

14 January 2016

**BHS Site, 104-110 Broadway, West Ealing**

in the London Borough of Ealing

planning application no. PP/2015/6186

**Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

**The proposal**

Demolition of existing BHS store and redevelopment to provide a 41 metre tall building comprising a Class A1 retail unit fronting Broadway providing a store (and ancillary coffee shop) with a gross external area of 1,286sq.m. over ground floor and a mezzanine of 232sq.m. for back of house areas and plant rooms; 136 flats comprising 50 x 1 bed, 75 x 2 bed and 11 x 3 bed units; with ancillary areas with 226 secure and enclosed residents and 8 Class A1 staff cycle spaces; connection to District Heating System; 13 blue badge spaces comprising 6 private and 7 public spaces; reconfiguration of land to Singapore Road to provide service layby for the retail unit.

**The applicant**

The applicant is **104 Broadway Ltd**, and the agent is **GL Hearn**.

**Strategic issues**

The principle of 'mixed-use' development is supported in strategic planning terms. However, further information and discussion is required on **housing, affordable housing, urban design, inclusive access, sustainable development** and **transport** to ensure compliance with London Plan policies.

**Recommendation**

That Ealing Council be advised that while the application is generally acceptable in strategic planning terms, the application does not yet comply with the London Plan, for the reasons set out in paragraph 83 of this report; but that the possible remedies set out in that paragraph could address these deficiencies.

**Context**

1 On 8 December 2015, the Mayor of London received documents from Ealing Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 18 January 2016 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Categories 1B and 1C of the Mayor of London Order 2008:

- 1B “Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings (c) outside Central London and with a total floorspace of more than 15,000 square metres.”
- 1C “Development which comprises or includes the erection of a building of (c) more than 30 metres high and is outside the City of London.”

3 Once Ealing Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London’s statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## Site description

5 The 0.19 hectare site is located within Ealing Metropolitan Centre opposite West Ealing. It is currently occupied by a two/three-storey retail premises containing a BHS retail store, which is due to close following a review of the company’s portfolio. The site has a primary frontage to Broadway and secondary frontage to the north on Singapore Road and is defined to the west by Brownlow Road and to the east it adjoins an existing retail premises and services yard.

6 The nearest section of the Transport for London Road Network (TLRN) is the A406 North Circular Road, 2.3 kilometres to the west. The adjacent Broadway (A4020) forms part of the Strategic Road Network (SRN). The site is within 700 metres of West Ealing station which is on the Great Western Main Line from London Paddington. It will also benefit from the introduction of Crossrail services from 2019. There are seven bus routes serving the bus stops on Broadway in close vicinity to the site. As such, the site currently records a very good public transport accessibility level (PTAL) of 5, on a scale of 1 to 6b, where 6b is the most accessible.

7 The site is also situated within the West Ealing Neighbourhood area for which the West Ealing Neighbourhood Forum has developed a Neighbourhood Plan, although this has not yet been adopted.

## Details of the proposal

8 The proposal is for a full planning application to redevelop the site to provide a 41 metre tall building, comprising a Class A1 retail unit, with ancillary coffee shop, with an area of 1,286sq.m. (GEA) over the ground floor and a mezzanine of 232sq.m. for back of house areas and plant rooms. The proposal will provide 136 residential units, comprising 50 one-bed units, 75 two-bed units and 11 three-bed units. The proposal also includes 226 secure and enclosed cycle parking for residents and 8 spaces for staff of the proposed retail unit. The proposal will also provide 13 blue badge parking spaces, comprising 6 spaces for the residential element and 7 public spaces. The application also includes the reconfiguration of land to Singapore Road to provide service layby for the retail unit. It is intended for the proposal to be connected to a District Heat system.

