

6.10 Plant and Ventilation

6.10.1 Heating

~~Low emission air source heat pumps (ASHP) would be used with gas back-up boilers to provide space heating and hot water. For resilience, the gas boilers would be designed to the full peak capacity of the site. During the RMA stage, options would be explored for the provision of on-site renewable energy. Figure 6.11 shows the zone where which the energy centre would be located at ground level.~~

High temperature low emission air source heat pumps (ASHP) would be used with gas back-up boilers to provide space heating and hot water. For resilience, the gas boilers would be designed to the full peak capacity of the site. During the RMA stage, options would be explored for the provision of on-site renewable energy. The heat pumps would increase water temperature from 30°C to 60°C, enabling 100 % of the heat supply, using electricity as a fuel source. Gas backup boilers would be used only in unplanned circumstances to maintain a heat supply if faults arise. No gas connections would be made to new residential units.

Figure 4.11R shows the zone where which the energy centre would be located at ground level. This located has been chosen due to the requirements and restrictions of the proposed energy centre.

The amended proposed development would provide photo-voltaic (PV) panels to be installed on the roofs of Blocks A-D and F.

6.10.2 Cooling and Ventilation

For outline applications, dynamic thermal modelling cannot be undertaken as this requires detailed internal layouts. Overheating would be considered as part of the RMAs and secured by means of an appropriately worded planning condition.

An Overheating Mitigation Strategy Report has been prepared for the application, which sets out how the amended proposed development has taken all available steps at this stage of the design to address overheating.

6.11 Sustainability Proposals

The following energy efficiency measures would be incorporated into the amended proposed development:

- Water efficiency: flow control devices and water efficient fixtures and fittings will be installed in all dwellings to target a maximum internal daily water consumption of 105 litres/person/day;
- Renewable Energy: provision of PV panels on Blocks A-D and F;
- Electric vehicle charging: active and passive charging points to be provided in accordance with London Plan requirements;
- Net biodiversity gain: commitment to achieve more nature after a development than before. Ecology requirements of BREEAM Excellent to be met, including detailed ecology surveys and appropriate ecological enhancements;
- Climate change adaptation: features to address the risks from climate change to be incorporated, including SUDS, overheating and water shortages;
- Healthy homes: incorporating features to ensure residents can lead healthy lives, including walking and cycling routes, minimum space standards, enhanced biodiversity and mitigated overheating risk; and
- Community creation: using the Berkeley toolkit 'Creating Successful Places' to ensure sustainable place-making and delivering social sustainability.

6.12 Health and Wellbeing Measures

The [amended](#) proposed development has sought to promote and encourage healthier lifestyles through the following measures:

- Providing access to open space and amenity space;
- Providing access to employment opportunities;
- Providing housing in a range of residential unit types and tenures; appropriately sized; energy efficient; warm and dry;
- Providing on-site community and retail uses;
- Providing safe, accessible spaces;
- Providing cycle spaces and promoting walking; and
- Avoiding exposure to excessive noise, light spill, overheating or poor air quality.

6.13 Operational Management Controls

The following would be implemented as part of the operational management of the [amended](#) proposed development:

- Travel Plan; and
- Deliveries and Servicing Management Plan.

During the detailed design and RMA stages, consideration would be given to the following:

- Fire:
 - All internal roads within the proposed development would be accessible by emergency vehicles and all buildings would be designed to be compliant with relevant Fire Safety Regulations; and
- Flooding:
 - All finished floor levels would be at least 0.15 m above adjacent external ground levels;
 - The external ground profile around buildings would, where possible, be designed such that surface water would be directed away from buildings;
 - Extensive landscaping would be introduced at the detailed design stage which would reduce run-off rates; and
 - A combination of SUDS features would be used throughout the [amended](#) proposed development in order to minimise the rate of discharge and volume of runoff.

