



Appeal Decision

Site visit made on 26 June 2024

by C Beeby BA (Hons) MIPROW

an Inspector appointed by the Secretary of State

Decision date: 31 July 2024

Appeal Ref: APP/F5540/W/23/3330464
147-161 High Street, Hounslow TW3 1QL

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr Nowsad Gani on behalf of Ganco Limited against the decision of the Council of the London Borough of Hounslow.
 - The application Ref is 00610/147-161/P34.
 - The development proposed is the partial demolition of an existing building, retention of the ground floor retail units and redevelopment to create a building rising to six storeys to provide 55 residential units, with associated amenity spaces, refuse and cycle storage.
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Decision

1. The appeal is allowed and planning permission is granted for the partial demolition of an existing building, retention of the ground floor retail units and redevelopment to create a building rising to six storeys to provide 55 residential units, with associated amenity spaces, refuse and cycle storage at 147-161 High Street, Hounslow TW3 1QL in accordance with the terms of the application, Ref 00610/147-161/P34, subject to the conditions in the Schedule of Conditions at the end of this decision.

Applications for costs

2. Applications for costs were made by the Council of the London Borough of Hounslow against Ganco Limited, and by Ganco Limited against the Council of the London Borough of Hounslow. These applications are the subject of a separate Decision.

Preliminary Matters

3. The Council's original reasons for refusal included concerns regarding the level of affordable housing which the scheme could viably provide. The Council subsequently stated that it no longer sought to defend that part of its reasons for refusal, as the parties reached agreement on the viability issue during the course of the appeal. I see no reason to disagree and consequently this matter no longer falls for consideration in my decision.
4. A completed planning obligation is submitted with the appeal. It includes obligations regarding dates, a carbon offset contribution, construction training, affordable housing, wheelchair accessible units, highway works, a considerate contractor scheme, a prohibition on residents' parking permits, a travel plan and a servicing and delivery plan. I return to the planning obligation below.

Main Issue

5. The main issue is whether the appeal proposal would provide an acceptable mix of housing to meet local needs.

Reasons

6. Policy SC3 (Meeting the need for a mix of housing size and type) of the Hounslow Local Plan (2015) (the HLP) states that the Council will seek a mix of new housing to meet objectively assessed and evidenced local need, based on the latest and/or most specific available evidence, and applying the general housing need mix requirements as shown in figure SC 3.1, unless otherwise agreed with the Council on the basis of evidence.
7. The scheme proposes three units of intermediate affordable housing comprising one each from one to three-bedroomed properties. Policy SC3 sets out that 35% of the total affordable housing should be one-bedroomed, 40% two-bedroomed, 16% three-bedroomed and 9% four-bedroomed. The parties agree that the three affordable units proposed are the maximum level that could viably be provided. In light of this, it may not be possible to provide the full mix of affordable housing set by Policy SC3 due to the limited number of such dwellings envisaged. As a result, the proposed mix of affordable housing properties acceptably accords with Policy SC3.
8. Turning to the market level housing proposed, Policy SC3 indicates that 30% of market properties provided should be one-bedroomed, 40% two-bedroomed, 25% three-bedroomed and 5% at least four-bedroomed.
9. The appeal scheme proposes 52 units of housing for market rent. Thirty of these would be one-bedroomed, 15 would be two-bedroomed and 7 would be three-bedroomed. Thus, approximately 58% of the market rent properties would be one-bedroomed, 28% two-bedroomed and 14% three-bedroomed. No four-bedroomed properties would be provided.
10. This equates to approximately double the number of one-bedroomed properties needed, and a shortfall of approximately fourteen two- or more bedroomed properties. The proposal would consequently provide a significantly greater proportion of one-bedroomed properties than that set by local policy, and a corresponding reduction in the number of two-bedroomed or larger properties.
11. London Plan (2021) (LP) Policy H10 considers unit sizes, and requires regard to be had to various considerations in this respect, including the nature and location of the site. It indicates that a higher proportion of one and two bed units is "generally more appropriate in locations closer to a town centre or with a higher PTAL". The policy highlights the important role of one- and two-bedroomed housing in freeing up existing family housing.
12. The Greater London Authority's Affordable Housing and Viability Supplementary Planning Guidance (2017) (the AHVSPG) states that "Build to Rent can be particularly suited to higher density development within or on the edge of town centres or near transport nodes. Local policies requiring a range of unit sizes should be applied flexibly to Build to Rent schemes in these locations to reflect demand for new rental stock, which is much greater for one and two beds than in owner-occupied or social/affordable rented sector".

