for a modal shift to more sustainable forms of transportation. The most relevant rate for B2/B8 uses within Policy T5 is 1 space per 500sqm for employees and 1 space per 1000sqm for visitors to the site. This would equate to 20 spaces for employees and 10 spaces for visitors. The proposal exceeds this amount with 40 long stay spaces provided within a secure enclosure and 10 short stay spaces for visitors to the site, to be located close to the entrance to the building. The cycling provision is therefore considered to be acceptable. However the proposed two-tier racks have not met the specification requirements set out in the London Cycling Design Standards

(LCDS), a condition will be secured for revised details of the cycle parking provision, as well as staff changing facilities.

Policy T6.5 (Table 10.6) states that for disabled parking spaces for workplaces, the provision of disabled parking spaces shall be 5% of the total amount provided. The proposal involves 65 parking spaces, which equates to a requirement of 4 spaces. A total of 3 spaces would be required, which complies with the minimum requirement. Whilst the London Plan outlines no specific requirement for industrial development to provide electric vehicle charging points, the development would provide 18 spaces as active electric charging points and 36 passive EV spaces. This is considered adequate for a development of this size.

Given the impact that the proposed development may have on the local road network, Council has requested £85,000 in the form of a s106 financial contribution towards individual projects within the local area. The contribution is calculated proportionately and does not provide full funding for each of these projects. The applicant has agreed to the requested financial contributions.

Site Access

The proposed means of vehicular and pedestrian access to and from the site would remain via the existing location on Eastman Road to the northern boundary of the site. However, the proposals seek to improve the vitality of the industrial estate and overall quality and appearance of Eastman Road through the following measures:

- Carriageway resurfacing, including new kerbs to replace existing where damaged.
- New lighting columns.
- New 10mph speed signage supported by new speed humps to replace worn existing ones.
- New signage to cover the existing narrower section of Eastman Road, which will provide priority for inbound HGVs traveling to the site.
- The existing series of concrete barriers, which create the segregated pedestrian route, will be straightened to provide a uniform 1.5m walking route.
- The barriers will be painted with planters added on top to provide additional natural visual screening of passing vehicles and to enhance the walking experience.

Vehicles will use the existing access from Eastman Road and travel southbound to the site. A 10 mph speed limited will be introduced as part of the proposals and where Eastman Road narrows between the neighbouring buildings, the proposals will introduce a formal give-way system providing priority for HGV entering the site. It is noted that this route will be wide enough for two-way car movement.

For pedestrians, within the site there will be a 'zebra style' crossing, which will be supported with dropped kerb and tactile paving, providing a crossing facility at the entrance to the service yard and a 2.0m footway will be provided around the service yard and the southern side of the building to the entrance of the building that is located towards the southeast of the Site.

Within the site, the corresponding give way line on the internal access road and at the exit from the service yard both have clear uninterrupted visibility on inbound vehicles towards the junction with The Vale. In addition, a security gate has been introduced to the internal access to prevent unlawful access to the site. Overall, due to the constraints of the site, the proposed access is considered an improvement compared to the existing situation and would be acceptable.



Figure 9: Vehicular Access Plan

Refuse

Waste and recycling storage would be located within the servicing area near the site entrance. As the space has been designed for HGV vehicles, servicing of this refuse storage area raises no issues. A swept path has been provided for Council’s Waste Team to review, which the waste collection arrangement is considered acceptable.

Conclusion:

As the above report demonstrates, the proposal represents a highly sustainable scheme, and is of a design that is commensurate with its industrial location and designation. The principle of the development of this site is acceptable as it would fully optimise the site for industrial type activities within an appropriate location. The proposal would provide benefits to the local economy by increasing economic activity and improving employment opportunities within the local area.

Subject to reasonable and relevant conditions, the proposal would not unduly harm neighbouring sensitive receptors, would not compromise highway safety and would improve habitat within the site. Appropriate financial contributions have been secured to mitigate adverse impacts on the highway and improve local transport infrastructure, as well as improve local air quality.