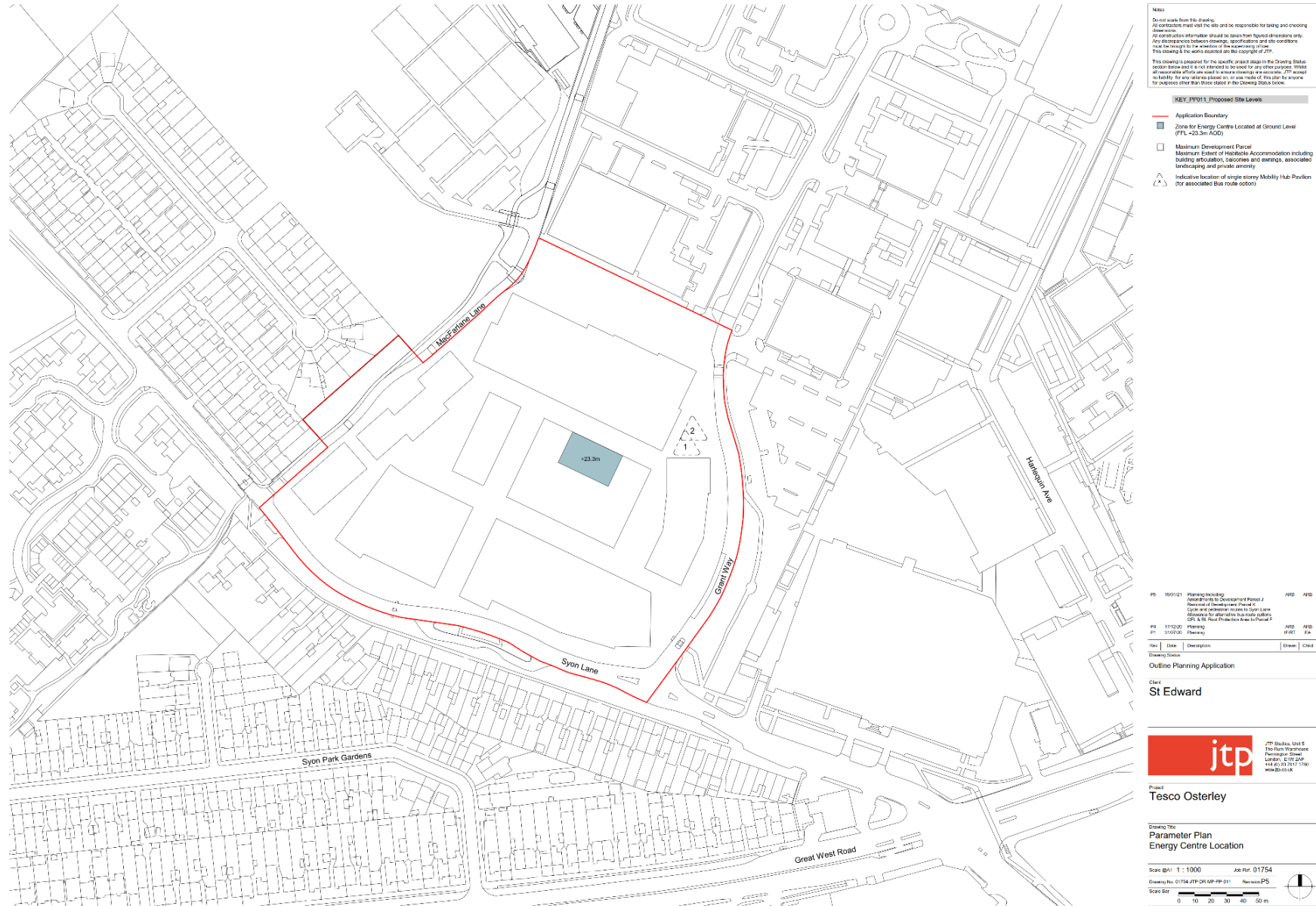


Figure 6.11R: Proposed Energy Centre Location:

7. DEMOLITION AND CONSTRUCTION

7.1 Development Programme

Due to the scale of the [amended](#) proposed development, it is envisaged that the demolition and construction works would be completed in phases as presented in Figure 7.1. The works are anticipated to start in 2025 and would be undertaken over a 10-year period, completed by April 2035.