## Case history

9 On 3 September 2015, a pre-application meeting was held at City Hall for the redevelopment of the site to create a retail store (Use Class A1) at ground floor (approximately 1,256sq.m. GEA) with residential access to upper floors and bike stores (280 spaces) with bin stores and plant room at ground floor and 136 flats over floors 1-10, providing 104 private units (76.5%) and 32 affordable units (23.5%), with amenity spaces and servicing off Singapore Road, 9 disabled car spaces and associated highways and landscape works. The GLA's pre-application advice report of 16 September 2015 concluded that the principle of mixed-use retail development on the site is supported; however issues raised with respect to housing, urban design, inclusive design, children and young person's play, energy, noise and transport should be addressed before the submission of any planning application.

10 A follow up pre application meeting was held on 20 October 2015 to further discuss the design of the proposal. The major design issues raised at the initial pre application meeting had been resolved, although comments made regarding children and young people's playspace needed to be addressed.

## Strategic planning issues and relevant policies and guidance

11 The relevant issues and corresponding policies are as follows:

- Principle of development *London Plan; the Mayor's Economic Development Strategy; Town Centres SPG*
- Housing *London Plan; Housing SPG; draft interim Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; Housing SPG; draft interim Housing SPG; Housing Strategy*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Inclusive Access *London Plan; Accessible London: achieving an inclusive environment SPG*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*
- Transport *London Plan; the Mayor's Transport Strategy*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy; Use of planning obligations in the funding of Crossrail and the Mayoral Community infrastructure levy SPG*

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Ealing Council Development (or Core) Strategy (adopted April 2012); the Ealing Council Development Sites DPD (2013); the Ealing Council Development Management DPD (2013); and 2015 the London Plan (Consolidated with Alterations since 2011).

13 The following are also relevant material considerations:

- National Planning Policy Framework and the accompanying National Planning Practice Guidance.
- The draft Minor Alterations to the London Plan (2015).

## Principle of development

14 The site is located within the Ealing Metropolitan Town Centre. London Plan Policy 2.15 'Town Centres', Policy 4.7 'Retail and Town Centre Development', and Policy 4.8 'Supporting successful and diverse retail' all provide support for the improvement and enhancement of metropolitan town centres within London and the intensification of development through mixed-use retail and residential development. The site is also located within a Regeneration Area, as defined in Policy 2.14 'Areas for Regeneration', which provides strategic support for regeneration, including employment, housing and environmental improvements. The mixed use development is therefore supported in strategic planning terms.

15 The mixed-use redevelopment will provide replacement retail floorspace for the existing store with a 1,286sq.m. (GEA) retail floorspace and ancillary cafe. It is understood by GLA officers that the existing store is due to close following a company review.

## Housing

### Housing choice

16 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. Policy 3.11 also states that priority should be accorded to the provision of affordable family housing. The indicative mix submitted by the application is detailed below.

<b>Tenure</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>Total</b>
Private	33	61	4	98
Affordable rent	8	9	5	22
Shared ownership	9	5	2	16
<b>Total</b>	<b>50</b>	<b>75</b>	<b>11</b>	<b>136</b>

17 The applicant is proposing predominately 1 bed (37%) and 2 bed (55%) residential units. Given the sites town centre location, the housing mix is considered to be acceptable in strategic planning terms.

18 London Plan Policy 3.3 'Increasing housing supply' affirms the Mayor's determination to work with relevant partners to increase London's housing supply by an average of 42,000 net additional homes to meet the need identified in the plan, enhance the environment, improve housing choice and affordability, and to provide better quality accommodation for Londoners. To achieve that figure, the London Plan has set an annual target of 1,297 additional dwellings in Ealing for the ten-year period from 2015 to 2025. Therefore the provision of additional dwellings in the proposal is supported in strategic planning terms.

### Density

19 London Plan Policy 3.4 'Optimising Housing Potential' states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. The site is within central location where the density matrix sets a guideline of 650-1100 habitable rooms (or 140 to 405 units) per hectare on a site such as this where the PTAL is 5, although the London Plan notes that these ranges should not be applied mechanistically.

