

Carphone Warehouse, One Portal Way

in the London Borough of Ealing

planning application no. P/2015/0095

Strategic planning application stage II 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

Outline planning permission is sought for demolition of existing buildings and structures and the redevelopment of the site through construction of 8 blocks ranging in height from 6 to 32-storeys to incorporate up to 764 residential units (use class C3) and up to 4,814 sq.m. of flexible commercial uses, comprising up to 1,898 sq.m. of A1, A2, A3, A4 and A5 uses, up to 1,713. of D1/D2 use, the provision of public and private open space, hard and soft landscaping, basement car parking, cycle parking and plant and servicing.

The applicant

The applicant is **Crosstree Real Estate Management Ltd**, the architect is **CZWG**.

Strategic issues

The proposal has been amended to provide a minimum of 500 sq.m. of **community floorspace** and to overcome the strategic **design** and **climate change** issues. Additional information has been submitted to overcome the strategic issues on **affordable housing** and **transport**. As such the proposal complies with the London Plan.

The Council's decision

In this instance Ealing Council has resolved to grant permission.

Recommendation

That Ealing Council be advised that the Mayor is content for it to determine the case itself, subject to any action that the Secretary of State may take, and does not therefore wish to direct refusal or direct that he is to be the local planning authority.

Context

1 On 21 January 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. This was referred to the Mayor under Categories 1a and 1c of the Schedule to the Order 2008:

- *1(a) Development which comprises or includes the provision of more than 150 houses, flats or houses and flats.*
- *1(c) Development which comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London.*

2 On 5 March 2015 the Mayor considered planning report D&P/3394/01, and subsequently advised Ealing Council that while the application is broadly acceptable in strategic planning terms, further discussion is required regarding the issues raised in paragraph 96 of the above mentioned report before compliance with the London Plan can be confirmed.

3 A copy of the above-mentioned report is attached. The essentials of the case with regard to the proposal, the site, case history, strategic planning issues and relevant policies and guidance are as set out therein, unless otherwise stated in this report. Since then, a minimum amount of 500 sq.m. community D1 floorspace has been secured and new drainage and energy strategies have been submitted. Further information has also been submitted regarding affordable housing, design and transport (see below). On 5 August 2015 Ealing Council resolved to grant permission and on 9 December 2015 it advised the Mayor of this decision. Under the provisions of Article 5 of the Town & Country Planning (Mayor of London) Order 2008 the Mayor may allow the draft decision to proceed unchanged, direct Ealing Council under Article 6 to refuse the application or issue a direction to Ealing Council under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application and any connected application. The Mayor has until 22 December 2015 to notify the Council of his decision and to issue any direction.

4 The decision on this case and the reasons will be made available on the GLA's website www.london.gov.uk.

Update

Principal of development

5 Permission is sought to provide up to 1,713 sq.m. of D1/D2 floorspace. Given the identified lack of social infrastructure in the area at the consultation stage the applicant was asked to commit to a minimum quantum of community (D1) floorspace. Following discussion between the applicant, Council and GLA officers the applicant has committed to providing 500 sq.m. of D1 floorspace. The provision of which is secured by condition in the draft decision notice. As such the proposal complies with London Plan policy 3.16.

Affordable Housing

6 At the consultation stage the applicant had not submitted the affordable housing offer for the scheme as such it was not possible to determine whether the proposal complied with London Plan policy 3.12. Since then and following discussions with the Council the applicant has submitted an affordable housing statement.

7 The applicant's affordable housing offer is linked to the extended consent for approval. In negotiation with the applicant the Council is minded to grant a 10 year consent for the application with a review mechanism for financial viability and affordable housing to be assessed prior to implementation. This is to allow for the existing tenant Dixons Carphone to find, build and move into new headquarters in the local area. The applicant anticipates that it will not be possible to implement this permission for approximately 7 years.

8 The assessment of whether the proposal provides the maximum reasonable amount of affordable housing in line with policy 3.12 of the London Plan will therefore be postponed until the applicant is ready to build the scheme. This will take account of the contemporary land values

which are expected to rise within the next ten years given the Park Royal and Old Oak Common opportunity area designation. Whilst there is no statutory requirement for Ealing Council to consult the Mayor at the time of the review the Council is asked to secure within the S106 agreement a commitment to consult the Mayor on the proposed affordable housing offer and to submit to him a copy of the independent financial appraisal. Provided this is secured GLA officers are satisfied that the proposal will provide the maximum reasonable amount of affordable housing in line with Policy 3.12 of the London Plan.

9 At consultation stage the applicant was also asked to commit (beyond the illustrative layouts submitted with the application) to the residential standards detailed in the Mayor's Housing SPG. Since then the applicant has submitted a revised Design Code (Rev A July 2015). This code commits to the Mayor's residential standards and condition 4 of the draft decision notice seeks all reserved matters to be accompanied by a design statement which explains how the proposal conforms to the approved design code. GLA officers are therefore satisfied that the proposal will comply with the Mayor's residential standards.

Urban design

10 At the consultation stage the applicant was advised that the proposal broadly follows the advice in the Park Royal OAPF and sought to address many of the design issues raised at pre application. However further work is required to address outstanding issues including the hierarchy of routes, building edges, the layout of residential units adjacent to Wales Farm Road and the pinch point between blocks E&F, integration of the access ramp into the public realm and inclusive access.

11 The updated design code submitted in July includes the majority of the information requested above and overcomes the strategic design issues raised at the consultation stage. In addition following discussions with the applicant, GLA officers agree that the frontage of block C does not need to be amended.

12 It is still not clear whether the applicant is committing to making the routes between blocks C-D and F-D/E private/for residents only and GLA officers reiterate earlier comments to secure this and the provision of a community use on the Southern Square. However GLA officers acknowledge that this is an outline application and the detailed planning of the units and the amenity spaces will come forward with the reserved matters applications. As such the proposal complies with the design policies of the London Plan.

Climate change mitigation

13 At the consultation stage the Council was advised that the energy strategy does not comply with London Plan policies 5.2, 5.6 and 5.9. The applicant was asked to verify the carbon savings and provide sample worksheets including the energy saving figures. The applicant was also asked to liaise with nearby landowners to secure a joined up approach to the delivery of a site wide heat network. Confirmation was also sought on the arrangement of the cooling for apartments and details of how the communal heating system would be managed; including the cost of operating the systems.

14 Since then the applicant has submitted updated energy information which included a detailed report which demonstrates how the site wide emissions were calculated. A total of 30 sample models were undertaken, including ground, middle and floor locations. The applicant has also provided the requested SAP sheets and a summary of how the emissions savings have been calculated. The applicant has also confirmed that the air source heat pump will provide cooling only and that all space heating will be from the site wide heat network.