Phase:	Year:		2025				2026				2027				2028				2029				2030				2031				2032				2033				2034				2035			
	Start	End	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
	Block H	Q3 2025	Q3 2028																																											
Blocks B+K	Q2 2027	Q3 2029																																												
Block A	Q2 2028	Q3 2031																																												
Block C	Q1 2030	Q4 2032																																												
Block G	Q3 2031	Q3 2033																																												
Block F	Q1 2032	Q1 2034																																												
Block D	Q3 2032	Q1 2035																																												
Block E	Q3 2033	Q2 2035																																												
Block J	Q4 2033	Q2 2035																																												

Figure 7.1: Indicative Demolition and Construction Programme

The Applicant has committed to implement a construction environmental management plan (CEMP) during the demolition and construction stage. A framework for the CEMP is presented in ES Chapter 5: Demolition and Construction Environmental Management.

The framework would form the basis for the CEMP. The framework has been prepared in accordance with standard best practice and regulatory requirements.

The detailed CEMP would include a detailed CLP, Air Quality Dust Management Plan (AQDMP) and Site Waste Management Plan (SWMP). It is envisaged that the CEMP would address the following as a minimum:

- Roles and responsibilities;
- Control and management of construction wastes;
- Housekeeping procedures and environmental control measures relating to incidents, ecology, water, waste, noise, air quality, and contamination;
- Details of any environmental monitoring proposed;
- Details of prohibited or restricted operations (locations, hours etc);
- Details of proposed routes for HGVs travelling to and from the application site; and
- Details of works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions.

Contractors would sign up to the Considerate Constructors Scheme.

7.2 Community Liaison

The Applicant would engage with and inform the local community and local stakeholders of particulate demolition and construction tasks and indicative timelines across the programme.

7.3 Working Hours

The core working hours during the demolition and construction stage would be as follows:

- 08:00 – 18:00 hours Weekdays;
- 08:00 – 13:00 hours Saturday; and
- No working on Sundays or Bank Holidays.

There may be a specific need to work outside of these hours to manage certain noisy works and deliveries to limit impact on the local area. In these circumstances the contractor would liaise with all parties, including the RBG and local community groups and residents as applicable.

7.4 Potential Demolition Construction Environmental Effects

The main sources of potential environmental effects during demolition and construction of the [amended](#) proposed development have been identified as demolition and construction transport and associated noise and vehicle emissions; noise and vibration from machinery; and dust emissions. The evolving massing of the [amended](#) proposed development would also be a source of environmental impacts, but in all cases the effects would be less than those associated with the completed development. Potential impacts have been identified and standard best practice mitigation measures have been incorporated into the development proposals to reduce the likelihood for significant environmental effects.



8. PROPOSED DEVELOPMENT LIKELY SIGNIFICANT ENVIRONMENTAL EFFECTS

8.1 Socio-Economics

Consideration has been given to the likely significant effects on the local community, the economy and community infrastructure including employment, healthcare, education, open space provision, health, deprivation and crime.

8.1.1 Demolition and Construction

The existing site provides 290 jobs. In the event that these jobs are not re-provided elsewhere in the study area, the effect would be adverse. However, in the event that the Homebase development is approved, the existing jobs would be re-provided at the new Tesco store with no loss of jobs in the area during the demolition and construction stage, resulting in a neutral effect.

The demolition and construction stage of the [amended](#) proposed development is predicted to directly generate 256 net full-time equivalent construction jobs per annum in London which is expected to result in a beneficial effect on the local economy.

In the event that the existing on-site jobs are not re-provided elsewhere in the study area, the effect in respect of existing spending within the local economy would be adverse. However, should the existing on-site jobs be re-provided at the Homebase development, the effect would be neutral.

The demolition and construction workers are anticipated to generate additional local spend, which would have a beneficial effect on the local economy.

None of the reported effects would be significant.

8.1.2 Completed Development

The development specification for the outline application sets ranges for the unit mix across the tenures. To enable an assessment of effects from the newly introduced on-site residential population, these ranges have been interpreted to establish an assumed reasonable worst-case unit and tenure mix in respect of population yield.