20 The applicant has provided density figures for the proposal. These are 1385 habitable rooms or 510 units per hectare. The density of the proposal is higher than the recommended ranges in the London Plan. Notwithstanding this, as stated above the ranges do not need to be applied mechanistically, and it is also noted that the development is located in a town centre and near a Crossrail station where higher densities are appropriate. Mindful of the urban design and residential quality assessments below, and given the sites central location, GLA officers are of the view that the proposed residential density is acceptable in strategic planning terms.

#### Residential quality

21 London Plan Policy 3.5 promotes quality in new housing provision and sets out minimum space standards at Table 3.3. As of 1 October 2015 the Government's technical housing standards came into effect. The Mayor intends to adopt the new technical guidance through a minor alteration to the London Plan. In advance of this the Mayor has released a policy statement setting out that from 1 October 2015 the relevant London Plan policy and associated guidance in the Housing SPG should be interpreted by reference to the nearest equivalent new national technical standard.

22 As stated above, quality issues are particularly important in a high density development and therefore the residential development would be expected to target the good practice standards stated in the Housing SPG. Further analysis of residential quality is detailed under the 'urban design' section below.

#### Children's playspace

23 London Plan Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities' seeks to ensure that development proposals include suitable provision for play and recreation. Further detail is provided in the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10 sq.m. of useable child play space to be provided per child, with under-5 child play space provided on-site as a minimum.

24 The applicant is intending to provide playspace on the podium level, which will provide approximately 270sq.m. of communal amenity space. The applicant's landscape strategy indicates that the length of the podium courtyard will provide play elements for under-fives, and a 'Play of the Way' strategy will be implemented. Playspace for children over the age of 5 will be provided in surrounding facilities including Dean Gardens and Green Man Lane. It is understood this approach has been agreed with the Council.

### **Affordable housing**

25 London Plan Policy 3.12 requires borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes. In doing so each council should have regard to its own overall target for the amount of affordable housing provision. This target should take account of the requirements of London Plan Policy 3.11, which includes the strategic target that 60% of new affordable housing should be for social rent and 40% for intermediate rent or sale.

26 While the Mayor has a set strategic investment benchmark that across the affordable rent programme as a whole rents should average 65% of market rents, this is an average investment output benchmark for this spending round and not a planning policy target to be applied to negotiations on individual schemes.

27 Policy 3.12 is supported by paragraph 3.71, which urges borough councils to take account of economic viability when estimating the appropriate amount of affordable provision. The 'Three Dragons' development control toolkit appraisal might need to be independently verified. Paragraph 3.75 highlights the potential need to re-appraising the viability of schemes prior to implementation in order to take account of economic uncertainties and ensure the maximum public benefit is secured over the period of the development.

28 Ealing Council has set an overall target as required by London Plan Policy 3.11, and expects 50% affordable housing to be provided on sites where 10 or more dwellings are proposed, with a tenure mix of 60% social rented and 40% intermediate.

29 The applicant is proposing to provide 38 affordable units (27.9%) with a proposed tenure split of 58% social rent and 42% intermediate rent or sale. The applicant has undertaken a viability assessment which concludes that the proposal is delivering a greater quantum of affordable housing than is currently viable. It is understood by GLA officers that Ealing Council is undertaking an independent assessment of the viability report. The outcome of the independent assessment should be shared with GLA officers prior to the application being referred back to the Mayor.

## **Urban design**

30 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within Chapter 7 which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, views, and public realm. New development is also required to have regard to its context, and make a positive contribution to local character within its neighbourhood (Policy 7.4).

31 London Plan Policy 7.7, which relates to the specific design issues associated with tall and large-scale buildings, is of particular relevance to the proposed scheme. This policy sets out specific additional design requirements for tall and large-scale buildings, which are defined as buildings that are significantly taller than their surroundings and/or have a significant impact on the skyline and are larger than the threshold sizes set for the referral of planning applications to the Mayor. Policies 7.10 and 7.11, which set out the Mayor's approach to protecting the character of strategic landmarks as well as London's wider character, are also important considerations.