The Officer recommendation for this proposed development is to approve, subject to conditions and s106 agreement.

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.

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.

Public Sector Equality Duty

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.
- D. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- E. 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.
- F. It is considered that the recommendation to grant planning permission in this case would not have a disproportionately adverse impact on a protected characteristic.

Appendix 1

Conditions and Informatives:

1. Time Limit

The development to which this permission relates shall be begun not later than the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town & Country Planning Act 1990.

2. Approved Plans

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

Plans:

23116-UMC-XXXX-SI-DR-A-0503-P.01 Existing Site Layout
23116-UMC-XXXX-XX-DR-A-1504-P.03 Existing Elevations
23116-UMC-XXXX-ZZ-DR-A-0504-P.01 Existing Warehouse Floor Plans
23116-UMC-XXXX-SI-DR-A-0502-P.02 Proposed Site Location Plan
23116-UMC-XXXX-00-DR-A-1001-P.01 Proposed Building Plan
23116-UMC-XXXX-R1-DR-A-1003-P.02 Proposed Roof Plan
23116-UMC-XXXX-SI-DR-A-0501-P.01 Site Constraints Plan
23116-UMC-XXXX-SI-DR-A-0601-P.03 Proposed Site Layout
23116-UMC-XXXX-SI-DR-A-0701-P.04 Proposed Cycle Shelter Details
23116-UMC-XXXX-SI-DR-A-0702-P.03 Proposed External Compound Details
23116-UMC-XXXX-SI-DR-A-0703-P.03 Proposed External Surfacing Plan
23116-UMC-XXXX-SI-DR-A-0704-P.03 Proposed Fencing Layout Details
23116-UMC-XXXX-XX-DR-A-1101-P.02 Warehouse Section
23116-UMC-XXXX-XX-DR-A-1301-P.02 Proposed Elevations
23116-UMC-XXXX-ZZ-DR-A-1002-P.01 Office Layouts
23116-UMC-ZZZZ-SI-DR-A-0601-P.02 Proposed Site Layout
23116-UMC-XXXX-SI-DR-A-0705-P.04 Proposed Operational Waste Layout
HD029-001 REV.P1 Swept Path Analysis Refuse Vehicle

Documents:

Community Infrastructure Questions
Design and Access Statement
Planning Statement
Desktop Archaeology Assessment 280050.02 August 2023
Air Quality Statement (including Air Quality Neutral) 31511-HML-XX-XX-RP-U-820001 Issue 1
Biodiversity Impact Assessment (inc. BNG Matrix) 230717 1369 BIA V1
Car Park Management Plan Rev: Final v1.1 Date: October 2023
Framework Construction Environment Management Plan
Circular Economy Statement dated August 2023
Draft Delivery and Service Plan
Drainage Strategy 210102-WDK-EX-ZZ-REP-CV-00001(P03)
Preliminary Ecological Appraisal 230720138 PEA V1a
Energy and Sustainability Statement (including GLA Spreadsheet) 221049-CPW-ZZ-XX-RP-N-90001-F
Flood Risk Assessment
Fire Statement A23-0015/V2
Ground Investigation Phase 1 and Phase 2 Reports

Townscape Visual Impact Assessment
Lighting Assessment 221049-CPW-ZZ-ZZ-RP-E-307001-P04
Noise Impact Assessment 31511-HML-XX-XX-RP-O-500001_P03
Statement of Community Involvement
Daylight/Sunlight and Overshadowing Assessment
Socio-Economic Benefits Statement
Transport Assessment Rev: Final v1.2
Framework Active Travel Plan Rev: Final v1.3
Urban Greening Factor Masterplan and Spreadsheet
Whole Life Carbon Assessment

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

3. Materials

All external materials to be used in the development shall match those as outlined within the submitted application form and approved drawings/documents.

Reason: To ensure that the materials are sympathetic with the surroundings, in accordance with policies 1.1 & 1.2 of the Ealing Core Strategy (2012), policies 7.4 & 7B of the Ealing Development Management Development Plan Document (2013), policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2023).