Based on these assumed tenure and unit mix, agreed with the LBH, the [amended](#) proposed development would provide a maximum of 1,623 new homes and would contribute towards the LBH's housing need and target of 882 new homes per year, resulting in a significant beneficial effect at the local and borough levels.

Based on a worst-case assessment of the minimum non-residential floorspace to be provided, the [amended](#) proposed development would result in a net loss of 105 - 234 on-site jobs that would have an adverse effect at the local level. However, should the existing on-site jobs be re-provided at the Homebase development, the effect would be neutral.

Once occupied, the population of the [amended](#) proposed development would comprise approximately 3,515 people based on a worst-case population yield unit and tenure mix.

The new residential population is likely to spend locally. This would result in a beneficial effect.

Of the estimated 3,515 residents, 707 would likely to be children; 314 of these would likely to be under four years old, 308 primary school age and 85 secondary school age.

The demand for early years places, primary school places and secondary school places would be adverse.

Due to a shortage in primary school places in the existing baseline, Community Infrastructure Levy (CIL) contributions towards new or expanded facilities would be required to mitigate likely significant adverse effects.

The [amended](#) proposed development would result in beneficial effects at the local level through the provision of a minimum of 20,000 m² of publicly accessible space and a minimum of 8,000 m² of resident's only amenity space, such as podium communal gardens and roof terraces. Likewise, the [amended](#) proposed development would provide a minimum of 5,000 m² of children's play space on-site. However, if the minimum children's play space were to be provided, the worst-case child yield would result in a shortfall of 2,070 m² compared to the GLA requirement. On this basis, CIL contributions towards community facilities would be required to mitigate adverse effects.

The [amended](#) proposed development would also have a significant beneficial effect on deprivation at the local level and a beneficial effect at the borough level through an increase in local spending, an improved living environment, improved services and new job opportunities.

The [amended](#) proposed development would have a beneficial effect on crime and community safety due to the secure by design principles that would be incorporated into the design of the scheme, though this would be detailed at the reserved matters stage.

8.2 Transport and Accessibility

Consideration has been given to the likely significant effects on the highway network (driver and bus delay), public transport, pedestrians, cyclists, accidents and safety. In total 11 highway links have been assessed and two bus services (H91 and E1). The assessment considers the combined effects of the [amended](#) proposed development and the Homebase development against predicted future baseline conditions.

8.2.1 Demolition and Construction

The demolition and construction traffic demand has been calculated through the interrogation of historic data in relation to heavy goods vehicles (HGV) and personnel movements for comparable construction projects and with reference to the site's demolition and construction programme.

Peak construction activity is anticipated to take place from April to September 2028, at which time Blocks A, B and H are under construction, the Tesco petrol station is being decommissioned and temporary residential car parking is being erected. At this time up to 97 vehicle arrivals are anticipated to arrive at the site over the course of the day.

The assessment assumes that all HGV traffic routes to and from the site from the strategic highway network, the A4 Great West Road and route northbound from the A4 to the site.

The assessment assumes that 75 % of HGV traffic could arrive to the site from the A4 east, and 75 % could arrive from the A4 west.

The effects of demolition and construction HGV traffic on pedestrians and cyclists in respect of severance, amenity, delay, fear and intimidation would be negligible on all links.

In respect of safety and accidents, two links (Syon Lane, North of A4; and Syon Lane - South-East of Tesco Access (between Grant Way and Tesco)) would experience an increase in HGV traffic of over 10 %. These links can be considered to have high sensitivity with regard to road safety. The effect would be adverse for road safety.

An assessment of driver (and bus service) delay has been screened out during consultations with Transport for London (TfL) and LBH.

None of the reported effects would be significant.

8.2.2 Completed Development

The [amended](#) proposed development's completed development stage traffic demand has been calculated through the interrogation of data for similar development sites. The assessment methodology has been discussed and agreed with officers at TfL and LBH.

There would be no increase in traffic (or HGV) demand when the [amended](#) proposed development is fully operational in year 2035. Instead, a reduction in traffic is predicted on all assessed links, with this reduction being most pronounced on Syon Lane, north of the A4.