### Layout

32 The proposed layout adopts a functional approach to developing a tight town centre site with ground floor retail and podium based residential units and courtyard and this approach is supported as it introduces a vertical mix of uses that is promoted by the Town Centres SPG. The applicant has considered the site in the wider context and illustrated its evolving plans for the development to link to a wider redevelopment of the surrounding retail units to create a perimeter block development.

33 The ground floor layout creates a through block retail unit with the primary frontage to Broadway and secondary access to Singapore Road, with the western edge on Brownlow Road providing access to the residential foyers and cores, together with a cafe/restaurant unit. To the rear on Singapore Road the building provides services for a shop unit, cycle parking and bin stores. The retail unit and cafe/restaurant unit fronting onto Broadway and Brownlow Road will help to create activity. This approach to the ground floor layout is welcome

34 The entrances to the residential cores, as well as the provision of a cafe/restaurant unit onto Brownlow Road will ensure that this road can evolve from its current service lane function to a residential street. The frontages onto Brownlow Road will also create activity that will enable the street to be both safe and secure at all times of the day.

#### Residential quality

35 The documentation indicates that a good residential quality can be achieved. All units will meet or exceed the Mayor's minimum space standards as set out in Table 3.3 of the London Plan. There will be no single aspect north facing units, with approximately 45% of units being dual aspect. A total of 968sq.m. communal amenity space will be provided, in addition to each unit being provided with private amenity space. This high residential quality is welcome and as stated previously, a requirement for development that exceeds the figures in the density matrix of the London Plan.

36 The Mayor's Housing SPG recommends that the number of dwellings accessed from a single core should not exceed eight per floor. Block A of the proposal provides eleven units per core, which was raised as a concern at the pre application stage. However, the applicant has provided additional doors that split the eleven units into a group of six and a group of five. The applicant has also provided justification for the eleven units per core on the basis that Block B with five units per floor from a single core could not be expanded to create an even balance due to this part of the development accommodating the affordable housing. In this instance exceeding eight dwellings accessed from a single core is acceptable due to the benefits of affordable housing being provided on-site.

#### Scale, height and massing

37 London Plan Policy 7.4B sets out the requirement for buildings to provide a contemporary architectural response to a site whilst having regard to the pattern and grain of development in the wider area. London Plan Policy 7.6B sets out the requirement for development to be of a proportion, composition, scale and orientation that enhances, activates and appropriately encloses the public realm. Policies 7.10 and 7.11, which set out the Mayor's approach to protecting the character of strategic landmarks as well as London's wider character, are also important considerations.

38 The proposal has stepped back massing with a maximum height of eleven storeys to the north (with a stepped back top floor) and eight storeys to the south on Broadway. This approach to the height and massing is supported.

#### Appearance and materials

39 Overall the approach to the building appearance is well considered. The applicant amended the design to reflect comments made at the initial pre application meeting which is welcome. The residential entrance foyers and cores on Brownlow Street are clearly defined by an open recess into the facade, which provides clear access into the building. The horizontal and vertical framing of the elevations, with brick as the primary material will ensure the building fits within its neighbouring context and is an appropriate design response.

## Public realm

40 This proposal seeks to alter the nature of Brownlow Road from a service lane to a residential street. The landscape strategy demonstrates how Brownlow Road will function as a residential street. The location of the cafe/restaurant unit, as well as the residential entrances fronting onto Brownlow Road will help to increase activity, which will further support the change of nature of this street. GLA officers welcome the approach undertaken by the applicant to change the nature of Brownlow Road.

## **Inclusive access**

41 The aim of London Plan Policy 7.2 'An Inclusive Environment' is to ensure that proposals achieve the highest standards of accessibility and inclusion (not just the minimum). Inclusive design principles, if embedded into the development and design process from the outset, help to ensure that all of us, including older people, disabled and deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity.