13. The relevance of the AHVSPG and LP Policy H10 extracts to the scheme is undisputed. The proposal is a build to rent scheme in a town centre location with a Public Transport Accessibility Level (PTAL) of 6b, indicating excellent access to public transport. It consequently forms a site of the type suitable for a higher density, as envisaged in the above extracts. The proposal would provide several more one-bedroomed properties than the level set by Policy SC3, and consequently gains support from the provisions of Policy H10 and the guidance of the AHVSPG in this regard.
14. Nevertheless, the scheme would provide approximately six less two-bedroomed properties than required. This tempers the support lent by Policy H10 and the AHVSPG, which indicate a demand for both one and two-bedroomed properties at such locations.
15. The scheme would result in a shortfall of some 14-15 larger properties according to the requirements of Policy SC3 of the HLP, the aims of which are set out above. The proposal would not meet the need for two-bedroomed and larger properties which is underlined by these local policy requirements. The scheme would consequently fail to provide an acceptable mix of housing to meet local needs. The harm in this regard would be limited as, in light of the above considerations, the proposal's overprovision of one-bedroomed properties weighs in its favour at this location.

Other Matters

16. The appellant has completed a Section 106 Agreement in conjunction with the Council, which includes a number of obligations which would come into effect if planning permission is granted. I have considered these in light of the statutory tests contained in Regulation 122 of the Community Infrastructure Levy Regulations 2010. They relate to the following matters.
17. Covenants to provide the Council with dates: The Council would need the requested details in order to monitor timescales for the implementation of other obligations. I consider that this obligation passes the statutory tests.
18. Carbon offset contribution and construction training: Evidence such as an explanation of the methodology for calculating the financial contributions and details of how the contributions would be spent is not before me. Furthermore, it is not clear that there would be material planning harm without the construction training obligation. It has consequently not been demonstrated that these obligations are necessary. Thus, I attach no weight to these obligations in determining the appeal.
19. Affordable housing and wheelchair accessible units: The relevant development plan policy basis for the obligations is satisfactorily explained by the evidence before me. I consider that the obligations pass the statutory tests.
20. Highway works: An obligation requires the owner to seek an agreement with the Council and Transport for London to carry out highway works. A minor widening of the Hanworth Road footway was requested during pre-application discussions with the highway authority, in order to provide more space for pedestrians at an existing crossing. The footway at this point is relatively narrow, and a guard rail restricts its width. The development would include an adjacent residential entrance on Hanworth Road, so that pedestrian use of the narrow area near the crossing would be increased by the proposal. An increase

in the area of footway is consequently desirable. I consider that the obligation passes the statutory tests.

21. Considerate Contractor Scheme: Sustainable Design and Construction Supplementary Planning Guidance (SDCSPG) accompanies the LP, and indicates that the Considerate Constructors Scheme may be implemented to ensure that contractors carry out their operations in a safe and considerate manner. A planning obligation refers to a "Considerate Contractor Scheme". Whilst the wording differs slightly, the schemes would have similar aims according to the details within the planning obligation. Given the built-up nature of the area and the proximity of surrounding uses (including dwellings), the scheme would assist in ensuring that development is carried out in a safe and considerate manner, in accordance with the aims of the SDCSPG. I consider that the obligation passes the statutory tests.
22. Prohibition on residents' parking permits: The development would be car-free, which is consistent with the aims of the development plan. The site has excellent access to public transport and opportunities for walking and cycling to nearby services and facilities, so that future occupiers of the development would have a range of alternative means of transport to the private car. I consider that the obligation passes the statutory tests.
23. Travel Plan and Servicing and Delivery Plan: A Framework Servicing and Delivery Plan (SDP) and Framework Travel Plan (TP) are submitted with the appeal. The documents were produced in 2021, and set out that they should be updated when necessary. Development plan policy seeks to promote the use of alternative transport modes to the private car, so that the TP's aims align with this. The production of updated SDP and TP documents is necessary in view of the shared uses at the development and to account for any changes since the original documents were written. I consider that the obligations pass the statutory tests.
24. Monitoring fees: The requested fees appear to fairly and reasonably relate to the scale and kind of the development, and there is nothing to suggest that they would exceed the authority's estimate of the cost of monitoring the development over the lifetime of the planning obligations.
25. I have had regard to other matters raised, including concerns about the proposal's effect on access to services and facilities. However, the proposal is considered to be liable for Community Infrastructure Levy, which helps authorities to deliver the infrastructure needed to support development in their area. The levy can be used to fund a wide range of infrastructure and facilities. Thus, I am satisfied that the proposal would have no unacceptable effect on access to these.
26. Whilst a concern is raised that the proposal may result in the loss of a family home, the site is currently in retail use only, and consequently does not contain any housing. Therefore no housing would be lost, so that the issue appears to have been raised in error.