As a reduction in traffic is anticipated on all assessed links, the effect on severance, pedestrian and cyclist delay, pedestrian amenity, fear and intimidation and road safety would be negligible.

The driver delay (and bus service delay) assessment considers the traffic impact of the [amended](#) proposed development and incorporates the new traffic signal control site access junction to the Homebase development and associated pedestrian [and cycle](#) crossing ~~facility~~ [facilities](#) on Syon Lane, south of the A4 Great West Road.

Some physical mitigation is required at the Gillette Corner junction to accommodate the Homebase development traffic turning from the A4 Great West Road south into Syon Lane. The assessment shows extended journey times through the road network for traffic routing towards Syon Lane south, from the east and the west on the A4. A particular constraint to highway capacity is the right turn from the A4 into Syon Lane south. Capacity improvements will be provided by the Homebase development and would be in place before the development works commence on-site. [The Homebase development proposes to deliver a second turning lane from the A4 into Syon Lane \(south\) to increase the capacity for the turn. This turning lane would be installed ahead of the amended proposed development commencing on-site.](#)

[The driver and bus delay assessments considers four design options for pedestrian and cycle crossings at the Gillette Corner Junction. The driver delay assessment results for the reasonable worst-case option \(Design Option 4\), which includes the provision of a double right turn lane into Syon Lane South and the additional of surface level pedestrian and cycle crossings on the A4 \(East\) and Syon Lane \(South\), concludes adverse effects for vehicles turning between the A4 East and Syon Lane South for Weekday AM, PM and Saturday peaks, but not significantly so.](#)

~~On this basis, the assessment concludes that the effect on driver delay would be beneficial for links 1-5, 10-11 (A310, A315, parts of Syon Lane and Northumberland Avenue) and adverse for links 6-9 (A4 and part of Syon Lane), but not significantly so.~~

In addition to the ~~wider~~ driver delay impacts (upon all motorised users), the assessment also considers the specific impacts upon bus passengers using services H91 and E1. When considering [the worst-case option \(Design Option 4\)](#), ~~delays to bus users~~ the resulting effect upon the users of the H91 route is identified as ~~negligible during the weekday PM peak and on Saturdays (due to decreases in delay) and during the AM peak (due to increases in delay).~~ [adverse in the weekday AM peak and on a Saturday, and adverse in the weekday PM peak. These effects would not be significant.](#)

TfL are currently proposing to extend service E1 from its existing terminus in Ealing to the site. It is understood that TfL will formally consult on the route extension ~~in the Summer 2020~~ and the Applicant has been requested to design a new bus terminus for this service as part of the [amended](#) proposed development.

Should the E1 extension be implemented the resulting delays are identified as ~~negligible during the weekday AM peak (due to decreases in delay) and during the PM and Saturday peaks (due to increases in delay).~~ [negligible for weekday AM and PM peak hours and adverse on a Saturday. The effect on a Saturday would be significant.](#)

No additional mitigation ~~would be required~~ is proposed. Other options modelled would result in reduced effects; however, the selection of the preferred Design Option would be made by TfL. None of the reported effects would be significant.

8.3 Air Quality

Consideration has been given to the likely significant air quality effects to arise from the demolition and construction works, from operational road traffic and energy plant emissions of the amended proposed development, as well as the suitability of the site for residential use.

8.3.1 Demolition and Construction

During the demolition and construction stage, there is the potential that emissions of dust arising from the site from the proposed works could result in a loss of amenity at nearby existing residential, community (Bolder Academy) and commercial properties. Based on recognised assessment criteria, the demolition and construction works present a high risk of adverse dust impacts in the absence of appropriate mitigation. With the implementation of suitable mitigation measures, which would be set out within a CEMP to be agreed with the LBH and secured through an appropriately worded planning condition, it is anticipated that adverse dust effects would be mitigated such that it would not be significant.

The highest average number of vehicle movements to be generated during the construction works has been assessed. The demolition and construction works are due to start in 2025, at which time the new Tesco store at the Homebase site would be expected to be operational and only the on-site petrol filling station would remain. Peak traffic movements are expected in 2028 at which time the petrol filling station would no longer be operational. Overall, there would be a net decrease in total movements associated with the site and an overall removal of traffic from the network; therefore, the effect of demolition and construction traffic would be beneficial when compared to the existing baseline situation.