4. Tannoys and PA systems

No tannoys or public address systems shall be used, except in cases of emergency.

Reason: To ensure that external noise sources are kept to a minimum to protect the amenity of surrounding residential uses in accordance with Policy D14 of the London Plan, Policy D13 of the draft London Plan, Policy 7A of the Ealing Development Management DPD and SPG10.

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

Prior to the installation of the relevant plant, details shall be submitted to the Local Planning Authority for approval in writing, of plant/ machinery/ equipment/ducting/air in- and outlets/ mechanical installations/uses and their external rating noise level (L_{Ar}, Tr), together with mitigation measures as appropriate. The measures shall ensure that the emitted external rating noise level 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.

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

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

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

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

7. Delivery and Operations Management Plan

Prior to occupation, a Delivery and Operations Management Plan shall be submitted to the Council for approval in writing. Details shall include:

- times and frequency of deliveries/ collections, activities and vehicle movements at/around the access roads, service yard and loading bays,
- details of a quiet delivery strategy,
- a clear policy of careful handling, avoiding intermittent noise such as banging, clanging, dropping heavy items,
- quiet reversing methods and vehicle movements,
- absorbent surfaces in activity areas,
- shielded position of lorry engines starting up, breaking, waiting, refrigeration charging, etc.
- quiet tail lift operations and transfer/ movement of goods,
- absorbent surfaces,
- the monitoring procedure for noise emissions during the delivery operations,
- commitment to implement mitigation measures as necessary.

The plan shall be based on the Quiet Deliveries Good Practice Guidance by the DfT (Department for Transport) and the FTA (Freight Transport Association) to ensure that noise levels at noise sensitive receivers do not exceed the internal and external noise criteria set by BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, fumes, etc. in accordance with Policy 7A of the Ealing Development Management DPD and Policies D14 and T7 of the London Plan.

8. Enclosures and Sound Barriers

Prior to occupation, details shall be submitted to the Council for approval in writing, of a sound barrier along the service yard and loading bays in accordance with criteria and specifications outlined in the Council's SPG10. Approved details shall be implemented prior to occupation /use of the development and thereafter be permanently retained.

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

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

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

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

10. External doors and windows to remain shut

The use of commercial kitchens shall not commence until all external doors to the premises/ commercial kitchens /function rooms /workshops have been fitted with self-closing devices, which shall be maintained in an operational condition and at no time shall any external door nor windows be fixed in an open position during the emission of noise, smell, smAgreede, or fumes.

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

11. Demolition Method Statement and Construction Management Plan

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

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

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the site, in accordance with Policies 7A of the Ealing Development Management DPD and Policies D14 and T7 of the London Plan.

12. Air Quality and Dust Management Plan

Prior to commencement of any works onsite, an Air Quality and Dust Management Plan (AQDMP) shall be submitted for the approval of the Local Planning Authority. The AQDMP will be based on the findings of Air Quality (Dust) Risk Assessment provided in the Air Quality Assessment report titled "Air Quality Impact Assessment, Reference: 31511-HML-XX-XX-RP-

U-820001" dated 2 August 2023. The AQDMP will provide a scheme for air pollution mitigation measures based on the findings of the Air quality report.

The plan shall include:

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

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

Reason: In the interests of the amenity of adjoining occupiers and to minimise particulate matter associated with construction works in accordance with policies 1.1 (e) (f) (j) of the Ealing Development (Core) Strategy 2012, policy 7A of the Ealing Development Management Development Plan (2013) and policy SI1 of the London Plan(2021); and National Planning Policy Framework (2023).

13. 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 (2023).

14. Air quality neutral transport emissions

Prior to occupation, details shall be submitted for the approval of the Local Planning Authority, to demonstrate that the development complies with the air quality neutral transport emissions benchmarks as stated in Section 4 of Air Quality Neutral London Plan Guidance 2023.

