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<b>Ref:</b>	<b>201022FUL</b>
<b>Address:</b>	<b>Dawley House, 91 – 95 Uxbridge Road, Ealing, London, W5 5TH</b>
<b>Ward:</b>	<b>Walpole</b>
<b>Proposal:</b>	<b>Construction of a 12 storey, part 11 storey, part 10 storey and part 5 storey, with basement level, Hotel (Use Class C1) and provision of associated facilities and landscaping works.</b>
<b>Drawing numbers:</b>	<p><b><u>Existing Plans:</u></b> A-P-SW-000-01/ Rev 03 – LOCATION PLAN; A-P-SW-002-01/ Rev 02 - EXISTING SITE PLAN POST DEMOLITION; A-P-SW-005-01/ Rev 02 - LONGITUDE STREET ELEVATION EXISTING; A-P-SW-004-01/ Rev 02 - LONGITUDE STREET ELEVATION PRE-DEMOLITION</p> <p><b><u>Proposed Plans:</u></b> A-P-HW-1B1-01/ Rev 02 - GENERAL ARRANGEMENT PLAN BASEMENT LEVEL B1; A-P-HW-100-01/ REV 07 - GENERAL ARRANGEMENT PLAN, GROUND FLOOR LEVEL 0; A-P-HW-101-01/ Rev 03 - GENERAL ARRANGEMENT PLAN FIRST FLOOR LEVEL 1; A-P-HW-102-01/ Rev 02 - GENERAL ARRANGEMENT PLAN SECOND FLOOR LEVEL 2; A-P-HW-103-01/ REV 03 - GENERAL ARRANGEMENT PLAN, THIRD FLOOR, LEVEL 3; A-P-HW-104-01/ Rev 02 - GENERAL ARRANGEMENT PLAN FOURTH FLOOR LEVEL 4; A-P-HW-105-01/ Rev 02 - GENERAL ARRANGEMENT PLAN FIFTH FLOOR LEVEL 5; A-P-HW-106-01/ Rev 02 – GENERAL ARRANGEMENT PLAN SIXTH FLOOR LEVEL 6; A-P-HW-107-01/ Rev 02 - GENERAL ARRANGEMENT PLAN SEVENTH FLOOR LEVEL 7; A-P-HW-108-01/ Rev 02 - GENERAL ARRANGEMENT PLAN EIGHTH PLAN LEVEL 8; A-P-HW-109-01/ Rev 02 - GENERAL ARRANGEMENT PLAN NINTH FLOOR LEVEL 9; A-P-HW-110-01/ Rev 03 - GENERAL ARRANGEMENT PLAN TENTH FLOOR LEVEL 10; A-P-HW-111-01/ Rev 03 - GENERAL ARRANGEMENT PLAN ELEVENTH FLOOR LEVEL 11; A-P-HW-112-01/ Rev 04 - GENERAL ARRANGEMENT PLAN ROOF LEVEL 12; A-P-HW-250-01/ Rev 02 - PROPOSED ELEVATION, ELEVATION 1-1, NORTH; A-P-HW-250-02/ Rev 03 - PROPOSED ELEVATION, ELEVATION 2-2, EAST; A-P-HW-250-03/ Rev 03 - PROPOSED ELEVATION, ELEVATION 3-3, SOUTH; A-P-HW-250-04/ Rev 02 - PROPOSED ELEVATION, ELEVATION 4-4, WEST; A-P-HW-200-01/ Rev 02 - PROPOSED SECTION, SECTION – AA; A-P-HW-200-02/ Rev 03 - PROPOSED SECTION, SECTION – BB</p> <p><b><u>Supporting Documents:</u></b> Planning Statement (prepared by Drew Planning &amp; Development Ltd, dated March 2020); Design and Access Statement (Ref: A-P-RP-901-01/ Rev 01, prepared by Reardonsmith Architects &amp; dated 27.02.2020); Heritage Statement (prepared by Donald Insall Associates, dated</p>

February 2020); Planning Noise Control Strategy (Ref: REP-1011487-5A-CDB-20190926-Planning noise control strategy-Rev00, prepared by Hoare Lea & dated 26 September 2019); Daylight & Sunlight Report (prepared by eb7 & dated 1<sup>st</sup> October 2019); Transport Statement (prepared by Entran Ltd, dated Feb 2020); Travel Plan (prepared by Entran Ltd, dated Feb 2020); TECHNICAL NOTE – Transportation (Statement (prepared by Entran Ltd, dated September 2020); Energy & Sustainability Strategy (Ref: REP-2323386-5A-OB-20200131-Energy and Sustainability Strategy-Rev04, prepared by Hoare Lea & dated 04 December 2020); Air Quality Assessment (Ref: REP-1011485-5A-HW-20200212-Dawley House Rev02, prepared by Hoare Lea & dated 12 February 2020); Fire Safety Statement (Ref: DOC-1920675-05-IDL-20200124-Dawley fire safety statement-Rev01.docx, prepared by Hoare Lea); Report on an Archaeological Evaluation (prepared by MOLA, dated January 2017); Urban Greening Factor calculation (Doc Ref: A-PL-SH-901-02/ Rev 02 dated 12.06.2020); Arboricultural Report (prepared by ACS (Trees) Consulting, dated 2017)

Type of Application: Full Application

Application Received: 09/03/2020

Revised: 04/03/2021

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Report by: Wade Banks

**Recommendation: Grant outline planning permission subject to Stage II referral to the Mayor of London, completion of a Section 106, 38 and 278 agreement and conditions of consent.**

### **EXECUTIVE SUMMARY**

The application site of 91-95 Uxbridge Road, Ealing (W5 5TH) is located on the southern side of Uxbridge Road on a rectangular plot of approximately 1400sqm with a wide frontage onto the Uxbridge Road. The primary access to the site is off Uxbridge Road, with vehicle access adjacent to the east side of the site. The site formerly contained a six-storey office building which was demolished in 2014 following the granting of planning consent (Reference P/2014/0276) for a part 9, 11 and 12 storey building to provide an 88 unit (Use Class C1) apart hotel.

The current planning application is for the construction of a part 5, 10, 11 and 12 storey building, with basement level, to provide a 170 unit (Use Class C1) hotel comprising of 86 standard rooms, 50 superior rooms, 18 accessible rooms, 14 junior suites and 2 penthouse suites, with one ground-floor, disabled parking space, one taxi-drop off parking space, ancillary facilities including a restaurant at ground floor, business space at first floor and a gym and prayer room at second floor alongside associated cycle parking and refuse facilities.

The use of the site as a hotel has been established and would not materially impact on the provision of offices in this area, therefore the principle of development is considered acceptable in this case. The site is further considered acceptable for hotel use given its Town Centre location and good transport links.

It is noted that the previous building on the site was of poor architectural quality and the proposed building is of a higher quality. The proposed building has been designed to respond to its location both in terms of its immediate and wider context, including when viewed from within the adjacent Conservation Area. Its height, at a maximum of 12 storeys with an open-air plant area on the roof

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contained within a louvered screen set back from the main building façade, would not be in excess of heights already found along this section of Uxbridge Road. The proposed massing and height would therefore be in keeping with both the existing and emerging character and pattern of development of the surrounding area and relates well to the form, proportion, scale and character of the adjacent buildings.

This contemporary and modular design of the building is in keeping with the design of the existing and emerging buildings along this section of Uxbridge Road and would respect the local character, providing a positive contribution to the street scene. The façade would be articulated with a series of vertical and horizontal bands which provide human scale to the building and reflects the modular grouping of hotel rooms behind the façade. Additional interest is provided by balconies and terraces which add complexity to the rhythm of the façade. The floor spandrel panels on the 10<sup>th</sup> and 11<sup>th</sup> floors would be set back from the face of the cladding to read as a vertical band with the windows of the 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> floors, further articulating the top of the building. Furthermore, the proposed palette of materials is considered to be of a high quality and would be appropriate in the context of the site.

To the front elevation, hard and soft landscaping, two parking spaces (one disabled bay and one taxi-drop off bay), cycle parking and outdoor seating for the associated restaurant are proposed. The existing two mature street trees would be maintained. As such, the proposal would have a positive impact to the public realm.

A balanced judgement has been made as to the scale of any harm to the nearby Ealing Green Conservation Area and Listed Building (Pitzhanger Manor). It is considered that any harm would be 'less than substantial' upon the heritage significance of these heritage assets and that this limited harm would be outweighed by the significant benefits of the scheme. The proposal is therefore considered to be acceptable in accordance with paragraph's 195 and 197 of the National Planning Policy Framework.

The impact of the development on neighbouring amenity has been assessed and has been found to fail to give rise to any undue noise emissions, overlooking, overshadowing or increased sense of enclosure. A Sunlight and Daylight Assessment has also been submitted with the application and demonstrates that where there is an impact to neighbouring properties, the scale of the impact is considered acceptable. The development is not expected to have a detrimental impact on the level of amenity available to the occupants of the host and neighbouring properties above that expected for a town centre location and the development of an otherwise undeveloped site.

Six (6) parties (including Ealing Civic Society and Central Ealing Neighbourhood Forum (CENF)) responded in objection to the application during the course of the public consultation period. The most common concerns raised include the bulk and scale of the proposed building, its design, its potential impacts on local amenity and in terms of its potential impact on nearby mature trees. An objection was also received to the consultation being undertaken during the current pandemic. These representations have been reviewed and acknowledged within this report. However, it has been concluded that the matters raised do not outweigh the recommendation for approval.

All other matters including impact on trees, environmental health, transport matters and servicing, energy and sustainability have all been assessed and found acceptable.

The proposal is consistent with the aims of the relevant adopted policies and documents of the Local Plan, relevant Supplementary Planning Guidance, the National Planning Policy Framework and emerging planning policy documents. It is therefore recommended that planning permission be granted with conditions, subject to planning obligations.

**RECOMMENDATION**

That the committee **GRANT** planning permission subject to Stage II referral to the Mayor of London, the satisfactory completion of a legal agreement under section 106, section 38 and section 278 of the Town and Country Planning Act 1990 (as amended) to secure the following:

**Heads of Terms**

- i. The developer is required to sign a section 38 and section 278 agreement to carry out work on/ near the public footpath to the Councils' standards
- ii. The developer is required to produce a Local Employment & Training plan, to be developed with the support of LB Ealing Employment & Skills Officer, which will set out minimum commitments for both construction phase of the development and end user opportunities (full details will be agreed by the terms of the Section 106).
- iii. Financial contributions (see table below):

<b>Financial Contribution Heading</b>	<b>Proposed Contributions</b>
<b>Highways Contributions</b>	
- Link Improvements (Uxbridge Road)	£65,000
- Improvements for Gordon Road and adjacent residential streets which include Craven Avenue, Craven Road and St Leonard Road on the north of developments.	£20,000
- Strengthening traffic calming and improving pedestrian crossing facilities on the road network on the South of Uxbridge Road.	£15,000
- Cycle Infrastructure	£45,000
- Footway improvements	£25,000
- Parking Stress Mitigation	£20,000
- Travel plan monitoring	£3,000
<b>Post construction energy monitoring</b>	
- For the automated energy monitoring web-platform and associated officer/consultant time	£5,770
- For the cost of the energy monitoring equipment and data processing (4 years)	£1,722
<b>Contribution towards Air Quality monitoring and improvement</b>	£99,710
<b>CCTV Upgrades</b>	
- Towards upgraded equipment, its installation, and transmission	£15,000
<b>Local Employment, Apprenticeships &amp; Training commitments</b>	
- used towards monitoring of project, preparing residents for upcoming vacancies on site and other employment and skills related activities	£13,000
<b>Total Contributions</b>	<b>£328,202.00</b>

*\*Policy Si2 requires new major development to meet zero-carbon standards with at least a 35% CO2 reduction beyond Building Regulations Part L 2013 (or any later version) being achieved onsite. Any shortfall will be met through a S106 carbon offset contribution, not included in the above calculations.*

**SITE DESCRIPTION**

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The application site of 91-95 Uxbridge Road, Ealing (W5 5TH) is located on the southern side of Uxbridge Road on a rectangular plot of approximately 1400sqm with a wide frontage onto the Uxbridge Road. The primary access to the site is off Uxbridge Road, with vehicle access adjacent to the east side of the site. There is currently no landscaping on site other than two mature street trees along Uxbridge Road.



Figure 1: Site Location



Figure 2: Existing Site frontage

The site was previously occupied by Dawley House, a six-storey 1960's office building, that was demolished in 2015 following the grant of planning permission (Ref: P/2014/0276). This former building was of a fairly mundane and standard design with little architectural or historic merit as a building nor did it particular contribute well to the visual appearance of the townscape.



### Figures 3 and 4: Front and rear of former building on site

In terms of the surrounding area, Uxbridge Road comprises a sequence of large buildings set in individual plots. Most of these buildings are in commercial use, typically offices or hotels. Exceptions to this include the sites at 46-50 Uxbridge Road and the Dickens Yard at 32-38 Uxbridge Road, both of which include residential accommodation. The 'office corridor' on Uxbridge Road contains a mix of building sizes, scales and heights ranging from 4 to 11 storeys. There are a number of schemes approved or under consideration within the immediate vicinity including:

- CP House, 97-107 Uxbridge Road, location next door to the application site to the west, is currently under consideration for the proposed demolition of the existing 12 storey building to redevelop the site to provide a part 11, part 13 storey office building.
- Cavalier House, 46-50 Uxbridge Road, located opposite the site was granted planning permission in 2001 for conversion from office to residential for 120 units (P/2000/2275).
- Exchange Plaza, 52-58 Uxbridge Road, also located opposite the site was granted planning permission in 2017 for a part six to ten storey office building of 25,273m<sup>2</sup> (164805FUL & 195265CPE).
- At the application site itself - Dawley House, 95 Uxbridge Road, adjoining the site to the east, was granted planning permission in 2014 for a 9-12 storey aparthotel (P/2014/0276).
- Hampton by Hilton, 111 Uxbridge Road, adjoining the site to the west, was granted planning permission in 2014 for a 9 storey Hotel comprising 84 beds (PP/2013/5688).
- Arc Tower, 32 Uxbridge Road, lies to the east of the site on the north side of Uxbridge Road. Planning permission was granted in 2012 for a mixed-use development of three buildings up to 21 storeys, including A1/A3 flexible floorspace, 129 residential units, and hotel floorspace (P/2012/0102).
- Arden Road Car Park, to the west of the site, was approved at committee (subject to a S106 agreement) on 16 December 2020, for a 4-8 storey residential building comprising 29 units along with a commercial unit (203717FUL)
- Perceval House, 14-16 Uxbridge, located to the east of the site was deferred at committee for a mixed-use development including a 27-storey tower on 17.02.2021. (203275FULR3)

The buildings immediately adjacent to the site on Uxbridge Road comprise office buildings, with an 11-storey building to the west and the 9 storey Ealing Cross office building to the east. The character of the area has evolved as recently permitted developments have been implemented. These include the redevelopment of the site at 113 Uxbridge Road for a 7-storey office building; and a 21 and 8 storey residential towers and hotel of the Apex development.