None of the reported effects would be significant.

8.3.2 Completed Development

Due to the relocation of the Tesco store and closure of the petrol filling station, the operational traffic would be lower than traffic levels currently arising from the site and in the study area. The effect of completed development traffic would therefore be beneficial when compared to the existing situation, especially at existing off-site residential and community (Bolder Academy) receptors and for local air quality in general.

Air quality effects once the amended proposed development has been completed would arise due to emissions from the amended proposed development's boiler plant which would be used to provide heating and hot water. The effects of boiler plant ~~emissions would be local to the exhaust stacks at the top of the buildings on which they are located and would not lead to a breach of air quality strategy targets within the site~~ would be reduced through the use of the boiler plants only during unplanned circumstances. Off-site, the effects of boiler plant emissions would be negligible and not significant at sensitive residential and community receptors.

At on-site future residential receptors, air quality levels across the site are predicted to meet the annual mean nitrogen dioxide targets at all locations. Therefore, the completed development would be suitable for residential use.

The introduction of Bus Route Option 2 or the additional modelling of design options for the Gillette Corner junction would not affect the reported air quality effects.

None of the reported effects would be significant.

8.3.3 Air Quality Neutral

The air quality neutral assessment has shown that the [amended](#) proposed development would meet both the building and transport emissions benchmarks of the GLA guidance and can be considered 'Air Quality Neutral'.

8.4 Noise and Vibration

Consideration has been given to the likely significant noise and vibrations effects to arise from the demolition and construction works, from operational road traffic, plant and servicing of the [amended](#) proposed development, as well as the suitability of the site for residential use.

8.4.1 Demolition and Construction

Using available industry noise data for typical demolition and construction works, predictions were undertaken to provide an estimate of the potential plant noise emissions from the site during the demolition and construction works at noise sensitive receptors within the study area, such as existing residential properties, the existing Sky Campus, future community receptors (Bolder Academy) and future on-site residents of completed phases.

The effect of demolition and construction noise on the neighbouring Sky Campus (to the north), on residential properties along MacFarlane Lane/Oaklands Avenue and on new on-site sensitive receptors, i.e. residents of early completed Blocks H, B, A, G, F and C would be significant adverse. The effect on the residential properties along Syon Lane and Bolder Academy would be adverse but not significant.

In modelling the demolition and construction plant noise levels, account has been taken of standard best practice to be adopted on-site in accordance with the CEMP, including monitoring. The assessments have been based on worst-case overlapping works.

The Applicant would ensure that works are programmed to minimise the overlap of noisy activities, that quiet plant is selected where possible, that noisy activities are screened and that detailed demolition and construction method statements would be prepared to minimise impacts to close proximity noise sensitive receptors.

It is noted that in the case of the new on-site sensitive receptors, occupants would be moving in to completed Blocks in the knowledge that it was an active construction site. All effects would be temporary in nature and have been based on a worst-case assessment approach and therefore the effects, while significant, are not considered to be a material consideration.

The effect of demolition and construction traffic noise would be negligible.

The effect of demolition and construction vibration would range from negligible to adverse, but not significant, at all on- and off-site receptors.

Although there are likely to be significant adverse demolition and construction plant noise effects, these are worst-case and temporary in nature. Mitigation would be implemented through the CEMP to minimise/prevent nuisance where possible.

8.4.2 Completed Development

Based upon measured noise levels and modelling of the cumulative traffic flow scenario, predictions were made for the likely ambient noise levels impacting upon the various building façades that form part of the [amended](#) proposed development. Minimum sound insulation performance requirements have been provided for the façade to achieve internal noise levels in accordance with best practice guidance and standards, during the detailed design stage. In addition, outdoor amenity noise levels have been predicted to help inform the detailed design of these spaces and

mitigation options to achieve guideline levels where possible, taking into consideration the urban location of the site. On this basis, the site would be suitable for residential development.

