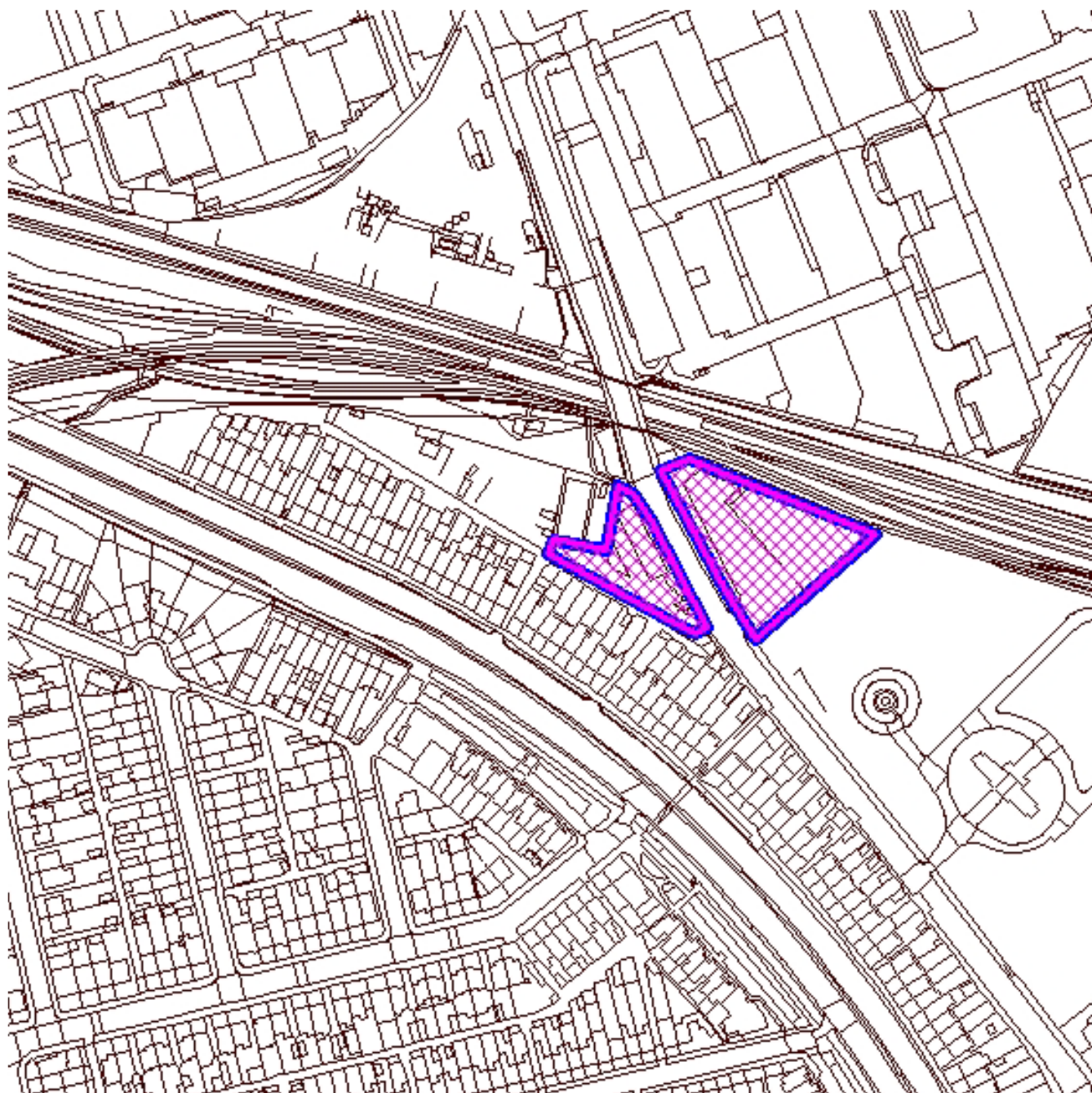


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**Ward:** LB Ealing (North Acton ward)

**Site Address:**

5-7 Park Royal Road, W3 6XA (the East Site) And The Lower  
Park Trading Estate W3 6XA (the West Site)



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**For identification purposes only - do not scale.**