To the rear of the site is Mattock Lane, which comprises a series of Victorian semi-detached villas with long gardens. The southern boundary of the application site is approximately 50m away from the nearest residential elevation. This part of the Ealing Green Conservation area is identified as Sub Area 2. The Ealing Green Conservation Area Character Appraisal identifies these properties as grand 1860's Victorian dwellings, which were built on the former Ashton House estate. Of those

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boarding the application site, numbers 28 and 30 Mattock Lane are noted on the Local Heritage List as positive contributors to the Conservation Area.

Within the adjacent conservation area there are statutory listed buildings including:

- Ealing Town Hall (Grade II) (also a Designated Landmark),
- Parish Church of Christ the Saviour (Grade II\*),
- National Westminster Bank (Grade II),
- 7 the Mall (Grade II),
- Ealing Broadway Methodist Church and
- Memorial Hall (Grade II) and Clergy House, St Saviour's (Christ The Saviour Church) (Grade II),
- Walpole Park and Pitzhanger Manor.

Locally listed buildings include:

- The Old Fire Station, Longfield Avenue opposite the northern boundary
- 18-36 New Broadway and the Filmworks, Uxbridge Road/New Broadway.

The site is highly accessible and has a PTAL level of 6a. The nearest bus stop is within 40 metres of the site on Uxbridge Road. Ealing Broadway station is within 950 metres east of the site which accesses national rail and London Underground services. West Ealing Station is 700 metres to the west of the site.

The site is located within Ealing Metropolitan Town Centre, the Office Quarter, the Uxbridge Road/Crossrail Development Corridor and an Archaeological Interest Area under the Development Plan. The Development Sites Development Plan Document allocates the site within development site EAL 10 for office led (B1a) redevelopment, including ancillary commercial uses at ground floor and limited education/community facilities on the upper floors. The rear boundary of the site forms the northern boundary of the Ealing Green Conservation Area.

### **RELEVANT PLANNING HISTORY**

In November 2014, planning permission was granted for a part 9, 11, 12 storey building hosting an 88 unit apart-hotel under planning permission ref: P/2014/0276. This proposal was not constructed; however, it is noted that the principle of a hotel and the principle of a 12-storey building on the site has been maintained from the previous permission to this permission.

Reference no	Details	Date	Status
P/2014/0276	Demolition of the existing building and construction of a part 12, part 11 and part 9 storey aparthotel (Class C1) with associated facilities and restaurant at the ground floor and business floorspace at the first floor; together with basement car parking and associated	11/11/2014	Granted
P/2007/2936	Change of use of fifth floor office (use Class B1) to residential institution accommodation (use Class C2) in connection with existing use of third and fourth floor for education (use Class D1)	19/11/2007	Refused
P/2006/0448	Change of Use of third and fourth floor office accommodation (B1) to education purposes (D1)	21/03/2006	Granted
P/2001/1147	Change of use of part of 5th floor flat to a meeting room in association with existing office use in building (Deemed application)	02/08/2001	Deemed consent



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P/1992/2437	Use of second and third floors office space as temporary teaching accommodation for Ealing Tertiary College	04/12/1992	Granted
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### **THE PROPOSAL**

This application seeks planning permission for the creation of a part 5, 10, 11, and 12 storey hotel, with basement level, providing a mix of rooms including standard, superior, accessible and suites together with staff and back of house areas, reception and communal spaces, including a restaurant on the ground floor, business suites at first floor and a gym and prayer room at second floor. The proposal would provide 170 rooms with a total floor area of 9,917sqm (GIA).

At ground floor, the development would provide a restaurant, reception area and staff office with the property being serviced from the rear using the shared vehicular access to the west of the site. The first floor mainly comprises of business services including offices and meeting rooms whilst the second floor provides a gym and prayer room for hotel guests. Floors 2 to 11 host the hotel rooms and suites.

The proposed building is 39.5 metres high to the roof parapet, matching the height of the previously approved scheme. An additional floor has been achieved within the previously approved height through the use of more efficient floor heights. The design of the building has been refined from the apart hotel scheme to ensure the hotel rooms have an efficient layout and that the building has a more orderly design that better connects to its context. The curved roof areas of the approved scheme have been replaced with a more regular shape. The fenestration and facing materials are more robust giving a sense of a grand building with classical elements. The overall result is that of a higher quality building that is more efficient, adaptable and sustainable than that previously approved.

The proposal enhances the relationship with the existing Uxbridge Road streetscene, amplifying pedestrian access to the site and would create a positive relationship with the existing street, in accordance with the Council's aspirations. The proposed restaurant at ground floor level would provide an active frontage on to Uxbridge Road.

### **STATUTORY CONSULTATION**

#### Public Consultation

An advertisement was published in the Ealing Gazette and eight (8) public site notices were displayed on adjacent streets surrounding the development site on 01.04.2020 and the public notification period ended on 22.04.2020. Six (6) parties (including Ealing Civic Society and Central Ealing Neighbourhood Forum (CENF)) responded in objection to the application. The principal planning matters raised in the objections to the proposal can be summarised as follows:

<b>Material Planning Objection</b>	<b>Planning Officer's Response</b>
Overdevelopment <ul style="list-style-type: none"><li>- The development would be of considerably greater volume to previously consented scheme.</li><li>- The development would appear intrusive in the streetscape and from the rear gardens of properties along Mattock Lane.</li></ul>	<p>These comments are noted. The design of the proposals and the impact this would have in the streetscape along Uxbridge Road and Mattock Lane have been considered and is assessed in detail below (See: Design, Appearance, and Impact on the Street Scene &amp; Local Character).</p> <p>In summary it is considered that the proposed massing and height would be in keeping with both the existing and emerging context, local character and pattern of development of the surrounding area and relates well to the form, proportion, scale and design of the adjacent buildings.</p>



<p>Impact on Character &amp; Appearance</p> <ul style="list-style-type: none"> <li>- Objected to the previously consented 'art deco' style of design being superseded by a much less imaginative design.</li> <li>- Poor design</li> <li>- Out of keeping with the 'boulevard' street profile</li> <li>- The proposal would prevent the creation of additional greenspace and amenity in the future</li> <li>- Submitted plans are disingenuous</li> </ul>	<p>These comments are noted. The design of the proposals and the impact this would have in the streetscape along Uxbridge Road has been considered and is assessed in detail below (See: Design, Appearance, and Impact on the Street Scene &amp; Local Character).</p> <p>The design of the proposed building sought to create a robust and passive energy efficient envelope with a contemporary appearance appropriate with both the proposed hotel function and the architecture of the local context. The modular divisions of the façade are based on a façade bay module to allow for future adaptability of the building in accordance with sustainability best practice. This contemporary and modular design of the building is in keeping with the design of the existing and emerging buildings along this section of Uxbridge Road and would respect the local character, providing a positive contribution to the street scene.</p> <p>The proposed building would be set back from the public highway by between 10.4 and 12.4 metres, and by between 8.2 and 10.1 metres from the public footpath. This setback forms a landscaped buffer zone between the proposed building and the road which, along with the retention of the existing two mature trees to the front of the site, would maintain and enhance the boulevard aspirations the council has for Uxbridge Road.</p>
<p>Impact on Neighbouring Amenity</p> <ul style="list-style-type: none"> <li>- Overbearing on neighbouring properties</li> <li>- Loss of privacy to neighbouring properties</li> <li>- Loss of sunlight/daylight to surrounding residential properties</li> <li>- Loss of outlook from neighbouring residential properties</li> <li>- Disruption to local residents during construction.</li> </ul>	<p>The impact of the proposal on neighbouring amenity has been considered and is assessed in detail below (See: Impact on neighbouring amenity).</p>
<p>Impact on Trees</p> <ul style="list-style-type: none"> <li>- Concerns were raised regarding the possible loss of trees at neighbouring properties</li> </ul>	<p>These comments are noted. The councils Tree Officer has reviewed the submitted documents (including the submitted Arboricultural Report) and has raised no objection to the proposed development and its potential impact on existing trees surrounding the site, subject to appropriate mitigation measures secured through appropriate conditions.</p>
<p>General</p> <ul style="list-style-type: none"> <li>- Object to the consultation process being during COVID pandemic</li> <li>- Ealing does not need more hotels</li> </ul>	<p>An advertisement was published in the Ealing Gazette and eight (8) public site notices were displayed on adjacent streets surrounding the development site on 01.04.2020 as required by legislation. It should be noted that all comments received after the public consultation period are accepted and considered during the course of these applications.</p>

	In terms of Ealing’s requirement for hotels, please see the ‘Principle of Development’ section in the below assessment.
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External Consultation

Consultee	Comments	Officer Response
<p>Greater London Authority (GLA)</p>	<p>Stage 1 comments from the GLA are summarised below:</p> <p><u>Principle of development:</u> The development of a hotel would support and complement the surrounding business uses, the wider town centre and London’s visitor economy in an area that is well-connected by public transport to central London, in line with Policy E1 of the Mayor’s Intend to Publish Plan and Policy 4.2 of the London Plan. The loss of office floorspace has been established through the extant consent and does not raise any strategic concerns.</p> <p><u>Urban design:</u> The height and form of the building responds to the predominant scale of surrounding buildings. The elevations should be refined to ensure an exemplary build quality is delivered. A fire evacuation lift, space for fire appliances, an evacuation assembly point and details of the materials to be used should be provided, in line with Policies D5 and D12 of the Intend to Publish London Plan.</p> <p><u>Inclusive design:</u> The scheme would provide 18 wheelchair accessible rooms, which is 10 per cent of the development, and complies with Policies E10 of the Intend to Publish Plan and 4.5 of the London Plan.</p> <p><u>Green infrastructure and natural environment:</u> The applicant should confirm the Urban Greening Factor score for the proposed development.</p> <p><u>Sustainable infrastructure:</u> Further information is required to ensure the proposals are Air Quality Neutral and measures are included to minimise exposure to poor air quality. The applicant should provide further detail on overheating, a district heating</p>	<p>Comments from the GLA are noted. An assessment of the proposals design (including landscaping), transport impacts (including an assessment of the proposals cycle parking provision), and Air Quality measures are all assessed in detail below.</p> <p>It should be noted that the applicant has subsequently submitted further clarifications and revised plans and documents were required in response to these comments received by the GLA, and it is considered that all of the concerns raised have been sufficiently addressed.</p>

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	<p>network, photovoltaic panels and heat pumps.</p> <p><u>Transport:</u> Further information is required on cycle parking and trip generation. A revised Travel Plan and Delivery &amp; Servicing Plan are required, and a Construction Logistics Plan should also be provided.</p>	
London Fire and Emergency Planning Authority	<p>Raised no objection to the proposal, however, advised the applicant to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority. The applicant was further directed to the Fire Safety Guidance Note GN29.</p>	<p>These comments are noted. The proposals fire safety and strategy is discussed in more detail below (See: Fire Safety).</p>
Designing Out Crime Officer	<p>Concerns were raised regarding the undercroft to the rear of the building due to the overhang of the building. Without a gate, anti-social behaviour and serious crime may be prevalent. To negate this, it was recommended that a gate be installed to the service area, certified to LPS 1175 Issue 8 SR: B3. Further discussions will be required with the developer and the client to examine the detail of the access control within the building.</p> <p>It was also recommended that an appropriate condition of consent be included to ensure that the development achieves 'Secured by Design' accreditation. This will incorporate all aspects of doors, windows, lighting, postal strategy and advice on CCTV rather than specifying them individually within the conditions.</p>	<p>These comments are noted. It should be further noted that the plans presented to the Designing Out Crime Officer did not include the gate that currently exists on the service road adjacent to the front building line on the adjacent building. This is a security gate that prevents access to the rear of both buildings and can be controlled by with either site.</p> <p>In addition, a condition has been included in this recommendation to ensure that the proposal achieves 'Secured by Design' accreditation which incorporates all aspects of the development. (See: Appendix A).</p>
Thames Water	<p>Raised no objection in principle to the proposed development. However, as Thames Water were unable to determine the wastewater infrastructure needs of this application or the impacts of the application on the existing water network infrastructure, appropriate conditions and informatives have been recommended to ensure any impacts or capacity requirements are acceptably managed and mitigated.</p>	<p>These comments are noted and the conditions and informatives have been included in this recommendation (See: Appendix A).</p>

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TfL Borough Planner	<p>Raised no objection in principle. Detailed comments are available on the councils Public Access Module. However, in summary it was recommended that:</p> <ul style="list-style-type: none"> <li>- Further details on the cycle parking should be provided to ensure that it is line with the London Cycling Design Standards.</li> <li>- An updated trip generation assessment should be undertaken.</li> </ul>	<p>These comments are noted. The proposals impact on the local transport network are discussed in detail below (See: Site Access and highways impacts). In terms of the design of the proposed cycle parking, an appropriate condition has been included in this recommendation to ensure that the proposed cycle parking provision would be in line with London Cycling Design Standards.</p>
Heathrow Airport Limited	<p>A response was received confirming that there would be no safeguarding objections to the proposed development.</p>	<p>Noted.</p>
Ealing Green Conservation Area Panel	<p>The proposal would represent a characterless overdevelopment of the site that would not complement the Conservation Area, is overbearing on the adjacent buildings in Mattock Lane and materially impacts the views from Walpole Park. The proposed would be significantly harmful to the Conservation Area.</p> <p>The panel also raised concerns regarding the impacts of the development on local traffic flows owing to the inevitable increase in taxi journeys to and from the proposed hotel as it is some distance from any local railway or tube station.</p>	<p>These comments are noted. The proposals design and appearance and its impact on character of the area have been assessed in detail below (See: Design and appearance and impact on character of the area).</p>

### Internal Consultation

Consultee	Comments	Officers Response
Transport Services	<p>Raised some concerns related to the impact of the proposed development on the local transport network. However, no objection in principle was raised subject to appropriate mitigation measures related to the road safety and potential parking concerns caused by the development in the form of Section 106 contributions and appropriate conditions of consent.</p>	<p>These comments are noted. All recommended conditions and S106 contributions have been included in this recommendation (See: Appendix A and Heads of terms). A more detailed assessment of the proposals impact on the local transport network is discussed below (See: Site access and highways impacts).</p>
Waste and Street Services	<p>No comments received.</p>	<p>Noted.</p>