Reason: In the interests of improving air quality in the Borough, in accordance with policy 1.1(j) of the Ealing Core Strategy (2012); policy 7A of the Ealing Development Management Development Plan Document (2013); Air Quality Neutral London Plan Guidance 2023; policy SI1 of the London Plan(2021); and National Planning Policy Framework (2021).

15. Details of diesel generators

Prior to installation, details on any new installed diesel generators demonstrating compliance with a minimum NOx emissions standard of 150mg/Nm-3 (at 5% O2) must be submitted and approved in writing by the Local Planning Authority.

The details must include the results of NOx emissions testing of the diesel fuelled generator units by an accredited laboratory, emissions concentrations expressed at specific reference conditions for temperature, pressure, oxygen and moisture content under normal operating conditions.

Where any combustion plant does not meet the relevant standard, it should not be operated without the fitting of suitable NOx abatement equipment or technology. Evidence of installation shall be required where secondary abatement is required to meet the NOx Emission standard 150mg/Nm-3 (at 5% O2). The emergency plant and generators hereby permitted may be operated only for essential testing, except when required in an emergency situation.

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

16. Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the Local Planning Authority before any site work commences (except demolition and site clearance).

The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, excluding demolition and site clearance and the agreed remedial works.

Reason: To ensure the land contamination issues are addressed in accordance with National Planning Policy Framework 2023; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.

17. Verification Report

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

Reason: To ensure the land contamination issues are addressed in accordance with National Planning Policy Framework 2023; the London Plan 2021; Ealing Core Strategy 2012 and Ealing Development Management Development Plan 2013.

18. Energy and CO2

Prior to construction completion and occupation, the Development shall use reasonable endeavours to 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 of at least 138.38% (equating to 25.6 tonnes of CO2 per year) beyond Building Regulations Part L 2021 and using SAP10.2 conversion factors. These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by Couch Perry Wilkes in August 2023 (vG) including:

Lean, energy efficiency design measures shall be incorporated with reasonable endeavours to achieve an annual reduction of at least 16.22% equating to at least 3 tonnes in regulated carbon dioxide (CO₂) emissions over BR Part L 2021.

Green, renewable energy equipment including the incorporation of photovoltaic panels with a combined total capacity of approximately 215 kWp, and Air Source Heat Pumps shall be utilised with reasonable endeavours to achieve an annual reduction of at least 122.16%, equating to 22.6 tonnes, in regulated carbon dioxide (CO₂) emissions over Part L 2021. Seen, heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (SCOP) of the heat pump system(s) (including the heat generation and the electrical parasitic loads of the heat pumps), in line with the Council's monitoring requirements. Prior to Installation, details of the proposed PV and ASHP systems, and associated monitoring devices required to identify their performance, shall be submitted to the Council for approval. The details shall include the heat distribution 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 kWp capacity of the PV array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the renewable energy installation contractors, and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council prior to installation.

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. 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.

19. Overheating and Cooling

Prior to commencement of construction (excluding demolition, site clearance, site investigation and site remediation) an Overheating and Cooling analysis report shall be submitted to the Council for approval. The dynamic analysis shall be compliant with the CIBSE guidance (Part O) TM52 (non-domestic), and modelled against the TM49 DSY1 (average summer) weather data file, as well as the more intense DSY2 (2003) and DSY3 (1976) data files.

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

20. 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: Enter into a legal agreement with the Council to secure a S106 financial contribution, or alternative financial arrangement, 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).

Upon final construction of the development, and prior to occupation, the agreed suitable devices for monitoring the performance/efficiency of the renewable energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of five 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 (Eurgence Ltd) on commencement of construction to facilitate the monitoring process.

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 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.

21. 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.

Within 3 months 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. 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.

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.

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.

22. Whole Life-Cycle Carbon Assessment

Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: ZeroCarbonPlanning@london.gov.uk. The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

The Development shall implement the measures identified in the post-construction Whole Life-Cycle Carbon (WLC) Assessment as approved in Part (a).