Planning Balance

27. Limited harm would arise from the development's failure to provide an acceptable mix of housing to meet local needs.

28. In terms of benefits, the parties consider that elements of the site's current appearance from Hanworth Road detract from the area's appearance, and I see no reason to disagree. The proposal would integrate well within its context and would consequently enhance the character and appearance of the area. It would regenerate the site, gaining support from development plan policy in this regard.
29. The scheme would provide 55 high quality new homes in a location with excellent access to public transport opportunities. Whilst there is nothing before me to suggest that the Council is not meeting its housing land supply requirements, the Government seeks to significantly boost the supply of homes, so that the quantity of housing provided attracts moderate weight as a benefit.
30. A limited benefit would arise from the provision of three affordable units, as these would address the needs of a group with specific housing requirements.
31. The proposal would use previously developed land, as defined within the National Planning Policy Framework (2023) (the Framework). This consideration attracts substantial weight, in accordance with the Framework's provisions concerning the value of using such land within settlements for homes.
32. A time-limited economic benefit would arise during the construction stage. Economic benefits to the area would arise from the support of residents for local services and facilities. As the existing retail element of the scheme would continue to function with minimal changes, it is unclear whether economic benefits would arise from any additional employment opportunities there.
33. The scheme would promote active travel and would improve the footway on Hanworth Road, in accordance with local and national policy sustainable transport aims.
34. The site currently has only minimal areas of planting and the scheme would increase these, bringing likely biodiversity benefits. Nevertheless, the evidence in this regard does not confirm the extent of these, so that the matter does not attract weight in favour of the scheme.
35. Whilst it is submitted that sustainability benefits would result from the scheme's carbon reduction measures, as set out above, I am unable to take the proposed carbon offset contribution into account in determining the appeal. Thus, these suggested benefits do not arise.
36. Nevertheless, overall, the considerable benefits of the scheme outweigh the limited harm arising from the conflict with the development plan. Material considerations consequently indicate that the application should be determined otherwise than in accordance with the development plan.

Conditions

37. A plans condition is necessary because it creates certainty for all parties. The plans condition suggested by the Council would have required compliance with a number of reports. These concern various matters, some of which are satisfactorily accounted for by conditions or planning obligations. I have therefore required compliance with reports only where it remains necessary.