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Pollution Technical (EH)	<p>Raised no objection in principal, subject to appropriate conditions related to:</p> <ul style="list-style-type: none"> <li>- Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment</li> <li>- Non-Road Mobile Machinery (NRMM)</li> <li>- Unsuspected contamination</li> <li>- Noise and vibration mitigation</li> </ul>	<p>These comments are noted. All recommended conditions have been included in this recommendation (See: Appendix A). The impact of the proposal on local amenity and environmental health considerations are discussed in more detail below (See: Impact on amenity of neighbouring occupiers and Environmental Health).</p>
Councils Energy Officer	<p>Following discussions with the applicant and energy consultant, various amendments to the proposed Energy Strategy were secured. The councils Energy Officer raised no objection in principle to the proposed Energy Strategy, subject to appropriate conditions of consent and Section 106 contributions.</p>	<p>These comments are noted. All recommended conditions and S106 contributions have been included in this recommendation (See: Appendix A and Heads of terms). A more detailed assessment of the proposal in terms of Energy and Sustainability is discussed below (See: Energy and Sustainability).</p>
Councils Flood Risk Officer	<p>Raised no objection in principle, subject to an appropriate condition requiring the applicant to submit a flood risk assessment and detailed surface water drainage designs.</p>	<p>These comments are noted, and the condition has been included in this recommendation (See Appendix A).</p>
Landscape and Tree Officer	<p>No comments received.</p>	<p>Noted.</p>
CCTV Systems Manager – Safer Communities	<p>Requested a S106 contribution of £15,000 towards upgraded equipment, its installation, and transmission.</p>	<p>These comments are noted. The recommended S106 contributions have been included in this recommendation (See: Heads of terms).</p>
Economic Development	<p>It was recommended that the developer be required to produce a Local Employment &amp; Training plan, to be developed with the support of LB Ealing Employment &amp; Skills Officer, which will set out minimum commitments for both construction phase of the development and end user opportunities (full details available online).</p> <p>Financial Contributions: £13,000 as a financial contribution was requested to be used towards monitoring of the project, preparing residents for upcoming vacancies on site and other employment and skills related activities.</p>	<p>These comments are noted. The recommended S106 contributions have been included in this recommendation (See: Heads of terms).</p>

### **REASONED JUSTIFICATION PLANNING CONSIDERATIONS**

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This proposal has been assessed against the relevant policies of the London Plan (2021), Adopted Development (Core) Strategy (2012), Ealing Development Management Development Plan (2013), and Interim Supplementary Planning Guidance/Documents in terms of the scale and nature of the proposal, access and landscaping only. All other key considerations would be dealt with in the subsequent reserved matters submissions. The key issues in the assessment of this outline planning application are therefore:

- Principle of the proposed development
- Design, Appearance, and Impact on the Street Scene & Local Character
- Impact on Heritage Assets
- Impact on amenity of neighbouring occupiers
- Energy and sustainability
- Site access and highways impacts
- Accessibility
- Waste and Recycling
- Crime prevention
- Environmental Health
- Flooding and Sustainable Drainage
- Fire Safety

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

### **Principle of Development**

The site lies within the Ealing Metropolitan Town Centre and the Office Quarter. The site also falls within development site EAL10 (93-113 Uxbridge Road) designated in the Ealing Development Sites Development Plan Document, where the full site area is allocated for 'office-led (B1a) redevelopment, including ancillary commercial uses at ground floor and limited education/community uses on upper floors'. The allocation recognises that several of the existing buildings on the site are outdated and no longer fit for purpose, and as a result many experience high vacancy levels.

Policy 1.2(b) of the Development Strategy encourages the focus of new development in Ealing Town Centre. Policy 2.5(a) identifies the office quarter and seeks a net increase of 90,000sqm in office floorspace in Ealing Town Centre to ensure a sustainable critical mass. Policy 2.5(b) of the Development Strategy further expands this to specify 'high quality head offices and ancillary functions' on the Uxbridge Road between Ealing Broadway and West Ealing (the office quarter).

Policy E1 of the London Plan (2021) relates to offices and supports the retention and modernization, including through redevelopment, of offices to improve quality, flexibility, adaptability and competitiveness and maintain a broad employment base. It recognizes that managed conversion of surplus capacity to more viable complementary uses can be supported.

85 Uxbridge Road to the east of the site is in office use. To the west, at 97-107 Uxbridge Road, substantial office redevelopment is being proposed. Planning permission has also been granted for a new office building at 113 Uxbridge Road and building works are currently underway. Under the proposals, the existing vacant site (formally offices – Class B1a) would be replaced by a hotel use (Class C1). It is noted that there is no loss of an employment use in the office quarter and Town Centre (due to the previous office block being demolished in 2014). It is noted that the site is allocated for 'office-led redevelopment' in the Development Sites Development Plan Document, therefore a hotel is contrary to policy. An exception to policy would therefore need to be justified to allow the change of use, without compromising the function of the Office Quarter as a whole.

Whilst it is accepted that the pre-existing building does not meet the requirements of the market, and accordingly is in need of renewal/redevelopment, which is supported by the site allocation, the

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ELR identifies the need to maintain a critical mass, supported by a net increase in office space. Whilst an element of business space is to be re-provided the primary use proposed here, a hotel, is a clear departure from Local Plan policies. Whilst its status as a departure is fairly clear cut, it is necessary to consider whether allowing an exception in this instance would undermine the overall objective of these policies, i.e. to support the office market by retaining a critical mass of floorspace.

This individual proposal does not result in existing floorspace being lost, as this has already been lost through the granting of the previous planning consent, reference P/2014/0276 and the subsequent demolition of the previously existing office building. In addition, whilst the potential additional office floorspace (if redeveloped) would be lost, the loss in this instance is considered to be relatively small, and could be absorbed across the wider officer quarter (and allocations), without compromising the ability to achieve a critical mass. The implications of any such exception do however need to be carefully monitored and managed across the sites.

Notwithstanding the policies/allocations referred to above, regarding the suitability of a hotel in this location, London Plan policy E10 directs new hotel development, outside of the Central Activities Zone to town centres benefitting from good public transport access. Located within Ealing Metropolitan Centre with a PTAL of 6a, this general locality is considered appropriate for such a use. As an alternative to an office use, the retention of this space in a commercial activity such as a hotel, with business facilities and a restaurant is considered preferable, and would be key to retaining a link between other commercial activities (primarily retail) in Ealing Broadway and West Ealing. The provision of a restaurant at the ground floor open to guests and the public would also assist in achieving this objective. The hotel use would also importantly complement Ealing's shopping market. The proposed use as an aparthotel is also considered to be unique in its offer and should meet a need which is not presently met by the current hotel offer in the area.

London Plan policy E10 relates to visitor infrastructure and seeks to achieve 58,000 net additional hotel bedrooms by 2041, of which at least 10% should be wheelchair accessible, but that it should be in appropriate locations. The focus should be in town centres where there is good public transport access to central London and national and international termini.

The redevelopment of the site for hotel use will result in significant planning benefits, including a substantial amount of employment opportunities in accordance with strategic objectives of the London Plan. The redevelopment of the vacant site would not impact upon the requirement to retain a sufficient amount of office premises within Ealing (policy 2.5 (c)), as there is currently a surplus of office floorspace. It is considered that there are sufficient planning benefits associated with the hotel.

Notwithstanding the above, the developer would be required (through the section 106 agreement) to produce a Local Employment & Training plan, to be developed with the support of LB Ealing Employment & Skills Officer, which will set out minimum commitments for both construction phase of the development and end user opportunities. This plan would cover a wide range of opportunities including a local labour target, skills development, apprenticeships and work experience, provision of any required vocational training and qualifications and a financial contribution towards the monitoring of the project, preparing residents for upcoming vacancies on site and other employment and skills related activities.

Given the above, whilst the potential floor space is contrary to policy, if an exception were allowed here, this individual scheme is unlikely to compromise the ability to achieve the Council's strategic objectives for the office quarter. Moreover, notwithstanding the site-specific allocation, the proposed use as a hotel is considered appropriate within this locality, complementing the functions/activities of the rest of the centre, and has already been established through the granting of the previous consent in 2014 (P/2014/0276).



### Design, Appearance, and Impact on the Street Scene & Local Character

London Plan Policies D1, D2 and D3 seek to ensure that new developments are well-designed and fit into the local character of an area. New buildings and spaces should respond to the form, style and appearance to successfully integrate into the local character of an area, have a positive relationship with the natural environment and respect and enhance the historic environment.

London Plan Policy D3 seek to optimise the potential of sites, having regard to local context, design principles, public transport connectivity and accessibility, and the capacity of existing and future transport services using an assessment of site context and a design-led approach to determine site capacity. The Publication London Plan Policy D9 requires consideration of the visual, functional and environmental impacts of tall buildings. Policy D9 sets out the criteria against which tall building will be assessed, including visual, functional, environmental and cumulative impacts.

Section 12 of the NPPF (2019) and adopted local policy 7B requires that development should have regard to the form, function and structure of an area, and the scale, mass and orientation of surrounding buildings. They also note that development should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and comprises of details and materials that complement, not necessarily replicate, the local architectural character.

Adopted local policy 7.7 of the Ealing DPD indicates that tall buildings should normally be located on specified sites within Acton, Ealing and Southall town centres and identified development sites, offer an outstanding quality of design and make a positive and appropriate contribution to the local context and the broader area on which they impact.

Policy 2.5 of the Council's Core Strategy states that development should protect and enhance the quality of the existing townscape and historic character by:

- Enhancing historic buildings and frontages that contribute to the character and appearance of the town centre, including removing/mitigating aspects of the built form that have a negative impact;
- introducing new town squares and public spaces;
- improving permeability with the introduction of high-quality pedestrian environments;
- using the form and height of new development to create a coherent townscape across the different quarters of the town centre whilst recognising that taller elements that respond to surrounding scales and features are possible;
- introducing high-quality buildings that are well designed, environmentally sustainable and which meet the needs of modern occupiers, in particular, to provide landmark buildings in gateway locations; and
- to develop a "boulevard" along the Uxbridge Road with an increase in the number of street trees, other planting and active ground floor frontages.

Policy HBE1 of the Central Ealing Neighbourhood Plan states that development should complement the special character and design of the area's historic architecture and achieve the highest standard of sustainable design and construction.

Policy HBE2 relates to townscape and states, among others, that developments will be required to:

- complement the historic grain, character and scale of existing green spaces and streetscapes and not dominate them;
- protect or enhance key views, including Ealing Town Hall;
- preserve or enhance the setting of heritage assets, having regard to the degree of importance of the setting to any affected asset, the impact of the development on that asset, and how best to minimise harm or maximise enhancement;

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- where it is within, directly abutting or fronting Conservation Areas (except for the Office Corridor), restrict the height of frontages to be consistent with those opposite or adjacent to the site;
- be assessed for the impact of the proposal on its 'Zone of Influence', to ensure no harm is caused to the character and appearance of the surrounding area.

Policy HBE2 states that redevelopment involving changes to the height or bulk of buildings within the Office Corridor will be expected to contribute to and improve the overall composition of the corridor; maintain or create a boulevard of hard and soft landscaping and cause no harm to the character and amenity of occupiers and users of properties in the vicinity of the development site by reason of overshadowing, sense of confinement, loss of privacy and outlook, or harmful impact upon microclimate.

Policy HBE3 relates to building heights and states that tall buildings (i.e. those substantially taller than their immediate surroundings and/or which significantly change the skyline) will only be permitted if they are of the highest architectural and sustainable urban design and do not have an adverse impact on Conservation Areas and their setting or on other designated heritage assets.

The applicant proposes a building of varying heights, from five to 12 storeys with the taller elements of the scheme being on the northeast and southwest of the building. The proposal would have a maximum parapet height of 39.5 metres. The height and form of the building responds to the predominant scale of the buildings along Uxbridge Road and the amendments to facade design following engagement with the Council is considered an improvement on the previous iteration. Where the building would appear in the backdrop of the adjacent conservation area, its height and form would appear consistent with existing commercial buildings along Uxbridge Road which are already visible from these views.

A 'tall building' is defined in policy 7.7H of the DMD as those that are "substantially taller than their neighbours and/or which significantly change the skyline". It is considered that the proposed building would not be substantially taller than those within the nearby vicinity and would instead fit in comfortably with the skyline as existing and also when taking into account approved but as yet unbuilt nearby developments as identified in the site and context section of this report.

The proposed building would be 39.5 metres high to the roof parapet, matching the height of the previously approved scheme at this site. An additional floor has been achieved within the previously approved height through the use of more efficient floor heights. The design of the building has been refined from the apart hotel scheme to ensure the hotel rooms have an efficient layout and that the building has a more orderly design that better connects to its context. The curved roof areas of the previously approved scheme have been replaced with a more regular shape. The fenestration and facing materials are more robust giving a sense of a grand building with classical elements. The overall result is that of a higher quality building that is more efficient, adaptable and sustainable than that previously approved.

The proposed building has been designed to respond to its location both in terms of its immediate and wider context, including when viewed from within the adjacent Conservation Area. Its height, at a maximum of 12 storeys with an open-air plant area on the roof contained within a louvered screen set back from the main building façade, would not be in excess of heights already found along this section of Uxbridge Road. The proposed massing and height would therefore be in keeping with both the existing and emerging character and pattern of development of the surrounding area and relates well to the form, proportion, scale and character of the adjacent buildings.

