

## 3 SITE AND DEVELOPMENT DESCRIPTION

### Site Context

- 3.1 The Site (see Site Location Plan at Figure 1.1), is located within the administrative boundary of LBH. It is situated within the Osterley and Spring Grove Ward. To the north, the Site is bordered by the A4 Great West Road, and to the west, by Syon Lane. The eastern Site boundary is shared with a Skoda car dealership. The south of the Site is bound by an access road, beyond which is a railway line.
- 3.2 The land use in the immediate vicinity of the Site is predominantly residential, commercial and industrial in nature. To the north of the Site, beyond of the A4 Great West Road, and to the east of the Site is a mix of industrial sites, office uses, large scale retail and residential use. Residential use is located to the south and west of the Site, beyond Syon Lane.
- 3.3 Syon Lane station, located less than 100m to the south of the Site, provides railway services into Central London to Waterloo and Vauxhall station as well as services out to Weybridge.
- 3.4 The River Thames is located approximately 1.6km to the south-east of the Site. In addition, the Royal Botanic Gardens Kew, designated as a World Heritage Site and Grade I Registered Park and Garden, is located approximately 1.5km southeast of the Site.
- 3.5 Syon Park, also a Grade I Registered Park and Garden, is located approximately 500m south-east of the Site and includes a number of listed structures including the Grade I listed Syon House. The Site is located approximately 1.1km from the Syon Park, which is designated as a Site of Special Scientific Interest (SSSI). Osterley Park, a Grade II\* Registered Park and Garden is located approximately 1.5km to the north west of the Site.
- 3.6 Although there are no listed buildings located on the Site, there are a number located in the immediate surrounding area. The nearest listed building to the Site is the Grade II listed part of former Coty Factory, located approximately 40m to the east of the Site. There are also a number of listed buildings located to the north of the Site, immediately beyond Great West Road. These include the Grade II listed National Westminster Bank, and the premises of Gillette UK Ltd. No. 891 Great West Road, located approximately 120m to the west of the Site.
- 3.7 The Isleworth Riverside Conservation Area is also located approximately 450m to the south-east of the Site and the Grand Union Canal and Boston Manor Conservation Area is located

approximately 450m to the northeast of the Site. The nearest Local Nature Reserve (LNR) to the Site is Blondin Nature Area LNR, located approximately 1.2km to the north of the Site.

- 3.8 According to the Gov.UK website the Site is located in Flood Zone 1 (i.e. at a low risk of flooding).
- 3.9 The Site is located within the Hounslow Air Quality Management Area (AQMA) for Nitrogen Dioxide, owing to vehicular sources, declared in 2006. This AQMA encompasses the entirety of the borough of Hounslow.

### Site Description

- 3.10 The Site, 1.4 hectares (ha) in area, is currently occupied by a Homebase superstore that provides 4,180 square metres (sqm) of retail floorspace, 295 surface car parking spaces and an undercroft car park and delivery area. The Homebase building was designed by architect Sir Nicholas Grimshaw in 1987 and consists of a large industrial style shed with metal cladding. The building is approximately 2 storeys high with a tall central pylon to the front.
- 3.11 The primary vehicle access is from a wide junction off Syon Lane to the west of the Site. It currently provides access to the Homebase store car park and delivery area, as well as to the undercroft car park. Pedestrian access is also available on Syon Lane at the same point as the vehicular access, and to the at the north of the Site from the Great West Road.
- 3.12 A band of deciduous trees infilled with shrubbery is located in the north of the Site along the Great West Road and to the west of the Site along Syon Lane, however, this is of a low quality and is poorly maintained.
- 3.13 In terms of topography, the Site slopes from the Great West Road to the north, down towards the Site's southern boundary towards the railway line. There is around a 4m level drop from the north-west corner of the Site to the south of the Site.

### Description of Development

- 3.14 The Development, which is the subject of a detailed planning application comprises the demolition of the existing Homebase store on the Site and the construction of a new residential led mixed-use development comprising 473 residential units, a new Tesco Extra foodstore, flexible commercial, business and service floorspace and flexible community floorspace.