42 The design of the landscaping and the public realm is crucial to how inclusive the development is for many people. As the landscape strategy is developed, the applicant should confirm that the site is accessible for people of all abilities. The design and access statement indicates that all entrances are level, which is welcome. The proposal should ensure that the routes from public transport facilities to the new entrances are legible and clearly identifiable, and that way finding is clear to make access easy, safe and comfortable.

43 The design and access statement should show how disabled people access each of the entrances for the proposal safely, including details of levels, widths and surface materials of the paths and surfaces. Further information is required on the public realm and how disabled people will access the blue badge parking bays on Singapore Road from the Brownlow Road entrances. Information provided indicates that the podium courtyard and rooftop amenity spaces located on the 7th, 8th and 11th floors will be inclusively designed with barrier free access from corridors or from the lift entrances, which is welcome.

44 The applicant's design and access statement indicates that all residential units have been designed to comply with Building Regulations 2015 and Lifetime Homes, in accordance with London Plan Policy 3.8, which is welcome. The applicant has indicated that they will be providing 13 wheelchair accessible or easily adaptable units and has included typical flat layouts. From the information provided it seems the applicant is not intending to provide any 3 bedroom wheelchair units, which is disappointing. It should be clear on the floorplans where the wheelchair accessible homes are located.

45 As set out in the Mayor's Housing Standards Policy Transition Statement, the Council should secure compliance with building regulations M4 (2) and M4 (3) by condition.

46 The Housing SPG provides further guidance regarding wheelchair accessible housing and parking, suggesting that one space per wheelchair unit is expected (i.e. 13 spaces). The applicant is intending to provide in total 13 spaces, comprised of 6 spaces for residential purposes and 7 for public use along Singapore Road. The applicant is only providing 6 spaces of the required 13 for residential purposes. As this does not meet the policy requirements for 1:1 blue badge parking to wheelchair units, the applicant should provide robust justification as to why they are not meeting the policy requirements. The applicant should include a mechanism to ensure that the supply and demand of the accessible bays are regularly monitored and provision reviewed, to ensure that provision equates to the demand from disabled residents and visitors and that the bays are effectively enforced.



## **Sustainable development**

### Energy

47 The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole.

48 Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified.

### Energy efficiency standards

49 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include mechanical ventilation with heat recovery.

50 The applicant is not proposing to provide active cooling to the flats, which is welcome, however the applicant should provide evidence to demonstrate that the development is not at risk of overheating. Passing criterion 3 of Part L 2013 is not considered sufficient to demonstrate this. Dynamic modelling of worst case dwellings in line with CIBSE TM52 and TM49 is strongly recommended to ensure that the passive measures proposed will be sufficient to avoid the risk of overheating.

51 The development is estimated to achieve a reduction of 3 tonnes per annum (1%) in regulated CO<sub>2</sub> emissions compared to a 2013 Building Regulations compliant development. The carbon emissions should be revised assuming a more realistic boiler efficiency of 89.5% for residential and 91% for non-residential as explained in the GLA guidance on preparing energy assessments (found here: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0>). If this change shows that the development does not meet Part L 2013 by efficiency measures alone, additional fabric or services improvements should be included.

52 Sample DER and TER sheets (not the input sheets) including efficiency measures alone should be provided to support the savings claimed.

### District heating

53 The applicant has identified that the Green Man Lane estate district heating network is within the vicinity of the development and is proposing to connect to the network, which is welcome. Evidence of correspondence with the network operator has been provided confirming that there is sufficient excess capacity to serve the site. Connection to the network should continue to be prioritised.

54 A reduction in regulated CO<sub>2</sub> emissions of 73 tonnes per annum (34%) is claimed through this second part of the energy hierarchy, however limited information has been provided to justify these savings. Further information should be provided including the heat loads for the site and proportion to be met by the heat network. The applicant should also clarify whether on-site back-up boilers are proposed or not.