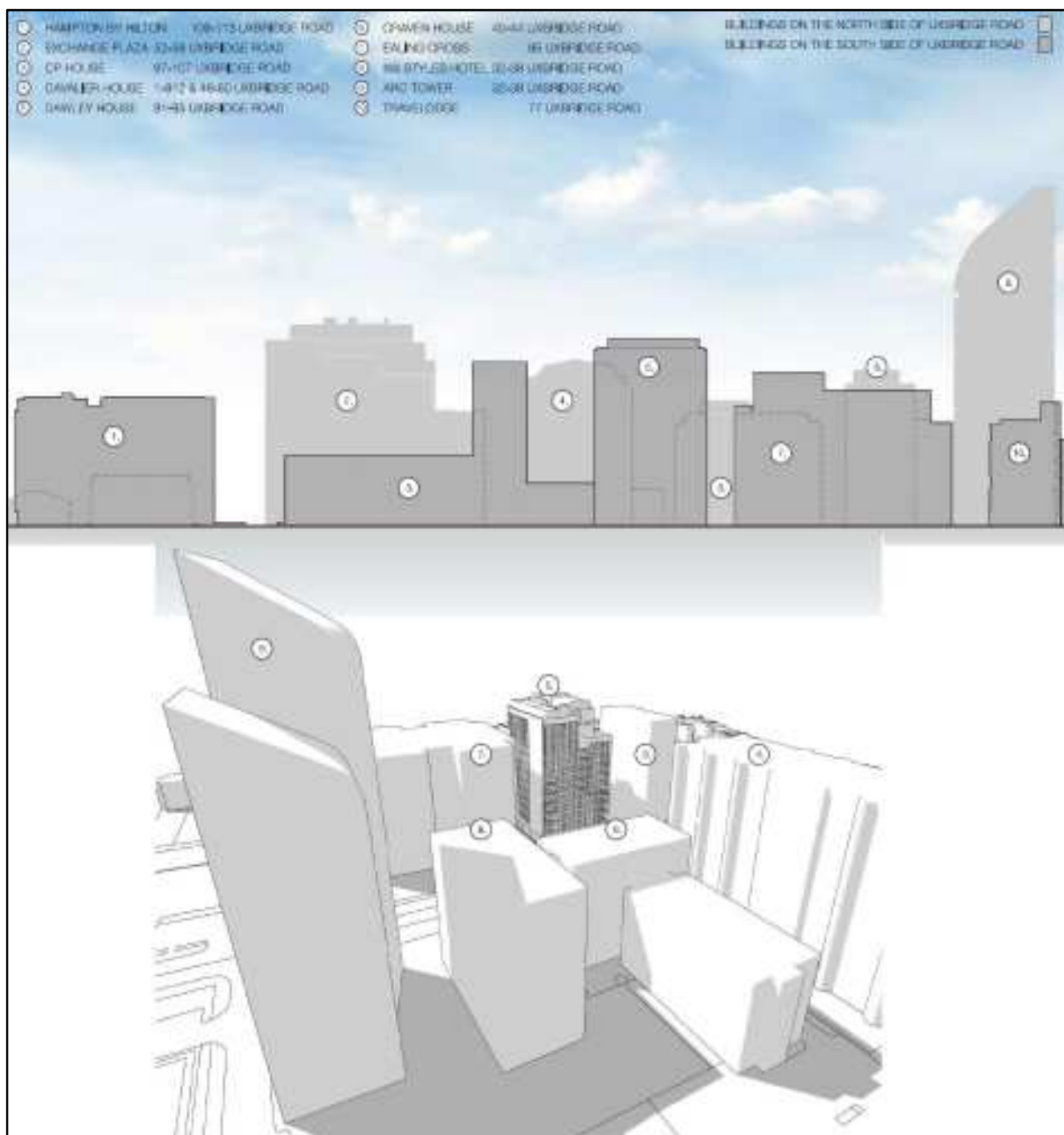


Figure 5: Illustration of the proposed buildings massing within the context of surrounding buildings

The proposed building would be set back from the public highway by between 10.4 and 12.4 metres, and by between 8.2 and 10.1 metres from the public footpath. The proposal would therefore maintain the existing building line to both the east and west. This setback forms a landscaped buffer zone between the proposed building and the road which, along with the retention of the existing two mature trees to the front of the site, would maintain and enhance the boulevard aspirations the council has for Uxbridge Road.



Figure 6: CGI image of proposed frontage along Uxbridge Road (images exclude existing trees to be retained).

The below figure illustrates how the massing of the previous (extant) permission compares to that currently proposed. As illustrated, while the proposed building would contain a plant area that would be slightly taller than the previously consented scheme, the parapet of the proposed building (which represents the main mass of the building) would be lower in height and the overall length would be shorter. Furthermore, the screened additional plant area would be set back from the perimeter of the main building which would minimise its visibility when viewed from the street scene. Nevertheless, the overall massing is considered to be acceptable in the context of this site and would not be excessively larger than that already considered acceptable at this site.



Figure 7: Massing comparison of previous consent and that currently proposed

In addition, the building would incorporate a series of setbacks and step ins, along with varying steps in the height of the building and the use of inset balconies, which all assist in breaking up the bulk of the proposed building.

The design of the proposed building sought to create a robust and passive energy efficient envelope with a contemporary appearance appropriate with both the proposed hotel function and the architecture of the local context. The modular divisions of the façade are based on a façade bay module to allow for future adaptability of the building in accordance with sustainability best

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practice. The bay module design allows for internal wall divisions to be moved to create larger guestrooms or suites without the need for creating specialist mullion abutments.

This contemporary and modular design of the building is in keeping with the design of the existing and emerging buildings along this section of Uxbridge Road and would respect the local character, providing a positive contribution to the street scene. The façade would be articulated with a series of vertical and horizontal bands which provide human scale to the building and reflects the modular grouping of hotel rooms behind the façade. Additional interest is provided by balconies and terraces which add complexity to the rhythm of the façade. The floor spandrel panels on the 10<sup>th</sup> and 11<sup>th</sup> floors would be set back from the face of the cladding to read as a vertical band with the windows of the 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> floors, further articulating the top of the building.

The material pallet would consist mainly of “*secret fixed large format glass fibre reinforced concrete rainscreen cladding*”, large grey aluminium framed, high performance solar control glazed windows, colour coated metal louvers (to screen the plant equipment at roof level), stainless steel balustrades to the balconies, and aluminium spandrel panels recessed from the concrete cladding to accentuate the verticality of the top levels. This palate of materials is considered to be of a high quality and would be appropriate in the context of the site.

As such, the location, height, form and design of the building would be entirely appropriate and compatible with this emerging part of the town centre and would add interest to the skyline and vibrancy to the pedestrian environment in keeping with the boulevard principles of the Council's Development Strategy and Neighbourhood Plan.

### ***Townscape, Visual Impact***

The applicant has produced verified views from several locations surrounding the site in order to provide a robust assessment of the proposals visual impact on the townscape and from within the nearby Conservation Area.

#### Uxbridge Road Views



Figure 8: Views from Uxbridge Road from the east (Left) and west (right)



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Views from Uxbridge Road demonstrate how the proposed building would be set back from the street to follow the pre-existing building line maintained by the buildings to the east and west of the site along Uxbridge Road. The set-back forms a landscape buffer zone between the proposed building and the road and maintains and enhances the 'boulevard' aspirations for Uxbridge road through the proposed landscaping and retention of two mature street trees to the site's frontage.

These views further illustrate how the bulk, mass and design of the proposed building would sit comfortably within this plot and would not appear overly dominant or out of character with the existing (and emerging) buildings along this section of Uxbridge Road.

Overall the report concludes that the introduction of a tall building at this site would not be out of keeping or incongruous with its surroundings and would rather have a beneficial impact on the local character, particularly along Uxbridge Road, with no significant adverse impacts on any surrounding conservation areas or listed buildings. Moreover, the proposed landscaping and seating within the front of the building would enhance the street scene and animate the space, contributing to an improved frontage and public realm.

### ***Landscaping and Urban Greening Factor***

Development Strategy policy 2.5(e) seeks to develop a boulevard along Uxbridge Road with an increase in the numbers of street trees, other planting and active frontages. The quality of the landscape to the front of this property will be vital in the creation of successful, usable outdoor space within this development. The proposed landscaping plan has therefore been carefully considered.

London Plan Policy G5 states that developments should provide new green infrastructure that contributes to urban greening and recommends that London boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required for new developments. The Mayor of London recommends a target score of 0.4 for predominantly residential developments and 0.3 for commercial developments. The proposed scheme originally attained an UGF score of 0.12. However, through design amendments, the scheme's UGF score was brought up to 0.24. While it is recognised that this would fall short of the 0.3 target, this shortfall is not considered significant. Furthermore, the applicant proposes comprehensive soft and hard landscaping (detailed below) and incorporates green roofs wherever possible. This would bring the UGF of the site above the existing situation and would therefore comply with the aims of policy G5.

The proposal incorporates hard and soft landscaping to the front of the building within the generous setback from the public highway, which has been designed to be perceived as an extension to the public realm. The two mature trees on the site's frontage are to be retained within reconstructed raised planters. Additional landscaping and planting is proposed to enhance and activate this space. Tables and chairs are illustrated on the submitted plans which would serve the restaurant/café space, which would further activate and encourage activity in this space. The proposed landscaping would provide an improved pedestrian walkway and would create a positive relationship with the existing street, creating a boulevard style pedestrian walkway in accordance with the Council's aspirations.

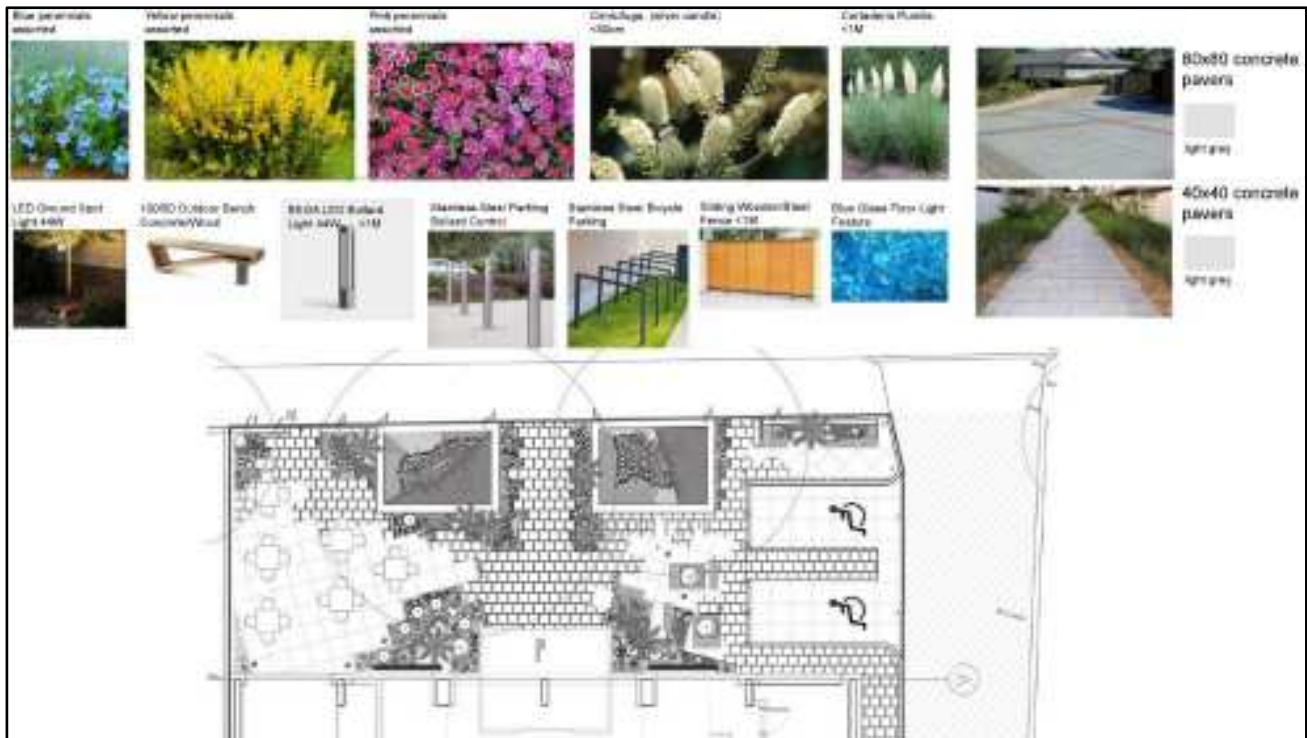


Figure 11: Landscaping Plan (Extracted from the submitted D&A Statement)

In addition to the planting proposed to the front of the site, a biodiverse extensive green roof is proposed around the perimeter of the main roof, on the lift overrun, the stair enclosure roof and within the plant space. The area has been maximised within the limits of maintenance access, plant and services distribution requirements. The total area proposed will achieve maximum credits under BREEAM as it would provide “significant net gain” and allows for an ‘exemplary’ level credit to be achieved.

The level of landscaping proposed is considered acceptable and would improve the appearance of the site as well improve the pedestrian experience and the continuation of the ‘Boulevard’ along Uxbridge Road. Given the above, the proposal is considered acceptable in terms of landscaping and its impact on the character and appearance of the host property and wider area.

**Conclusion**

Given all of the above, the proposed development is considered to accord with London Plan policies D1, D2 and D3 and all the above relevant policies by taking into account the local context, including density and local character, and by respecting the current building line and active frontage along Uxbridge Road. This buildings form, design and materials overall would secure a high-quality design that responds acceptably to its location and would raise the appearance and amenity of this site. The overall design would therefore be compliant with development plan policy in terms of urban design (sense of place, density, public realm and active frontages) and optimisation of the development potential of this site.

**Impact on Heritage Assets**

The application site does not fall within a conservation area, nor does it contain any listed buildings. However, the site is located adjacent to the Ealing Green Conservation Area and 310 metres from Pitzhanger Manor, which is a Grade I Listed Building.

*Legislative and Policy Context*



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

The National Planning Policy Framework (2019) at Section 16, Paragraph 195 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'.

Policy HC1 of the London Plan and policy 1.1 of the Council's Adopted Development (or Core) Strategy, (Core Strategy), and policy 7C of the Council's Adopted Development Management Development Plan Document, (DPD), seek to ensure that new development preserves the significance of heritage assets. Development should be sympathetic in its materials and architectural detailing and the introduction of designs or materials which undermine the significance of heritage assets should be avoided. This is supported by local plan policy 7C of the Ealing Development Management DPD, and policy HC1 of the London Plan which seek to conserve and enhance heritage assets.

### Views from Mattock Lane, Walpole Park and Ealing Green Conservation Area

Views from Mattock Lane, Walpole Park and within the Ealing Green Conservation Area illustrate that the proposed building would be visible above the houses on the north side of Mattock Lane. However, these views also demonstrate that the proposed building would be in keeping with the hierarchy of neighbouring development along Uxbridge Road and relates well to the form, proportion, scale and character of the existing adjacent buildings. These views would not dominate the skyline and they show that the proposed development would not result in an overbearing form of development when viewed from this side of the site.



Figure 9: Views from Mattock Lane North East Entrance to Walpole Park (Left) and from Mattock Lane to the south west (Right)



**Figure 10: Views from within Walpole Park directly to the south of the site (Left) and from the gardens of PM Gallery and House (Right).**

It should be noted that the existing trees in the below images are not in leaf, thus illustrating the proposed development during a time of year where it would be most visible. This would change during the spring and summer months as these trees flourish. It should also be noted that these views have been taken from a position where the site would be most visible from within the park and CA.