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

23. Circular Economy

Prior to occupation of the permitted development a Circular Economy Statement Post Completion Report should be completed accurately and in its entirety in line with the GLA's Circular Economy Statement Guidance (or equivalent alternative Guidance as may be adopted). This should be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the guidance. The Post Completion Report shall provide completed versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Reasonable endeavours shall be used to meet the specific commitments detailed in the Circular Economy statement produced by CBRE ESG Consultancy in August 2023 (v1.3), or any later approved version, and accompanying Logistic Plans, should be implemented including; diverting 95% of construction waste from landfill, putting 95% of excavation materials to beneficial on-site use, and supporting the London Plan target of diverting 65% of Operational Waste from landfill by 2030.

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

24. Non-Residential BREEAM energy/CO2 accreditation

The non-residential element of the development shall implement the measures identified in the BREEAM pre-assessment report produced by Couch Perry Wilkes in August 2023 (v1) and the schemes shall use reasonable endeavours to achieve a BREEAM "Excellent" rating. Within 12 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.

Within 12 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.

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

25. Protection of existing trees/hedgerows and planting locations (demolition & construction):

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 and its installation on site has been approved in writing by the Local Planning Authority.

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.
- Timing and phasing of works
- Site specific demolition and hard surface removal specifications
- Site specific construction specifications (e.g. bridging, instillation of underground services, surfacing, foundations of all structures, within the root protection area,)
- 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 5.10 and 7.21 of the London Plan, policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

26. Tree monitoring plan

The development hereby approved shall be constructed in accordance with a suitable Tree Monitoring Program.

(a) Prior to the commencement of development (including ground works and site clearance), the following shall be submitted to and approved by the Local Planning Authority:

- A tree monitoring program to include:
- Confirmation of who shall be the lead arboriculturalist for the development.
- Confirmation of the Site Manager, key personnel, their key responsibilities and contact details.
- Details of induction procedures for all personnel in relation to Arboricultural matters.
- A detailed timetable of events for arboricultural supervision concerning all tree protection measures within the approved Tree Protection Plan, including:
 - Prestart meeting with an Ealing Council Tree Officer
 - Initial implementation/installation of the tree protection measures
 - Approved incursions in to construction exclusion zones
 - Final removal of the tree protection measures
 - The installation of underground services
 - All below ground construction within the root protection area of trees on or off site.
- Procedures for dealing with non-approved incursions into the construction exclusion zones as detailed in the approved Arboricultural Method Statement.

(b) Within three months of first occupation of the development hereby approved, a report containing the following details shall be submitted to and approved by the Local Planning Authority:

- Results of each site visit by the lead arboriculturist with photos attached.

- Assessment of the retained and planted trees including any necessary remedial action as a result of damage incurred during construction.

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

27. Tree planting and soil rooting volume condition

A suitable scheme of proposed tree planting and pits shall be submitted to and approved by the Local Planning Authority prior to the first occupation of the development hereby approved.

The scheme shall include the following comprehensive details of all trees to be planted:

- Full planting specification - tree size, species, the numbers of trees and any changes from the original application proposals.
- Locations of all proposed species.
- Comprehensive details of ground/tree pit preparation to include:
 - Plans detailing adequate soil volume provision to allow the tree to grow to maturity
 - Engineering solutions to demonstrate the tree will not interfere with structures (e.g. root barriers/deflectors) in the future
 - Staking/tying method(s).
 - Five year post planting maintenance and inspection schedule.

All tree planting must be carried out in full accordance with the approved scheme in the nearest planting season (1st October to 31st March inclusive). The quality of all approved tree planting should be carried out to the levels detailed in British Standard 8545, Trees: from nursery to independence in the landscape - Recommendations.

Any trees which die, are removed, uprooted, significantly damaged, become diseased or malformed within five years from the completion of planting, must be replaced during the nearest planting season (1st October to 31st March inclusive) with a tree/s of the same size, species and quality as previously approved.