3.15 The formal description of the Development is:

*"Full planning application for the demolition of existing building and car park and erection of buildings to provide residential units, a replacement retail foodstore, with additional commercial, business and service space, and a flexible community space, and ancillary plant, access, servicing and car parking, landscaping and associated works"*

### Land Use

3.16 The new Tesco Extra foodstore will be located at ground floor level, with the customer car parking split across two parking levels above the store. The proposed residential use will be located above the Tesco Extra foodstore and parking levels in separate building (A, B1, B2, B3, C, D and E) (refer to the detailed drawings provided in Appendix 3.1).

### Residential

3.17 The Development will provide 473 residential dwellings (42,786sqm Gross Internal Area (GIA)), located within each building (A, B1, B2, B3, C, D and E) of the Development. Building A is located within the northwest of the Site, with Buildings B1, B2 and B3 located along the eastern extent of the Development. Building C is located within the southwest of the Development and Buildings D and E are located with the west of the Development (between Buildings A and C) (refer to Appendix 3.1).

3.18 Dwellings will be provided in a variety of sizes and tenures and the mix is shown in Tables 3.1 and 3.2 below.

**Table 3.1: Residential Unit Mix**

Residential Unit Size	Building A	Building B1, B2 and B3	Building C	Building D	Building E	Total Number of Units
1 bedroom	19	104	45	18	12	198
2 bedroom	38	113	31	12	16	210
3 bedroom	8	44	0	4	4	60
4 bedroom	0	5	0	0	0	5
<b>Total</b>	<b>65</b>	<b>266</b>	<b>76</b>	<b>34</b>	<b>32</b>	<b>473</b>

3.19 In total, 38% affordable housing (164 units) (on a habitable room basis) would be delivered as part of the Development, as summarised in the table below.

**Table 3.2: Proposed Affordable Housing Mix**

Residential Unit Size	London Affordable Rent	Private	Total Units
1 bedroom	63	136	198
2 bedroom	56	153	210

3 bedroom	40	20	60
4 bedroom	5	0	5
<b>Total</b>	<b>164</b>	<b>309</b>	<b>473</b>

### *Non-residential*

- 3.20 The non-residential land use for the Development will comprise a new Tesco Extra foodstore (circa 10,550 sqm GIA), flexible commercial, business and service floorspace (137 sqm GIA). as well as flexible community floorspace (200 sqm GIA).
- 3.21 The flexible commercial, business and service floorspace will be located at ground floor level within the southwest of the Development while the proposed flexible community use will be located at level 1, within the northwest of the Development (refer to Appendix 3.1).

### Building Heights and Massing

- 3.22 The height and massing of the Development are detailed in Table 3.4 below.

**Table 3.4: Heights of Proposed Buildings**

Building	Heights (mAOD)	Number of Storeys
A	62.800	12
B1	78.550	17
B2	72.250	10-15
B3	71.950	9-15
C	55.900	10
D	49.900	7-8
E	49.900	7-8

- 3.23 The heights of the proposed residential Buildings will range from 49.900m Above Ordnance Datum (AOD) (7-8 storeys) for Buildings D and E, located within the west of the Development, to 78.550m AOD (17 storeys) for Building B1, located within the northeast of the Development. The heights stated are provided from finished floor to parapet level.

### Green Infrastructure

- 3.24 The Development will include an extensive provision of open space, comprising public realm (2,716sqm), communal residential amenity space (4,928sqm) and private residential amenity space (226sqm).
- 3.25 Key components of the public realm include:

- A new public plaza within the southwest of the Development, including new tree planting and amphitheatre seating steps;
- Provision of wide footways facilitating pedestrian and cycle movements to Site, and connections to areas beyond the Site;
- A new pedestrian and cycle friendly 'clean air' route between Syon Lane Station and the Great West Road, via Syon Gate Way;
- New planting and feature paving at key access points to the proposed buildings; and
- New areas of tree, shrub planting and seating throughout the Development.

3.26 Key components of the communal residential amenity space and private residential amenity space:

- A podium lobby plaza and garden;
- A footpath network linking the gardens to the residential buildings;
- Seating areas and terraces;
- Raised planters including trees and shrub planting;
- A garden area located between Buildings D and E;
- Mounded and terraced lawns; and
- Private residential terraces, with raised planters and boundary hedge planting.