Given the above, in terms of Section 196 of the NPPF, it is considered that the proposal would result in less than substantial harm to the Ealing Green Conservation Area. In weighing up the harm, it is considered this would be at the lower end of the scale resulting principally from the siting of a building with a modern design and architectural language and its proximity to the older villas on Mattock lane. Viewed from Mattock lane, the proposed building, although integrating well with other modern buildings along Uxbridge Road, would form a backdrop that is out of keeping with the setting of the Victorian buildings.

It is recognised that the proposed development would lead to less than substantial harm to Ealing Green Conservation Area (a designated heritage asset). The National Planning Policy Framework (2019), section 16, paragraph 196 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'.

The public benefits of the proposal include the increase in employment opportunities, potentially employing 55 and 75 people on the site during operation, as well as through a local employment, apprenticeships & training commitments during both construction and operation secured by the S106 agreement. The proposal would also result in link improvements to the local transport network, cycling infrastructure and footpath improvements all secured through substantial S106 contributions. It would also contribute to an improved public realm through providing an improved landscaped public realm fronting Uxbridge Road, contributing towards the Council's objective for a boulevard strip along this section of Uxbridge Road. It is considered that the proposed development would fulfil important strategic objectives at local, regional and national levels by optimising the use

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of the site and providing a substantial increase in visitor accommodation floorspace within a previously developed site. These public benefits would outweigh the less than substantial harm to the Conservation Area.

### Pitzhanger Manor

Pitzhanger Manor is a Grade I listed building and is located to the south east of the proposal site at a distance of approximately 310 metres. All development proposals within the vicinity of Pitzhanger Manor should be conscious of any impacts to ensure the setting of this listed building is protected. The applicant has provided a Heritage Statement prepared by Donald Insall Associates dated February 2020. The statement concludes that the proposal would not result in any harm to the setting of the nearby statutory listed buildings, including the Bridge at the Northern End of Walpole Park and Pitzhanger Manor. The 'Views from Walpole Park' above demonstrates that the proposed development would be obscured from view by existing evergreen trees and would therefore not be visible from Pitzhanger Manor. As such it is considered that the proposal would result in no harm to the character and setting of this Grade I listed building.

As such the proposal would accord with the aims and objectives of London Plan policy HC1, 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 Neighbouring Residential Amenity**

London Plan policies D3, D4, and D14, Development Strategy policies 1.1(e) and (j) and Ealing Development Management Development Plan Document policies 7A and 7B are relevant with regards to the impact on the amenities of neighbouring residential properties. The Ealing Development Sites Development Plan Document states that 'the height and massing of buildings on the southern boundary should be smaller scale to ensure that the amenity of the existing residential properties is maintained'.

### ***Impact on Sunlight, Daylight & Overshadowing***

It is noted that the nearest residential buildings that would be affected by the proposal are 24-28 Mattock Lane to the south of the application site. These five houses have their rear elevations facing the proposal, with their long gardens creating a significant separation distance from the application site. This separation distance would be further than the properties along Uxbridge Road.

The applicant has submitted a Sunlight and Daylight assessment, which includes an assessment of the impact of the proposal on these properties. The results of the Vertical Sky Component (VSC) assessment shows no noticeable reduction to daylight levels with all windows assessed within these residential properties retaining VSC's at or within 0.8 times their former value compared to the existing situation. Similarly, with regards to daylight distribution, there is no material increase in the No-Sky Contour to any room assessed.

None of the windows at 24-28 Mattock Lane that face the proposal are within 90 degrees of due south. Therefore, the Annual Probably Sunlight Hours (APSH) test within the BRE guidelines are not relevant to these properties. Given the orientation of these neighbouring properties, the submitted Sunlight and Daylight assessment demonstrates that there would be no material sunlight or daylight changes as a result of the application.

To the north of the application site is Cavalier House, a residential building located on the opposite side of Uxbridge Road. This neighbouring property located some distant from the application site and is somewhat offset from the application site, which assists in reducing the level of impact that the proposal would have on this property in terms of daylight and sunlight.

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The submitted Sunlight and Daylight Assessment demonstrates that all but two of the 126 windows assessed at this property would retain VSC levels within 0.8 times of their former value thus complying with the BRE targets. One window at ground floor level and one window at first floor level would experience reductions in their VSC levels as a result of the proposal by more than 0.8 times their former value and would therefore not comply with the BRE target in this regard.

However, it is noted that both these windows serve rooms that benefit from two additional windows which are unaffected by the proposal, that would continue to light these rooms. The mean VSC may be considered to rooms lit by multiple windows, in accordance with BRE Guidance, with both these rooms remaining 0.9 times their former value, thus complying with BRE targets. Therefore, the reduction in light to these rooms are considered marginal overall and would not result in harm to the amenities of occupiers of these flats.

Regarding, No-Sky Contour, the assessment demonstrates no change to daylight distribution as a result of the proposal compared to the existing situation, in line with BRE targets and guidance. Additionally, it is noted that there are 36 side-facing rooms within 90-degrees due south and therefore it would be relevant to assess these windows in terms of Annual Probable Sunlight Hours (APSH) assessment as outlined in the BRE guidelines. When compared against the pre-existing condition, all but two ground floor rooms would retain APSH levels within 0.8 times their former value or exceeding the absolute targets of 25% APSH with at least 5% during the winter months.

Due to the design of Cavalier House with a cantilever overhang of the first floor, these ground floor rooms are more sensitive to the effects of changes in APSH. It is noted that in circumstances where the design of a property leads to such sensitivities, the BRE guidance suggests a degree of flexibility is appropriate. In any event the effects are very similar to the previously approved application on the site, with all rooms remaining within a 4% change in absolute APSH levels. This level of change is not significant when assessed against BRE Guidance and the effects are therefore not considered to warrant a refusal of this application.

### ***Privacy and Overlooking***

With regard to the residential properties to the south of the site on Mattock Lane, these comprise a series of Victorian semi-detached dwellings which have long, deep gardens. The distance between the southern boundary of the site and the elevations of these properties is approximately 60m. Despite the proposal containing windows and balconies to the southern elevation, the separation distance between the proposed building and the existing residential properties and their location to the south means the amenity impact of the building in terms of privacy, overshadowing and wind would not be significant.

With regard to the commercial properties to the east and west of the application site (sited on Uxbridge Road), the application proposes no windows to the west elevation on the ground, first and second floors. On the upper floors on this elevation the windows to the four rooms on each floor are recessed into the proposed building and are therefore not on the western boundary on the site. There will still be sufficient room between the proposed elevation and the boundary for façade maintenance access. On the eastern elevation there are four rooms per floor that face over the shared service road. The service road provides a more than sufficient gap between commercial uses. Therefore, the proposal would conform to London Plan and Ealing DPD policies regarding privacy.

### ***Noise***

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A Planning Noise Control Strategy has been submitted with the application which notes that the residential building across the road to the north of the site and the houses to the south will be the nearest and most affected noise sensitive receivers.

The background sound levels typical of the daytime and night-time periods have been assessed and used to define limits for plant noise emissions at the nearest noise sensitive receiver in line with the Council's noise standards and requirements. It is expected that the plant noise emission limits can be met at the nearest noise sensitive receivers through the selection of low noise equipment and the provision of in-duct attenuators to all air handling equipment. Initial noise limits for Air Source Heat Pumps, Air Handling Units and extract plant have been provided.

Maximum plant emission levels have been set to ensure compliance with the Council's noise standards and allow the mechanical plant equipment being developed during the detailed design stage to meet with these requirements. Subject to these recommendations being met, the proposal would provide an acceptable internal and external noise environment for future occupiers of the hotel and neighbouring properties.

In terms of the intensification of the hotel use at this site, it is noted that the proposed 170 rooms would represent a significant increase in intensity of use from both that previously existing on site and previously granted (previous consent was granted for an 88 bed apart hotel). While the London Plan encourages the increase in visitor accommodation through new and intensified sites, the plan also seeks to ensure that new visitor accommodation is within appropriate locations, such as in town centres, opportunity and intensification areas, where there is good public transport access to central London and international and national transport links. The London Plan does also note that further intensification of provision in areas of existing concentration should be resisted, except where this will not compromise local amenity or the balance of local land uses.

There would be a noteworthy increase in intensity of use at this site, with existing hotels in relatively close proximity. However, it is not considered that the intensification of the hotel use at this site, being within a town centre location with excellent public transport links, would not compromise local amenity or the balance of local land uses. The increase in comings and goings as a result of the additional rooms in this location would not likely have a detrimental impact on the neighbouring uses in terms of an increased nuisance or noise above the current situation, with the majority of this activity being concentrated to the front of the site off Uxbridge Road.

Furthermore, the councils Environmental Health department has raised no objection to the proposal subject to appropriate conditions related to external noise and vibration, in order to ensure that the amenity of occupiers of the development site and surrounding premises would not be adversely affected by excessive noise from the application site.

Given the above, it is considered that on balance, the impact to neighbouring amenity as a result of the proposed development would not be significant or warrant a refusal in this case.

### **Energy and Sustainability**

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

Policies Policy Si2 and Si3 of the London Plan require submission of energy and sustainability strategies showing how the heating and cooling requirements of the development have been selected in accordance with the Mayor's energy hierarchy. In particular, policy Si2 requires new major development to meet zero-carbon standards with at least a 35% CO2 reduction beyond Building Regulations Part L 2013 (or any later version) being achieved onsite. Any shortfall will be met through a S106 carbon offset contribution. Policy Si2 adds a fourth layer to the energy



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hierarchy which requires development to monitor, verify and report on energy performance in operation. This policy is reflected in Ealing Council's 2013 DPD policy 5.2 (Minimising Carbon Dioxide Emissions) which requires the post-construction monitoring of renewable/low-carbon energy equipment.

London Plan policy Si3 (Energy Infrastructure) recognises that combined heat and power (CHP) may have negative effects on London's air quality. The policy also recognises that because the carbon intensity of grid electricity is steadily dropping due to the increasing use of marine wind turbines, electric air-source-heat-pumps are a better carbon reduction option than gas fired CHP.

Section 11.2 of the GLA (2018) Energy Assessment Guidance expects all major development proposals to maximise on-site renewable energy generation regardless of whether a 35% target has already been met.

The applicant has submitted an Energy Strategy prepared by Hoare Lea in December 2020 (issue/version 4). This Energy Strategy has been assessed against the draft SAP10 benchmark and follows the standard energy hierarchy of "Lean, Clean, Green", and is in line with London Plan policy SI2 and Ealing DPD policy 5.2. There is no available "Clean" district heat network available and CHP is not suitable for the development.

The application proposes a communal Air/Water (to-water) Source Heat Pump distribution loop to provide the heating and domestic hot water. The primary ASHPs will bring the water up to 50 degrees with a secondary Water Source Heat Pump to boost the temperature up to 60 degrees for the thermal storage tank for the domestic hot water. In addition, a condition has been included in this recommendation requiring the applicant to install the maximum amount of PV that it is technically possible to fit on frames above the green roof or on other available roof space.

The development exceeds the 35% carbon reduction target for non-residential development (for applications submitted prior to April 2020) and so there is no Carbon Offset payment due. The overall site-wide CO2 emissions (excluding the TBC PV array) will be cut by at least 53.39%, with 2.54% carbon reduction through "Lean" efficiency measures and 50.85% through "Green" renewable energy measures.

As mentioned above, London Plan Si2 introduces a "be Seen" element to the energy hierarchy. This 'be Seen' stage requires the physical monitoring and performance analysis of the energy equipment and systems. Ealing already implements a "be Seen" requirement through its 2013 DPD policy 5.2.3, and the monitoring is carried out through the Ealing Automated Energy Monitoring Platform (AEMP). In line with this the Council will require the monitoring of the combined heat pump system efficiency (COP) including the final heat output and combined heat pump parasitic loads. Any future PV array will also need to be monitored. The monitoring will be carried out by the Council's chosen provider (Energence Ltd) and a S106 contribution will be sought for this.

In order to confirm full compliance with the relevant Mayor's and Ealing energy policies the Council will require the developer to pay the Index Linked total sum of £7,492 total (inclusive of VAT). Indexed as a contribution towards the provision (by Energence Ltd) of the post-construction energy equipment monitoring, comprising:

- a) £5,770 for the automated energy monitoring web-platform and associated officer/consultant time, and
- b) £1,722 for the cost of the energy monitoring equipment and data processing (4 years).

Contribution a) is payable within 6 months from completion of the Legal Agreement, and contribution b) within 30 days of the commencement of construction.

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The S106 contribution may include a contingency, all or part of which will be returned to the applicant (or their relevant contractor) once the energy equipment has been confirmed as fully operational for three years without any additional expense to the Council or its contractors. Any additional monitoring equipment costs are the responsibility of the Developer.

### **Site Access and Highways Impacts**

London Plan policies T2, T3, T4, T5, T6, T6.4 and T9, NPPF Chapter 4 (Promoting Sustainable Transport), and Ealing Development Strategy policy 1.1(f) and (g) are relevant with regards to transport issues. A Transport Statement has been submitted with the application to assess the level of car and cycle parking provision and associated impacts on the highway network.

The site is located on Uxbridge Road which is situated in a predominantly residential and office-based business area and the surrounding roads are subject to a 30mph speed limit. Uxbridge Road is approximately 12m wide, benefits from bus lanes, cycle lanes, a comprehensive street lighting system. Uxbridge Road has restricted parking along its entire length.

The site is bound by office units both to the east and west, with residential gardens to the south and the A4020 Uxbridge Road, which forms part of the Strategic Road Network (SRN), to the north. Gunnersbury Avenue, located 1.7km to the east, forms part of the Transport for London Road Network (TLRN). The site is well served by buses with a total of seven bus routes available from the bus stop located 50m to the west on the A4020. Ealing Broadway station is located approximately 940m to the northeast of the site and provides access to the Central and District London Underground lines. National Rail services to Paddington are available from both this station and West Ealing, the latter being located 700m to the north west.

The site has therefore been estimated to have an excellent Public Transport Access Level (PTAL) of 6b, on a scale of 0 to 6b, where 6b is the best. In 2021 both rail stations will also benefit further from Elizabeth Line services

The site has very good pedestrian routes in all directions. The footways on both sides of Uxbridge Road are surfaced mainly with large paved surfacing and are in very good condition. All footways within close proximity to the site are at least 2m in width. Uxbridge Road benefits from a range of pedestrian crossing points along its length with all pedestrian crossing points including flush kerbing and tactile paving, thus ensuring that pedestrians do not have any impediments that would restrict access to or from this site.

The proposed development is within easy walking/cycling distance of a wide range of local facilities. Uxbridge Road benefits from dedicated cycle routes within the carriageway along its length with additional cycle infrastructure included where possible, such as advanced cycle stop lines at junctions. In addition, it is noted that the Transport for London Local Cycling Guide for Central London illustrates that there are further cycle routes passing close to the site.