38. The submission and approval of landscaping details at the pre-occupation stage was requested and I note the submitted appeal decision (APP/F5540/W/22/3298720) where this was required. Nevertheless, an adequate landscaping scheme, in this appeal, is necessary as it is an important component of the benefits which the scheme would bring to the character and appearance of the area. In this case, the approval of landscaping details prior to the commencement of development would ensure that such benefits could be fully realised. I have added maintenance and retention clauses to the landscaping condition to ensure that the works being required will remain effective and available.
39. A condition requiring the production and approval of a Construction Logistics Plan is necessary to safeguard highway safety and the living conditions of local residents. The condition is pre-commencement in order to ensure that suitable arrangements are in place from the start of development.
40. Conditions limiting working hours during demolition and construction and requiring a Construction Method Statement (CMS) are necessary to protect living conditions in the area. I have removed a suggested "tailpiece" element in the working hours condition which would have allowed for variation where agreed by the local planning authority. Given the level of existing residential properties in the vicinity, this may have carried the potential for adverse effects on living conditions. I have additionally specified the days on which works are not to be carried out, for clarity. The CMS condition is pre-commencement in order to ensure that suitable arrangements are in place from the start of development.
41. A condition to meet environmental specifications is necessary in the interests of sustainable development.
42. A materials condition is necessary to ensure a satisfactory effect on the area's appearance, having regard to relevant development plan policies. I have removed some of the suggested requirements of the condition because the evidence does not demonstrate why it would have been necessary to refuse permission without these.
43. A condition requiring the approval of a drainage design is necessary to prevent the risk of flooding to and from the site, in accordance with development plan requirements. I have added a requirement to maintain the system in accordance with the approved details to ensure that it will remain effective for the lifetime of the development.
44. A condition concerning Non-Road Mobile Machinery is necessary in order to meet emission standards set out in supplementary planning guidance which seek to protect air quality, in the interests of living conditions and environmental considerations.
45. A condition limiting noise during demolition or construction works at the development is necessary to protect living conditions in the area. I have removed a reference to proposed and existing residential receptors from the suggested condition as it was unnecessary.
46. A condition requiring compliance with the approved Energy Strategy is necessary in order to minimise carbon dioxide emissions resulting from the development.

47. A condition concerning the storage of waste and recycled materials is necessary in order to ensure adequate provision for these matters at the development. Refuse from the retail element would continue to be stored in its loading area. There is minimal evidence to suggest that this arrangement has resulted in any unacceptable harm to date, or that there are matters which should be resolved in this regard prior to development works at the site. It has consequently not been demonstrated that it is necessary for the condition to be pre-commencement.
48. A condition concerning water consumption is necessary to protect water supplies.
49. A condition requiring the development to attain 'Secured by Design' accreditation is necessary in pursuance of the requirements of Section 17 of the Crime and Disorder Act 1998.
50. A condition concerning cycle parking is necessary in order to support sustainable transport objectives set out in the development plan.
51. Conditions requiring sound insulation tests prior to occupation of the development, plant noise validation and the limiting of noise levels at the development once occupied are necessary in order to protect living conditions.
52. A condition concerning the closing and opening of shutters at the development is necessary in the interests of safety and security and to prevent anti-social behaviour. I have made minor amendments to the wording of the condition in order to account for all potential scenarios.
53. A condition concerning doors at the development is necessary in the interests of inclusive access.
54. A suggested condition whereby development would not be commenced until a planning obligation has been entered into and completed by all relevant parties is not necessary because the proposed obligation has already been completed, as set out above.
55. A suggested "tailpiece" condition seeking to prevent the installation of external plant at the development, unless otherwise agreed by the local planning authority in writing, creates a risk that significant changes to the development which would deprive third parties of the opportunity to comment could be sought. I have consequently declined to impose the suggested condition.
56. As the retail element of the development would operate throughout and following the construction works, I have amended some of the suggested conditions where necessary to clarify that pre-occupancy requirements shall be fulfilled prior to the occupation of the residential element.