15 Given that the energy strategy will evolve with reserved matters applications and the detailed design of the scheme the Council has included conditions which secure the submission of

an updated energy strategy which demonstrates compliance with relevant policy at the time of submission. In addition an energy monitoring condition to monitor the effectiveness of the renewable/low carbon energy equipment. GLA officers are therefore satisfied that the proposal complies with London Plan policies 5.2, 5.6 and 5.9.

Climate change adaptation

16 At the consultation stage the Council was advised that the drainage strategy did not comply with London Plan policy 5.13. The applicant was asked to amend the strategy to achieve greenfield run-off rates.

17 Since then applicant has applied a new approach to drainage on the site and produced a Surface Water Management Report by Heyne Tillet Steel. This report states that the proposals will now achieve a 76% improvement on the current run-off rates up to the 1 in 100 year storm. This will be achieved through the installation of green roofs (3300 sq.m.) and three attenuation tanks totalling 734 cubic metres of rainwater storage in 3 sub-catchments within the site. The provision of which has been secured by condition.

Transport for London's comments

18 A total financial contribution of £818,400 towards transport and highway infrastructure improvements in the vicinity of the site has been agreed to mitigate the impact of the proposed development.

19 The Heads of Terms for the section 106 agreement include:

- £250,000 towards public realm and access improvements on Victoria Road linking in with Station Square Project
- £50,000 towards improvements to the entrance at North Acton Station
- £100,000 towards cycle Quietway linking site to Ealing Broadway
- £25,000 for other cycle improvements within 300 metres of the site
- £18,400 towards cycle training for 20% of residents
- £50,000 towards accident remedial measures at A40/Victoria Road junction and A40/Wales Farm Road Junction
- £200,000 towards pedestrian and cycle proposals for Wales Farm Road, including a new pedestrian crossing aligned to route into development, segregated cycle lanes in each direction
- £25,000 towards improving pedestrian facilities between the site and Acton Main Line station rather than North Acton
- £50,000 towards cycle infrastructure improvements in the area comprising segregated pedestrian and cycle improvements along the A40 corridor
- £30,000 towards a CPZ consultation & review
- £15,000 towards extending Legible London signage
- £5,000 towards bus stop works identified in the bus stop audit

20 The overall mitigation package is welcomed and will help to address the main transport impacts identified by TfL.

21 Since the consultation stage, a North Acton station study has been carried out by consultants working for TfL, OPDC and Ealing Council. This has developed a phased approach to provide access and capacity improvements at the station. Future developments will be expected to contribute towards these improvements. However, at the time of the stage 1 report this work had not started and there was no funding or commitments to take forward any long-term scheme. TfL therefore requested a contribution towards short-term works to improve the station entrance at North Acton. As set out above, £50,000 will be secured through the section 106 agreement towards station entrance improvements. A further £250,000 will be provided towards access improvements on Victoria Road linked to the Station Square improvements being led by Ealing Council. Both these contributions are supported and will provide some limited mitigation towards the impact of increased trips to the station.

22 In addition to the access improvements on Victoria Road, £200,000 has been secured towards improvements to Wales Farm Road which will assist pedestrians and cyclists. £50,000 will be provided towards cycle infrastructure improvements comprising segregated pedestrian and cycle improvements along the A40 corridor and a further £50,000 towards accident remedial measures at the A40 junctions. TfL supports these contributions and will want to be consulted as detailed designs for the improvements are developed to ensure that the potential benefits are maximised and that there are no adverse impacts on the operation of the A40 or buses.

23 Following a request by TfL a comprehensive bus stop audit has been carried out including details of DDA compliance. A contribution towards the bus stop improvement works identified by the audit has been included in the section 106 agreement. A contribution has also been secured towards Legible London signage.

24 It is expected that both of these elements will be secured and delivered by Ealing Council as part of local highways works.

25 A total of 228 car parking spaces are proposed to serve the residential development. This equates to a ratio of 0.28 spaces per unit. TfL had requested that the level of car parking should be reduced further but understands that this was not supported by Ealing Council officers or local residents. A condition requires submission of a Site Wide Car and Cycle Parking Management Strategy which is welcomed. All new residents and occupiers will be excluded from eligibility for Controlled Parking Zone (CPZ) parking permits and a contribution will be made towards a possible extension of the local CPZ.

26 A condition requires the provision of a minimum of 1305 secure cycle spaces including 91 spaces for visitors. Further details of layout, design, appearance and facilities for cyclists will be submitted for each phase of the development. Because the overall quantum of development and the unit size mix is not yet determined, it has been agreed that the wording of the condition will be clarified to confirm that the actual amount of cycle parking for each phase will need to comply with the London Plan minimum standards current at the time that detailed applications are submitted. This amended wording will ensure compliance with policy 6.9 of the London Plan and is therefore supported.

27 Conditions also require submission of travel plans (to be secured through the section 106 agreement) a site wide car and cycle parking management strategy, a management strategy which includes details of deliveries and servicing and a construction method statement that includes good practice in construction logistics.

28 In summary the transport mitigation measures secured through conditions and the section 106 agreement will address the strategic transport impacts identified by TfL and ensure compliance with transport policies in the London Plan.

Other comments

29 The Ealing Civic Society considers the proposed towers to be excessive and a huge over development of the site. The scale and appearance is totally inappropriate for the surrounding area and the heights of the buildings would render public spaces unusable due to overshadowing and wind.

30 The Environment Agency raise no objection subject to a condition securing the submission of a detailed surface water drainage strategy.

31 Thames Water raise no objection subject to conditions securing a drainage strategy and an impact study of the existing water supply infrastructure.

32 The London Fire and Emergency Planning Authority raise no objection.

33 Hammersmith and Fulham Council raise concern over the height of the proposal and the impact it will have on sensitive locations within the borough including Wormwood Scrubs and Old Oak and Wormholt Conservation Area. The space between the two major masses is favourable, slimmer profiles and a reduction in height would lessen the impact.

34 Ealing Council received 37 letters of objections from local residents and 2 letters of support. Objections relate to the following issues:-

- Loss of 2000 jobs
- Over development of the site
- Height
- Limited child play space
- No affordable housing
- Social infrastructure
- Traffic and noise pollution
- Parking problems
- Overlooking
- Lack of community consultation

Response to consultation

35 Issues relating to the principle of development, urban design, affordable housing and transport have been addressed in both this and the Mayor's stage I report.

36 Air quality, noise pollution and community consultation matters have been addressed by Ealing Council in its committee report.