The current point of vehicular access to the site would remain unchanged and would be via the existing shared private access road which is secure.

### ***Trip Generation***

The applicant has submitted a Transport Statement (TS) prepared by Entran Ltd. This TS noted that the previous application for a similar scheme type to the proposed has already been granted planning permission with the submitted Transport Assessment showing a significant reduction in trips across all modes. Whilst the current proposal is for a larger hotel, it was noted that the scale proposed would also represent a large reduction in trips across all modes when compared to the sites previous B1a use. In addition to the above, the currently proposed development would accommodate far less vehicle parking spaces (previous consent included the provision of 30 car



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parking spaces at basement level). On this basis, it was considered that no further analysis would be required.

Comments from TFL noted that the development has increased in size and includes a reduction in car parking. These factors need to be taken into consideration within the assessment, and therefore suggested that an up-to-date trip generation assessment should be undertaken. This information was provided in the form of a Technical Note – Transportation (dated September 2020). From this TN, it can be seen that the proposal would result in a significant increase in trip generation at this site. However, the analysis provided demonstrates that the current development with no parking provision would have a beneficial impact on the local highway network compared with a development with parking. In addition, the councils Transport Services department have raised no objections in principle, subject to appropriate mitigation measures secured through both appropriate conditions, section 106 financial contributions and a section 38 and 278 agreement for works to the public footpaths.

### ***Vehicle and coach parking***

The site does not lie within an area of Controlled Parking Zones (CPZ); however, this section of Uxbridge Road has parking restricted between 7am – 7pm Monday to Saturday, and no loading for the same period. The nearby side roads such as Mattock Lane, Culmington Road, St Leonards Road are all located within CPZ's. In terms of public transport, the site has a PTAL score of 6a, which is considered excellent. The London Plan (6A.8) states that in locations with a PTAL of 4-6, on-site parking provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing.

The proposal provides one disabled parking space at ground floor level and one space to be used as a taxi drop off bay. Unlike the previously approved scheme the proposal does not include a basement car park making better use of the excellent public transport in the area with local and regional connections nearby.

Secure cycle parking is provided with nine long term spaces for staff use and four short term spaces for visitors. This complies with the Draft London Plan cycle standards for hotels. Showers and lockers for staff use are also provided.

No coach parking is provided on-site. Given the location of the proposed development and the type of operator it is anticipated that the number of coach trips would be minimal. Any infrequent requirement for coach access can be accommodated by the provision of a set down / pick up layby on nearby Craven Road. This can be shared with the Ibis Hotel which has a similarly infrequent requirement for coach parking and uses this location as approved in their planning permission.

### ***Cycle parking***

Cycle parking of the required quantum is proposed, and it is recommended that this provision be secured by condition. However, TFL consider that this provision does not meet the quality requirements of Policy T5 of the of the London Plan (2021), specifically that it should be provided in accordance with the London Cycling Design Standards (LCDS). Ten percent of the spaces should be Sheffield stands at a minimum of 1.2m spacing, with five percent capable of accommodating a larger/wider cycle (such as a cargo cycle, cycle trailer or a cycle constructed for use by a disabled cyclist). It is considered that this could be accommodated on site, and as such a condition has been recommended not only requiring a minimum quantum but also requiring the cycle storage provision to be in full accordance with the standards and specifications of the London Cycle Design Standards. As such, it is considered that with the inclusion of this condition, the proposal would comply with Policy T5 of the of the London Plan (2021).

### ***Servicing and deliveries***

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The site would be serviced from the rear via a shared service road along the side of the property accessed off Uxbridge Road. This arrangement would be as per the previous consented scheme. The submitted Transport Statement provides vehicle swept path analysis to demonstrate that service vehicles can safely enter and exit the site in a forward gear making use of a shared turning head at the end of the shared service road.

The applicant has not submitted a servicing and delivery plan; however outline servicing and delivery arrangements are noted in the submitted Transport Statement. It was noted that all servicing and deliveries will be arranged in hourly slots to avoid multiple vehicles arriving at site at once. It was further noted that the DSP will address deliveries (food, drink, sundries); collections (laundry, refuse); route management; first time deliveries; out of hours deliveries; maximum vehicle sizes and FORS.

As such, the proposed outline servicing and delivery arrangement is considered acceptable in this case, subject to an appropriate condition requiring further details.

### **Accessibility**

London Plan Policy D5 seeks to ensure that proposals achieve the highest standards of accessible and inclusive design ensuring that developments:

- can be entered and used safely, easily and with dignity by all;
- are convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment; and
- are designed to incorporate safe and dignified emergency evacuation for all building users.

Policy E10 of the Publication London Plan seek to ensure that there is sufficient choice for people who require an accessible room. As such, developments for serviced accommodation should make provision for either 10 or 15 per cent of new bedrooms to be wheelchair accessible in accordance with the respective British Standard, as set out in the Publication London Plan Policy E10.

A typical floor comprises 18 guestrooms ranging from 20sqm to 58sqm arranged around the perimeter of the central core. The scheme would provide 18 wheelchair accessible rooms, which equates to just over 10 per cent of the development, meeting the requirements of Policy E10 of the Publication London Plan. These rooms are proposed to be distributed throughout the hotel and located on each floor. Wheelchair accessible rooms have been designed to comply with Part M of the building regulations and would be provided with en-suite accessible bath/ shower rooms and incorporate 1.5 metre square wheelchair turning spaces as appropriate. Separate accessible WC's are to be provided to sever the restaurant and reception at ground floor level. An appropriate condition has been included in this recommendation to ensure the provision of these rooms.

The proposal has been designed to be fully inclusive of all users. A wheelchair accessible parking space is proposed adjacent to the front entrance of the building to allow for easy access. Level access would be provided from the site curtilage and from the parking spaces to the main entrance of the building, which has been designed to be architecturally prominent and clearly identifiable and would also provide level access into the building. The main entrance would be via automatic double sliding glass doors operated via a proximity detector with a clear width wider than 1 metre. A canopy is proposed that would extend over the main entrance to provide weather protection for those having to pause during periods when the entrance is controlled with an access key.

Vertical access would be provided to all floors via three guest passenger lifts. Lifts are proposed at 2 metres wide by 1.4 metres deep to allow one user of any type of wheelchair, together with several other passengers and would provide sufficient space for all types of users. Corridors have been designed to be greater than 1.2 metres wide and would be provided with passing places at least 1.8 metres wide and 1.8 metres in length. Space for a wheelchair is provided both within the lift lobby

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and within the escape stair enclosure at each floor level to provide safe refuge whilst waiting for management assistance to escape.

### **Waste and Recycling**

Policy SI 7 of the London Plan (2021) requires that developments are designed with adequate, flexible and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

The applicant has confirmed that the waste strategy at this site would be to employ a waste hierarchy that emphasises re-use, recycling and composting before energy recovery and disposal is proposed. BREEAM credits relating to operational waste WST01 are targeted.

Waste storage space is proposed at the rear of the building adjacent to the service area. Waste from the hotel and restaurant would be combined for storage and collection. Provision will be made for the temporary storage of bins at ground floor level outside prior to collection. This refuse store is to be provided with water resistant floor and walls, the ground would be sloped to drain into a gully and a water supply and hose will be provided to allow the store and bins to be washed down regularly.

Waste collections would be via a private contractor. Residual waste collections are proposed 6 days a week, with mixed recycled at 4 days a week minimum and collection of food waste and glass at a minimum of once per week. The applicant has confirmed that the required waste storage capacity will be calculated as the maximum time between collections plus 1 day (for example, 3 days storage for 6-day collections). The overall waste volumes as defined by BS 5906:2005 will be split into portions for the various waste streams to derive a volume per waste stream in order to calculate the storage requirements. Waste volume calculations will assume a minimum of 70% of waste to be recyclable. Furthermore, the submitted Transport Statement provides swept path analysis which confirms that a large refuse vehicle could safely access the site to collect refuse stored at the rear, turn around and exist the site in a forward gear.

Accordingly, it is considered that the proposed refuse arrangements would be of an acceptable standard and would comply with policy SI 7 of the London Plan (2021).

### **Crime Prevention**

Policy D11 of the Publication London Plan (2021) and policy 1.1(h) of the Ealing Development Strategy (2012) seek to create safe, secure and appropriately accessible environments. Policy D11 of the Publication London Plan (2021) seeks to ensure that development includes measures to design out crime that – in proportion to the risk – deter terrorism, assist in the detection of terrorist activity, maintain a safe and secure environment and reduce the fear of crime.

The Metropolitan Police – Designing Out Crime Office has been consulted and has raised some concerns regarding the rear of the building, which has an undercroft due to the overhang of the building. The concern raised was that without a gate, anti-social behaviour and serious crime may be prevalent, particularly child sexual exploitation. To negate this, the Designing Out Crime Officer recommend installing a gate to the service area, certified to LPS 1175 Issue 8 SR: B3. Further discussions would also be required with the developer to examine the detail of the access control within the building.

Therefore, it was recommended that a condition requiring the development to achieve Secured by Design accreditation should planning permission be granted. This condition would incorporate all aspects of doors, windows, lighting, postal strategy and advice on CCTV rather than specifying them individually within the conditions. This condition has been included in this recommendation (See: Appendix A).

### **Environmental Health**

Policy GG3 of the London Plan (2021) requires that wider determinants of health are addressed in an integrated and co-ordinated way and to ensure that development proposals mitigate potential negative impacts and maximise potential positive impacts.

#### ***Air Quality***

Policy SI1 of the London Plan (2021) seeks to ensure that improvements to air quality are secured. This policy states that development should not further deteriorate areas of existing poor air quality. The proposed development is located in the Ealing Air Quality Management Area as well as the Uxbridge Road/Ealing Broadway Air Quality Focus Area. Local air quality monitoring has indicated poor air quality. Proposals in Air Quality Focus Areas should demonstrate that design measures have been used to minimise exposure.

Comments from the GLA's Air Quality Officer noted that the Air Quality Assessment provided as part of the application is not sufficiently robust and fails to demonstrate that guests will not be exposed to poor air quality, nor does this document provide evidence that the development is Air Quality Neutral in compliance with Policy SI1 of the London Plan.

The applicants air quality consultant has subsequently provided additional clarifications regarding this assessment, including that the proposed development would be set back at least 10 metres from the roadside and air intakes for the mechanical ventilation would be located at roof level at least 40 metres above ground level. In response to this, the GLA's Air Quality Officer noted his satisfaction that the outstanding air quality issues had now been resolved on the basis of the information provided, subject to the inclusion of an appropriate condition requiring the provision of mechanical ventilation with intakes located at the roof of the development. This is in order to ensure future occupants are not exposed to poor air quality arising from traffic on Uxbridge Road.

Measures to control emissions during construction, including an appropriate monitoring scheme relevant to a high-risk site, were also recommended to be appropriately secured by the Council in accordance with Policy SI1 of the Publication London Plan.

The Council's Regulatory Services (Pollution) Team raised no objections on air quality grounds, subject to the inclusion of appropriate conditions.

All of the above conditions have been included in this recommendation (See: Appendix A).

#### ***Noise***

Policy D14 of the London Plan (2021) require that development proposals should manage noise and ensure appropriate soundscapes for users. The management of noise is about encouraging the right acoustic environment and also includes promoting good acoustic design of the inside of buildings, for example reducing noise emitted from plant.

A Planning Noise Control Strategy has been submitted with the application which notes that the local sound environment is generally characterised by road traffic noise from Uxbridge Road, as well as occasional aircraft overflight. The results of the baseline sound survey have been used to determine the sound insulation performance required for the building façade, to reduce outside noise to suitable sounds levels. The recommended acoustic ratings for windows across most of the site can be achieved with standard double glazing, however, areas overlooking Uxbridge Road will require a higher sound reduction performance, which can be achieved with high acoustic performance double glazing.

The background sound levels typical of the daytime and night-time periods have been assessed and used to define limits for plant noise emissions at the nearest noise sensitive receiver in line with the Councils requirements. It is expected that the plant noise emission limits can be met at

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the nearest noise sensitive receivers through the selection of low noise equipment and the provision of in-duct attenuators to all air handling equipment. Initial noise limits for Air Source Heat Pumps, Air Handling Units and extract plant have been provided.

The Council's Regulatory Services (Pollution) Team has no objections on noise grounds subject to conditions to safeguard the amenities of occupiers of the development and other neighbouring properties.

### ***Land Contamination***

Policy SI 10 of the London Plan (2021) states that development proposals ensure that impacts to environment are considered, including land contamination. Policy SD1 of the London Plan (2020) states that, in order to make the best use of land, enable the development of brownfield sites, and contribute to creating a healthy city it is important that development proposals appropriately deal with contamination so that land can be safely used.

The Council's Regulatory Services (Contaminated Land Officer) noted that it is possible that unknown or unsuspected contamination maybe found when materials are excavated for disposal during the basement excavation. As such, an appropriate condition was recommended requiring the developer to draw to the attention of the Local Planning Authority the presence of any unsuspected contamination encountered during the development, and to ensure that a programme of investigation and/or remedial work be carried out if needed.

It is considered that the development would achieve compliance with policy SI 10 of the Publication London (2020) and policy 5.21 of the Ealing Development Management Plan DPD (2013) subject to the recommended conditions.

### **Flooding and Sustainable Drainage**

Policy SI 12 of the London Plan (2021) and policy 5.12 of the Ealing Development Management DPD (2013) seek to ensure that current and expected flood risk be managed in a sustainable way. Development proposals should ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) recognise that London is at particular risk from surface water flooding, mainly due to the large extent of impermeable surfaces. Development proposals should aim to achieve greenfield run-off rates for drainage.

The applicant has not submitted a flood risk assessment or sustainable drainage strategy. The councils Flood Risk and Drainage officer has been consulted and raised no objection in principle, subject to an appropriate condition requiring the applicant to submit a flood risk assessment and detailed surface water drainage designs for the disposal of surface water at greenfield run-off rate detailing any on and/or off-site drainage works to promote benefits which include bio-diversity, amenity, water quality and attenuation; and surface water attenuation systems designed to accommodate the 1 in 100 years plus 40% climate change storm event.

With the inclusion of the above condition, the proposal is considered to comply with policy SI 12 of the London Plan (2021) and policy 5.12 of the Ealing Development Management DPD (2013).