55 The applicant is proposing to install a site heat network to serve the residential element of the development, and the commercial unit via air source heat pumps. This is not supported unless it is demonstrated that the network does not have sufficient capacity to serve the commercial building. The applicant should aim to also serve the commercial units via the heat network in order to maximise carbon savings.

56 The applicant should confirm that all apartments and non-domestic buildings uses will be connected to the site heat network. A drawing showing the route of the heat network linking all building uses on the site should be provided. This should also include the connection route to the Green Man Lane heat network.

#### Combined heat and power

57 The applicant is proposing to connect to the Green Man Lane heat network so on-site CHP was not considered.

#### Renewable energy technologies

58 The applicant has investigated the feasibility of a range a renewable energy technologies and has found that solar PV would be feasible but an installation is not proposed as the 35% carbon reduction target can be met without it.

59 The installation of solar PV would be strongly supported to maximise the carbon savings on site and comply with Policy 5.7.

60 Air source heat pumps are proposed to provide heating and cooling for the commercial units. As stated above, the commercial units should be connected to the heat network, and the air source heat pumps should only be used for cooling.

61 A reduction in regulated CO<sub>2</sub> emissions of 1 tonne (0.5%) is claimed through this third element of the energy hierarchy. This should be reviewed after addressing the comments above.

#### Overall carbon savings

62 Based on the energy assessment submitted at stage 1, the table below shows the residual CO<sub>2</sub> emissions after each stage of the energy hierarchy and the CO<sub>2</sub> emission reductions at each stage of the energy hierarchy.

	<b>Total residual regulated CO<sub>2</sub> emissions</b>	<b>Regulated CO<sub>2</sub> emissions reductions</b>	
		<b>(tonnes per annum)</b>	<b>(per cent)</b>
Baseline i.e. 2013 Building regulations	213.3		
Energy Efficiency	210.3	3	1.4%
CHP	136.9	73	34.4%
Renewable energy	135.9	1	0.5%
<b>Total</b>		77	36.3%

63 A reduction of 77 tonnes of CO<sub>2</sub> per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected, equivalent to an overall saving of 36.3%.

64 The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan; however the comments above should be addressed before the carbon savings can be verified.

#### Flood risk

65 The drainage strategy prepared by Meinhardt states that less than 1 hectare of the site is located in Flood Zone 1.

66 Environment Agency mapping suggests that the site itself is not a significant risk of surface water flooding. However, parts of the wider catchment are at risk.

67 The proposals are compliant with London Plan Policy 5.12.

#### Sustainable drainage

68 The drainage strategy proposed below-ground cellular attenuation (115sq.m.) and restricted discharge to 9.6 l/s. The strategy also suggests that blue or green roofs would be investigated at the next design stage. These should be included as part of the final design and secured via appropriate planning conditions.

#### Climate change adaptation

69 Ealing Council should secure through planning condition that the application responds to strategic policies regarding climate change adaptation, including use of low energy lighting and energy efficient appliances, metering, high levels of insulation, low water use sanitary-ware and fittings, in addition to biodiverse roofs.

### **Transport**

70 The access to the proposed retail space at the ground floor will be similar to the existing access from the site's Broadway frontage. Pedestrian access to the residential component of the proposal will take place from two access points on the eastern side of Brownlow Road. Disabled parking will be accessed from the back of the site frontage to Singapore Road via the existing access.

71 The proposal does not include any general car parking apart from disabled parking bays at the back of the building. The applicant should clarify the actual number of disabled spaces to be provided, as there is a discrepancy within the submitted transport assessment which states there will be six, while the proposed ground floor plan indicates there will only be four spaces. The applicant should also enter into a 'car free' agreement with Ealing Council to exempt future residents from eligibility for local parking permits, in line with London Plan Policy 6.9. In addition, TfL requires the applicant to provide at least one electric vehicle charging point (EVCP) to comply with the London Plan.