Article 7: Direction that the Mayor is to be the local planning authority

37 Under Article 7 of the Order the Mayor could take over this application provided the policy tests set out in that Article are met. In this instance the Council has resolved to grant permission with conditions and a planning obligation, which satisfactorily addresses the matters raised at stage 1, therefore there is no sound planning reason for the Mayor to take over this application.

Legal considerations

38 Under the arrangements set out in Article 5 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor has the power under Article 6 to direct the local planning authority

to refuse permission for a planning application referred to him under Article 4 of the Order. He also has the power to issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. The Mayor may also leave the decision to the local authority. In directing refusal the Mayor must have regard to the matters set out in Article 6(2) of the Order, including the principal purposes of the Greater London Authority, the effect on health and sustainable development, national policies and international obligations, regional planning guidance, and the use of the River Thames. The Mayor may direct refusal if he considers that to grant permission would be contrary to good strategic planning in Greater London. If he decides to direct refusal, the Mayor must set out his reasons, and the local planning authority must issue these with the refusal notice. If the Mayor decides to direct that he is to be the local planning authority, he must have regard to the matters set out in Article 7(3) and set out his reasons in the direction.

Financial considerations

39 Should the Mayor direct refusal, he would be the principal party at any subsequent appeal hearing or public inquiry. Government Planning Practice Guidance emphasises that parties usually pay their own expenses arising from an appeal.

40 Following an inquiry caused by a direction to refuse, costs may be awarded against the Mayor if he has either directed refusal unreasonably; handled a referral from a planning authority unreasonably; or behaved unreasonably during the appeal. A major factor in deciding whether the Mayor has acted unreasonably will be the extent to which he has taken account of established planning policy.

41 Should the Mayor take over the application he would be responsible for holding a representation hearing and negotiating any planning obligation. He would also be responsible for determining any reserved matters applications (unless he directs the council to do so) and determining any approval of details (unless the council agrees to do so).

Conclusion

42 The proposal has been amended to overcome the strategic design and climate change issues raised at the consultation stage. Additional information has also been submitted to overcome the strategic issues on affordable housing and transport. As such the proposal complies with the London Plan.

5 March 2015

Carphone Warehouse, One Portal Way**in the London Borough of Ealing****planning application no. P/2015/0095****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

Outline planning permission is sought for demolition of existing buildings and structures and the redevelopment of the site through construction of 8 blocks ranging in height from 6 to 32 storeys to incorporate up to 764 residential units (use class C3) and up to 4,814 sqm of flexible commercial uses, comprising up to 1,898 sqm of A1, A2, A3, A4 and A5 uses, up to 1,393 sqm of D1 use and 1,523 sqm of D2 use, the provision of public and private open space, hard and soft landscaping, basement car parking, cycle parking and plant and servicing.

The applicant

The applicant is **Crosstree Real Estate Management Ltd** and the architect is **CZWG**.

Strategic issues

The principle of the housing-led mixed-use redevelopment of this site is supported. However, there are a number of outstanding strategic planning concerns relating to **urban design, housing, climate change** and **transport**.

Recommendation

That Ealing Council be advised that while the application is generally acceptable in strategic planning terms, on balance it does not comply with the London Plan, for the reasons set out in paragraph 96 of this report. However, the resolution of those issues could lead to the application becoming compliant with the London Plan.

Context

1 On 21 January 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 3 March 2015 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 the following Categories of the Schedule to the Order 2008:

- 1A: “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”; and
- 1C: “Development which comprises or includes the erection of a building... 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 environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been taken into account in the consideration of this case.

5 The Mayor of London’s statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6 The 1.85 hectare site is located in North Acton in the London Borough of Ealing. It is bound by Wales Farm Road to the east, Portal Way to the south and west and the A4000 to the north. North Acton tube station is 250 metres to the north, and the site is close to the A40 which forms part of the Transport for London Road Network (TLRN).

7 The site is currently occupied by two interconnected low rise warehouse-style buildings, comprising 14,000 sqm of B1(a) office accommodation, used by Carphone Warehouse as its head office.

8 The area to the north of the site has undergone significant transformation over the last decade. New developments of note include One Victoria Road, the BBC Costume Store and Ebbett, Trentham and Poulton Courts. The area to the south east of the site, across Wales Farm Road, comprises traditional 2-storey semi-detached housing.

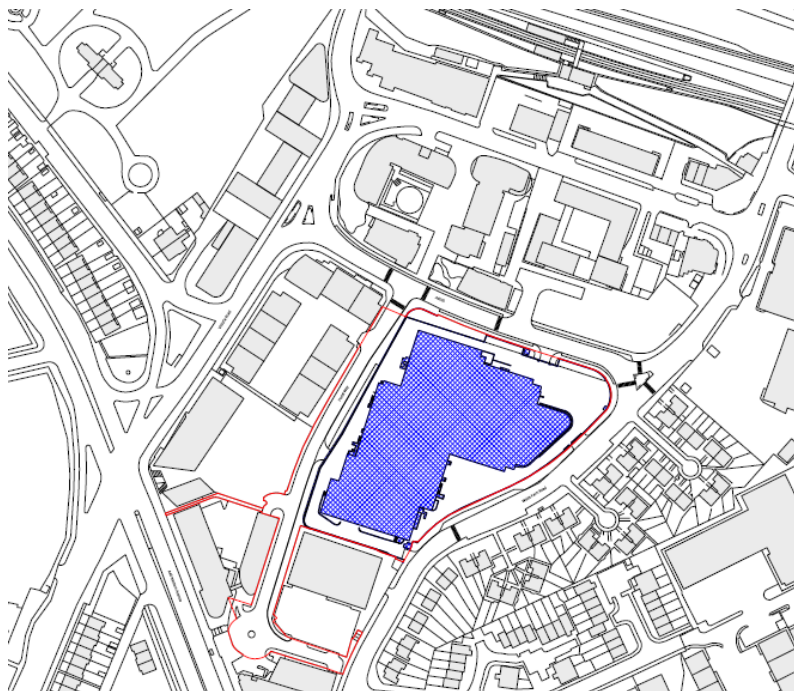


Figure 1: site location plan

Details of the proposal

9 The proposal is for the demolition of the existing buildings and redevelopment of the site for up to 764 residential units and up to 4,814 sqm (GIA) of A1, A2, A3, A4, A5, D1 and D2 uses, in a series of eight blocks ranging in height from 6 to 32 storeys.

10 The masterplan creates upper and lower ground floor levels to deal with a 4.5m change in levels across the site from east to west. A double height basement is proposed across the eastern part of the site, with a single storey basement across the rest of the site to the west. Vehicular access is via a basement access ramp in the south west corner of the site, off Portal Way. Non-residential uses are concentrated at lower ground floor level. Residential accommodation is proposed on the ground floors of blocks B/C, D/E and F, and on the upper floors of all blocks.