### **Fire Safety**

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

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

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

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

The applicant has further submitted a Fire Safety Strategy, which is based on the guidance of Approved Document B (ADB) Vol. 2 "Buildings other than dwellings" (2019 Edition). Where applicable, other guidance documents are to be used (including BS 9999:2017; BS 7974:2019; and BR 187:2014). The submitted Fire Safety Strategy confirms that the proposed hotel will be designed on a simultaneous evacuation strategy and will be provided with an automatic fire detection and alarm system and a commercial sprinkler system throughout the building.

The submitted Fire Safety Strategy also confirm that elements of structure and external cladding materials will be sufficiently fire resistant and non-combustible, with space separation analysis being undertaken to ensure the area of fire resistant construction and the unprotected area of glazing exceeds statutory recommendations in relation to external fire spread.

The building is also proposed to have a firefighting shaft with firefighting stair, firefighting lobby, firefighting lift and dry riser with outlets at each floor level to provide access for the fire and rescue service to the building in the event of a fire.

Given the above, the proposal is considered acceptable in terms of the proposed Fire Safety Strategy.

### **THE MAYOR'S COMMUNITY INFRASTRUCTURE LEVY (CIL)**

The Mayoral Community Infrastructure Levy 2 (MCIL2) was adopted on 1st April 2019. This has introduced a charging system within Ealing of £60.55 per sqm (indexed amount) of gross internal floor area to be paid to the GLA for applications decided on or after the above date. MCIL2 will be used to fund Crossrail 1 (the Elizabeth Line) and Crossrail 2 and supersedes the previous MCIL1 charging schedule. The proposal would provide 9,971sqm of hotel floorspace and would therefore be CIL liable for approximately £603,744.05.

**CONCLUSION**

For all the reasons outlined in this report it is recommended that outline planning permission be granted, subject to financial contributions, and planning conditions and obligations to mitigate any potential adverse impacts of the proposal.

**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.

**PUBLIC SECTOR EQUALITY DUTY**

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

- A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).
- C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

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

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

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



**APPENDIX A CONDITIONS AND INFORMATIVES**

**CONDITIONS:**

**1. Statutory Timeframes**

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

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

**2. Approved Plans and Documents**

The development hereby approved shall be carried out in accordance with drawing title numbers: A-P-HW-1B1-01/ Rev 02 - GENERAL ARRANGEMENT PLAN BASEMENT LEVEL B1; A-P-HW-100-01/ REV 07 - GENERAL ARRANGEMENT PLAN, GROUND FLOOR LEVEL 0; A-P-HW-101-01/ Rev 03 - GENERAL ARRANGEMENT PLAN FIRST FLOOR LEVEL 1; A-P-HW-102-01/ Rev 02 - GENERAL ARRANGEMENT PLAN SECOND FLOOR LEVEL 2; A-P-HW-103-01/ REV 03 - GENERAL ARRANGEMENT PLAN, THIRD FLOOR, LEVEL 3; A-P-HW-104-01/ Rev 02 - GENERAL ARRANGEMENT PLAN FOURTH FLOOR LEVEL 4; A-P-HW-105-01/ Rev 02 - GENERAL ARRANGEMENT PLAN FIFTH FLOOR LEVEL 5; A-P-HW-106-01/ Rev 02 - GENERAL ARRANGEMENT PLAN SIXTH FLOOR LEVEL 6; A-P-HW-107-01/ Rev 02 - GENERAL ARRANGEMENT PLAN SEVENTH FLOOR LEVEL 7; A-P-HW-108-01/ Rev 02 - GENERAL ARRANGEMENT PLAN EIGHTH PLAN LEVEL 8; A-P-HW-109-01/ Rev 02 - GENERAL ARRANGEMENT PLAN NINTH FLOOR LEVEL 9; A-P-HW-110-01/ Rev 03 - GENERAL ARRANGEMENT PLAN TENTH FLOOR LEVEL 10; A-P-HW-111-01/ Rev 03 - GENERAL ARRANGEMENT PLAN ELEVENTH FLOOR LEVEL 11; A-P-HW-112-01/ Rev 04 - GENERAL ARRANGEMENT PLAN ROOF LEVEL 12; A-P-HW-250-01/ Rev 02 - PROPOSED ELEVATION, ELEVATION 1-1, NORTH; A-P-HW-250-02/ Rev 03 - PROPOSED ELEVATION, ELEVATION 2-2, EAST; A-P-HW-250-03/ Rev 03 - PROPOSED ELEVATION, ELEVATION 3-3, SOUTH; A-P-HW-250-04/ Rev 02 - PROPOSED ELEVATION, ELEVATION 4-4, WEST; A-P-HW-200-01/ Rev 02 - PROPOSED SECTION, SECTION – AA; A-P-HW-200-02/ Rev 03 - PROPOSED SECTION, SECTION – BB

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

**3. Landscaping**

Details of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority prior to commencement of works. The approved details shall be laid out and planted prior to the occupation of the development. Any trees or plants which within 5 years of planting, die, are removed or become seriously damaged or diseased shall be replaced with others of the same size and species and in the same positions within the next planting season. The landscaping shall thereafter be maintained permanently.

Reason: To ensure that the development is landscaped in the interests of the visual character and appearance of the area in accordance with policies D4, D8, G5 and G7 of the London Plan (2021) and Supplementary Planning Guidance Note 9: Trees and Development Guidelines.

**4. Materials - Details**

Prior to commencement of the development, 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

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Authority. 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 policy D4 of the London Plan (2021), policies 7.4 and 7B of the Ealing Development Management DPD (2013); policy 2.10 of the Ealing Development Strategy 2026 DPD (2012); and the National Planning Policy Framework (2019).

### 5. Demolition Method Statement and Construction Management Plan

Prior to commencement of the development hereby approved, an Excavation and Construction Management Plan shall be submitted to the Council for approval in writing. Details shall include:

a) control measures for:

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

b) details related to:

- pre-construction highway survey,
- traffic management,
- construction lorry route from the main distributor roads and the number of constructions related vehicles, which would be travelling to the application site. A drawing showing signing for the construction vehicles is also required,
- key dates of various stages and all the emergency contacts during construction,
- abnormal load delivery vehicle routes and dates of these deliveries, and
- swept path envelopes for construction lorries, HGV's and crane vehicles.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the site, in accordance with policies D6, D10, D14, T3, T4 and T7 of the London Plan (2021), the National Planning Policy Framework (2019), Greater London Authority Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006), BS 5228-1:2009 - Code of practice for noise & vibration control on construction & open sites-Part 1: Noise

### 6. Air Quality and Dust Management Plan (AQDMP)

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

Reason: To safeguard the amenities for future occupiers of the development in accordance with policies D6, D10 and SI 1 of the London Plan (2021), policies 1.1(j) & 1.2(f) of the Ealing

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Development (or Core) Strategy (2012) and with policy 7.3 of the Ealing Development Management Development Plan Document (2013).

### 7. Construction vehicle emissions

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

Reason: To safeguard the amenities for neighbours of the development in accordance with policies D6, D10 and SI 1 of the London Plan (2021), policies 1.1(j) & 1.2(f) of the Ealing Development (or Core) Strategy (2012) and with policy 7.3 of the Ealing Development Management Development Plan Document (2013).

### 8. Piling Method Statement

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

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

### 9. Sustainable Design and Construction

Prior to the commencement of the development Sustainable Design and Construction strategies which includes full details of the measures that are to be incorporated into the development to achieve the requirements of the local and regional planning policies shall be submitted to and approved in writing by the local planning authority in line with the Mayor's Sustainable Design and Construction SPG. The development shall be constructed in line with the approved energy and sustainability measures.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies SI 1, SI 2 and SI 3 of the London Plan (2021), policies 5.2 and 7A of the Ealing Development Management DPD (2013) and policies 1.1(k) and 1.2(f) of the Ealing Development (Core) Strategy (2012).

### 10. Ventilation strategy

Prior to the commencement of the development, details shall be submitted to and approved by the Local Planning Authority, for the installation of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air. The details to be submitted shall include the arrangements for continuously maintaining the operational efficiency of the system. The ventilation system as approved shall be completed prior to occupation and shall be retained permanently thereafter.

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Reason: To minimise exposure to existing poor air quality, and provide a suitable internal living environment for future occupiers, in accordance with policy SI 1 of the London Plan (2021), policy 1.1(j) of the Ealing Development Strategy 2026 DPD (2012); and policy 7A of the Ealing Development Management DPD (2013).

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

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, of the external rating noise level emitted from plant/ machinery/ equipment/ ducting/ air in- and outlets/mechanical installations, together with mitigation measures as appropriate. The measures shall ensure that the external rating noise level LAeq emitted by plant/ equipment will be lower than the lowest existing background sound level LA90 (without specific noise) by 10dBA at the most noise sensitive receiver locations at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014, with all plant/equipment operating together at maximum capacity. A post installation sound assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation/ use of plant/ machinery/ equipment and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), the National Planning Policy Framework (2019) and Interim guidance SPG 10 'Noise and Vibration'

### 12. Anti- vibration mounts and silencing of machinery etc.

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

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), the National Planning Policy Framework (2019) and Interim guidance SPG 10 'Noise and Vibration'.

### 13. Emergency Generators

Prior to use of the development, details shall be submitted to the Council for approval in writing, of historical power outages and to confirm that the sound level emitted by standby or emergency generators during power outages or testing does not exceed the lowest daytime ambient noise level LAeq(15min) as assessed according to standards of the Council's SPG10 and BS4142:2014. Details of proposed times, frequency and duration of testing and mitigation measures shall be submitted for approval. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment, in accordance with policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), the National Planning Policy Framework (2019) and Interim guidance SPG 10 'Noise and Vibration'.

### 14. Sound Insulation of commercial/ industrial building envelope

The sound insulation of the building envelope including glazing specifications and protection of external amenity spaces shall be based on the noise assessment standards specified in SPG10 (including aircraft noise - worst mode aircraft 1-day noise contour predicted for 2016 (57dB). If compliance requires the windows to be closed, then acoustically attenuated mechanical ventilation and cooling shall be installed (with air intake from the cleanest aspect of the building and low self-noise). Internal room- and external amenity noise levels shall conform with standards and noise limits of the Council's SPG10 and BS8233:2014. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, in accordance with policy 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management Development Plan Document (2013), policy D14 of the London Plan (2021), the National Planning Policy Framework (2019) and Interim guidance SPG 10 'Noise and Vibration'.

### 15. Extraction and Odour Control system for non-domestic kitchens

Prior to commencement of the development, details shall be submitted to the Council for approval in writing, 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 without cowl at least 1m above the eaves of the main building. Details shall be provided of a reasonable distance of the extract outlet approximately 20.0meters from any openable window unless effective odour control is installed, of equipment and ducting to be fitted with anti-vibration mounts and silencers and of additional mitigation measures as necessary to ensure that noise and vibration transmission via internal ceilings, walls and external façades will meet the Council's standards specified in the SPG10. Approved details shall be implemented prior to use and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/surrounding premises is not adversely affected by noise, smell or steam, in accordance with Interim Supplementary Planning Guidance 10, policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management DPD (2013), policy D14 and SI 1 of the London Plan (2021), and the National Planning Policy Framework (2019).

### 16. External doors and windows to commercial kitchen kept shut

All external doors to the commercial kitchen shall be 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 ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise, smell, steam or other effluent, in accordance with policies 1.1(j) of the Ealing Core Strategy (2012), policy 7A of the Ealing Development Management DPD (2013), policy D14 and SI 1 of the London Plan (2021), and the National Planning Policy Framework (2019).

### 17. Surface Water Drainage

Development (with the exception of demolition and site clearance) shall not commence until flood risk assessment and detailed surface water drainage designs for the disposal of surface water at greenfield run-off rate detailing any on and/or off-site drainage works to promote benefits which include bio-diversity, amenity, water quality and attenuation; surface water attenuation systems designed to accommodate the 1 in 100 years plus 40% climate change storm event, have been submitted to and approved in writing by the local planning authority in

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consultation with the sewerage undertaker. The submission shall include an Ealing Drainage Proforma and a detailed maintenance plan of the proposed drainage system for the lifetime of the development confirming owners/adopters of the drainage system to include measures, so far as practicable for surface water drainage attenuation from the roof terraces/amenity areas and 'green' SuDS. The approved scheme shall be fully implemented at the time of first occupation of any dwelling and shall be retained thereafter.

Reason: To prevent flooding elsewhere by ensuring enough 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 D10, S12 and S13 of the London Plan (2021); and the National Planning Policy Framework (2019).

### 18. Thames Water

No development shall be occupied until confirmation has been provided that either:- all water and wastewater network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development". The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning).

Reason – To protect water infrastructure in accordance with policy SI 5 of the London Plan (2021).

### 19. Energy and CO<sub>2</sub>

- a) Prior to Commencement of Construction the Applicant shall submit a detailed roof plan showing the dimensions of the roof and proposed plant, and how the maximum possible deployment of photovoltaic panels will be achieved.
- b) Prior to construction completion and occupation, the permitted development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall sitewide reduction in regulated CO<sub>2</sub> emissions of at least 53.39% (equating to 189 tonnes of CO<sub>2</sub> per year) beyond Building Regulations Part L 2013. These CO<sub>2</sub> savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by Hoare Lea in December 2020 (v4) including:
  - i. Lean, passive design measures to achieve an annual reduction of at least 2.54% equating to at least 9 tonnes in regulated carbon dioxide (CO<sub>2</sub>) emissions over BR Part L.
  - ii. Green, renewable energy equipment including the incorporation of a photovoltaic array and Air (and Water) Source Heat Pump(s) to achieve an annual reduction of at least 50.85%, equating to 180 tonnes, in regulated carbon dioxide (CO<sub>2</sub>) emissions over Part L 2013.

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- iii. Seen, heat and electric meters installed to monitor the carbon efficiency (COP) of the heat pumps including the heat generation and the combined parasitic loads of the heat pumps, and the performance of the PV array.
- c) Prior to commencement of construction details of the specifications, design, and layout of the proposed low and zero-carbon (LZC) energy equipment and associated monitoring devices required to identify their performance/efficiency (COP) shall be submitted to and approved in writing by the Local Planning Authority.
- d) Prior to construction completion details of the installed renewable/low-carbon energy equipment shall be submitted to the Council for approval. The details shall include the exact Heat Pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and the exact kWp capacity of the PV array, the orientation, pitch and mounting of the panels, and the make and model of the panels. The name and contact details of the LZC installation contractor(s), and if different, the commissioning electrical or plumbing contractor, should be submitted to the Council along with copies of the MCS certificates and all relevant commissioning documentation. The development shall be implemented only in accordance with the approved details.
- e) Within three months of the occupation/first use of the development the relevant Display Energy Certificates (DEC's), accompanying Advisory Reports and detailed BRUKL modelling output reports showing clearly the TER and BER from the 'as built stage' following completion of the development, shall be submitted to, and approved by, the Local Authority in order to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy. The development shall be carried out strictly in accordance with the approved details.

