

Ref : 172913FUL

Address: 64-66 and 70-88 Uxbridge Road, Hanwell, W7 3SU

Ward: Elthorne

Proposal: Mixed use residential-led redevelopment to provide two buildings comprising a part four and part nine storey building of 679sqm of flexible commercial uses (Use Class A1/A2/A3/D2) and 57 residential units (including affordable housing); and associated cycle storage, public and private amenity spaces, refuse and recycling storage and hard & soft landscaping (following demolition of the existing buildings)

Drawing numbers: Existing
A0.100 P1 Location and Site Plan, A0.200 P1 Existing Ground Floor Plan, A0.201 P1 Existing First Floor Plan, A0.202_RF P1 Existing Roof Plan, A0.300 P1 Existing North Elevation, A0.301 P1 Existing South Elevation, A0.302 P1 Existing West Elevation

Proposed
A1.200 P4 Ground Floor Plan, A1.201 P2 First Floor Plan, A1.202 P1 Second Floor Plan A1.203 P2 Third Floor Plan, A1.204 P2 Fourth Floor Plan, A1.205 P2 Fifth Floor Plan, A1.206 P2 Sixth Floor Plan, A1.207 P2 Seventh Floor Plan, A1.208 P2 Eighth Floor Plan, A1.209 RF P2 Roof Plan, A1.300 P2 North Elevation, A1.301 P3 South Elevation, A1.302 P2 West Elevation, A1.303 P2 East Elevation, A1.400 P2 Section AA, A1.401 P2 Section BB, A1.402 P2 Section CC, LL.610 P1 Landscape Ground Floor, L1.611 P1 Landscape Plan First Floor, L1.614 P1 Landscape Plan Fourth Floor, L2.300 P1 Public Realm Landscape Sections, L2.310 P1 First Floor Landscape Sections, L2.311 P1 First Floor Landscape Sections, L2.320 P1 Fourth Floor Landscape Sections

Supporting Documents: Design and Access Statement (Prepared by Gensler), Planning Statement (Prepared by WYG), Framework Travel Plan REV A [Feb 2017] (Prepared by Caneparo Associates), Draft Construction Management Plan (Prepared by Caneparo Associates), Transport Assessment (Prepared by Caneparo Associates), Transport Addendum 2 [January 2018] (Prepared by Caneparo Associates), Transport Addendum [October 2017] (Prepared by Caneparo Associates), Delivery and Servicing Management Plan (Prepared by Caneparo Associates), Air Quality Assessment (Prepared by WYG dated May 2017), Drainage Summary (Prepared by Thornton Reynolds), Statement of Community Involvement (Prepared by Newington dated May 2017), Energy Statement (Prepared by Thornton Reynolds dated May 2017) and further details received 29.09.2017, Overheating Report (Prepared by Thornton Reynolds dated October 2017), Sustainability Statement (Prepared by Eight Associates) Daylight and Sunlight Study (Prepared by Delva Patman Redler dated May 2017), Viability Assessment (Prepared by HEDC Ltd, dated May

2017), Preliminary Risk Assessment (Prepared by Structural Soils Ltd, dated April 2017), Noise Assessment (Prepared by WYG dated April 2017)

Type of Application: Full Planning Application

Application Received: 06.06.2017

Report by Jonathan Hartnett

Recommendation: Grant with conditions subject to completion of a S106 agreement and subject to conditions of consent. This permission would also be subject to a Community Infrastructure Levy payment to the Greater London Authority (GLA).

Executive Summary

Planning permission is sought for the mixed use residential-led redevelopment of this brownfield site to provide 57 residential units. This would be comprised of two buildings (A and B) ranging in height from four – nine storeys, with Building B containing commercial space located at 70-88 Uxbridge Road and Building A being solely residential at 64-66 Uxbridge Road. The apartment buildings would provide for a range in apartment sizes from studios to three beds and 679sqm of commercial floor space. The development site benefits from an accessible and prominent location, as it is positioned adjoining an underutilized square.

Flexible commercial uses and potential community use would occupy the ground floor of Block B. The proposed development would be located within an allocated development site and would make effective use of a brownfield site in a sustainable location; maximising regeneration potential that would deliver increased housing supply and commercial floor space to help meet the identified needs of Hanwell.

The level of affordable housing proposed is 20 units equating to 35%, comprised of 13 ‘Shared Ownership’ units and 7 units for ‘Affordable Rent’. The remaining 37 units would be private market housing. Council’s Housing Department have considered the policy compliant level and tenure split of the proposed affordable housing, and are in this instance satisfied with the offer.

It is recognised that the proposed height of the tower element is greater than existing buildings within this part of Uxbridge Road. However, given its positioning on the site, the height has been assessed in its context and considered to be suitable in townscape terms. In addition, it is considered that the proposed articulation of the form and massing is an acceptable design response to integrate effectively within the local context, while still achieving an appropriate density to accommodate residential and commercial growth within this site. The proposed development would also enhance the amenity of the street scene through its layout and in particular the provision of an active frontage adjoining the square. As such, it is considered that the external design, scale and massing of the development would integrate appropriately with the surrounding environment, the street scene and the character of the area as a whole.

It is known that No.76 was formally Jim Marshall and Sons music shop where the first marshall amplifier were first conceived in the 1960’s this has been a key driver in terms of design and the proposed materiality. The façade of both buildings is interspersed with accent elements in aluminium, which assist in reducing the mass of the building, with external and recessed balconies and brick detailing to complement the colour of the façade. It is also noted, that proposal incorporates a variety of flemish bond to both accentuate and provide rhythm to the facades. In terms of capturing the marshall

heritage this would be subtly reflected in the brickwork noted above, the window and balcony details, the façade articulation and the transition and graduation of material from heavier base to a lighter tower element.

An assessment of the potential impacts on neighbouring residential amenity has been carried out. While it is recognised that there would be some degree of daylight loss experienced by two properties being 97 and 101 Uxbridge Road these are considered acceptable given the town centre context. In regards to potential loss of privacy, due to the proposed design, window/balcony treatments and separation distances discussed further within the body of this report the proposed development would not result in undue overlooking that would cause harm to the privacy of neighbouring occupiers. Finally, in regards to potential loss of outlook and creating a perceived sense of enclosure it is acknowledged that the outlook neighbouring properties would unavoidably alter. For reasons further discussed in the body of the report it is considered that the proposal is unlikely to result in a harmful loss of outlook or undue sense of enclosure. On balance it is considered unlikely that the development would result in an adverse impact on residential amenity to such an extent that warrant refusal.

The location has a very good public transport accessibility level (PTAL 4). Given these factors the provision of car free housing is considered appropriate, subject to the prohibition of residents obtaining parking permits for future CPZs, and compliance with a robust green travel plan to be secured through condition. This approach to low car housing is supported by the Council's Transport Services.

Representations from 166 individuals/organisations have been received and 95 are opposed to the proposal, including objections from the Ealing Civic Society and Hanwell and Canals Conservation Areas Advisory Panel and 71 letters in support. The objections predominantly concern the potential impact upon the residential amenity of neighbouring occupiers, but also principally concern the proposed height, scale, and design of the proposal and the related potential impacts on the street scene and character of the area.

The impact of the development would be acceptably mitigated through conditions and S106 contributions, which would be directed towards local healthcare provision; local education provision; post construction energy monitoring; travel plan monitoring. In addition the proposed legal agreement would seek to prevent prospective residents from obtaining parking permits for any future controlled parking zones.

It is considered that the proposal on balance is consistent with the aims of the relevant policies of the Ealing Development Management Development Plan 2013, Ealing Development Strategy 2026 (2012), The London Plan (2016), Relevant Supplementary Planning Guidance, the National Planning Policy Framework (2012) and emerging planning policy documents. It is therefore recommended that planning permission should be approved with conditions, subject to a legal agreement.

Recommendation:

Grant subject to Conditions and Legal Agreement

That the committee GRANT planning permission 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:

- i) Provision of 35 percent affordable housing comprised of 23 percent shared ownership (13 units) and 12 percent affordable rent (7 units);
- ii) A financial contribution of £12,230 towards air quality monitoring;
- iii) A financial contribution of £94,327 towards local healthcare infrastructure
- iv) A financial contribution of £57,041.54 towards local education infrastructure;

- v) A financial contribution of £2,896 for the post construction energy monitoring of the development upon final completion and for a period of three years under the Council's service provider, Emergence Ltd;
- vi) A financial contribution of £3,000 for the monitoring of the travel plan;
- vii) A financial contribution of £36,000 towards local parks and recreation infrastructure
- viii) A financial contribution of £65,000 to fund improvements to the pedestrian and cycling realm, including cycle parking and the Strategic Uxbridge Corridor.
- ix) A legal agreement under s278 of the Highways Act 1980 to carry out works to construct a loading bay on highways land on the Uxbridge Road, and associated pavement works and removal of existing vehicle access;
- x) Provision of a 3 year car club membership for residents of the development;
- xi) Prohibition of parking permits for CPZ;
- xii) All contributions to be indexed linked; and
- xiii) Pay the Council's professional and legal costs in preparing the agreement.

AND subject to the following conditions:

Conditions/Reasons:

Time Limit 3 years - Full Permission

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

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

Approved Plans and Documents

2. The development hereby approved shall be carried out in accordance with drawing title number(s): A1.200 P4 Ground Floor Plan, A1.201 P2 First Floor Plan, A1.202 P1 Second Floor Plan A1.203 P2 Third Floor Plan, A1.204 P2 Fourth Floor Plan, A1.205 P2 Fifth Floor Plan, A1.206 P2 Sixth Floor Plan, A1.207 P2 Seventh Floor Plan, A1.208 P2 Eighth Floor Plan, A1.209 RF P2 Roof Plan, A1.300 P2 North Elevation, A1.301 P3 South Elevation, A1.302 P2 West Elevation, A1.303 P2 East Elevation, A1.400 P2 Section AA, A1.401 P2 Section BB, A1.402 P2 Section CC, LL.610 P1 Landscape Ground Floor, L1.611 P1 Landscape Plan First Floor, L1.614 P1 Landscape Plan Fourth Floor, L2.300 P1 Public Realm Landscape Sections, L2.310 P1 First Floor Landscape Sections, L2.311 P1 First Floor Landscape Sections, L2.320 P1 Fourth Floor Landscape Sections

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

Construction Management Plan

3. Development shall not commence (including demolition and site clearance) until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submission shall include the following information:

- a) anticipated number, frequency and size of construction vehicles entering/exiting the site;
- b) delivery times and booking system (staggered to avoid morning and afternoon school run peak periods);
- c) site access for construction traffic and contractor staff parking and associated signage;

- d) consolidated or re-timed trips;
- e) site security;
- f) secure, off-street loading and drop-off facilities;
- g) vehicle manoeuvring and turning, including swept path diagrams to demonstrate how vehicles will access the site and be able to turn into and emerge from the site in forward gear;
- h) details as to the locations for the storage of building materials and construction debris and contractors offices;
- i) procedures for on-site contractors to deal with complaints from local residents including the name, telephone number and address of a responsible person to whom enquiries / complaints should be directed. These contact details shall also be displayed at regular intervals around the site compound;
- j) using TfL's Freight Operator Recognition Scheme (FORS) or similar
- k) Details of an Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014, for the existing site and the proposed development.