11 The blocks are structured around public and private amenity spaces and a network of routes through the site. South Square is a public space at the south-west corner of the site, which is intended to serve as a community focal point and could, in the future, form part of a larger space combined with adjacent sites. Residential Square is a private amenity space for residents, surrounded by blocks B/C, D/E and F. Central Square is a flexible public/private space, which will be designed to respond to the uses along its ground floor edges, to be determined at reserved matters stage.



Figure 2: illustrative upper ground floor plan

Case history

12 The applicant engaged in pre-application discussions with GLA officers regarding the proposals for the application site between March and June 2014. The principle of the proposed development was accepted; however, the applicant was asked to address some outstanding design issues, provide further information in respect of the proposed housing offer, and address issues relating to energy and transport as part of the planning application submission.

Strategic planning issues and relevant policies and guidance

13 The relevant issues and corresponding policies are as follows:

- | | |
|---------------------------|--|
| • Mix of uses | <i>London Plan</i> |
| • Housing | <i>London Plan; Housing SPG; Housing Strategy; draft Revised Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG</i> |
| • Affordable housing | <i>London Plan; Housing SPG; Housing Strategy; draft Revised Housing Strategy</i> |
| • Density | <i>London Plan; Housing SPG</i> |
| • Urban design | <i>London Plan; Shaping Neighbourhoods: Character and Context, draft SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG</i> |
| • Tall buildings/views | <i>London Plan; London View Management Framework SPG</i> |
| • Access | <i>London Plan; Draft Accessible London: achieving an inclusive environment SPG</i> |
| • Sustainable development | <i>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</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy</i> |
| • Parking | <i>London Plan; the Mayor's Transport Strategy</i> |
| • Crossrail | <i>London Plan; Mayoral Community Infrastructure Levy; Crossrail SPG</i> |

14 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 London Borough of Ealing Development (Core) Strategy DPD, Development Sites DPD and Development Management DPD and the 2011 London Plan with 2013 Alterations.

15 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The Draft Further Alterations to the London Plan, intend to publish version as submitted to the Secretary of State, December 2014.
- The Park Royal Opportunity Area Planning Framework, January 2011
- The Mayor's Vision for Old Oak, June 2013
- The draft Old Oak and Park Royal Opportunity Area Planning Framework, February 2015.

Old Oak and Park Royal Development Corporation

16 In December 2014, the Mayor wrote to the Secretary of State designating a new Mayoral Development Area for Old Oak and Park Royal. In January 2015, the Old Oak and Park Royal Development Corporation (OPDC) Establishment Order was laid before Parliament. OPDC will formally come into existence on 1st April 2015 and assume full plan making and decision making powers. Under an arrangement agreed with the Council, responsibility for determining planning applications in North Acton will be delegated to the borough.

17 In February 2015, the GLA published the draft Old Oak and Park Royal Opportunity Area Planning Framework. Specific guidance is provided for North Acton. The consultation period closes on 14 April 2015.

Principle of development

Residential-led mixed use development

18 The site is located in the Southern Gateway to Park Royal, as identified in the Park Royal Opportunity Area Planning Framework (OAPF) and the draft Old Oak and Park Royal OAPF (February 2015). The OAPF states that the Southern Gateway has potential for a mix of uses including residential, and notes that development should deliver enhanced pedestrian and cycle routes, improved bus services and interchange with North Acton, along with a significant improvement to the quality of the environment. Proposals for residential development will need to address the lack of social infrastructure and outdoor amenity space. The OAPF also notes that new development along the main routes through North Acton must be designed to reduce the impact of harsh environmental conditions created by these routes.

19 Ealing Council's Development Sites DPD (December 2013) also identifies the area as the Park Royal Southern Gateway. It sets out a number of design principles for the area including the provision of active frontages at ground level and the creation of lively and functional urban spaces and streets, and identified the area as being an appropriate location for tall buildings, which must be attractive from all angles, contribute to an interesting skyline, and create a well-defined public realm at street level with active ground floor frontages and a high quality landscaping treatment that contributes to an improved public realm.

20 The site is not subject to any other strategic or local policy designations.

21 The maximum floorspace by use is set out below:

Land use	Total (sqm GIA)
Retail (A1-A5)	1,898
Community (D1-D2)	1,393
Flexible (C3, A1-A5, D1-D2)	1, 523
Residential (C3)	69,411 (764 units)
Basement (ancillary car/cycle storage, parking, servicing and plant)	15,884

Table 1: proposed floorspace by use

22 The proposed development is predominantly residential but includes a significant component of retail, community and leisure uses. It entails the loss of the existing 14,000 sqm Carphone Warehouse head office building. The applicant has submitted an office employment study which assesses the loss of this facility. In light of the existing and emerging policy direction for North Acton and the wider Old Oak area, there is support for mixed use development including housing in this location. The principle of the mixed use redevelopment of the site is therefore acceptable in strategic planning terms.

Retail and community uses

23 Up to 4,814 sqm of non-residential (retail and community) uses are proposed. These uses will contribute to the creation of active ground floor uses and will help to meet the day to day needs of the development's residents. The development specification within the design code provides a maximum floor area by use, as set out in table 1.

24 Given the identified lack of social infrastructure in the area, and the desire to create a community focal point around South Square, a minimum quantum of community (D1) floorspace should be secured by condition in line with London Plan policy 3.16.

25 Officers are of the view that it would be beneficial to include some B1 (office) use as part of the non-residential floorspace. This would contribute to the overall mix of uses and to the vitality of the scheme, whilst ensuring an ability to respond to any demand arising from e.g. SMEs for small business units.

Housing

26 The scheme would deliver a maximum of 764 residential units. The proposed mix of units will be determined at reserved matters stage but is subject to the following parameters:

Unit type	Dwelling mix range
Studio	0-5%
One bed	38-47%
Two bed	45-50%
Three bed plus	5-12%

Table 2: dwelling mix range

Affordable housing

27 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. The applicant has expressed an intention to provide an element of affordable housing, but this is subject to scheme viability and ongoing discussions with the Council. As set out at the pre-application meeting, in accordance with London Plan Policy 3.12, officers expect that any proposed affordable housing contribution represents the maximum reasonable amount and is underpinned by a detailed and robust financial viability appraisal. The supporting viability report is expected to be independently assessed on behalf of the Council to verify whether the proposed affordable housing provision would be the maximum reasonable. The results of this assessment should be shared in full with GLA officers.