Reason: In the interest of addressing climate change and to secure environmental sustainable development in accordance with policies Si2 and Si3 the London Plan 2020, guidance note 11 of the GLA Energy Assessment Guidance 2018, 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.

### 20. Overheating and Cooling

The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE TM49 and/or TM52 guidance and detailed in the Energy and Sustainability strategy submitted by Hoare Lea in December 2020 (issue/version 4).

Reason: To ensure that the risk of overheating has been sufficiently addressed in accordance with policy Si4 of the London Plan (2020); Ealing's Development (Core) Strategy (2012), and Ealing's Development Management DPD (2013).

### 21. Post construction energy equipment monitoring

In order to implement Ealing Council DPD policy 5.2.3 (post-construction energy monitoring), and the London Plan policy Si2 with the "Be Seen" stage of the revised energy hierarchy, the developer shall:

- a) Enter into a legal agreement with the Council to secure a S106 financial contribution for the post-construction monitoring of the renewable/low carbon technologies to be incorporated into the development and/or the energy use of the development as per energy and CO2 Condition(s).

- b) Upon final construction of the development, or relevant phases of the development, and prior to occupation, suitable devices for monitoring the performance/efficiency (COP) of any renewable/low-carbon energy equipment shall be installed. The monitored data shall be automatically submitted to the Council at daily intervals for a period of four years from occupation and full operation of the energy equipment. The installation of the monitoring devices and the submission and format of the data shall be carried out in accordance with the Council's approved specifications as indicated in the Automated Energy Monitoring Platform (AEMP) information document. The developer must contact the Council's chosen AEMP supplier (Energence Ltd) on commencement of construction to facilitate the monitoring process.
- c) Upon final completion of the development and prior to occupation, the developer must submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of three years from the point that the building is occupied and the equipment fully operational.

Reason: To monitor the effectiveness and continued operation of the renewable/low carbon energy equipment in order to confirm compliance with energy policies and establish an in-situ evidence base on the performance of such equipment in accordance with London Plan policy Si2 ("Be Seen" stage of the energy hierarchy), Ealing's Development (Core) Strategy 2026 (2012) and Development Management DPD (2013) policy 5.2, E5.2.3, and Policy 2.5.36 (Best Practice) of the Mayor's Sustainable Design & Construction SPG.

### 22. Protection of Existing Trees/Hedgerows and Planting Locations (Demolition & Construction)

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

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

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



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- Soil remediation plans, where unauthorised access has damaged root protection areas in the construction exclusion zones.
- Details of the arboricultural supervision schedule.

All tree protection methods detailed in the approved Arboricultural Method Statement shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials have been removed from the site, unless the prior approval of the Local Planning Authority has first been sought and obtained.

\*Using the most recent revision the of the Standard

\*\* Plans must be of a minimum scale of 1:200 (unless otherwise agreed by the Local Planning Authority)

Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance with policies HC1, G5, G7 and SI 1 of the London Plan (2021) of the London Plan (2021), policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

### 23. Tree Monitoring Plan

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

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

A tree monitoring program to include:

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

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

- Results of each site visit by the lead arboriculturist with photos attached.
- Assessment of the retained and planted trees including any necessary remedial action as a result of damage incurred during construction.

Reason: To ensure appropriate tree protection in the interests of protecting the visual amenity of the area, contributing to the quality and character of London's environment, air quality and adapting to and mitigating climate change in accordance with policies HC1, G5, G7 and SI 1 of the London Plan (2021) of the London Plan (2021), policy 5.10 of Ealing's Development Management DPD and Ealing's SPG 9 - Trees and Development Guidelines.

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### 24. Existing Tree/Shrub/Hedge Retention

No trees, shrubs or hedges within the site which are shown to be retained on the approved plans listed in condition 2 shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the Local Planning Authority.

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

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

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. In accordance with policies D4 and G7 of the London Plan (2021).

### 25. Delivery and a service management plan

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; including how deliveries will be scheduled to avoid several vehicles 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 parcel room for the receipt and collection of deliveries
- Cleaning and waste removal; including arrangements for refuse collection;
- Monitoring and review of operations.

The delivery and servicing plan shall be implemented on first occupation of any part of the development hereby approved and the site shall be managed in accordance with the approved plan for the life of the development.

Reason: To ensure that the development can be adequately serviced in the interests of pedestrian and highway safety, in accordance with policies T3, T4, T6.2 and T7 of the London Plan (2021) and policy 6.13 of the Development Management DPD 2013.

### 26. Accessible Units

Prior to first use of the development hereby approved, a minimum of eighteen (18) guest rooms shall be wheelchair accessible rooms, as indicated on the hereby approved plans listed in Condition 2 and shall permanently be retained as such thereafter.

Reason: To ensure that the development is adaptable, flexible, convenient and appropriate to the changing needs of the future occupiers, in accordance with policy D5 and E10 of the London Plan (2021).

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### 27. Car Parking

The car parking on site shall be provided and laid out in accordance with the hereby approved plans listed in Condition 2 and shall all include active electrical vehicle charging points.

Reason: To ensure appropriate disabled car parking provision and adequate electrical vehicle charging points are provided within the development in pursuance of the objectives of sustainability, in accordance with policies T6, T6.1, T6.5, SI1 and SI2 of the London Plan (2021).

### 28. Refuse and Recycling Storage

The refuse and recycling area identified in the approved drawings listed under condition 2 shall be brought online prior to the first occupation of the development and permanently retained thereafter and shall not be obstructed or used for any other purpose at any time.

Reason: In the interests of the adequate disposal, storage and collection of waste and recycling, to protect the living conditions of occupiers of the area and in the interests of highway and pedestrian safety all in accordance with policies 1.1, 1.2 & 3.8 of the Ealing Development Strategy (2012), policies 3.5, 7A, & 7B of the Ealing Development Management DPD (2013), policy SI 7 of the London Plan (2021) and the National Planning Policy Framework 2019.

### 29. Cycle Storage

At least nine (9) long stay secure and sheltered cycle parking spaces and four (4) short stay cycle parking spaces shall be provided as per hereby approved plans listed in Condition 2 and in full accordance with the standards and specifications of the London Cycle Design Standards. All the approved cycle parking shall be brought into use prior to first occupation of the residential development and retained in good working order for the life of the development.

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

### 30. Land Contamination

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

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

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

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

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Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use in accordance with policy 1.1 (j) of the adopted Local Development Framework (Core Strategy 2012), policy 5.21 of the London Plan (2016), policies SI 10 and SD1 of the London Plan (2021) and policy 5.21 of the Ealing Development Management Development Plan 2013.

### 31. Secure by Design

The development shall meet the guidelines for Secure by Design, in consultation with the Metropolitan Police Crime Prevention Design Advisor.

Reason: To ensure that opportunities to commit crime are reduced, and the new buildings incorporate appropriately designed security features, in accordance with policy D11 of the London Plan (2021).

### 32. Circular Economy Statement

The development hereby approved shall not commence until a Circular Economy Statement (CES), as agreed by the GLA, has been submitted to and approved in writing by the local planning authority. The CES shall demonstrate compliance with draft GLA 'Circular Economy Statement Guidance' (October 2020) on how to integrate circular economy principles.

Reason: To demonstrate the development integrates circular economy principles in accordance with policy SI 7 of the London Plan (2021).

### 33. Whole Life Cycle Carbon Assessments

The development hereby approved shall not commence until a Whole Life Cycle Carbon Assessment (WLCCA), as agreed by the GLA, has been submitted to and approved in writing by the local planning authority. The WLCCA shall demonstrate compliance with draft GLA 'Whole Life-Cycle Carbon Assessments Guidance' (October 2020) on carbon emissions.

Reason: To demonstrate the development integrates circular economy principles in accordance with policy SI 2 of the London Plan (2021).

## **INFORMATIVES:**

1. The decision to grant outline planning permission has been taken having regard to the policies and proposals in the Adopted London Plan (2016), the Local Development Framework - Adopted Core Strategy, the Adopted Ealing Development Management DPD and to all relevant material considerations:

### NPPF - National Planning Policy Framework (2019)

Section 2. Achieving Sustainable Development.

Section 14. Meeting the challenge of climate change, flooding and coastal change.

### London Plan (2021)

GG1 Building strong and inclusive communities

GG2 Making the best use of land

Policy SD1 Opportunity Areas

Policy SD6 Town centres and high streets

Policy SD7 Town centres: development principles and Development Plan Documents

Policy D1 London's form, character and capacity for growth

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Policy D2 Infrastructure requirements for sustainable densities  
Policy D3 Optimising site capacity through the design-led approach  
Policy D4 Delivering good design  
Policy D5 Inclusive design  
Policy D8 Public realm  
Policy D9 Tall buildings  
Policy D10 Basement development  
Policy D11 Safety, security and resilience to emergency  
Policy D12 Fire safety  
Policy D14 Noise  
Policy E1 Offices  
Policy E10 Visitor infrastructure  
Policy E11 Skills and opportunities for all  
Policy HC1 Heritage conservation and growth  
Policy HC3 Strategic and Local Views  
Policy G1 Green infrastructure  
Policy G5 Urban greening  
Policy G6 Biodiversity and access to nature  
Policy G7 Trees and woodlands  
Policy SI 1 Improving air quality  
Policy SI 2 Minimising greenhouse gas emissions  
Policy SI 3 Energy infrastructure  
Policy SI 4 Managing heat risk  
Policy SI 5 Water infrastructure  
Policy SI 7 Reducing waste and supporting the circular economy  
Policy SI 8 Waste capacity and net waste self-sufficiency  
Policy SI 12 Flood risk management  
Policy SI 13 Sustainable drainage  
Policy T1 Strategic approach to transport  
Policy T2 Healthy Streets  
Policy T3 Transport capacity, connectivity and safeguarding  
Policy T4 Assessing and mitigating transport impacts  
Policy T5 Cycling  
Policy T6 Car parking  
Policy T6.4 Hotel and leisure uses parking  
Policy T6.5 Non-residential disabled persons parking  
Policy T7 Deliveries, servicing and construction  
Policy T9 Funding transport infrastructure through planning

### Local Development Framework - Adopted (Core) Strategy (2012):

Policy 1.1 Spatial Vision for Ealing  
Policy 1.2 Delivery of the Vision for Ealing 2026  
Policy 2.1 Realising the potential of the Uxbridge Road/Crossrail Corridor  
Policy 2.10 Residential Neighbourhoods

### Ealing Development Management DPD (2013):

Policy 5.2 Minimising Carbon Dioxide  
Policy 5.2.3 Post-construction energy equipment monitoring.  
Policy 5.10 Urban Greening  
Policy 6.13 Parking  
Policy 7A Amenity  
Policy 7B Design Amenity  
Policy 7C Heritage  
Policy 7D Open Space  
Policy 7.3 Designing Out Crime

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### Policy 7.4 Local Character

#### Supplementary Planning Guidance/Documents

Central Ealing Neighbourhood Development Plan 2017-2026

Ealing's Sustainable Transport for New Development SPG

The London Cycle Design Standards

Guidance Note 11 of the GLA Energy Assessment Guidance 2018

Mayor's Sustainable Design and Construction SPG

#### Other Relevant Planning Documents

SPG 3 - Air quality

SPG 4 - Refuse and Recycling Facilities

SPG 9 - Trees and Development Guidelines

SPG 10 - Noise and Vibration

In reaching this decision, specific consideration was given to the scale and nature of the proposal, the proposed access arrangement and the proposed landscaping of the development. It is considered, that subject to appropriate safeguarding conditions; given the nature of the proposed development and having considered all objections/comments received from interested parties to date and all relevant policy guidance; that outline planning permission could reasonably be granted in this case. It is not considered that there are any other material considerations which would warrant a refusal of the application.

2. The provision of sustainable development is a key principle of the National Planning Policy Framework which requires the planning process to support the transition to a low carbon future. Policies 5.2 and 5.3 of the London Plan require submission of energy and sustainability strategies showing how the heating and cooling requirements of the development have been selected in accordance with the Mayor's energy hierarchy.

In particular policy 5.2 that requires new major development to meet zero-carbon standards with at least a 35% CO2 reduction beyond Building Regulations Part L 2013 (or any later version) being achieved onsite. Any shortfall will be met through a S106 carbon offset contribution.

In addition, London Plan policy 5.7 (5.42) states that there is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation wherever feasible. Section 11.2 of the GLA (2018) Energy Assessment Guidance expects all major development proposals to maximise on-site renewable energy generation regardless of whether a 35% target has already been met.

3. The applicant is advised that the Building Regulations are legal requirements that apply to building work and are aimed at achieving minimum standards of construction to ensure the health and safety of people in or around buildings, including fire safety.

Approval under the Building Regulations is requirement and you are advised to seek the advice of the Council's Building Control Service or an Approved Inspector prior to the commencement of works. For more information on Building Regulations, please follow the link -

[https://www.ealing.gov.uk/info/201156/building\\_control](https://www.ealing.gov.uk/info/201156/building_control)

4. Permitted hours for building work - Demolition and Construction works and associated activities including deliveries, collections and staff arrivals audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays.

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5. At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of persons responsible for the site works should be signposted at the site and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.
6. Dust - Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.
7. Dark smoke and nuisance - No waste materials should be burnt on site of the development hereby approved.
8. Best Practicable Means (BPM) should be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of:
  - i. BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Noise; and
  - ii. BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Vibration.
9. The applicant will be liable for the cost of repairing any damage to the footway or carriageway directly relating to the construction works. Before and after photographs of the condition of the highway are to be submitted to and approved by agreed with the council's Highways Department.
10. There may be public sewers crossing or close to the development. The applicant is advised that if a sewer is discovered, it's important to minimise the risk of damage. Thames Water will need to check that the development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read Thames Waters guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
11. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Waters guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near Thames Water pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
12. As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties

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suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information : [www.thameswater.co.uk/advice](http://www.thameswater.co.uk/advice)

13. There are water mains crossing or close to the development. Thames Water do NOT permit the building over or construction within 3m of water mains. If the developer is planning significant works near Thames Water mains (within 3m), Thames Water will need to check that the development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services they provide in any other way. The applicant is advised to read Thames Waters guide working near or diverting our pipes.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>
14. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Waters guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near Thames Water pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)
15. The applicant is hereby advised to remove all site notices on or near the site that were displayed in pursuant to the application.
16. Food waste storage shall be provided in accordance with Ealing's Draft Waste Management Guidelines for Architects and Developers (2018).