The development shall be carried out strictly in accordance with the approved Construction Management Plan for the duration of the works.

Reason: To ensure appropriate mitigation measures to protect the amenity of local residents and ensure adequate highway and site safety in accordance with policies 1.1(e)(j) and 2.1(c) of the Ealing Development Strategy 2026 (2012); policies 6.3, 6.13, 7.13, 7.14 and 7.15 of the London Plan (2016); the National Planning Policy Framework (2012); Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006); and BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise.

Materials

4. Prior to commencement of the superstructure works details of the materials to be used for the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The samples shall include:

- a) Brickwork (including brick panels and mortar courses);
- b) Cladding and colours;
- c) All window treatments (including sections and reveals);
- d) Balcony structures and balustrading treatment (including sections);
- e) Privacy screens;
- f) Metal, cement and render facing and banding detail;
- g) Ventilation and extraction louvres;
- h) Shop fronts; and
- i) All other external materials to be used.

Development shall be carried out only in accordance with the approved details and permanently retained thereafter.

Reason: To ensure that the materials harmonise with the surroundings, in accordance with policies 7.4 and 7B of the Ealing Development Management DPD (2013); policy 2.10 of the Ealing Development Strategy 2026 DPD (2012); policies 7.4 and 7.6 of the London Plan (2016); and the National Planning Policy Framework (2012).

Details of Hard and Soft Landscaping and Boundary Treatment

5. Notwithstanding any information submitted, prior to the occupation of the development full details of hard and soft landscaping works (including a phased programme of works); and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority.

The approved works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the Local Planning Authority. 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.

Reason: To ensure that the development is landscaped in the interests of the visual character and appearance of the area, to ensure appropriately landscaped amenity space and public realm, in accordance with policies 7.4, 7.5 and 7.6 of the London Plan (2016), and policies 7.4 and 7B of the Ealing Development Management DPD (2013).

Travel Plan – Residential and Non-Residential

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

Reason: To promote sustainable modes of transport, and to ensure that the development does not exacerbate congestion on the local road network, in accordance with policies 1.1 (f) (g) of the Ealing Development Strategy 2026 (2012); policies 6.3, 6.11 and 6.13 of the London Plan (2016); and Ealing's Sustainable Transport for New Development SPG.

Cycle Parking

7. Notwithstanding the submitted documents details shall be submitted prior to the first occupation of the development to demonstrate the provision of at least 78 residential cycle parking spaces carried out to the specifications and adopted standards of the London Plan and the Local Planning Authority. The approved details shall be brought into use prior to first occupation and retained permanently.

Reason: To ensure adequate cycle parking is provided within the development in pursuance of the objectives of sustainability and encouraging the use of modes of transport other than private motor vehicles in accordance with policy 6.9 of the London Plan (2016), policies 1.1(k) and (g) of Ealing's adopted Development (or Core) Strategy (2012), and Ealing's Sustainable Transport for New Development SPG.

Deliveries and Servicing Management

8. Notwithstanding the submitted Delivery and Servicing Management Plan (Prepared by Caneparo Associates), A delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority, prior to first occupation of any part of the development hereby approved. The plan shall cover the following:

- Deliveries and collections (both commercial and residential); including how deliveries will be scheduled to avoid several lorries arriving at the site simultaneously;
- Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation);
- Details of the location and management of the receipt and collection of deliveries for the residential properties
- Cleaning and waste removal; including arrangements for refuse collection;
- Monitoring and review of operations.
- times and frequency of deliveries and collections, vehicle movements, silent reversing methods, location of loading bays, quiet loading/unloading measures

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.

Reason: To ensure that the development can be adequately serviced in the interests of pedestrian and highway safety, in accordance with policy 6.11 and 6.13 of the London Plan (2016) and Local Variation policy 6.13 of the Development Management DPD 2013.

Intrusive Contaminated Land Investigation, Remediation Scheme and Verification

9. Prior to commencement of the development (excluding demolition and site clearance) the following shall be submitted to and subject to the approval in writing of the Local Planning Authority:

(1) Based on the conclusions of the Structural Soils report (Ref. 732493) submitted, it is suspected that this site and/or nearby land and water may be contaminated as a result of former industrial or other use. Prior to the commencement of the development (not including demolition works) a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice. Each phase shall be submitted in writing and approved by the Local Planning Authority.

(2) If the report recommends remedial work is required at the site before it will be suitable for the proposed end use. A remedial strategy / method statement including; remediation methodology; site specific assessment criteria; ongoing monitoring plan; and a verification plan shall be submitted for approval in writing by the council. This is to ensure the site is suitable for its proposed use.

(3) The development shall not be occupied until any approved remedial works, have been carried out and a full validation report has been submitted and approved to the satisfaction of Local Planning Authority.

Reason: To protect the health and living conditions of residents in accordance policy 5.21 of The Ealing Development Management DPD (2013); policy 1.1 (j) of the Ealing Development Strategy 2026 (2012); policy 5.21 of the London Plan (2016); and the National Planning Policy Framework (2012).

Waste Water (Thames Water)

10. Development shall not commence (excluding demolition and site cleaning) until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand and in order to avoid adverse environmental impact upon the local area, in accordance with Section 11 of the NPPF; policies 5.3, 5.12, 5.13 and 5.14 of the London Plan (2016); policy 1.2(m) of Ealing's Development (or Core) Strategy (2012), and policy LV5.12 of Ealing's Development Management DPD (2013).

Piling Method Statement (Thames Water)

11. Development shall not commence (excluding demolition and site cleaning) shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling shall be carried out, including measures to minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority and the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works would be in close proximity to underground water and sewerage utility infrastructure, which needs to be safeguarded in accordance with policies 5.14 and 5.15 of the adopted London Plan (2016).

Refuse

12. The refuse and recycling shown on the approved drawings shall be provided prior to the first occupation of any dwelling or commercial unit and retained thereafter.

Reason: To secure the necessary recycling and waste enclosures to support the development and to ensure that responsible waste management practices are adhered to in the interests of the visual amenity of the area and in accordance with policy 5.17 of the London Plan (2016); policy 1.1(e) of Ealing's adopted Development (or Core) Strategy (2012); policies 7A, LV7.4 and 7B of Ealing's adopted Development Management DPD (2013); and (interim) SPG 4: Refuse and Recycling Facilities.

Insulation of building envelopes for residential units

13. Noise Mitigation measures, with windows closed and other means of ventilation provided, shall insulate the new dwellings against the transmission of externally generated noise, to meet the minimum internal ambient noise criteria as specified in Table 4 of BS 8233:2014; Living Rooms, Bedrooms = 35 dB _{LAeq,16 hours} ; Kitchens, Dining Rooms, Bathrooms = 40 dB _{LAeq,16 hours} during day-time hours (07:00 – 23:00); and Bedrooms = 30 dB _{LAeq,8 hours} during night-time hours (23:00 - 07:00). The Mitigation Measures shall be implemented prior to the first occupation of the residential units and thereafter be permanently retained.

Reason: In the interests of the internal environment of the development and living conditions of occupiers of nearby properties and future occupiers of the site, in accordance with Interim Supplementary Planning Guidance 10, policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy 7.15 of the London Plan (2016), and the National Planning Policy Framework (2012).

Insulation between ground floor commercial uses (A1, A2, A3, D2), plantroom and dwellings above

14. Details shall be submitted for approval of the Local Planning Authority prior to the commencement of superstructure works, for the insulation of the floor/walls/ceiling between the commercial premises, Plantroom, communal facilities from dwellings/ noise sensitive premises. Details shall demonstrate that

the sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$] is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the future occupiers of the development against unacceptable noise and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Details of Plant and Machinery

15. Details of plant and machinery shall be submitted and approved by the Local Planning Authority prior to installation to demonstrate that the rating sound level emitted from the proposed external plant and machinery at the proposed development, as assessed under BS4142: 2014, will not exceed the existing background sound level, as measured at the nearest noise sensitive facades, during the relevant periods of operation.

Reason: To safeguard future and existing occupiers of the area against unacceptable noise and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Vibration from an extract or other duct fixed to a wall for A3/A5 ground floor use

16. Prior to the occupation of any commercial units for A3/A5 use, the ventilation duct from the commercial premises, shall be fixed to the exterior wall with suitable anti - vibration isolators and the fan motor shall be vibration isolated from the duct, so as to satisfy an acoustic standard of not exceeding LFNR25 Leq 5mins (octaves) or LFNR20 Leq 5mins (one-third octaves) inside a bedroom and LFNR 30 (Leq 5mins) (octaves) or LFNR 25 (Leq 5mins) (one-third octaves) inside a living room.

Reason: To safeguard the future occupiers of the development against unacceptable noise and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Noise Mitigation for Collection and Deliveries during Noise Sensitive Hours (23:00-07:00)

17. Prior to occupation of any commercial units details shall be submitted for the approval of the Local Planning Authority for a Quiet Delivery Scheme (QDS). The Scheme shall be compiled in accordance with the Quiet Deliveries Good Practice Guidance, - Key Principles and Processes for Retailers, Department Of Transport, April 2014. The noise mitigation measures emanating from the site assessment report shall be implemented prior to the commencement of the QDS and shall be retained permanently thereafter.

Reason: To safeguard future and existing occupiers of the area against unacceptable noise and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Anti- vibration mounts and silencing of machinery etc.

18. Prior to use, any machinery, plant or equipment the requires extract/ ventilation system at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be

Reason: To safeguard future and existing occupiers of the area against unacceptable noise and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

External doors and windows to remain shut

19. Prior to occupation of the commercial uses shall not commence until all external doors to the commercial premises 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.

Reason: To safeguard future and existing occupiers of the area against unacceptable noise and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Extraction and Odour Control system for non-domestic kitchens

20. Prior to the occupation of any commercial units for A3 use, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet at least 1m above the eaves of the main building, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA. Approved details shall be implemented prior to the commencement of the use and thereafter be permanently retained.