**Reg. No:**

2023/00608/OPDOBS

**Date valid:**

09.03.2023

**Recommendation Date:**

25.05.2023

**Case Officer:**

Nathaniel Soneye-Thomas

**Conservation Area:****Committee Date:**

06.06.2023

**Applicant:**

Claire O'Brien (OPDC)

Brent Civic Centre, 32 Engineers Way, Wembley, HA9 0FJ

**Description:**

Demolition of all existing buildings and structures and the redevelopment of the sites through construction of a 33-storey building plus basement levels at Block A (east site) for student accommodation (sui generis) comprising up to 988 bed spaces with ancillary facilities including classrooms, flexible space and two auditoriums, and light industrial (Class E(g)(iii) use comprising 1, 902 sqm GIA; construction of a 15-storey building at Block B (west site) comprising of 82 residential units (use class C3) with flexible commercial uses (Class E) at ground floor comprising 355 sqm GIA; and, associated works of landscaping, public realm improvements and other works associated with the development. (OPDC ref: 23/0014/FUMOPDC).

Drg. Nos: OPDC Consultation letter dated 08 March 2023 regarding (ref: OPDC Ref. 23/0014/FUMOPDC).

**Application type:**

Observations to OPDC

**Officer Recommendation:**

The Council raises no objections to the OPDC in relation to this application.

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**LOCAL GOVERNMENT ACT 2000  
LIST OF BACKGROUND PAPERS**

**All Background Papers held by case officer named above:**

Application form received: 8th March 2023

**Policy Documents:** National Planning Policy Framework (NPPF) 2021

The London Plan 2021

LBHF - Local Plan 2018

LBHF - Planning Guidance Supplementary Planning Document  
2018

**Consultation Comments:****Neighbour Comments:**

## Officer Report

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### 1. BACKGROUND

- 1.1. The Old Oak & Park Royal Development Corporation (OPDC) has consulted the Council on a planning application submitted to them (OPDC Ref. 23/0014/FUMOPDC) for the redevelopment of the East and West sites, Park Royal Road. The site is in LB Ealing (west of North Acton underground station) but within the Old Oak & Park Royal Opportunity Area for which the OPDC is the local planning authority.
- 1.2. The Old Oak & Park Royal Opportunity Area is expected to accommodate at least 25,500 new homes and 65,000 new jobs. Policy H1 of the London Plan sets a ten-year housing target for the OPDC of 13,670 completions.
- 1.3. This application is being reported to the Planning and Development Control Committee to give Members the opportunity to consider and endorse the officers' recommendations before these are formally submitted to the OPDC. It is for the OPDC to determine the planning application, but the Council's representations will be included in their committee report and will form part of their consideration of the proposals.
- 1.4. The OPDC are currently intending to report the planning application to their Planning Committee for determination on the 20<sup>th</sup> July 2023.

### Site & Surroundings

- 1.5. The application site comprises two plots which are bisected by Park Royal Road, 'Site A' (5-7 Park Royal Road) on the eastern side and 'Site B' (Lower Park Trading Estate) on the western side. The plots have a combined area of 0.43 hectares and fall within the London Borough of Ealing, but within the administrative area of the OPDC. The plots are both located within the sub-region of Park Royal West as set out in the OPDC Local Plan and the Park Royal Opportunity Area. Site A is an industrial building used for storage and distribution comprising 1,321 sqm GIA. Site B contains a commercial building used for offices, comprising 450sqm GIA
- 1.6. To the north of the sites is an existing railway line (and HS2 safeguarding area) which runs east to west connecting North Acton Station with Hanger Lane and West Acton. There are two sites of importance for nature conservation (SINC) near Site A, the areas of SINC run along the railway line and comprise the Acton Cemetery. South-west of the application site is an extensive area of suburban 2-storey residential dwellings.
- 1.7. The A40 Western Avenue at the Gypsy Corner junction is some 600 metres to the south-east. North Acton station provides access to Central line services approximately 600 metres to the east. The site is also served by several bus routes, with the nearest stops on Park Royal Road. The site has a public transport access level (PTAL) of 5, on a scale of 0 to 6b, where 6b represents the most accessible locations.

## **2. PLANNING HISTORY**

- 2.1. There is no planning history on the application site relevant to the issuing of the LBHF consultation response to the OPDC.