Plant noise limits have been set in accordance with best practice guidance and standards. All fixed plant installations would be fitted with attenuation and acoustic screening, as required to meet the noise emissions limits. Mitigation would be further developed during detailed design.

Operational servicing noise would not result in significant adverse effects at the assessed sensitive receptors.

[The introduction of Bus Route Option 2 or the additional modelling of design options for the Gillette Corner junction would not affect the reported noise and vibration effects.](#)

None of the reported effects would be significant.

8.5 Wind Microclimate

Consideration has been given to potential wind microclimate conditions in areas used by existing off-site pedestrians and future on-site users (thoroughfares, bus stops, pedestrian crossings, entrances and amenity areas) to ensure that these locations are suitable for their intended use.

8.5.1 Demolition and Construction

During demolition and construction works, wind conditions are expected to progress from the existing site to where the [amended](#) proposed development is fully built out. Wind conditions at off-site receptor locations are predicted to be suitable for the intended pedestrian uses and on-site wind conditions are expected to be suitable for a demolition and construction site.

Therefore, the demolition of the existing site and construction of the [amended](#) proposed development would result in a negligible effect on the wind microclimate and identified receptors, and as such would not give rise to significant effects on the wind microclimate.

As the demolition and construction works are phased, the wind conditions in relation to the phasing would be reassessed and an appropriate strategy regarding the implementation of mitigation measures would be developed at the detailed design stage.

8.5.2 Completed Development

The assessment was undertaken of the maximum height and massing proposals and in the absence of any landscaping and therefore represents a worst-case assessment. The pedestrian use of areas has been interpreted by reference to the parameter plans.

Upon completion and operation, all identified, on-site and off-site receptor areas at ground level would have wind conditions suitable or calmer for their intended use and would therefore result in negligible to significant beneficial effects.

The assessment of the perimeters of all blocks indicate that conditions would generally be suitable for entrance use. However, in the event that entrance locations would be provided along the northernmost corner of Block A, the south-eastern corner of Block A and a small area along the southern façade of Block C, the entrance locations would experience strolling wind conditions, which is one category windier than the required conditions. Therefore, this would result in a significant adverse effect. Accordingly, entrances should be avoided in these areas, or mitigation would be required, in order to achieve the required wind conditions.

All podium level amenity areas around the [amended](#) proposed development would have suitable wind conditions for the intended use and would therefore result in negligible effects.

The roof terrace amenity spaces around the [amended](#) proposed development would have unsuitable wind conditions for the intended use, resulting in negligible to significant adverse effects.

These areas would also be expected to experience strong wind conditions. Accordingly, mitigation measures would be developed at the detailed design stage to ensure safe and suitable wind conditions for residents using these spaces.

The [amended](#) proposed development is currently at the outline stage and as such the detailed design and specific use of various pedestrian and residential areas of the [amended](#) proposed development would only be confirmed at the reserved matters stage.

In accordance with standard practice, the wind tunnel testing of all receptors assessed (as well as balconies) would be considered within the context of the detailed design at the reserved matters stage. The results of the assessment reported in the ES would inform the detailed design taking into account the areas requiring mitigation measures to ensure that no significant effects arise and that all receptors are suitable and safe for their intended use. The wind tunnel testing and resulting mitigation measures developed would be secured by means of an appropriately worded planning condition.

Example mitigation measures that would be explored during the detailed design include trees, planters with dense shrubs, screens, taller balustrades, planted trellises, canopies, pergolas, and recessing entrances. The mitigation measures would be wind tunnel tested to ensure their effectiveness.

Required mitigation measures for the completed development would be in place prior to the development becoming accessible to pedestrians and residents.

8.6 Daylight, Sunlight and Overshadowing

The assessment has considered potential impacts to daylight, sunlight and overshadowing levels at existing surrounding residential receptors and open spaces. Daylight tests have considered 'view of the sky' and 'daylight distribution'.

8.6.1 Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction stage. The effects would gradually increase during construction until the blocks reach full height which would cause the maximum effect to the surrounding receptor properties.