72 The existing environment of Brownlow Road is poor with narrow footways along the western boundary of the site. TfL welcomes Ealing Council's commitment to secure the partial pedestrianisation of Brownlow Road with a widened footway and new surface treatment via a section 106 agreement. This would improve both pedestrian and cycle accessibility and safety.

73 In line with London Plan Policy 6.3, trip generation and modal split assessments were carried out. Although TfL's preference was for a comprehensive assessment to be provided including retail trips, TfL does not anticipate that the proposal would cause significant traffic capacity impact on the strategic road network.

74 There are numerous bus routes along Broadway with stops in the vicinity of the site. TfL considers that the expected level of bus trip generation would not result in significant impact to bus service capacity; therefore no contribution is sought.

75 A draft travel plan has been included in the submission, TfL is pleased that it has passed the ATTrBute travel plan assessment. The finalised travel plan should nevertheless be secured by condition/section 106 obligation in line with London Plan Policy 6.3.

76 General servicing is to take place from a new loading bay on Singapore Road at the rear of the site, this is accepted by TfL. TfL also understands that Ealing Council requests that refuse collection will take place from the northern end of Brownlow Road.

77 In line with London Plan Policy 6.14, TfL welcomes that the applicant is committed to submit a detailed Delivery and Servicing Plan (DSP) to Ealing Council prior to occupation; to be secured by condition. Similarly, TfL also requests that a Construction Logistics Plan (CLP) be submitted to Ealing Council and TfL prior to commencement. The CLP would also need to take into account the construction activities generated by the other major redevelopments in the area. It is essential that the existing bus stops on Broadway adjacent to the site be unaffected during the construction phase.

78 In accordance with London Plan Policy 8.3, 'Community Infrastructure Levy', and following consultation on both a Preliminary Draft, and then a Draft Charging Schedule, the Mayor's CIL came into effect on 1 April 2012. The proposed development is within Ealing where the Mayoral charge is £35 per square metre gross internal area.

79 The site is also within the area where section 106 contributions for Crossrail will be sought in accordance with London Plan Policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy' (April 2013). Since there will be reduction in retail space under the proposal, the SPG contribution will therefore not be applicable.

## **Local planning authority's position**

80 It is understood by GLA officers that Ealing Council is likely to report the proposal to their planning committee in February 2016.

## **Legal considerations**

81 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

82 There are no financial considerations at this stage.

## Conclusion

83 London Plan policies on housing, affordable housing, urban design, inclusive access, sustainable development and transport are relevant to this application. In general the scheme is supported in strategic planning terms. However, further information and discussion, as stated below, is required to ensure the proposal complies with the London Plan:

- **Housing:** The proposed housing choice and density are supported in strategic planning terms, subject to the comments made in this report.
- **Affordable housing:** The Council should provide GLA officers with the independent assessment of the applicant's viability report prior the application being referred back to the Mayor.
- **Urban design and tall buildings:** The urban design of the proposal, including the height and massing, is generally supported and will enable a high residential quality as well as improved public realm outcomes.
- **Inclusive access:** Generally the inclusive access proposals of the development are supported in strategic planning terms, however some additional information (detailed in the body of this report) is required prior to the application being referred back to the Mayor. As set out in the Mayor's Housing Standards Policy Transition Statement, the Council should secure compliance with building regulations M4 (2) and M4 (3).
- **Sustainable development:** Further information and discussion (detailed in the body of this report) are required before the proposals can be considered to be acceptable and the carbon dioxide savings verified. This should be submitted for assessment before the application is referred back to the Mayor. Conditions securing commitment for climate change adaptation measures should be included within the application when referred back to the Mayor.
- **Transport:** Further information, outlined in the body of this report, regarding transport matters are required for assessment prior to the application being referred back to the Mayor.

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