Reason: To safeguard future and existing occupiers of the area against unacceptable odour and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Floodlights, Security lights and Decorative External Lighting

21. External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the latest 'Guidance Notes For The Reduction Of Light Pollution'. Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Reason: To safeguard future and existing occupiers of the area against unacceptable light pollution and disturbance, in accordance with policies 3.5 and 7.15 of the London Plan (2016), policies 1.1(j) of the Ealing Development (or Core) Strategy (2012), Local Variation policy 3.5 and policy 7A of Ealing Development Management Development Plan Document (2013).

Air Quality

22. Details shall be submitted for the approval of the Local Planning Authority before any development is commenced (except site clearance and demolition), for a scheme for providing fresh air ventilation to all habitable rooms detailing air supply location. The ventilation system as approved shall be completed prior to occupation and shall be retained permanently thereafter.

Reason: To safeguard the amenity of future residents, in accordance with policies 7.14 and 7.15 of the adopted London Plan (2016), policies 1.1(e) and 1.1(j) of Ealing's Development (or Core) Strategy 2012 and the Council's Supplementary Planning Guidance 3 'Air Quality and Pollution (draft) and adopted Supplementary Planning Guidance10 'Noise and Vibration'.

Low NOx Systems

23. Ultra-Low NOx boilers (<40mg NOx/KWh) shall be installed, and abatement of NOx emissions shall be applied to the rest of the development, including apartments and non-residential unit, to achieve emission rates in g NOx/m² as set out at Appendix 5 of Mayor's Sustainable Design and Construction SPG, April 2014 and approved Sustainability Statement (TBC)

Reason: To minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2 and 7.14 of the London Plan (2016); the Mayor's Sustainable Design and Construction SPG (2014); policies 1.1(e) and (j) of Ealing's adopted Development (or Core) Strategy (2012), and policy 7A of Ealing's adopted Development Management DPD (2013).

No masts/satellite dishes or external equipment

24. No microwave masts, antennae or satellite dishes or any other plant or equipment shall be installed on any of the buildings within the development unless otherwise approved in writing by the Local Planning Authority under this condition prior to installation.

Reason: To safeguard the character and appearance of the buildings and the area as a whole, in accordance with policy 1.1(h) of the Ealing Development (or Core) Strategy (2012), Local Variation policies 3.5 and 7.4 and policies 7B of the Development Management Development Plan Document (2013).

Landscaping, Play Space and Public Realm

25. Prior to first occupation of each phase of the development details of the children's play areas (including play equipment, landscaping, boundary treatment, disabled access and security measures) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and completed as approved prior to first occupation of the relevant part of the residential development that the facilities serve, and retained for the life of the development.

Reason: To ensure that adequate on-site space for young children to play is provided on site in connection with the proposed residential accommodation, in accordance with policies 3.5, 3.6, 5.3 and 7.2 of the London Plan 2016, the Mayor's Supplementary Planning Guidance on Play and Informal Recreation, policies 1.1(e) and (i), 1.2 (d), 5.5, 6.2 & 6.3 of the adopted Ealing Development Strategy (2012) and policies 3.5, 7B and 7D of the adopted Ealing Development Management DPD (2013).

Sustainable Urban Drainage Strategy - Detailed Design

26. The proposed development shall be carried out in accordance with the approved Drainage Summary (Prepared by Thornton Reynolds). The development shall be carried out strictly in accordance with the approved detailed drainage scheme.

Reason: To prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided and achieved with appropriate sustainable drainage techniques, in accordance policies 1.1 & 1.2 of the Ealing Core Strategy (2012); policy LV 5.12 of the Ealing Development Management DPD (2013); policies 5.12 and 5.13 of the London Plan (2016); and the National Planning Policy Framework (2012).

Passenger Lifts

27. The passenger lifts located within the communal cores serving the approved apartment blocks shall be installed and operational prior to the first occupation of the relevant part of the apartment block to which the lift serves.

Reason: To ensure that adequate access is provided to all floors of the development for all occupiers and visitors including those with disabilities, in accordance with policies 3.5, 3.8, and 7.2 of the London Plan (2016); policy 1.1(h) of the Ealing Development Strategy 2026 (2012); policy 7B of the Ealing Development Management DPD (2013); and interim Ealing SPG 'Accessible Ealing' (2012).

Accessible Units

28. Ninety percent of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(2)(Accessible and adaptable dwellings) of Building Regulations 2015, or other such relevant technical requirements in use at the time of the construction of the development.

Reason: To ensure that the development is adaptable, flexible, convenient and appropriate to the changing needs of the future occupiers, in accordance with policies 3.5, 3.8 and 3.9 of the London Plan (2016); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).

Wheelchair Units

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

Reason: To ensure the provision of wheelchair housing in a timely fashion that would address the current unmet housing need; produce a sustainable mix of accommodation; and provide an appropriate choice and housing opportunity for wheelchair users and their families, in accordance with the objectives of policies: 3.5, 3.8 and 3.9 of the London Plan (2016); and policy 1.1(h) of the Ealing Development Strategy 2026 DPD (2012).

Regulation of Hours

30. The hours of business use for the ground floor commercial units (A1/A2 Use Class) fronting Uxbridge Road hereby approved shall be restricted to the period [0700 - 2300hrs] Monday to Sunday.

Reason: To safeguard the amenities of the occupiers of neighbouring properties and the prospective residential occupiers of the development in accordance with policy 7.15 of the London Plan (2016), policy 1.1(j) of the adopted Ealing Development (Core) Strategy (2012), policy 7A of the adopted Ealing Development Management Development Plan Document (2013) and Interim Supplementary Planning Guidance 10 'Noise and Vibration'.

Restriction of Permitted Development Rights (commercial uses)

31. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any subsequent order revoking and re-enacting that Order with or without modifications), the ground floor commercial units shall not be subdivided and shall only be used for an A1/A2/A3/D2 Use Class activity, and not for any other use without prior approval of the Local Planning Authority obtained by the submission of a planning application.

Reason: To ensure that the Council retains control over the quality, impacts and provision of any change of use, and to safeguard the vitality and viability of the shopping centre in accordance with policy 4.7 of the London Plan (2016); policies 1.1(d), 2.7(c) of the Ealing Development Strategy 2026 (2012); and policy 4C of Ealing's Development Management DPD (2013).

Energy Centre / temporary plant rooms – district heating

32. Prior to occupation of the approved development the following details should be submitted to the Local Planning Authority for written approval:

- a) details of the layout of the energy plant room (s) and equipment, location and the method of how the facility shall be designed to allow future connection to an offsite district heating network.
- b) details of the temporary plant room(s), including their size, layout and location, size of boilers, siting of the container, and details of the flue;
- c) details of the pipe network (including the size and route, flow and return temperatures, total length of the heat network in metres (flow and return) distribution and transmission, diagram route, total plant heating capacity, total heat generated, total heat supplied to premises) for the connection of all domestic and non-domestic components into the site wide district heating network.
- d) details of schematic of the site wide heat network showing the non-residential units connected into it
- e) details of the HIU including specifications, type and efficiency.
- f) consideration and demonstration of the installation of a point of external connection within the energy centre
- g) The district heating network shall be designed in accordance with Heat Networks: Code of Practice for the UK.

The development shall be carried out in accordance with the approved details.

Reason: To secure the measures set out within the approved Sustainability Statement Issue 2 prepared by Eight Associates in 24 May 2017 and Energy Statement Rev 1 prepared by Thornton Reynolds in May 2017 and additional supporting information (29 September 2017) prepared by Thornton Reynolds and to ensure that the energy plant rooms are designed in a manner which allows for the future connection to an offsite district heat network, and to ensure that the development contributes to reducing the use of fossil fuel or other primary energy generation capacity, and to reduce emissions of greenhouse gases in accordance with policies 5.3, 5.5 and 5.6 of the London Plan 2015, policies 1.1(k) and 1.2(f) of Ealing's adopted Development (or Core) Strategy 2012, policy LV5.2 of Ealing's Development Management DPD, and the Mayor's Sustainable Design and Construction SPG.

Sustainable Design and Construction Standards

33. Upon the first occupation of the approved development, including residential and non-residential units, the approved dwellings and non-residential spaces shall incorporate sustainability measures as detailed in the approved Sustainability Statement Issue 2 prepared by Eight Associates in 24 May 2017.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies 5.1, 5.2, 5.3, 5.6, 5.7 and 5.9 of the London Plan 2016, 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.

Ultra-Low gas boilers

34. All boilers accommodated in the plant rooms to serve the energy requirements of the development, including space heating and hot water to the dwellings and non-residential spaces, should use Ultra low-NOx boilers with maximum NOx Emissions of under 0.040 g/kWh and be compliant with the NOx (g/m²) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of the living conditions of the future occupiers of the site in accordance with policies 1.1 and 1.2 of the Ealing Development (Core) Strategy (2012), policies 7A & 7B of the Ealing Development Management Development Plan Document (2013), policy 7.14 of The London Plan (2016), and the National Planning Policy Framework (2012).

Water Efficiency

35.

- A. Prior to occupation of each residential unit within the development, the approved dwellings shall incorporate and maintain water saving measures that will meet water efficiency standards with a maximum water use target of 105 litres of water per person per day as detailed in the approved Sustainability Statement Issue 2 prepared by Eight Associates in 24 May 2017.
- B. Prior to occupation of the non-residential unit within the development, the approved non-residential unit shall incorporate and maintain water saving measures that will reduce the water consumption by at least water 40% as detailed in the approved Sustainability Statement Issue 2 prepared by Eight Associates in 24 May 2017.

Reason: To ensure the sustainable use of water, in accordance with the approved sustainability statement and policy 5.15 of the London Plan 2016.

Site Waste Management Plan and Green Procurement Plan

36. Prior to the commencement of the development a Site Waste Management Plan including a Green Procurement Plan, shall be submitted to and approved in writing by the Local Planning Authority. The Site Waste Management Plan and Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste (where available), use of local suppliers and by reference to the BRE's Green Guide Specification. The development shall not be carried out otherwise than in accordance with the particulars so approved.

Reason: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with policies 5.3 and 5.18 of the London Plan 2016 and policies 1.1 (k) and 1.2 (f) of Ealing's Development (or Core) Strategy 2012.