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

28. Existing tree/shrub/hedge retention

No trees, shrubs or hedges within the site which are shown to be retained on the approved plans (Plan/Drawing:) shall be felled, uprooted, damaged or destroyed, cut back in any way or removed without previous written consent of the Local Planning Authority.

Any shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with shrubs or hedge plants or similar species capable of achieving a comparable size unless the Local Planning Authority gives written consent to any variation.

If a tree marked on the tree report to be retained is removed without consent, or dying, or being severely damaged, or becoming seriously diseased (crown more than 50% sparse), within 5 years from the start of work on the development hereby permitted, a replacement tree shall be planted on the site or surrounding area reflecting the CAVAT value of the tree, or a proportion of its value reflecting the damage. This penalty shall be sought, unless the Local Planning Authority has given written consent to any variation.

Reason: to secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of important amenity value to the local landscape.

29. Archaeology

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To ensure that the archaeological features are protected, in accordance with policies 7C of the Ealing Management Development Plan (2013); and HC1 of the London Plan (2021).

30. Secure By Design

The design of the building shall comply with the aims and objectives of the Secured By Design standards before the first occupation of the development, and shall be permanently retained.

Reason: To ensure that the development incorporates crime prevention measures to help prevent crime and disorder and to improve pedestrian accessibility in accordance with policies 1.1 (e) of the Ealing Core Strategy (2012), policy LV 7.3 of the Ealing Development Management Development Plan Document (2013), and policy D10 of the London Plan (2021).

31. Drainage

Prior to the commencement of the development (aside from demolition and site clearance), detailed drainage designs (and London Drainage Proforma) confirming the disposal of surface water shall be submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. The details must include: - Any on and/or offsite drainage works necessary; - Proposal(s) to promote benefits including biodiversity, amenity, water quality and attenuation; - Surface water attenuation volume to be designed to reduce

peak run-off to Qbar rate and accommodate the 1 in 100 years plus 40% climate change storm event; and - A detailed maintenance plan of the proposed drainage system for the lifetime of the development confirming owners/adopters of the drainage system. The approved details must be implemented prior to the commencement of the development and, thereafter, retained and maintained for the life of the development.”

Reason: To reduce surface water run-off and the risk of the flooding of the application property, neighbouring properties, and local area in accordance with policy 5.12 of the Ealing Development Management DPD (2013), policy 1.2 of the Ealing Development (Core) Strategy), policies D10, SI 12 and SI 13 of the London Plan (2021) and the NPPF (2023).

32. Landscaping

Prior to first occupation of the development, hard and soft landscaping works shall be carried out in accordance with the approved details, and thereafter retained and maintained in perpetuity. Any trees or other plants, which die or are removed within the first five years following the implementation of the landscaping scheme, shall be replaced during the next planting season, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is landscaped in the interests of the visual character and appearance of the area and to ensure suitable a suitable level of amenity space is provided for occupant of the dwelling hereby permitted, in accordance with policies 7D of the Development Management, Development Plan Document; policies D3, D4 and D8 of the London Plan (2021); and National Planning Policy Framework (2023).

33. Hard/ Soft Landscaping and Boundary Treatment

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

- a) Details of boundary treatments;
- b) Details of a Landscape Management Plan for a minimum period of 5 years from the implementation of final planting (specify only for applications with significant public aspect, important habitat qualities & opportunities or communal spaces in larger residential developments)

Reason: To ensure that the development is landscaped in the interests of the visual character and appearance of the area and amenity of prospective occupiers, and in accordance with policies G5 and G7 of the London Plan (2021), policies 1.1 (h) (g), 1.2 (f), 2.1(b) and 2.10 of the Ealing Core Strategy (2012), policies ELV 7.4 and 7B of the Ealing Development Management Development Plan Document (2013) and the National Planning Policy Framework (2023).

34. Construction Logistics Plan (CLP)

Prior to the commencement (with the exception of demolition, site clearance and enabling works), a Construction Logistics Plan, shall have been submitted to and approved by the local planning authority. The plans shall include:

Furthermore, the following information is required.