28 At pre-application stage it was understood that the applicant would be proposing private rented sector (PRS) accommodation and the planning statement submitted with the application indicates that this remains the applicant's intention. FALP policy 3.8 supports the delivery of PRS housing in London. GLA officers recognise that the current mechanisms for assessing viability are not sufficiently refined to differentiate PRS developments from those built for sale.

29 Nonetheless, the NPPF and the London Plan both make it clear that viability considerations in decision taking should take account of the distance economics of PRS schemes. The NPPF also states that a different approach to planning obligations or an adjustment of policy requirements may be necessary, and flexibility should be applied. Therefore, should the scheme progress with PRS units, further dialogue should be had with GLA officers to agree an approach to the viability assessment to ensure that the maximum reasonable amount of affordable housing is achieved in all development scenarios.

Housing choice

30 London Plan Policy 3.8, together with the Mayor's Housing SPG seeks to promote housing choice and a balanced mix of unit sizes in new developments, with particular focus on affordable family homes. Subject to the outcome of the ongoing affordable housing discussions, the applicant should take account of the strategic priority for affordable family accommodation, which would support a higher proportion of 3+ bed units than is currently identified in the dwelling mix range.

Residential standards

31 London Plan Policy 3.5 promotes quality in new housing provision, with further guidance provided by the Mayor's Housing SPG. As set out in the Mayor's Housing SPG, proposals above the London Plan density matrix should be exemplary. Key factors such as floor-to-ceiling heights, orientation, maximising ground-floor individual access points, and number of units per core, are all essential to achieving high residential quality, and are of particular importance when assessing residential quality.

32 The design and access statement provides illustrative unit layouts for the tower blocks and the street blocks, together with an example of a wheelchair accessible unit. The illustrative layouts demonstrate compliance with the relevant housing design standards; however it is unclear what level of commitment the applicant is offering to ensure that the units will comply with those standards at detailed design stage. Specific commitments should be made in order to ensure compliance with London Plan policy 3.5. Further comments are provided in the design section below.

Children's play space and amenity

33 Using the methodology in Appendix Two of the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), the applicant has calculated the expected child yield of the illustrative scheme of 58 children, which generates a play space requirement of 580 sq.m. Of the 58 children expected to live within the development, 35 of them are estimated to be aged under five years old and therefore at least 350 sqm of play space should be provided as door-stop play. The development specification within the design code provides for a minimum of 10 sqm of playspace per child; this complies with London Plan policy 3.6 and will help to address the current shortage of outdoor amenity space in the area.

Urban design

34 Good design is central to all objectives of the London Plan. The detailed design of the proposed development was discussed at pre-application stage and the applicant has sought to address many of the issues raised. The design broadly follows the indicative masterplan set out in the Park Royal OAPF in terms of layout, height, mass and bulk. However, there remain some outstanding areas of concern on which further work is required. These are set out below.

Principle of an outline application

35 The application is in outline form with all matters reserved for future approval. It is accompanied by parameter plans and a design code, as well as a design and access statement and other illustrative material that demonstrates how the parameter plans and design code could be translated into a detailed scheme design that delivers a high standard of residential accommodation, amenity space and a high standard of architecture. The design code has informed the illustrative scheme and the parameter plans establish limits of deviation for building edges ranging from no tolerance (i.e. fixed building line) to +/- 3.0m. Minimum distances between buildings are set out and maximum building heights are established.

36 The site forms part of a wider urban block and adjacent sites are expected to come forward for redevelopment in the short to medium term. In the absence of formal proposals for those sites, and given the scale of development proposed, it is appropriate to retain some flexibility within the masterplan to enable the detailed scheme to respond positively to neighbouring developments as and when they come forward. This will help to ensure that the area is planned in a comprehensive manner. Subject to comments later in this report in respect of residential quality, the design code is considered to be sufficiently robust. Provided that the principles within it are secured as a condition of the outline consent, to ensure that the commitment to high quality demonstrated by the illustrative images can be realised through proactive control of reserved matters, the principle of an outline application is accepted.

Layout

37 The layout of the scheme seeks to deliver a range of open spaces and a hierarchy of pedestrian routes which structure the location of blocks.

38 The wider area's permeability is restricted by the A40 Western Avenue, A4000 and Great Western Main Line, suggesting that east to west pedestrian movement through the wider area is limited. The proposal's aspirations to deliver pedestrian routes through the site follows the guidance in the Park Royal OAPF and the primary pedestrian route will support north-south movement to North Acton Station and other nearby facilities. However, the applicant should provide more information to demonstrate that the route through the flexible buffer zone between blocks F & G will be legible to pedestrians.

39 With regard to the secondary and tertiary routes within the residential central zone, officers are concerned that limited east-west pedestrian movement combined with level changes and restricted timed access will result in these routes being under-utilised and subsequently have a negative impact on the functioning of the proposed communal open space. As such, officers consider that the scheme would benefit from the tertiary semi-public routes between blocks C-D and F-D/E being changed to residents-only access to provide a clearer delineation between public and private routes and spaces. This could be delivered through well-designed and managed gating which continues to offer visual amenity through the site from site edges.

40 The proposed maximum building lines along the A4000 on the northern and eastern edges of the site currently do not deliver sufficiently clear sight lines along the street and if built out to the maximum parameters could compromise the pedestrian experience along these public edges. Officers consider that the frontage of Block C currently does not provide sufficient enclosure of the street. Further information should be provided to demonstrate that the amount of public realm is appropriate and whether a podium element could be brought closer to the site boundary to provide a defined building frontage.

41 The illustrative plans indicate that the entire ground floor of block D/E will be predominantly dual aspect residential units. Given the unfavourable environmental conditions presented by Wales Farm Road, detailed illustrative layouts of these units should be provided, to reassure officers that they can be designed with habitable rooms to the rear, facing the courtyard. Alternatively, consideration could be given to using the ground floors as managed SME employment floorspace if viable.



Figure 3: illustrative ground floor layout of block D/E

42 The provision of South Square as a community focal point has merit; however, to ensure its success, a viable community use would be preferred over retail at the lower ground and upper ground floors fronting the square.

43 Officers consider that the location of the basement access ramp could have a negative impact on the usability of the square if not designed to a sufficient high quality to integrate with South Square and any potential development of the site to the south. As such, further detailed information should be provided which sets out how the access ramp could be integrated as part of a wider piece of public realm.

44 A number of external public lifts are proposed to support access into the site, which is commended. However, officers consider these would benefit from being located externally within the structure of adjacent buildings to support the delivery of a clear public realm. The applicant's intentions in this regard should be clarified.

Building heights and massing

45 Given the site is within a location of the Park Royal Opportunity Area identified for intensification and including tall buildings, and that the illustrative scheme demonstrates a commitment to high quality design (see figure 4), the principle for increasing height and massing broadly in line with the OAPF masterplan is supported.