Energy Strategy for residential

37. A) Prior to commencement of the residential units, other than site preparation, remediation and / or the formation of accesses, a revised report, which includes full details and drawings of the energy saving measures, including passive measures and/or LZC technologies, that are to be incorporated into the development, shall be submitted to, and approved in writing by the local planning authority. The measures should be in line with or better than the ones proposed under the approved Overheating Risk Assessment Addendum (27 October 2017 , prepared by Thornton Reynolds) and the submitted details shall demonstrate whether the residential component of the development hereby approved will achieve zero carbon in regulated CO2 emissions over and beyond Building Regulations Part L 2013. In demonstrating compliance with this percentage reduction the applicant should consider the use of measures in line with the Energy Hierarchy including the incorporation of on-site renewables. This reduction should be calculated based on carbon dioxide emissions covered by the Building Regulations whilst carbon dioxide emissions associated with other energy uses not covered by Building Regulations (un-regulated) should be also included and measures to reduce them should be demonstrated.

B) Within three-months of the first occupation of each dwelling in the approved development, Energy Performance Certificates [EPC's], detailed modelling output reports showing clearly the DER and TER from the "as built stage" to confirm compliance in terms of savings achieved through energy efficiency measures should be also submitted for written approval by the Local Authority.

D) Within three-months of the practical completion of the dwellings, technical information and evidence that the renewable/low carbon technologies are certified under the Microgeneration Certification Scheme (MSC) and, if appropriate, complies with the Enhanced Capital Allowances (ECS) product criteria should be submitted.

The development shall be carried out strictly in accordance with the details so approved.

Reason: To ensure that the dwellings within the development hereby approved are energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2016, policies 1.1(e), 1.1(j), 1.1(k) and 1.2(f) of Ealing's adopted Development (or Core) Strategy 2012, policies LV5.2 and 7A of Ealing's Development Management DPD, and the Mayor's Sustainable Design and Construction SPG.

Energy Strategy for Non-residential

38. A) Prior to commencement of the non-residential units, other than site preparation, remediation and / or the formation of accesses, a revised report, which includes full details and drawings of the energy saving measures, including passive measures and/or LZC technologies, that are to be incorporated into the non-residential component of the development, shall be submitted to, and approved in writing by the local planning authority. The submitted details shall demonstrate whether the non-residential component of the development hereby approved will achieve a minimum 35% CO₂ emissions reduction (regulated CO₂ emissions) over and beyond Building Regulations Part L 2013. In demonstrating compliance with this percentage reduction the applicant should consider the use of measures in line with the Energy Hierarchy including the incorporation of on-site renewables. This reduction should be calculated based on carbon dioxide emissions covered by the Building Regulations whilst carbon dioxide emissions associated with other energy uses not covered by Building Regulations (un-regulated) should be also included and measures to reduce them should be demonstrated.

B) Within three-months of the first occupation of the non-residential unit in the approved development, Energy Performance Certificates [EPC's], detailed modelling output reports showing clearly the BER and TER from the "as built stage" to confirm compliance in terms of savings achieved through energy efficiency measures should be also submitted for written approval by the Local Authority.

D) Within three-months of the practical completion of the non-residential unit, technical information and evidence that the renewable/low carbon technologies, if incorporated, are certified under the Microgeneration Certification Scheme (MSC) and, if appropriate, complies with the Enhanced Capital Allowances (ECS) product criteria should be submitted.

The development shall be carried out strictly in accordance with the details so approved.

Reason: To ensure that the non-residential unit within the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2016, policies 1.1(e), 1.1(j), 1.1(k) and 1.2(f) of Ealing's adopted Development (or Core) Strategy 2012, policies LV5.2 and 7A of Ealing's Development Management DPD, and the Mayor's Sustainable Design and Construction SPG.

Overheating for dwellings

39. Prior to the first occupation of each dwelling within the development, the approved residential units shall incorporate and maintain mitigation measures that will assist with reducing the risk of overheating, follow the Cooling Hierarchy and comply with CIBSE TM49 & TM59 criteria as stated in the approved Overheating Risk Assessment Addendum (27 October 2017) prepared by Thornton Reynolds.

Reason: To ensure that the dwellings hereby approved are energy efficient and to reduce the risk of overheating in line with policy 5.9 of the London Plan 2016, adopted Ealing's Development (Core) Strategy 2012 (3rd April 2012) and Development Management DPD (December 2013).

Overheating and Cooling for non-residential unit

40. Prior to occupation of the non-residential unit within the approved development, the details of the dynamic thermal modelling, being applied to each non-residential unit proposed using the guidance and criteria provided in CIBSE TM49 & TM52 and demonstrating how these units perform against and

even exceed the overheating criteria, shall be submitted to the Local Planning Authority for written approval. The details of any additional measures to be incorporated into each non-residential unit to minimise the risk of overheating (without active cooling first) shall also be submitted and evidence that these measures can be incorporated into the development if the dynamic thermal modelling demonstrates that overheating would occur. Compliance with Criterion 3 of the Building Regulations should also be demonstrated. Each non-residential unit shall thereafter be provided in accordance with the approved details.

Reason: To ensure that each non-residential unit within the development hereby approved is energy efficient and to reduce the risk of overheating in line with policy 5.9 of the London Plan 2016, adopted Ealing's Development (Core) Strategy 2026 (3rd April 2012) and Development Management DPD (December 2013).

Informatives

1. The recommendation to grant planning permission has been taken having regard to the policies and proposals in the National Planning Policy Framework (2012); the London Plan (2016 as amended); the Ealing Development Strategy 2026 DPD (2012); the Ealing Development Management DPD (2013); and to all relevant material considerations including Supplementary Planning Guidance:

National Planning Policy Framework (2012)

1. Building a strong, competitive economy
4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Good quality design.
10. Meeting the challenge of climate change, flooding and coastal change
12. Conserving and enhancing the historic environment

London Plan (2016 as amended)

- 2.6 Outer London: Vision and strategy
- 2.8 Outer London: Transport
- 2.13 Opportunity areas and intensification areas
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 4.12 Improving opportunities for all
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling

- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.18 Construction, excavation and demolition waste
- 6.1 Strategic approach
- 6.3 Assessing the effects of development on transport capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and easing congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbourhoods and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

Consultation Draft London Plan, November 2017

The Plan is not currently entitled to weight as a material consideration given it is only at consultation draft stage and the policies below have not been examined. The Plan and its policies will acquire greater weight as it progresses through the adoption process.

- H1 – Increasing Housing Supply
- H5 – Delivering Affordable Housing
- H6 – Threshold Approach to Applications
- H7 – Affordable Housing Tenure
- H12 – Housing Size Mix
- SD6 – Town Centres
- SD7 – Town centre network
- D5 – Accessible Housing
- D6 – Optimising Housing Density
- D11 – Fire Safety
- S4 – Play and Informal Recreation
- S12 – Minimising Greenhouse gas emissions
- T2 – Healthy Streets
- T5 - Cycling
- E1 - Offices
- E2 – Low-cost business space

E3 – Affordable workspace
DF1 Delivery of the Plan and Planning Obligations

Supplementary Planning Guidance /Documents

Accessible London: achieving an inclusive environment
The Mayor's Transport Strategy
London Housing Supplementary Planning Guidance 2016
Nationally Described Space Standards 2015
Sustainable Design & Construction
The London Housing Strategy
The Mayor's Supplementary Planning Guidance 'Providing for Children and Young People's Play and Informal Recreation' March 2008
Mayor's Affordable Housing & Viability SPG

Ealing Development Strategy 2026 DPD (2012)

1.1 Spatial Vision for Ealing (a), (b), (d), (e), (f), (g), (h), (j), (k)
1.2 Delivery of the Vision for Ealing 2026 (a), (c)
2.1 Realising the Potential of the Uxbridge Road/Crossrail Corridor (a), (c)
2.7 Enhance and Consolidate Hanwell Town Centre
2.10 Residential Neighbourhoods
6.1 Physical Infrastructure
6.2 Social Infrastructure
6.3 Green Infrastructure
6.4 Planning Obligations and Legal Agreements

Ealing Development Management Development Plan Document 2013

Ealing Local Variation to London Plan Policy 3.4 Optimising Housing Potential
Ealing Local Variation to London Plan Policy 3.5 Quality and Design of Housing Developments
3A Affordable Housing
Ealing Local Variation to London Plan Policy 5.2 Minimising Carbon Dioxide Emissions
Ealing Local Variation to London Plan Policy 5.10 Urban Greening
Ealing Local Variation to London Plan Policy 5.11 Green Roofs and Development Site Environs
Ealing Local Variation to London Plan Policy 6.13 Parking
Policy 7A 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 7C Heritage
Policy 7D Open Space
EA Presumption in Favour of Sustainable Development

Other Material Documentation – Interim Planning Policy Guidance / Documents

Interim SPG 3: Air Quality
Interim SPG 4: Refuse and Recycling
Interim SPG 10: Noise and Vibration
Sustainable Transport for New Development SPD December 2013
Planning New Garden Space SPD
Hanwell Clock Tower Conservation Area Appraisal
Hanwell Clock Tower Conservation Area Management Plan

In reaching the recommendation to grant permission, specific consideration was given to the principle of the development, the quality of the proposed accommodation, the impact on the amenities of

neighbouring properties and on the character and visual amenity of the surrounding area as a whole, sustainability, and the potential impacts on the highway network. 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.

2. Construction and demolition works, audible beyond the boundary of the site shall only be carried on between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Bank Holidays.No bonfires shall be lit on site. Prior to commencement of building works, details of mitigation measures to control the release of asbestos fibres shall be submitted to this section for approval.

3. Prior to the commencement of any site works and as works progress, all sensitive properties surrounding the development shall be notified in writing of the nature and duration of works to be undertaken, and the name and address of a responsible person, to whom an enquiry/complaint should be directed.

4. Calculation of building envelope insulation – Interim SPG10 advises:

- a) A precise sound insulation calculation under the method given at BS EN12354-3: 2000, for the various building envelopes, including the use of the worst case one hour data (octave band linear noise spectra from 63 Hz – 4k Hz) by night and day, to arrive at the minimum sound reductions necessary to meet the SPG10 internal data.
- b) Approved laboratory sound insulation test certificates for the chosen windows, including frames and seals and also for ventilators, in accordance with BS EN ISO 140-3: 1995 & BS EN ISO 10140-2:2010, to verify the minimum sound reductions calculated.
- c) The SPG10 internal and external criteria to be achieved.