## **3. PROPOSAL**

- 3.1. Demolition of all existing buildings and structures, to facilitate the redevelopment of the sites in the form of a 33-storey (plus basement levels) building (Block A) on the east site, providing purpose-built student accommodation (up to 988 bed spaces and ancillary facilities including classrooms, flexible space and two auditoriums), together with light industrial use (1,902 sqm. GIA); a 15-storey building (Block B) on the west site, comprising 82 residential units above 355 sqm GIA of ground floor flexible commercial uses (Class E); and associated works of landscaping, public realm improvements and other related works..

## **4. PUBLICITY & CONSULATION**

- 4.1. The planning application has been submitted to OPDC who are the Local Planning Authority. At the time of writing the OPDC have received 11 representations from residents in the vicinity of the site.
- 4.2. LBHF have not received any representations on the proposals.

## **5. PLANNING FRAMEWORK**

- 5.1. The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England. Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.2. The statutory development plan for the Council comprises the London Plan 2021, LBHF Local Plan 2018 and the LBHF Planning Guidance SPD 2018. Regard also given to the OPDC - Post Submission Modified Draft Local Plan (2021).
- 5.3. In this case the application site is not in the borough and the council is not the determining planning authority. Consequently, the primary consideration is the extent to which the proposed development would impact on us as a neighbouring borough.

## **6. PLANNING CONSIDERATIONS**

### **URBAN DESIGN & HERITAGE**

- 6.1. No objection raised to the proposals.
- 6.2. The proposed development comprises 2 separate development blocks with building heights of 33-storeys and 15-storeys. The application is referable to the Mayor of London and a stage I report has been issued to the OPDC which states that

*“Further work is required to resolve matters relating to density, height and massing of the development and agent of change principle.”*

- 6.3. From the council’s perspective, whilst the development includes a 33-storey and a 15-storey building the site is some distance from the borough boundary. The key issue therefore is the extent to which the buildings would impact on views from the borough.
- 6.4. The application has been accompanied by a TVIA which highlights several key views within the surrounding context inclusive of a view from St Mary’s cemetery and Wormwood scrubs situated within LBHF. The submitted views outline 3 images including the existing view, the proposed view and a proposed cumulative view which considers nearby developments most notably Mitre Yard and North Kensington Gate
- 6.5. Officers are aware of the sensitivities around the increased densities within the Acton area however in this instance, given the specific context and the fact that the proposed development would fall short of the tallest consented buildings (partially under construction), it is not considered that there would be markedly different views experienced from the borough, either cumulatively or in its existing form.
- 6.6. Accordingly, officers are not proposing to object to the OPDC on heritage or townscape grounds.

#### HIGHWAYS

- 6.7. Whilst we remain the local highways authority for land that is within the OPDC area but within the borough, the application site in this case is in Ealing. The issue therefore is whether, notwithstanding its location, the development would be likely to have a harmful impact on the road network within the borough. This is not considered to be the case.
- 6.8. The GLA stage I consultation includes comments from TFL stating that *“The servicing and public realm layout to both sites should be reviewed. Further information is required regarding Healthy Streets improvements and a Road Safety Audit (RSA). Contributions towards public transport and active travel improvements are required.”*
- 6.9. In terms of the likely impact on the borough, it is noted that development would be car permit free, except for 5 blue badge spaces. Whilst there would be a high number of student bed spaces provided it is not considered that the development would result in any adverse impacts on the borough in relation to trip generation, parking stress or public transport impacts.
- 6.10. Accordingly, officers are not proposing to object to the OPDC on highways grounds.

#### AFFORDABLE HOUSING PROVISION

- 6.10. Given the location of the site this is primarily a matter for the OPDC and Ealing to assess and address. However, as currently proposed the applicants are seeking to argue that taken together and based on habitable rooms (where the student bed spaces equate to a single habitable room) the combined affordable provision

across the site (so the affordable student accommodation and the affordable element of the new homes) would equate to 35%.

- 6.12. Given the site's location it is not considered that the proposals would directly impact our own aspirations regarding the provision of affordable housing in the borough. Accordingly, officers are not proposing to object to the OPDC on affordable housing grounds.