- (a) The construction lorry route from the main distributor roads (A40 and A4020) and the number of constructions related vehicles, which would be travelling to the application site;
- (b) Construction management plan with key dates of various stages and all the emergency contacts;
- (c) Abnormal load delivery vehicle routes and dates of these deliveries.

The agreed measures shall be implemented prior to the first occupation of the approved development and shall be retained thereafter.

Reason: To protect the amenity of local residents, to ensure adequate highway and site safety and to promote the use of modes of transport, other than the use of private motor vehicles, in accordance with the Ealing Development (Core) Strategy and the London Plan (2023).

35. Operational Management Plan

Details of an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to occupation. The Operational Management Plan shall specify building operations, workshop activities, fabrication within the workshop, external site-based forklift operations; delivery times and locations; specification of when doors and shutters will be kept closed to the workshop; and the specification of any trolleys to be used externally. All operational parking provision shall include active electric vehicle charging provision. The development shall be carried out in accordance with the approved details.

Reason: Reason: To ensure that the amenity of occupiers of the surrounding properties is not adversely affected by noise, in accordance with policies D14 and T6.2 of the London Plan (2023) and policy 7A of the Ealing Development Management DPD (2013).

36. Delivery Servicing and Management Plan (DSMP)

A delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority, prior to the first occupation of the development hereby approved. The plan shall cover deliveries and collections, servicing trips (including maintenance), cleaning and waste removal, control of vehicle movements within internal access road and public realm, management and security of disabled parking and monitoring and review of operations. A commitment to avoid deliveries during the peak hour should be included in the DSP.

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

Reason: To ensure the development can be adequately serviced in the interests of pedestrian and highway safety, in accordance with Policies D6, T4 and T6 of the London Plan (2021) and Policy 6.13 of the Ealing Development Management DPD.

37. Disabled parking

Seven disabled parking spaces shall be provided, four disabled bays should be provided at the outset and three enlarged bays should be provided. This shall be retained for the lifetime of the development hereby approved.

Reason: To ensure that adequate provision of access for occupants and visitors with disabilities, in accordance with policy T6.4 of the London Plan (2021).

38. Cycle parking facilities and associated changing facilities

Details of the cycle parking facilities and associated changing facilities proposed for use by staff employed in premises on the site shall be submitted to and approved by the local planning authority prior to the occupation of the development, and thereafter these facilities shall not be removed except with the prior permission of the local planning authority obtained through the submission of a planning application. The cycle parking facilities shall meet the requirements within the London Cycle Design Standards (LCDS).

Reason: To ensure adequate cycle parking and changing facilities for people employed within the development is provided and retained in pursuance of policy T6 of the London Plan (2021).

39. Use Class Restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any provision in any Statutory Instrument revoking or re-enacting that Order) the development hereby permitted shall not be used for any purposes other than uses falling within Use Classes B2/B8/Eg(iii).

Reason: To accord with the terms of the application and to protect the strategic industrial status of this Preferred Industrial Location, in accordance with policy 1.2(b) of the Ealing Core Strategy; and policies E4 and E6 of the London Plan (2021).

40. Ancillary Offices and Mezzanine

Any space proposed for offices shall only be used for purposes in conjunction with and ancillary to the primary use of that unit and shall not be occupied as separate office uses. The office content will be ancillary to the main operation of the unit and shall not exceed 30% of the overall Building Floorspace (Gross Internal Area).

Reason: To accord with the terms of the application and to protect the strategic industrial status of this Preferred Industrial Location, in accordance with policy 1.2(b) of the Ealing Core Strategy; and policies E4 and E6 of the London Plan (2021).

41. Removal of permitted development rights for commercial uses

Notwithstanding the provisions of Part 7, Classes A, H, and L of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revising, revoking and re-enacting that Order) no enlargement by way of extension(s) or by way of the installation of a mezzanine floor(s) in a unit which is subject of this permission shall be carried out without planning permission having been obtained from the local planning authority.