Aircraft noise affecting the site is at a contour level of worst mode one day equal to $L_{Aeq,16hr}$ 60 dB and $L_{Aeq,1hr}$ 67dB by 2016. In calculating the insulation required the $L_{eq,1hr}$ aircraft noise spectrum, shown at SPG10, shall be used, along with the spectrum for any other dominant noise sources. Under SPG10, the predicted $L_{eq,1hr}$ aircraft noise exposure for the site at 2016 has to be used and combined with any other noise exposures. The spectra to be used are as follows:

Octave band centre frequency Hz	dB Linear - $L_{eq,1hr}$	
	60 dB contour	57 dB contour
63	73	70
125	72	69
250	69	66
500	67	64
1000	62	59
2000	57	54
4000	45	42
Total $L_{Aeq,1hr}$ for spectrum 16 – 8K Hz	67	64

5. Land contamination:

- a) Reference should be made at all stages to appropriate current guidance and codes of practice this would include:

- i. Model Procedures for the Management of Land Contamination, CLR 11, Environment Agency, 2004
- ii. Updated technical background to the CLEA model, Science Report: SC050021/SR3, Environment Agency, 2009
- iii. LQM/CIEH Generic Assessment criteria for Human Health Risk Assessment (2nd Edition), 2009
- iv. BS10175:2011 Investigation of potentially contaminated sites – Code of Practice
- v. Secondary Model Procedure for the Development of Appropriate Soil Sampling Strategies for Land Contamination; Environment Agency, 2001
- vi. Verification of Remediation of Land Contamination', Report: SC030114/R1, Environment Agency, 2010
- vii. Planning Policy Statement 23: Planning and Pollution Control;
- viii. PPS23 Annex 2: Development on Land Affected By Contamination;
- ix. Guidance for the safe development of housing on land affected by contamination, NHBC & Environment Agency, 2008

- Clear site maps should be included in the reports showing previous and future layouts of the site,

potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

- All raw data should be provided in a form that can be easily audited and assessed by the council.

(e.g. trial pit logs and complete laboratory analysis reports)

- on-site monitoring for ground gases with any relevant laboratory gas analysis;

- Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made must be included. (e.g. the reasons for the choice of sampling locations and depths).

- b. Prior to commencement of construction and demolition works, involving materials containing asbestos, details of mitigation measures to control the release of asbestos fibres shall be submitted to this section for approval.

6. This permission does not grant consent for the display of external advertisements at this site which are subject to the Town & Country Planning Control of Advertisements (England) Regulations 2007, and which may need to obtain a separate advertisement consent from the local planning authority under those regulations.

7. Prior to commencement of construction and demolition works, involving materials containing asbestos, details of mitigation measures to control the release of asbestos fibres shall be submitted for the approval of the relevant Health and Safety Enforcement Officer.

8. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Recent legal changes under The Water Industry (Scheme for the Adoption of Private Sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over/near to agreement is required, You can contact Thames Water on 0845 850 2777 or for more information please visit our website.

9. The applicant is advised that external lighting scheme should be designed to reduce light pollution to nearby residents, and road users and where applicable the recommendations of the following guidance should be met:

- ILP Guidance Notes for the reduction of Obtrusive Lighting 2011.
- Institution of Lighting Professionals Technical Report PLG05, Brightness of Illuminated advertisements, 2015.
- CIE Technical Report- Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations - CIE 150: 2003.
- Statutory Nuisance from Insects and Artificial Light by Department of Environment Food. Guidance on sections 101, 102 and 103 of the Clean Neighbourhoods and Environment Act 2005, Defra

10. To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, and offers and encourages a comprehensive pre-application advice service, all of which is available on the Council's website and outlined in a 24 hours automated telephone system.

The scheme complied with policy and guidance. The Local Planning Authority delivered the decision proactively in accordance with requirements of the National Planning Policy Framework.

11. The applicant is advised that All Non Road Mobile Machinery (NRMM) used in demolition and construction works shall meet as a minimum the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments. An inventory of the NRMM shall be registered on the NRMM register at <https://nrmm.london/user-nrmm/register>. All NRMM shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site detailing proof of emission limits for all equipment.

Site Description

The site is located on the southern side of Uxbridge Road, in Hanwell. Uxbridge Road (A4020) forms one of the major transport routes through the borough. The site currently comprises two storey buildings with a simple pitch roof and shop units at ground floor, and residential above. These units have long gardens extending to the rear, with the front building line abutting the pavement.

To the east of the site is a three storey building used as a gym, which steps back from the building line of the terrace. To the north of the site, across Uxbridge Road are two storey buildings with a third storey set within part of the roof, used as shop units at ground floor and residential above.

To the west of the site are an open area with hard landscaping, parking for Lidl and a vehicular access to the larger parking area for these shops. To the west of this vehicular access is a terrace of three storey buildings fronting Uxbridge Road, with shop units at ground floor level and residential above. To the south of the site is the car park serving Lidl.

The site lies within a designated Secondary Shopping Frontage and within Hanwell Town Centre. The western end of the centre extends to the gym. The site is allocated in the Development Sites DPD (reference HAN1) for mixed use development appropriate to the town centre, including provision for community uses.

The Proposal

It is proposed to demolish the existing buildings on site to provide a residential-led development with associated landscaping, refuse storage and car and cycle parking arrangements. The planning application for the redevelopment of the site seeks full planning permission for: ‘Redevelopment to provide two buildings a part four and part nine storey building comprising a mixed-use development of 679sqm of flexible uses (Use Class A1/A2/A3/D2) and 57 residential units (including affordable housing); and associated cycle storage, public and private amenity spaces, refuse and recycling storage and hard & soft landscaping.’ A total of 57 new residential units would be provided, which would have a range of sizes and tenures.

Quantum of Proposed Residential Provision		
Unit type	Unit number	Percentage
Studio 1 person	10 units	17%
1B/ 2 persons	31 units	54%
2B/ 3 persons	5 units	9%
2B/ 4 persons	8 units	14%
3B/ 5 persons	1 units	2%
3B/ 6 persons	2 units	4%

Relevant Planning History

No relevant planning history

Consultation:

Public Consultation

One round of notification was carried out for the application - on 20.06.2017; which expired on the 14.07.2017. Consultation involved publication in the gazette, and the display of 31 site notices adjacent to and within the vicinity of the site. Representations were received from 166 individuals/organisations were received, with 95 in objection, 71 in support and two objections from amenity groups.

The principal planning matters raised in objection to the proposal can be summarised as follows:

- Development too high
- Development out of keeping
- The design is not sympathetic, appropriate and is out of keeping with the surrounding area
- No parking provided on site, parking impacts from increased transport demand, increased strain on adjacent roads and increased public transport usage.
- Poor affordable housing provision
- Strain on amenities of area including education and healthcare infrastructure
- Adverse impact on local air quality and noise
- Concerns regarding noise nuisance, loss of light, loss of privacy, proximity to

- neighbours, overshadowing, light pollution
- Poor internal amenity with the provision of small apartments, single aspect
- Impact on the daylight and sunlight
- Loss of privacy
- Impact on the neighbouring statutorily listed building

Officer’s Response – All the other matters are addressed throughout the body of this report.

The representations in support of the proposal do so for the following summarised reasons:

- Increase housing
- High quality design
- Providing commercial space
- Provide new community space

Officer’s Response – Noted.

External Consultation

Consultee	Comments	Officer Response
Transport for London (TfL)	No objection subject to the securing of a delivery and servicing plan, construction management plan, travel plan, cycle parking and s106 for city car club membership	<i>Noted. Condition included.</i>
Thames Water	No objection.	<i>Noted</i>
London Fire & Emergency Planning Authority	No objection.	<i>Noted</i>
National Health Service (NHS)	Financial contribution of £94,327 towards local healthcare infrastructure requested.	<i>S106 contribution for the full amount has been agreed in principle with the applicant.</i>
Ealing Civic Society	<p>Objects. The proposal would be too high and the tower would in addition have an overbearing impact on the neighbouring residential properties. In addition, the majority of the proposed flats would barely meet the minimum space standards set out in the London Plan and several flats would be single aspect, offering poor living conditions for future occupiers.</p> <p>The design and materials would be inappropriate and would not present empathy with the surrounding.</p> <p>In addition, the proposal would have a very negative impact on the setting of the Grade II listed St Mellitus Church across the road.</p> <p>The proposal would inevitably put</p>	<i>Noted. The scale, height, massing, potential impact on the conservation area, listed building and residential amenity are discussed more fully within the body of this report.</i>

	unacceptable parking pressure on neighbouring streets. There is currently no local need or wish for a CPZ and imposition of one merely to accommodate this overdevelopment is unacceptable.	
--	---	--

Internal:

Consultee	Comments	Officer Response
Leisure and Parks	<p>Financial contribution of for improvements to local parks to offset shortfall in amenity space.</p> <p>Details required for hard and soft landscaping, landscape management and sustainable urban drainage systems.</p>	<p><i>The applicant has agreed in principle to this contribution.</i></p> <p><i>Details for hard and soft landscaping, management plan and sustainable urban drainage have been secured through condition</i></p>
Transport Services	<p>No objection, subject to:</p> <ul style="list-style-type: none"> • Legal agreement preventing residents from obtaining permits for existing and future controlled parking zones. • Legal agreement to secure the proposed loading bay • Condition securing cycle parking details 	<p><i>Noted, and adopted as part of this recommendation</i></p>
Regulatory Services (Pollution Technical)	<p>Conditions requiring details on contaminated land investigation and remediation and noise mitigation. In addition, financial contribution for of £12,230 towards air quality monitoring,</p>	<p><i>Noted, and adopted as part of this recommendation.</i></p>
Education	<p>Financial contribution of £57,041.54 towards local education infrastructure requested.</p>	<p><i>S106 contribution for the full amount has been agreed in principle with the applicant.</i></p>
Environmental Services (Refuse)	<p>Comment regarding the commercial waste storage, quantum of residential waste and provision of front collection.</p>	<p><i>A condition suitable has been included to ensure that refuse storage is provided on-site prior to the occupation of the development, and that commercial and residential storage is kept separate.</i></p> <p><i>It is also noted, that given there is no off-street access refuse from the front is considered acceptable.</i></p> <p><i>It is noted that this application will be subject to a robust delivery and servicing management strategy.</i></p>
Energy & Sustainability	<p>Recommended conditions with respect to policy compliance. S106 contribution also</p>	<p><i>Noted and conditions included. The applicant has agreed to the</i></p>

Officer	recommended with respect to energy monitoring and future proofing	<i>s106 energy monitoring contribution.</i>
The Lead Local Flood Authority Officer	No objection. Condition recommended requiring the submission of the detailed SUDs design and maintenance.	<i>Noted and included in this recommendation.</i>

Planning Policies:

Please see informative section above for a full policy list

Reasoned Justification:

This proposal has been assessed against the relevant policies outlined in the policies section above. The key issues in the assessment of this planning application are:

- The principle of proposed development;
- Density;
- Affordable housing;
- Design and appearance and impact on character of the area;
- Impact on amenity of neighbouring occupiers;
- Quality of the proposed living accommodation;
- Environmental health;
- Transport matters and servicing;
- Energy and sustainability; and
- Flood risk and surface water management

A detailed assessment of the proposal is set out as follows:

The Principle of the Development

The site is located within the Hanwell Town Centre, and comprises one of Hanwell’s three site allocations specified as key for significant development potential (ref. HAN1 64-88 Uxbridge Road, Development Sites DPD).