3.27 A total of 1,790sqm of playspace areas will be provided as part of the communal residential amenity space. This will include 1,075sqm of play space for the <5 years age category and 715sqm for ages 5-11 years.

3.28 The landscaping proposals include the following elements for the promotion of biodiversity:

- New tree and shrub planting including native species and/ or species of wildlife value;
- Native hedge planting to private residential garden boundaries;
- Wild flower meadow planting to podium nature garden;
- Species rich amenity grass to podium lawns;
- Bird & bat nesting boxes to buildings; and
- Invertebrate 'Bug Hotels'.

3.29 The Development will achieve the objective of creating a net gain in biodiversity.

#### Access

3.30 The main vehicular access to Development, including for the Tesco Extra foodstore is off Syon Lane, to the west of the Site (refer to Appendix 3.1). A separate vehicle access point to the

basement level will be located to the south of the Site, off Syon Gate Way.

- 3.31 The customer entrance to the Tesco Extra foodstore will be located on the corner of Great West Road and Syon Lane, to the northwest of the Development. Tesco staff will access the store via a dedicated entrance along Syon Gate Way. Access to the flexible commercial use will be between buildings C and D.
- 3.32 Residential access will be via a communal residents' lobby located on the corner of Syon Lane and Syon Gate Way, within the southwest of the Development. Residents will access via the residents' lobby and go up to podium level where they will access their particular building crossing through the residents' gardens. There will also be secondary access and exit points at street level to each residential building.
- 3.33 The Development will include a new pedestrian and cycle friendly 'clean air' route between Syon Lane Station and the Great West Road via Syon Gate Way and a new street to the east of the Site, Syon Gate Lane.
- 3.34 Access for Servicing vehicles will be along Syon Gate Way.

#### Servicing and Deliveries

- 3.35 Servicing to the Tesco Extra foodstore will be via a servicing yard which will be accessed directly from Syon Gate Way to the south of the Site. Servicing and deliveries to the residential buildings will also be from a loading bay on Syon Gate Way.

#### Vehicle and Cycle Parking

- 3.36 Car parking will be provided for the Development across two parking levels located above the Tesco Extra foodstore. Some additional residential car parking will also be provided at basement level of the Development (refer to Appendix 3.1).
- 3.37 The Development will include 400 car parking spaces for the retail use and 100 residential car parking spaces. 3 residential visitor car parking spaces and 2 car club spaces will also be provided.
- 3.38 A total of 1,100 cycle parking spaces will be provided as part of the Development. The Development will include 896 cycle parking spaces for the residential use, including 42 oversized cycle parking spaces and 854 standard cycle parking spaces. 204 cycle parking spaces will be provided for the commercial use, including 116 short stay cycle parking spaces

and 88 long stay spaces cycle parking spaces.

- 3.39 The residential cycle parking spaces will be provided within cycle stores which will be served by a cycle lift, accessed from street level along Syon Gate Way. There will also be a separate visitors' short-stay cycle store and Sheffield stands provided in a separate store on the lower ground floor along Syon Gate Way.
- 3.40 Long-stay cycle parking spaces for Tesco staff will be provided in a dedicated cycle store on the lower ground floor of the Development, along Syon Gate Way and short-stay cycle parking spaces for customers will be provided along the public realm on Syon Lane and by the Tesco Extra foodstore entrance.

### Drainage

- 3.41 The proposed drainage strategy will manage surface water runoff as per the existing drainage regime i.e. to discharge to public sewer. The drainage strategy includes an appropriate Sustainable Drainage System (SuDS), to alleviate the risk of flooding in the form of oversized attenuation pipes which will reduce the surface water runoff to greenfield runoff rates. In addition, these SuDS features will allow for up to a 1:100 year plus 40% climate change allowance event. Further detail is provided within the Flood Risk Assessment and Drainage Strategy (Appendix 2.7).

### Lighting

- 3.42 The lighting scheme for the Development has been designed taking into account the Institute of Lighting Professionals (ILP) (2020) Guidance Notes for the Reduction of Obtrusive Light<sup>i</sup> and BS 5489-1:2013<sup>ii</sup> and BS EN 13201-2:2015<sup>iii</sup>. The Design and Access Statement details the lighting for the Development will promote safe and animated spaces. Landscape lighting will include bollard lights which will be installed at regular spaces to illuminate the primary pathways and principal residential building entrances. Street lighting to the public realm will be maintained equally to the existing provision and will be appropriate to LBH standards. The detailed lighting plans will be secured by a planning condition.