Reason: To accord with the terms of the application and to protect the strategic industrial status of this Preferred Industrial Location, in accordance with policy 1.2(b) of the Ealing Core Strategy; and policies E4 and E6 of the London Plan (2021).

42. External lighting

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

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with policies D4 and D6 of the London Plan (2021) and policies 7A and 7B of the Ealing Development Management DPD (2013).

Informatives:

The decision to grant planning permission has been taken having regard to the policies and proposals in National Planning Policy Guidance, the London Plan (2021), the adopted Ealing Development (Core) Strategy (2012) and the Ealing Development Management Development

Plan Document (2013) and to all relevant material considerations including Supplementary Planning Guidance:

National Planning Policy Framework (2023)

London Plan (2021)

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
D3 Optimising site capacity through the design-led approach
D4 Delivering good design
D8 Public realm
D11 Safety, security and resilience to emergency
D12 Fire safety
D13 Agent of Change
D14 Noise
E2 Providing suitable business space
E4 Land for industry, logistics and services to support London's economic function
E6 Locally Significant Industrial Locations
E7 Industrial intensification, co-location and substitution
E11 Skills and opportunities for all
G5 Urban greening
G6 Biodiversity and access to nature
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 12 Flood risk management
SI 13 Sustainable drainage
T1 Strategic approach to transport
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T6.2 Office Parking
T6.5 Non-residential disabled persons parking
T7 Deliveries, servicing and construction
T9 Funding transport infrastructure through planning
DF1 Delivery of the Plan and Planning Obligations

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)
2.1 Realising the Potential of the Uxbridge Road / Crossrail Corridor (c)
5.5 Promoting parks, local green space and addressing deficiency (b) and (c)
6.1 Physical infrastructure
6.2 Social infrastructure
6.4 Planning Obligations and Legal Agreements

Ealing's Development Management Development Plan Document (2013)

Policy 4A: Employment Uses

Ealing local variation to London Plan policy 5.2: Minimising carbon dioxide emissions

Ealing local variation to London Plan policy 5.10: Urban greening

Ealing local variation to London Plan policy 5.11: Green roofs and development site environs

Ealing local variation to London Plan policy 5.12: Flood risk management

Ealing local variation to London Plan policy 5.21: Contaminated land

Ealing local variation to London Plan policy 6.13: Parking

Policy 7A : Operational amenity

Ealing local variation to London Plan policy 7.3 : Designing out crime

Ealing local variation to London Plan policy 7.4 Local character

Policy 7B : Design amenity

Policy 7D : Open space

Regulation 18 Ealing Local Plan (2022)

Policy SP.2: Tackling Climate Change

Policy SP4: Creating good jobs and growth

Policy SP2.2 Climate action

Policy DAA: Design and Amenity

Policy E3: Affordable workspace

Policy E4: Land for industry, logistics and services to support London's economic function

Policy E6: Locally Significant Industrial Sites

Policy G4: Open Space

G5: Urban Greening

CO: Carbon Offsetting

Adopted Supplementary Planning Documents

Sustainable Transport for New Development

Interim Supplementary Planning Guidance/Documents

SPG 3 Air quality

SPG 4 Refuse and recycling facilities (draft)

SPG 10 Noise and vibration

In reaching the decision to grant permission, specific consideration was given to the impact of the proposed development on the amenities of neighbouring properties and the character of the area as a whole. Consideration was also given to highways, local ecology, contaminated land and air quality. The proposal is considered acceptable on these grounds, and it is not considered that there are any other material considerations in this case that would warrant a refusal of the application.

1. Permitted hours for building work

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.

2. Notification to neighbours of demolition/ building works

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works.

Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.

3. Dust

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.

4. Dark smoke and nuisance

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

5. Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavating, etc.

Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.

6. Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

7. Waste Comments

Thames Water would advise that with regard to the COMBINED WASTE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

8. Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached

to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

9. Archaeology

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