The effects of construction equipment, such as cranes, would not be significant as light can pass through their structures and they are mobile when in operation.

Overall, it is considered that the demolition of the existing site and construction of the [amended](#) proposed development would result in temporary negligible effects, gradually increasing to those effects reported for the completed development stage. Accordingly, the demolition and construction effects would be negligible to adverse.

None of the reported effects would be significant.

8.6.2 Completed Development

The assessment has been undertaken based on the worst-case height and massing proposals.

In addition to the typical industry value for daylight assessment (view of the sky test), an alternative value has been used (in agreement with LBH) in assessing the effects of the completed development on the daylight amenity of surrounding properties to take account of the urban context of the site.

In total 44 existing residential receptors were assessed:

- 29 receptors would experience negligible effects with no noticeable change to daylight levels;
- 11 receptors would experience minor noticeable reductions to daylight levels;

- four receptors would experience negligible to isolated more noticeable reductions to daylight levels; however, this is due to limiting existing factors (e.g. overly deep rooms, overhangs, recessed windows etc.) and therefore is not considered significant.

All of the 44 existing residential receptors would achieve the alternative assessment value for the view of the sky test.

In respect of sunlight, the industry value would be fully adhered to, so the effects on the sunlight amenity for the surrounding 32 assessed properties would be negligible.

In respect of overshadowing, 15 of the 16 assessed gardens and amenity spaces would meet the industry assessment criteria, resulting in a negligible effect. However, the garden of 141 Syon Lane would experience a significant adverse effect. However, the Applicant has inserted a commitment in the design code to state that the detailed massing of the [amended](#) proposed development would be designed so as not to reduce the sunlight to neighbouring gardens below the assessment criteria. On this basis, the residual effect to 141 Syon Lane would be negligible.

8.7 Townscape and Visual

The assessment has considered potential impacts to the townscape character of seven specialist defined townscape character areas and to the visual amenity of [25-28 views](#) within the study area. [Following the submission of the September 2020 application, three additional representative views were assessed.](#)

8.7.1 Demolition and Construction

The site falls within townscape character area (TCA) TCA2 - Osterley & Spring Grove non-residential. Due to the nature of the proposed works, the demolition and construction of the [amended](#) proposed development would result in a temporary adverse effect on TCA2.

Glimpsed views to the proposed development's cranes and construction hoarding are likely to be visible from TCA1 - GWR Corridor, TCA4 - Brentford and South Ealing residential and TCA5 - Osterley, Spring Grove and Isleworth residential and, to a limited extent, from TCA3 - Historic Brentford and Isleworth, TCA6 - Osterley Park and TCA7 - Arcadian Thames and historic landscapes. This would result in temporary adverse effects on TCA6 - Osterley Park, TCA5 - Osterley, Spring Grove, TCA1 - GWR Corridor, TCA4 - Brentford and South Ealing residential, TCA3 - Historic Brentford and Isleworth and TCA7 - Arcadian Thames and historic landscapes.

The visual impact of the demolition and construction on the site would be limited to the visibility of cranes and scaffolding related to the [amended](#) proposed development. This would lead to the following effects on the representative views:

- RV4 Goals Gillette Corner Sportsfield; [RV26 Old Isleworth Gate and RV27 Thames Path](#) - significant adverse; and
- RV1 Syon Lane Station; RV2 Junction of Syon Lane and Great West Road (A4); RV3 Boston Manor Park (footpath); RV5 Oaklands Avenue; RV6 Pavement of GWR (A4); RV7 Osterley Park (footpath); RV8 Osterley Park (centre); RV10 Osterley Park (bridleway); RV12 St Paul's Recreation Ground; RV13 Syon Park (Gate Lodge); RV14 Syon Park southern entrance footpath (north); RV15 Syon Park southern entrance footpath (south); RV17 Riverside Walk; RV24 GWR and Jersey Road; and RV25 Syon House - adverse.
- [Kew Gardens, Woodland Walk](#) - none.

[The nature of the impact of the demolition and construction works would vary throughout the entire demolition and construction period, with the completed proposed development's buildings obscuring views of the elements still under construction in later phases.](#)