Increasing the current housing stock is an important strategic objective for the Borough, with policies 1.1(a) and (b) and 2.1(a) of the Development Strategy 2026 DPD seeking the provision of 14,000 additional homes within the borough by 2026 – 9,000 of which to be located within the Uxbridge Road/Crossrail corridor. This strategic objective is supported by London Plan policy 3.3 which recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.

With specific reference to the Hanwell Town Centre, policy 2.7 of the Development Strategy 2026 identifies the need for regeneration and revitalisation of this town centre, including the provision of 109 additional mixed tenure homes and 3,300-5,600sqm of retail floor space to meet the retail needs of the Hanwell area.

It is recognised that the site allocation ‘HAN1’ makes specific reference to the ‘respond to the opportunity offered by the public square with design that accentuates this corner location’. While the proposal involves commercial floor space (maintaining employment provision), and would be provided in a form that would consolidate active street frontages and integrate well with the surrounding area, consistent with the site

allocation (reference HAN1). It should also be noted that this site does not constitute the entirety of the allocation, with one site not included in this development.

The proposals include flexible commercial spaces on the ground floor (653sq.m) which could be occupied by a variety of different uses within use classes A1, A2, A3 and D2. This is also supported by the policy designation in that it seeks to secure active frontages at ground floor level whilst also identifying upper storeys as being suitable for residential use. The proposed flexible commercial floor space would also result in the creation of new jobs with the flexible use being proposed capable of coming forward for uses such as retail, cafes, restaurants or community uses all of which would be compatible with the surroundings and create a vibrant, active frontage to the development.

The proposals would provide a significant quantum (57 dwellings) of new and much needed high quality residential accommodation in a variety of tenures including private rented units and affordable housing. The delivery of new housing including affordable housing is a key driver for the NPPF (paragraph 49) and a key policy objective for both Ealing and London and the proposals would significantly contribute to meeting the identified housing need.

Overall the proposed residential-led scheme would make very effective use of this brownfield site, maximising regeneration potential that would deliver increased mixed-tenure housing supply and commercial floor space within the Hanwell Town Centre, consistent with the above policies. Therefore, the principle of mixed-use commercial and residential development is considered acceptable, subject to compliance with the aims and objectives of wider policy considerations.

Density

Policy 3.4 of the London Plan requires development proposals to take account of local context and character, good design principles and public transport capacity. While density is only one measure of assessing whether a proposal is acceptable, the Council would generally expect housing developments to sit within the density range provided in Table 3.2 of the London Plan. For a site with a Public Transport Accessibility Level (PTAL) rating of 4 and located within an 'urban' area (as defined in LV policy 3.4 of the Ealing DM DPD), the recommended density range for a proposal with an average of 2.7 habitable rooms per unit (hr/u) would be 70-260 units per hectare (u/ha) and between 200-700 habitable rooms per hectare (hr/ha).

The density of the proposed development, based on a 0.14 ha site, would equate to 407 u/ha and 885 hr/ha which would exceed the recommended range. However, it is noted that the guidance provided in table 3.2 of the London Plan should not be applied mechanistically. Rather the merits of the proposal and its potential impacts on the local context are considered throughout this report. It can be noted that the proposal is considered to provide a good standard of accommodation to serve the future occupiers of the site, and would make a valuable contribution to the housing stock within the borough.

As is set out within this report the proposed development would provide a large quantum of new housing, which is spacious and well designed with access to private and communal amenity space. The proposed dwellings provide accommodation which meet housing standards guidelines. It is also demonstrated that the amenity of existing residents would not be impacted to such a degree that the development could be unacceptable.

The site is an allocated development site identified as a site to bring forward for increased housing delivery. Therefore the proposed higher density development is supported.

Affordable Housing

The affordable housing offer of 20 units equates to 35 percent (of all units). This would be comprised of 13 shared ownership units, and 7 units for affordable rent.

London Plan policy 3.12 requires London Councils to seek the maximum reasonable amount of affordable housing when negotiating on individual and private residential and mixed-use schemes. Policy 1.2 (a) of Ealing’s Development Strategy 2026 DPD seeks to ensure that at least 50 percent of the housing developed in the borough up to 2026 will be affordable housing, as defined in the London Plan, to achieve mixed communities with a range of housing types across the borough to meet need. The Affordable Housing and Viability Supplementary Planning Guidance (SPG) states that applications that meet or exceed 35 per cent affordable housing offer, provided there is an appropriate tenure mix would be considered acceptable.

Under London Plan policies 3.10, 3.11, 3.12 and 3.13, Development Strategy policy 1.2(a), and policy 3A of the Ealing DM DPD 50 percent of housing provision should be affordable and that there should be a split of 60 percent affordable rent and 40 percent intermediate housing. It is noted that the applicant’s viability assessment was independently reviewed on behalf of the Council. Based on this review, the applicant revised their offer which council considered a reasonable offer based on viability.

The proposed level of affordable housing provision would fall short of the 50 percent target (Ealing DPD), although at 35% would comply with the London Plan Affordable Housing and Viability SPG, and would comply with the tenure split. The offer has been reviewed by the Council’s Housing Department who has confirmed that this would be acceptable.

Design and Appearance and Impact on the Character of the Area

Sections 6, 7, 8 and 12 of the NPPF, London Plan policies 3.5, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 and 7.8; Ealing Local Variation to London Plan policies 3.5 and 7.3; policies 7.4, 7B and 7C of the Development Management DPD; the Hanwell Clock Tower Conservation Area Appraisal and Management Plan; are relevant with regards to the design of new development.

The development focuses around the construction of a four-storey block form with an internal podium courtyard and a tower positioned toward the south-western corner of the site. The height of this element has been designed to have a robust presence and relationship with the height of buildings on the Uxbridge Road, as well as enhancing and activating the square. The podium element has been designed to be read as four storeys to ensure consistency with the streetscape with the tower itself being setback. It is considered that the proposed buildings would be appropriate within the surrounding urban context and would create a positive relationship with the streetscape, neighbouring buildings and the surrounding area.



Figure 1: Street Elevation

The height of this proposed podium in particular has been designed to generally align with the height of buildings on the Uxbridge Road the top of the second floor would generally align with the top of the

gable roofs opposite, with the roof of the third floor being considered with the top of the chimney element.

While it is recognised that the tower element would be taller than other buildings on Uxbridge Road in Hanwell, it is considered the overall scale, design and materiality would ensure that it would integrate appropriately with the surrounding context. The tower features three different materials and articulation styles, in an attempt to break up the bulk and mass of the elevations, in particular the eastern elevation has external balconies. The ground floor now features an active east-facing elevation fronting the square. The western elevation of the tower is set in from the edge of the ground floor (three storey dark brick element) from above the fourth floor, with the upper floors (from 8-9) featuring various projections and recesses to break up the bulk and mass of the elevation and provide visual interest.

The proposed building would have a contemporary design that is articulated well with strong vertical and horizontal rhythm emphasised by balconies, balustrades, windows, differing materials on the façade treatment, and recessed elements throughout. A focus of the materiality and architectural language is to move from a heavier brick base to a lighter structure above. Overall, it is the interaction between the windows, recessed and protruding elements, balconies and other surfaces in the development which would provide a suitable level of articulation to further minimise the perception of mass and scale. While it is recognised that the proposed building would be taller than existing development within Hanwell, it is considered that the proposed articulation of form would result in a scale and design that integrates acceptably with the local context, while being appropriately scaled for an allocated development site intended to accommodate residential and commercial growth.

Building A located at 64-66 Uxbridge Road would be a contemporary design, of a scale that integrates well with the street at its relationship with the adjoining building, and would have a layout that has a suitable relationship with the adjacent pattern of development. Similar to Building B, this too would use an interplay of varied materials and façade and balcony treatments which would add visual interest to the facades. For these reasons the proposed building is considered to be of an acceptable scale, design and appearance which would not impact adversely on the character of the area or the visual amenity of the street scene.

The proposed design incorporates a simple grid that expresses openings giving the architecture a clear legibility. Through brick articulation and window detailing where different elements of the building to give the architecture an identifiable character which is considered important at this prominent site. The building proposes a simple palette of materials consisting of two types of brick and metal accent to create a building with crisp clean lines that is robust. Overall the scheme is considered to be one of high quality architecture and is therefore supported by relevant policy. However, it is recommended that any planning permission be subject to a condition requiring the submission of samples or details of materials for approval prior to development commencing to ensure that the exact choice of facing materials would be suitable.

The applicant has submitted verified views of the scheme. This assessment as shown through figures 2 – 5 identifies the visibility of the proposed development from key locations surrounding the development site. The four-storey element of the building is predominantly viewable from short views on Uxbridge Road and is considered to sit appropriately with the surrounding heights already in existence. Furthermore, when viewed from the clock tower and in short view (fig. 2, 3 & 4) the design would respond well to the existing surrounding context, without causing significant adverse impacts. It is noted that the tower element would be more viewable at a distance, with one of the most prominent views being from the south, however, it would be considered acceptable given its recessed nature behind the parade, the significant separation distances to the surrounding residential areas and its urban context.



Figure 2: View eastwards from within the Clock Tower Conservation Area toward the subject site



Figure 3: Short view (west) opposite the site Uxbridge Road



Figure 4: Short view (east) opposite the site Uxbridge Road, with Gold's Gym in foreground



Figure 5: Long view from south east of the site

Taken together with the other planning considerations, on balance the application scheme represents a good example of increasing site capacity in line with the development site with policy (HAN 1) while providing a residential-led mixed use development. Overall it is not considered that the proposal would result in undue harm to the visual amenity of the street scene or the character of the area, and is considered on balance to be acceptable.

Impact on Adjacent Conservation Areas

The site is not located within a conservation area (CA) however it is adjacent to the periphery of both the Hanwell Clock Tower CA. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act (1990) requires that special attention is paid to the desirability of preserving or enhancing the character

or appearance of a conservation area. These principles are further supported by London Plan policy 7.8 and policy 7C of the Ealing Development Management DPD.