Figure 4: illustrative view between blocks A & B

46 The applicant responded to officers' request at pre-application stage to test alternative locations for the southern tall building. Officers are now satisfied that its proposed location is the most optimal.

Residential

47 The potential use of wintergardens and projecting balconies is welcomed. Given the immediate context, consideration should be given to utilising wintergardens on higher floors and units facing the A4000 with projecting balconies elsewhere. This could be addressed through an amendment to the design code.

48 The current maximum massing parameters create a pinch point between blocks E & F, which could compromise the internal habitable room quality of the residential units and private amenity space at this location. Further information should be provided which demonstrates how the impact of the proposed massing on the affected units can be mitigated. Detailed illustrative layouts for these units would be helpful.

49 Officers welcome the provision of 8 units per core, which helps to facilitate ownership of internal communal spaces. To continue this aspiration of ownership of spaces, the proposal should seek to maximise the provision of maisonettes at ground level with front doors onto streets or communal amenity spaces.

Appearance

50 The proposal for delivering varied design of blocks at further detailed stages is welcomed. Given the scale of envisaged development, subject to other design considerations, this approach will help to deliver individual qualities to blocks that will also contribute to facilitating ownership. The delineation between podium and taller elements is also welcomed.

Inclusive design

51 At pre-application stage, the applicant was asked to respond to a number of issues, particularly in relation to the public realm, parking provision and mobility scooter storage. The applicant was also asked to be clear about the number of wheelchair accessible units within the scheme and to demonstrate how they will be distributed between the blocks.

52 The application confirms that 10% of units will be easily adaptable for wheelchair users, that they will be spread across all unit types and will offer a choice of locations within the development. Further information should be provided to demonstrate how this will be achieved and secured.

53 More information is required to demonstrate how the shared surface along Portal Way will be designed to be safe and useable for disabled users, particularly around the servicing route and the basement access ramp. The applicant should also respond to officers' request at pre-application stage, to provide storage space and charging points for mobility scooters.

Sustainable development

Climate change mitigation

Energy efficiency standards

54 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 (MVHR) and low energy lighting.

55 The demand for cooling will be minimised through façade optimisation to reduce solar gains, designing for cross ventilation and including green roofs.

56 The applicant has stated that mechanical cooling through Air Source Heat Pumps (ASHP) will be provided to some of the apartments in order to satisfy market conditions.

57 The applicant should undertake overheating modelling to demonstrate that the design complies with CIBSE TM52 and TM49 without the need for air conditioning. If however the design is too outline to allow that level of analysis, this modelling should be secured by condition and undertaken at reserved matters stage. Subject to the results of the modelling exercise, the applicant should then consider omitting the air conditioning in order to maximise the carbon savings.

58 The development is estimated to achieve a reduction of 105 tonnes per annum (9%) in regulated CO₂ emissions compared to a 2013 Building Regulations compliant development. The reduction for the 'be lean' measures appears to be on the high side for the specification outlined in the report. In order for the savings to be verified the applicant should provide sample SAP TER and DER worksheets including energy efficiency alone (i.e. before CHP and PV).

District heating

59 The applicant has identified that the site is within the Park Royal District Heating opportunity area and that the Park Royal OAPF identifies it as the Southern Gateway. Whilst the applicant's commitment to ensuring that the development is designed to allow future connection to a district heating network is welcomed, sites to the west and east are in an early stage of planning and discussions should be progressed with the relevant landowners to secure a joined up approach to delivery of an area-wide heat network.

60 The applicant should confirm that all apartments and non-domestic building uses will be connected to the site heat network. In particular, the applicant should confirm that the apartments with ASHP for cooling will be connected to the site wide heat network for heating as installation of a separate ASHP heating system would be non-compliant with the GLA energy hierarchy.

61 The site heat network will be supplied from a single energy centre located in the basement of block A.

Combined heat and power

62 The applicant is proposing to install a 400-600 kW_e gas fired CHP unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating (supplying approximately 50-60% of the total heat load). A reduction in regulated CO₂ emissions of 303 tonnes per annum (27%) will be achieved through this second part of the energy hierarchy.

Renewable energy technologies

63 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Biomass Boilers and Photovoltaic (PV) panels to be located on the roofs of the development.

64 It is proposed that the Biomass Boiler will be integrated into the site wide network and provide 25% of the overall heating demand. Whilst Biomass and CHP can be compatible it would be a complex arrangement as they would both be operating the base heating load, and therefore following the hierarchy CHP should be prioritised. The applicant should therefore provide information on how the proposed communal heating system would be managed, including the costs of operating the systems.

65 The applicant is proposing a 300m² PV array for the development. A plan detailing the proposed location of the PV arrays should be provided.

66 A reduction in regulated CO₂ emissions of 191 tonnes per annum (24%) will be achieved through this third element of the energy hierarchy.

Summary of overall carbon savings

67 A reduction of 598 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected, equivalent to an overall saving of 49%. The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan, but further information is needed to verify these savings.

Climate change adaptation

Flood risk and surface water run-off

68 The site is within flood risk zone 1 and as such its redevelopment including for residential use is acceptable in principle.

69 Drainage is a critical issue across the Old Oak and Park Royal area. This is because the foul, surface water and combined sewer networks across the area are at capacity. Furthermore, there are already areas at significant surface water flood risk, although this particular site is not directly affected. An area-wide integrated water management strategy will be produced. Key to this will be the aim of major reductions in surface water discharge from existing sites in order to create capacity in the sewer networks to take foul discharges from the various development sites.

70 It is anticipated that there will be one or more strategic level sustainable drainage facilities that future developments will utilise. However, this application is made in advance of any work to identify and specify such strategic drainage solutions.

71 The Flood Risk Assessment states that there will be a small reduction in impermeable area as a result of the development and therefore some betterment in terms of surface water discharge. This is disappointing and the applicant should re-examine the drainage aspects such that the proposed development is capable of achieving greenfield run-off rates up to the 1 in 100 year storm, in order to ensure compliance with London Plan policy 5.13. This should be readily achievable by the use of green/blue roofs, landscaped areas designed to absorb maximum rainwater, rainwater harvesting systems, permeable hard surfaces and sub-surface tanked and/or cellular rainwater storage.

Transport

Transport accessibility

72 The site is located off Portal Way which forms part of the borough highway network. The A40 Western Avenue junction at Gypsy Corner is to the south of the site and is accessed via the gyratory system which includes Victoria Road, Portal Way and Wales Farm Road. The A40 forms an important part of the Transport for London Road Network (TLRN) linking central and west London with the M25.