### Energy, Sustainability and Climate Change

- 3.43 Residential and Commercial Travel Plans have been prepared and submitted as part of the planning application (refer to chapter 9). The Travel Plans set out a long-term strategy for reducing dependence on travel by private car. The objective of the Travel Plans is to reduce private car mileage in favour of more sustainable modes of travel, such as walking, cycling

and use of public transport, which reflects current Government policy objectives in respect of transport. The Travel Plans contain a commitment to monitoring Site travel patterns and enforcement measures designed to ensure the Development's traffic is within the bounds of this assessment. These will be secured by planning obligation.

- 3.44 An Energy Strategy has been prepared (refer to Appendix 3.3) in order to demonstrate how the Development complies with LBH policies, as well as the Intend to Publish London Plan<sup>iv</sup> and supporting GLA technical guidance on energy. The Energy Strategy describes demand-reduction measures, energy-efficiency measures and renewable energy to demonstrate how the Development meets the objectives of the energy hierarchy: Be Lean, Be Clean, Be Green. These measures will be the subject of separate planning conditions.
- 3.45 Detailed calculations of carbon saving for residential and non-residential energy use are set out in the Energy Strategy (Appendix 3.2).
- 3.46 Through a combination of Be Lean, Be Clean and Be Green measures, the Development will result in a carbon emissions reduction which meets the energy requirements of the Intend to Publish London Plan policies and LBH local plan policy.
- 3.47 In line with GLA guidance, the Development will commit to offsetting some remaining domestic carbon emissions through a payment which will be committed to by the Applicant (and secured by planning condition).
- 3.48 The Development will also include the following key sustainability features, as set out in the Sustainability Statement (refer to Appendix 3.3). These will be delivered as part of the Development and through separate planning conditions.
- The retail space for the new Tesco Extra foodstore will be designed and built to achieve a BREEAM 'Very Good' rating;
  - The Development has been designed to ensure overheating risk is reduced. The proposed strategy includes window openings and other passive mitigation measures;
  - The Development will target a 36% reduction in Regulated Carbon Dioxide (CO<sub>2</sub>) emissions through energy-efficiency measures and a site-wide heat network;
  - 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;
  - Adequate facilities will be provided for domestic and construction related waste, including segregated bins for refuse and recycling;



- Where practical, new building materials will be sourced locally to reduce transportation pollution and support the local economy. New materials will be selected based on their environmental impact and responsible suppliers will be used where possible;
- Consultation with a Security Specialist will take place to ensure the Development is safe and secure for its residents;
- The dwellings are to target an improvement on Building Regulations Part E through party walls and floors. An appropriate design will be considered to provide the necessary noise mitigation from external and plant noise sources;
- 90% of the new dwellings will be designed to meet Building Regulations Approved Document M4(2) and 10% will meet Part M4(3);
- The Site will benefit from a good existing public transport network and sustainable modes will be encouraged through the provision of 896 and 204 cycle storage spaces for the residential and commercial units, respectively;
- Enhancements will be implemented through the inclusion of ecological valuable habitats within the landscape strategy;
- The Site will aim to achieve a 'Beyond Best Practice' score with the Considerate Constructors Scheme and will closely monitor construction Site impacts; and
- Key circular economy principles have been considered in the design to minimise embodied carbon and operate with a circular economy, maximising the value extracted from materials and prioritising reuse and recycling.

## REFERENCES

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- <sup>i</sup> Institute of Lighting Professionals (2011) Guidance Notes for the Reduction of Obtrusive Light GN01:2011.
  - <sup>ii</sup> BSI (2013) BS 5489-1:2013: Code of practice for the design of road lighting. Lighting of roads and public amenity areas
  - <sup>iii</sup> BSI (2015) BS EN 13201-2:2015 Road lighting. Performance requirements
  - <sup>iv</sup> Mayor of London (2019) *The London Plan Intend to Publish, Spatial Development Strategy for Greater London*, December 2019.
  - <sup>v</sup> <https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m>