It is clear from the Hanwell Clock Tower CA Appraisal that the key focus in this small CA is the clock tower and the junction on which it is located, with views in and out of the CA being wholly urban along principal and secondary roads. The proposed development would generally align with the scale along the street with the tower element set back from the street. As shown in figure 2 above, the building would be located to the east of the clock tower and it is considered that at distant views and separation would ensure that the proposed building would not overwhelm or result in an adverse impact to the adjacent conservation area.

For all the reasons discussed in the section above it is considered that proposal would not harm the significance of the Conservation Area.

Impact on Adjacent Listed Building

As noted above, the site is not located within a conservation area (CA) however it is in close proximity to the Grade II Church of St Mellitus. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have *“special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*

Additionally, the National Planning Policy Framework (2012), section 12, paragraph 134 states that: *‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use’*. This needs to be considered in the context of the requirement of preserving the character or appearance of the heritage asset.

The Church of St Mellitus is located approximately 60m to the north-east of the site the description is noted as the following:

Anglican parish church. 1909 by Sir Arthur Blomfield & Sons. Brown and red brick exterior with Bath stone dressings, tiled roof. Five-bay nave with aisles oriented north-south, with chancel (the liturgical east end) at north; transept on east (liturgical south) side. Entrance porches at north-east and south-east; vestry at north-east; link to vicarage at north-west.

As this building is statutory listed consideration needs to be given to the preservation of this building which including specific consideration of any impact on the setting or important views and sightlines. In particular, the building is situated at the junction of Uxbridge Road and St George’s Road. The site has clear site lines north – south, although its views along Uxbridge Road is less prominent given both the building line of the buildings on Uxbridge Road and the setback of the church,

The design of the proposed building allows for the views of the church to remains uninterrupted at street level when travelling north - south which is welcomed. It is noted that the building and not located directly opposite the proposal and the church façade is recessed off the main high street therefore assisting in reducing the overall presence locally. This would respond to the area in which the building would be located.



Figure 6: Location of Listed Building (Church Of St Mellitus)

It is therefore considered that due to the design and architecture of the proposal, the siting in relation to the listed buildings and the fact that it preserves its setting, visual lines and would not obscure / conceal the use of the listed buildings along Uxbridge Road the development would preserve the character and would not result in any material harm to the settings of the neighbouring statutorily listed building. As such the proposal would accord with the aims and objectives of London Plan policy 7.8, policy 1.2(g) of the Development (Core) Strategy, policy 7C of the Ealing Development Management Development Plan, section 12 of the NPPF and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Impact on Amenity of Neighbouring Occupiers

The application site directly adjoins 54 - 62 Uxbridge Road and opposite at 85 – 117 Uxbridge Road. The western and southern boundaries are bound by a car parking and a public square.

85 – 117 Uxbridge Road

The residential amenity enjoyed by occupants of Nos. 85 – 117 Uxbridge Road would be the most likely to be impacted by the proposed development directly opposite the site. However, the proposed development is unlikely to result in undue harm to the residential amenity of neighbouring occupiers for the reasons as follows:

Potential overlooking and loss of privacy

The proposed buildings would not result in undue overlooking from the first and second floors into the habitable rooms of the dwellings at 85 – 117 Uxbridge Road. This is due to the proposed design, window/balcony treatments and separation distances as follows:

- The upper level windows facing these properties would serve for the most part as bedrooms, not as primary active living spaces (i.e. living rooms) with the living rooms to the rear with primary outlook to the south. It is also noted that the separation distances are between 21m from façade to façade.
- The proposed balconies at the third-floor level are inset which restricts oblique views to the opposite building.
- The proposed roof terrace at fourth floor level is considered to be at a sufficient height (and distance) to not result in undue overlooking to those opposing buildings. It is noted that the proposed amenity space is set in from the edge of the building to centrally locate the amenity and avoid these overlooking impacts.

Daylight Impacts (VSC)

A daylight, sunlight and overshadowing report (prepared by Delva Patman Redler, dated May 2017) demonstrates that all of the surveyed habitable room windows at 85 – 117 Uxbridge Road would not be impacted by loss of daylight to a degree classified as ‘adverse’ (defined as a reduction ratio in the Vertical Sky Component of <0.8 of the baseline value) by the proposed development.

Daylight Impacts (NSL)

The submitted report identifies all windows at 54-62 Uxbridge Road overall would not be adversely affected by loss of daylight. It is noted that however, two windows would be impacted to a marginal degree although below BRE recommended guidance. It is noted that while these two windows [W1 and W2 101 Uxbridge Road] are greater than the 20% reduction, being 75% and 67% these only marginally fall short and considering the context is considered suitable given the town centre location and small degree of non-compliance. It is further noted that the development annual daylight would comply with BRE recommendations for these windows.

Potential Loss of Outlook

In regards to the proposed development it is acknowledged that the outlook from the first-floor windows would unavoidably change. However, the proposed building and their separation distance are consistent with the surrounding urban grain. Therefore, while the outlook from the windows would now be of parts of the proposal, this is not considered unreasonable and would be acceptable.

Taking all the above into account, it is concluded that separation distances are appropriate given its context and not likely to give rise to significant adverse impacts.

Montague Avenue

To the south of the application site is Montague Road which is a residential street. It is appreciated that any proposal which differs from the current building would be seen from the rear outlook, although some are obscured by the Lidl Building. The distance between the proposed buildings and Montague Avenue would be at a minimum 70m separation distance. Therefore, this distances is considered ample to ensure that the adjacent residents’ privacy is appropriately respected.

It is accepted that these properties have been reasonably excluded from the sunlight, daylight and overshadowing report, (as is consistent with the BRE guidelines). Given the above and the separation distance from the Montague Avenue to the proposed building the development would not result in any undue adverse impacts on the amenities of occupiers.

54 -62 Uxbridge Road

The flank wall this building currently adjoins the subject site. Given the commercial nature it is not considered that the privacy of the residence users would be unduly harmed or would result in a harmful loss of outlook and an undue sense of enclosure.

Other Affected Neighbouring Occupiers

There are no other properties that would be adversely affected through overlooking, loss of privacy or outlook given that the site is bound by highway on the remaining site boundaries not already discussed above.

Therefore, it is not considered that there are any other properties that would be adversely affected in regards to residential amenity.

Quality of Residential Accommodation and Outdoor Amenity Space

Table 3.3 of London Plan (2016) under policy 3.5 (Quality and design of housing developments) and the 'Technical Housing Standards – nationally described space standard' (March 2015) stipulate the minimum gross internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected for the proposed units. The proposal involves the creation of 57 residential units and the table below sets out the range of floor areas provided per unit, which show the proposed spatial standards and the expected sizes that should be met:

Unit type	Accommodation Sizes	Requirement	Percentage
Studio 1 person (10 units)	37.00 m2 – 44.00 m2	37.0 m ²	17%
1B/ 2 persons (31 units)	50.00 m2 – 61.00 m2	50.0 m ²	54%
2B/ 3 persons (5 units)	61.00 m2 – 65.00 m2	61.0 m ²	9%
2B/ 4 persons (8 units)	70.00 m2 – 71.00 m2	70.0 m ²	14%
3B/ 5 persons (1 units)	86.00 m2	86.0 m ²	2%
3B/ 6 persons (2 units)	100.00 m2	95.0 m ²	4%

The proposed residential flats would comply with nationally described space standards for internal floor areas and floor to ceiling heights. In addition, the proposed residences would be provided with acceptable levels of sunlight, daylight and outlook; and have been designed to maximise the number of dual aspect dwellings which of the 57 units, 43 are dual aspect or 76% which are considered acceptable. In terms of the 14 units which are single aspect, most are east or west facing with the balance only three being north facing only. The north facing units which equate to 5% of the scheme, would have large window aspects towards Uxbridge Road providing acceptable outlook, and as a studio layout would be 5sqm above the minimum floor space requirements. This additional provision of internal GIA in-conjunction with the proximity to the communal space to the rear would ensure that the scheme overall would provide good internal amenity for future occupiers.

Overall each of the proposed dwellings has a well-designed layout that would enable a good standard of internal living accommodation, and is considered acceptable.

External space - In terms of private amenity space, Table 7D.2 under Policy 7D of the adopted Ealing Development Management DPD (2013) requires all new residential development to have good quality private outdoor space, in accordance with the minimum required figures. The policy requires a minimum of 5.00 square metres per 1 – 2-person unit and an additional square metre for each additional occupant. Given that the proposed balconies would range from 5.00 square metres (for studios and 1-bedroom flats) to 9.00 square metres for three bedrooms (six people flats). Across the site, 86% of the units equating to 49 units would have access to private balconies of total of 405sqm. Those 8 units which do not have direct access to private amenity space would have convenient access to the communal amenity spaces

Policy 7D of the Ealing Development Management DPD (2013) also requires a minimum of 15.00 square metres of communal outdoor space per residential unit. The development proposes 608 square metres of communal amenity space, which would be positioned on the roof level terraces on the main building. Overall given the high provision of private amenity space and although there is a shortfall in communal space a financial contribution would be acceptable in this instance to improve nearby parks and greenspaces.

Play space – The proposed development accommodates 86 sq.m of children's play space for under 5 years olds located within the courtyard garden, of a suitable size and shape.

As noted above, to mitigate the shortfall of recreational provision onsite, a financial contribution of £36,000 to improve local parks infrastructure would be secured with any grant of planning permission. Therefore, The proposed flats would therefore have an acceptable private outdoor space in accordance with Policy 7D of the Ealing Development Management DPD (2013).

Wheelchair housing – 10% of all units within the development would be wheelchair accessible this amounts to 6 units. All units would be fully accessible. The overall environment proposed by the development would be wheelchair accessible and the design has the development can be negotiated by wheelchair or via a wheelchair accessible lift.

In light of the above considerations, the proposed living environment is considered adequate in terms of size, design and orientation. The proposal would therefore meet the objectives of sections 6 and 7 of the National Planning Policy Framework, policy 3.5, 7.1 and 7.6 of the London Plan (2016) and 7D of the adopted Development Management Development Plan Document (2013).

Highways

Cycle Parking

Policy 6.9 of the London Plan 2016 provides that developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in table 6.3 of the London Plan. The policy provides that 1 cycle space should be provided for every 1 bed or studio unit and 2 cycle parking spaces should be provided for all other units.