73 The site is approximately 250 metres from North Acton London Underground station, which provides services on the Central Line, and approximately 800 metres from Acton Mainline station which gives access to Great Western rail services from Paddington and will also benefit from the introduction of Crossrail services from 2019.

74 The site is served by five bus routes with the nearest stops located 120 metres from the site on Victoria Road providing access to routes 487, 260, 266, 440 and a stop 360 metres away on Western Avenue providing access to route 95. As such it is estimated that the site records a very good public transport accessibility level (PTAL) of 5, on a scale of 1-6 where 6 is the highest.

Access and car parking

75 All vehicular access will be from the internal spine road of Portal Way and crossovers on Portal Way to the north and Wales Farm Road will be removed. A two way ramped entrance will provide access to basement and mezzanine levels.

76 TfL understands that all deliveries and servicing will take place within the site and that earlier proposals for a drop off and servicing facility on Portal Way to the north have not been taken forward. This is welcomed. A draft Delivery and Servicing Plan (DSP) has been submitted with the application and will need to be secured by condition.

77 Two extended parking bays accommodating up to eight cars located along the internal spine road of Portal Way will serve the commercial elements of the scheme. The parking bays will be designed for short term-use and four spaces will be reserved for disabled parking and drop off. All servicing of the commercial units will take place within the site itself. TfL does not object to provision of the parking bays, assuming their use is carefully managed.

78 A total of 228 car parking spaces are proposed at basement and mezzanine levels to serve the residential development. This equates to a ratio of 0.28 spaces per unit. Within this overall total, 76 disabled parking spaces will be provided, equivalent to 1 space per 10 units. 20% of parking spaces would be fitted with electric vehicle charging points and a further 20% would have passive provision.

79 TfL had stated at the pre application meeting that car parking should be limited to a ratio of 0.2 spaces per residential unit. A Strategic Transport Study carried out by TfL to examine the impacts of proposed development in the Old Oak, Park Royal and North Acton areas has found that car parking will need to be restricted to very low levels to avoid unacceptable levels of congestion on the surrounding road network. A low level of car parking would also be appropriate taking into account the high level of public transport accessibility.

80 TfL understands that Ealing Council officers wanted to ensure that 10% of units (76) have access to disabled parking. The London Plan also requires 10% of units to be wheelchair accessible and to have a parking space. Ealing Council officers also requested that car parking spaces were provided for the larger family units (55 of the total). Discounting any overlap between the categories, this would result in no more than 131 car parking spaces which would be well within TfL's preferred maximum ratio. TfL therefore urges the applicant to reduce the total level of parking to serve the residential development.

81 A parking management plan (PMP) should be submitted and secured through the section 106 agreement. The PMP should demonstrate how the residential parking is allocated to ensure that it is available to occupiers of the wheelchair accessible and family housing and explain how use of the parking bay for the commercial units will be managed. It should also relate the parking proposals to the Controlled Parking Zone (CPZ) and any future changes that may be required. It is important that a permit free agreement for future residents is included in the section 106 agreement and that measures are put in place to ensure there is no overspill parking allowed to occur on nearby streets including the Portal Way spur road and any areas beyond the CPZ boundary.

Cycle parking

82 Cycle parking will be provided at basement and mezzanine levels and will be accessed via cycle lifts or the ramped access from the spine road of Portal Way. A total of 1,185 spaces will be provided to serve the residential development including 19 short stay spaces for visitors. This would meet the requirements set out in the draft FALP for the minimum residential scenario but would be 11 spaces short of the requirements for the maximum residential option. The applicant should demonstrate how the additional 11 spaces would be accommodated if the maximum residential option is implemented.

83 A further 120 spaces will be provided (including 72 short stay spaces) to serve the commercial elements. The precise requirement will depend on what form the flexible commercial uses take, but based on the average requirement (for A1 food retail), 120 spaces should be sufficient to meet the requirements in the draft FALP. It is important that short stay cycle parking is located so that it is fully accessible to visitors and benefits from natural surveillance within the development. The overall quantum of cycle parking should be agreed at the outline stage with details of location and design secured by condition.

Highways impact assessment

84 The impact assessment has considered the following scenarios for both the AM and PM peak hour:

- Baseline (2014)
- Opening year without development including committed schemes
- Opening year with development

85 The baseline was taken when the Carphone Warehouse building was only partially occupied. Following the merger with Dixons the building is now fully occupied. As such the assessment is considered to be robust. The main change in the opening year with development is in the direction of flow as a result of the change from employment to residential use. Given existing levels of congestion on the strategic and local road networks the level of parking should be reduced further as stated above and mitigation provided in the form of contributions towards pedestrian and cycle improvements (see below).

Public transport impacts

86 In the Transport Statement a high mode share is assumed for trips using North Acton station. As a result, there is predicted to be some impact on the limited gateline capacity at the station in the future scenario with development. TfL has identified the need to provide long-term access and capacity improvements at North Acton station to accommodate an increase in trips due to the cumulative impacts of development in the area, although there is no commitment or funding to take forward any specific projects. In advance of a long-term improvement plan it would be appropriate to provide a ring-fenced section 106 contribution towards short-term works to improve the station entrance at North Acton. This would complement access improvements outside the station that are being taken forward by Ealing Council.

87 The development would also give rise to an increase in use of bus services although given the number of services and stops within the area this is not expected to have any adverse impacts on specific services. The increased number of trips should be capable of being accommodated on the existing network.

88 A bus stop audit providing details of DDA compliance was requested at the pre-application stage. Given the complex routing of buses around the gyratory, access to bus stops is a key issue. TfL request that information on the condition of bus stops within 400 metres (including details of any potential barriers to access from the site) is submitted as a supplement to the transport report. Any stops identified as being in need of improvement should be upgraded as part of the section 106 agreement.

http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible_bus_stop_design_guidance.pdf.

Highway improvements

89 Proposed highway improvements to be implemented as part of the development include three new pedestrian crossings and improvements to the Portal Way spine road to provide a shared surface. It is unclear from the submitted drawings which of the proposed crossing points on Portal Way (north) will be signalised. The crossings and public realm improvements have the potential to improve conditions for pedestrians and cyclists and are supported in principle. The precise location and detailed design of the crossings should ensure that there is no adverse impact on bus operations and infrastructure or the operation of the gyratory, taking into account future transport demands. The shared surface area will need to provide appropriate differentiation to assist visually impaired users.

90 TfL understands that a number of options for more ambitious highway improvements in the surrounding area have been included in the Transport Statement in response to a request from Ealing Council, although they do not form part of the application. Reference is made to the potential segregated cycle lanes, reverting to 2 way operation of the gyratory and a new pedestrian crossing over the A40. It is understood that these options could be taken forward by Ealing Council. All the proposals would need to be subject to detailed modelling to examine the impact on traffic movement and particularly on bus operations. Bus stops, stands and priority measures should be retained and enhanced. In particular, the Victoria Road stand will need to be retained and may need to be expanded to take account of increased demand from development in the North Acton and Old Oak Common area. TfL London Buses would need to be consulted as the plans are developed in more detail. At this stage TfL would like to understand more about the proposals, particularly ideas that may affect the operation of the A40 and its junctions and would expect to be involved in any modelling or appraisal carried out by either Ealing Council or the developer's consultants. If any of the options are taken forward to mitigate the impacts of development at North Acton it would be appropriate to seek funding through section 106 agreements.

Cycling

91 Although the predicted modal share for cycling is relatively low, there is potential to significantly increase cycling in the area as facilities and infrastructure are transformed. TfL is currently developing proposals for a segregated cycleway and footway improvements along the A40 corridor through Gypsy Corner which would form part of an extension of the proposed East-West Cycle Superhighway. Detailed designs will be subject to consultation in the next few months. It would be appropriate given the potential to increase cycling and thereby reduce pressure on other parts of the transport network to provide a contribution of £75,000 towards these works.

Walking

92 A PERS audit has been carried out and submitted with the Transport Assessment. This indicates that conditions for pedestrians in and around the site are generally acceptable, although potential problems with wayfinding are identified. To address this issue, Legible London signage should be provided in and around the development. This could be included as part of the public realm improvements along Portal Way to the north of the site and on the spur road. The average cost for a pair of Legible London signs is approximately £15,000. This includes the map panels, production of the sign and installation. The costs will vary depending on the type of sign (map based or non map based) and also the size. TfL recommends that a minimum of four signs are provided at gateways into the development and at the Portal Way junction. These will need to be secured through the section 106 agreement.

Travel plans

93 Draft residential and work place Travel Plans have been submitted with the application. Both of these have been assessed against the ATTrBuTE assessment tool and have passed. As stated in the Transport Report, Travel Plans will need to be secured and monitored through a section 106 agreement.

Construction logistics

94 A draft Construction Logistics Plan (CLP) has also been submitted. The CLP will need to take account of the construction timescales for other major infrastructure and development projects in the area including the HS2, National Rail and Crossrail station which could result in road closures and affect routing for construction vehicles. A comprehensive construction logistics strategy will be developed to co-ordinate the delivery of infrastructure and development projects in the Old Oak Common, Park Royal and North Acton areas. Maximum use should be made of any shared facilities including consolidation centres developed as part of this strategy.

Mitigation – Section 106 contributions and Community Infrastructure Levy

95 TfL welcomes the proposed highway and public realm improvements including crossing facilities that will be implemented as part of the development. Although the scope of long-term options to improve the gyratory are still to be finalised, it would be appropriate to provide a contribution to future improvement works, particularly specific measures that improve conditions for pedestrians and cyclists such as the segregated cycle lane along the A40 corridor. To address problems with wayfinding that were identified in the PERS audit, a minimum of four Legible London signs should be provided as part of the public realm improvements. To mitigate the impact of additional trips at North Acton station, a contribution should be made towards station entrance improvements that would complement the access works being developed by Ealing Council. A bus stop audit should be submitted and depending on the condition of bus stops, a contribution may be required to ensure conformity with guidance on accessible bus stops.

96 The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. The proposed development is in the London Borough of Ealing, where the charging rate is £35 per square metre of floorspace. Further details can be found at <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

97 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).

98 In these situations, the Mayor's CIL charge (but not the borough's) will be treated as a credit towards the S106 liability. The practical effect of this will be that only the larger of the two amounts will normally be sought. As the CIL charge will not be confirmed until development is about to commence , the s106 agreement will need to be worded so that if the s106 contribution based on the assumed CIL proves incorrect the contribution is adjusted accordingly (assuming it is still more than the CIL). Other contributions towards the mitigation of transport impacts may also be sought in accordance with London Plan policy and with relevant legislation.

Local planning authority's position

99 As yet unknown.

Legal considerations

100 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

101 There are no financial considerations at this stage.

Conclusion

102 London Plan policies on housing, urban design, climate change, and transport are relevant to this application. The principle of the housing-led mixed-use redevelopment of this site, and the inclusion of tall buildings, is supported. While the application is generally acceptable in strategic planning terms, on balance it does not accord with the London Plan. The following could address these deficiencies:

- **Principle of development:** the principle of the mixed use redevelopment of the site is supported in strategic planning terms. However, the applicant should commit to a minimum quantum of community (D1) floorspace, to help address the identified shortage of social infrastructure in the area, and should incorporate an element of B1 into the flexible non-residential uses.
- **Housing:** it is not possible at this stage to determine whether the proposal provides the maximum reasonable amount of affordable housing, in accordance with London Plan Policy 3.12. Discussions are required in respect of the approach to viability, if a PRS component is included. Specific commitments are also required in respect of housing design standards, in order to ensure compliance with London Plan policy 3.5.
- **Climate change mitigation:** the energy strategy does not currently comply with London Plan policies 5.2, 5.6 and 5.9. In order for the carbon savings to be verified, the applicant should provide sample SAP TER and DER worksheets including energy efficiency alone (i.e. before CHP and PV). The applicant should liaise with nearby landowners to secure a joined-up approach to the delivery of an area-wide heat network. Confirmation is also sought that the apartments with ASHP for cooling will be connected to the site wide heat network for heating. Information is also required to demonstrate how the proposed communal heating system would be managed, including the costs of operating the systems.
- **Climate change adaptation:** the proposed drainage strategy does not comply with London Plan policy 5.13 and should be reconsidered to achieve greenfield run-off rates.

- **Urban design:** the applicant has broadly followed the advice in the Park Royal OAPF for the Southern Gateway and has sought to address many of the design issues raised at pre-application stage, which is welcomed. However, further work is required to address outstanding issues including the hierarchy of routes, building edges, the layout of residential units adjacent to Wales Farm Road and the pinch point between blocks E & F, integration of the access ramp in to the public realm, and inclusive design.
- **Transport:** in order to ensure compliance with London Plan policies 6.1, 6.2, 6.4, 6.7, 6.9 and 6.10, further discussions are required regarding residential parking provision, cycle parking provision, A bus stop audit and a parking management plan should be submitted. Potential bus stop upgrades should be secured through the section 106 agreement. Financial contributions to mitigate the impacts of the development are required towards Legible London signage, station entrance improvements at North Acton station and improvements for pedestrians and cyclists along the A40 corridor.

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