The minimum cycle parking requirement for the development is 78 for the residential usage. The main building (Building B) would accommodate 64 cycles, directly accessible at ground level through the lobby, with Building A containing 14 cycles located at ground floor also accessible directly from ground level. With regards to the commercial aspect the applicant has stated that the commercial spaces would be contained within the demise of each unit, therefore a condition to secure long and short stay for the commercial is also required.

The proposal has been reviewed by the Council's Transport Services Department and they have advised that although the proposed quantum for the residential usage meets these requirements, further details are required by way of condition.

Transport realm improvement

The Council's Transport Services Department has advised that the proposed improvement to the public footway, loading bay and disable parking space is acceptable. Therefore, Transport Services have requested that a Section 278 by way of a Section 106 be secured to achieve these improvements at this location. The applicant has agreed to this in principle.

Servicing and Deliveries

Transport is satisfied with the arrangements for servicing. It is proposed to create a shared use footway/loading bay. The Council's Transport Services Department support this approach, and TfL also do not object subject to compliance with the submitted Delivery and Servicing Plan which demonstrates that the needs of cyclists are fully considered whilst undertaking servicing from the proposed bay.

While the principles of the delivery service strategy for the site have been agreed, a delivery and servicing plan is requested by way of a condition. This would need to set out in detail a strategy for waste collections and other servicing activities on site, measures to ensure freight consolidation and reduce the number of servicing trips.

Trip Generation and Network Impact

The application has been supported by a transport assessment which has thoroughly considered the impact of the proposed development on both the local roads and this in turn has been assessed by Council's Transport Officers. The proposed development would result in an increase in person trips in the area principally from the residential use however the increased demand on bus and rail services is considered to be capable of being accommodated by existing provision.

The traffic generated by the development is considered to have negligible impact on the highway network as there would be few additional vehicle based trips due to the limited off street parking provided, and of these would generally be limited to deliveries and servicing. Having regard to the transport assessment, and agreed by Council's Transport Officer it is considered that the on-street servicing is acceptable and would be able to be absorbed without adversely impacting on existing neighboring businesses.

In order to further mitigate the impact of the development on both the local highway network and public transport a number of mitigation measures are proposed, led principally by a robust Travel Plan for both the commercial and residential parts of the proposed scheme, the plan has been supported in principle by TfL and Ealing's Transport Officer. In addition to the Travel Plan a Delivery and Servicing Plan and Construction Logistics Plan would all be secured via planning conditions. A draft travel plan has been submitted to council and found to be acceptable and reasonable in principle.

In particular, in terms of the Travel Plan it is noted that it is proposed to provide access to cycle training, together with a personalised travel service. This along with a Welcome Pack available to all residents which will include amongst other things the provision of a pre-loaded oyster card and car club membership would help to facilitate residents in leading a car-free lifestyle. It is also noted that there will be a separate number of measures for employees to encourage more sustainable modes of transport. The applicant has also noted that marketing of the travel plan would start at the point of sale with both potential residential and commercial occupiers aware that it is an accessible, low car

development and that the implementation of a CPZ at any time would result in occupiers unable to have access to an on street car parking space.

The site occupies a highly sustainable and accessible location which justifies a low car development. It is noted that Cabinet resolved on 17th May 2016 to undertake a consultation programme on the making of Controlled Parking Zones (CPZ). In relation to the application site, one prospective CPZ covers the area occupied by the application site, known as Hanwell Town Centre. To ensure that there would be no increase in parking pressure in the area as a result of the development, it has been recommended that the applicant be required to enter into a section 106 agreement to prevent the future occupiers of the development from obtaining parking permits any future CPZ. The applicant has agreed to this restriction.

In light of the above considerations, the proposal is considered acceptable in terms of transport and highways, subject to conditions and financial contributions. The proposal would therefore be consistent with section 4 of the National Planning Policy Framework, policies 6.1, 6.3, 6.9 and 6.13 of The London Plan 2016, and policy Ealing local variation to London Plan Policy 6.13 of the Ealing's Development Management Development Plan Document (2013).

Environmental Pollution

London Plan Policies 5.21, 7.14 and 7.15 seek to manage potential impacts concerning contaminated land, air quality, and noise emissions (affecting both proposed occupants of the development and adjoining occupiers). These are supported by policies LV 5.21 and 7A of the Ealing DM DPD, interim SPG 10 'Noise and Vibration' and the GLA Sustainable Design and Construction SPG.

Preliminary Risk Assessment, Noise Impact Assessment and Air Quality Statement have been submitted in support of the application. The proposal has been reviewed by the Council's Regulatory Services (Pollution Technical) and no objections have been raised, subject to conditions.

Contaminated Land Remediation

It is suspected from the Preliminary Risk Assessment Report that the site and / or nearby land and water may be contaminated as a result of former industrial or other uses on site. Prior to the commencement of the development (not including site clearance and necessary demolition) further targeted investigation, based on the recommendations of the Structure Soils Report shall be undertaken. The additional targeted investigation and risk assessment report shall be submitted for approval. If the report recommends remedial work is required at the site before it would be suitable for the proposed end use. A remedial strategy / method shall be submitted for approval

In addition, a condition has been included to secure these matters. Therefore, subject to compliance with this condition, the development would be in accordance with policy 5.21 of the London Plan, and local variation 5.21 of the Ealing DM DPD.

Air Quality

The proposed development is located in an area where air quality is a key consideration. Assessments have been undertaken to ensure that these factors would not be harmful to the future occupiers of the development and the Council's Regulatory services have fully assessed the submitted information and raises no objection subject to conditions. It is considered that a ventilation strategy it to be submitted to council demonstrating that fresh air would be drawn from locations away from the road facing elevation.

A condition has also been included requiring the submission of a Construction Method Statement which would need to be prepared with regard to the best practice guidance on dust control and air quality contained within the GLA Sustainable Design and Construction SPG (2014).

Noise Impacts

An acoustics report has been submitted which demonstrates that subject to enhanced glazing and the use of mechanical ventilation for the apartments, the relevant British Standards internal noise criteria should be met. To ensure that prospective residents of the proposed development are provided with an acceptable acoustic environment, prescriptive conditions have been included recommending compliance with the relevant British Standards. This includes restrictions on plant and machinery noise emissions.

Therefore, subject to the implementation of the above measures the proposed development would be satisfactory in regards to contaminated land, air quality and potential noise impacts.

Sustainability and Energy Efficiency

The provision of sustainable development is a key principle within the National Planning Policy Framework (2012), which requires the planning process to support the transition to a low carbon future. London Plan policies 5.2 and 5.3 require the submission of an energy demand assessment, along with the adoption of sustainable design and construction measures and demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy. In particular, policy 5.2 requires that new development achieve at least 35% reduction in regulated CO2 emissions above Building Regulations 2013. The 35% reduction target covers only regulated emissions and there is a priority for such reductions to be realised through 'Be Lean' measures (passive measures).

The applicant has submitted an Energy Strategy and Sustainability Statement supplemented by appendices, which predicts an overall reduction in regulated CO2 emissions of 37.9%/31.5 tonnes for the dwellings and 25.5%/6.12 tonnes for the non-domestic uses. The residential units are subject to the zero carbon policy where a 35% CO2 emission emissions reduction has to be achieved as a minimum with the remaining CO2 shortfall to 100% to be addressed through a cash-in-lieu contribution. For non-domestic schemes, the 35% CO2 emissions reduction target remains the same. Based on the onsite communal gas fired heating system, the cumulative carbon shortfall for 30 years for the domestic units is 37.15 tonnes CO2 and 8.33 tonnes CO2 for the non-domestic uses. The conditions imposed require further detailed analysis to satisfaction of Council of any further savings or financial contribution.

Overall the proposals are considered to comply with the relevant London Plan and Ealing policies relating to low carbon technologies, and would result in a sustainable development with appropriate energy and CO2 savings. Conditions and s106 legal agreement have been included requiring compliance with these policies.

Refuse and Recycling Storage

Residential refuse and recycling storage provision would be integrated within the building structure on the ground floor with external access for occupiers. In terms of the commercial, a delivery servicing and management plan has been submitted with the application which advises that the commercial waste and recyclables would be processed inside the unit and collected by refuse trucks. Refuse vehicles would service the site from the street curb. The proposed arrangements are considered acceptable.

In order to ensure that the proposed refuse collection servicing is managed acceptably, a condition is recommended requiring the refuse storage to meet local planning authority standards and delivery and servicing management plan is submitted to Council for approval.

Drainage and Flood Risk

Policy LV 5.12 (Flood Risk Management) under the Ealing Development Management Document DPD (2013) states how all forms of development must ensure that every vulnerability to surface water, sewer and ground water flooding is fully assessed. As such, a planning condition has been recommended in order to ensure that the sustainable drainage strategy is implemented. In addition, conditions and informatives have been included in the recommendation, as advised by Thames Water and Council's Flood Officer.

Section 106 Planning Obligations

A number of objectors to the proposals cited the lack of infrastructure currently available to local residents, and exacerbation of the lack of services following the development, as a reason why the proposals should be refused.

In accordance with policies 8.2 and 8.3 of the London Plan and Policies 6.1, 6.2, 6.3 and 6.4 of Ealing's adopted development Strategy, appropriate mitigation measures and financial contributions are being sought through legal agreement as detailed in the recommendation section of this report. It is considered that the measures and contributions are necessary to mitigate impacts of the development, particularly on local infrastructure such as health services, schools, roads and public transport.

A total financial contribution of £270,495 has been secured as set out in detail in the recommendation section of this report. This equates to approximately £4745 per dwelling and is in addition to the proposed affordable housing.

Community Infrastructure Levy (CIL)

In accordance with the Community Infrastructure Levy (CIL) regulations as amended this development is liable to pay CIL at a level of £35 per square metre of new development. The market housing of the development would be CIL liable.

The development involves the construction of 57 residential units and would provide a total 3212 square metres of floor space, 679 square metres of commercial floor space). The floor area subject to the CIL charge would be dependent on the finalised floor area of affordable housing which would be exempt from this payment.

Conclusion

It is considered that the proposal is of a suitable layout and design. On-site provision for refuse storage is provided and the applicant has agreed to enter into a section 106 Legal Agreement to restrict the future occupiers of the site from obtaining parking permits within any future Controlled Parking Zone, and as such, it is considered that the development would not have a detrimental impact on the safety of the adjoining highway. The development would have a good quality design and would have an acceptable impact on the surrounding environment. It is therefore considered that the proposal is acceptable and is in accordance with the relevant adopted Ealing Development Management Development Plan policies and government guidelines, which encourage development within existing urban areas and efficient use of land. The application is therefore recommended for approval subject to a legal agreement and subject to appropriate conditions.

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.