Conclusion

57. For the reasons given above, I conclude that the appeal should be allowed.

C Beeby

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: D1000 Rev 01 (Existing Site Location Plan), D1100 Rev 01 (Existing Ground Floor Plan), D1101 Rev 01 (Existing First Floor Plan), D1102 Rev 01 (Existing Second Floor Plan), D1700 Rev 01 (Existing North and East Elevation), D1701 Rev 01 (Existing South Elevation), D3100 Rev 03 (Proposed Ground Floor Plan), D3101 Rev 04 (Proposed First Floor Plan), D3102 Rev 04 (Proposed Second Floor Plan), D3103 Rev 04 (Proposed Third Floor Plan), D3104 Rev 03 (Proposed Fourth Floor Plan), D3105 Rev 03 (Proposed Fifth Floor Plan), D3150 Rev 03 (Proposed Roof Plan), D3500 Rev 02 (Proposed Sections AA & BB), D3501 Rev 02 (Proposed Sections CC & DD), D3700 Rev 02 (Proposed North & East Elevations), D3701 Rev 02 (Proposed South & West Elevations), D3702 Rev 02 (Proposed Townscape Elevations), D3703 Rev 00 (Materials and Architectural Details), D3704 Rev 00 (Materials and Architectural Detail), Drawing No 21497 (Landscape Drawings), Planning Fire Safety Statement dated 8 July 2021, Design and access statement dated July 2021, Addendum to Design and access statement dated December 2021, Daylight and sunlight report dated June 2021, Archaeological desk-based assessment dated June 2021, Arboricultural implications report dated June 2021, Health impact assessment dated August 2021, D0100-00W_011-002 and Solar PV Solutions Information, Air quality assessment dated September 2022.
- 3) Notwithstanding condition 2, no development shall commence until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:
 - (a) Earthworks showing existing and proposed finished levels or contours;
 - (b) Means of enclosure and retaining structures;
 - (c) Vehicle parking layouts;
 - (d) Other vehicle and pedestrian access and circulation areas;
 - (e) Hard surfacing materials;
 - (f) Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc);
 - (g) Proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc. indicating alignments, levels, access points, supports as relevant);
 - (h) Retained historic or other landscape features and proposals for restoration, where relevant;
 - (i) Planting plans;
 - (j) Written specifications (including cultivation and other operations associated with plant and grass establishment, as well as green walls and roofs);
 - (k) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
 - (l) An implementation programme.

The landscaping works shall be carried out in accordance with the approved details before any dwelling at the development is first occupied in

accordance with the agreed implementation programme. The completed landscaping scheme shall be managed and/or maintained in accordance with an approved scheme of management and/or maintenance, and shall be retained for so long as the use hereby permitted continues.

- 4) Notwithstanding condition 2, no development shall take place until a Construction Logistics Plan (CLP), written in accordance with current Transport for London guidance, has been submitted to, and approved in writing by the local planning authority. The CLP shall provide for:
- (a) A site plan (showing the elements set out below);
 - (b) Confirmation that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hounslow Highways and a commitment to repair any damage caused;
 - (c) The parking of vehicles of site operatives and visitors;
 - (d) Loading and unloading of plant and materials;
 - (e) Storage of plant and materials used in constructing the development;
 - (f) Details of access to the site, including means to control and manage access and egress of vehicles to and from the site for the duration of construction including phasing arrangements;
 - (g) Details of vehicles routeing from the site to the wider strategic road network;
 - (h) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (i) Wheel washing facilities at the site exit and a commitment to sweep adjacent roads when required and at the request of the Council;
 - (j) A scheme for recycling/disposing of waste resulting from demolition and construction works;
 - (k) Measures to ensure the safety of all users of the public highway, particularly pedestrians and cyclists in the vicinity of the site and particularly at the access;
 - (l) A commitment to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts;
 - (m) The avoidance of peak hours for deliveries;
 - (n) Details of a booking system to avoid vehicles waiting on the public highway;
 - (o) All necessary traffic orders and other permissions required to allow safe access to the site to be secured and implemented prior to commencement of construction;
 - (p) Details of the construction programme and a schedule of traffic movements; and
 - (q) The use of operators that are members of Transport for London's Freight Operator Recognition Scheme (FORS) and are FORS Silver-accredited or better.
- 5) Notwithstanding condition 2, no development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- The identification of stages of works;
 - Procedures for maintaining good public relations including complaint management, public consultation and liaison; and

- Mitigation measures as defined in BS 5228: Parts 1 and 2: 2009 (Noise and Vibration Control on Construction and Open Sites) (or an equivalent British Standard if replaced), to be used in order to minimise noise disturbance from construction works at the development hereby permitted.
- 6) (a) Notwithstanding condition 2, no development above ground level shall take place until details have been submitted to and approved by the local planning authority which demonstrate that:
- (i) At least three of the key elements of the building envelope (external walls, windows, roof, upper floor slabs, internal walls, floor finishes/coverings) are to achieve a rating of A+ to D in the Building Research Establishment Green Guide to Specification (or an equivalent if the document is replaced).
 - (ii) At least 50% of timber and timber products are to be sourced from an accredited Forest Stewardship Council or Programme for the Endorsement of Forestry Certification scheme (or an equivalent scheme if replaced).
 - (iii) No construction or insulation materials are to be used which would release toxins into the internal and external environment, including those that deplete stratospheric ozone.
- (b) The dwellings hereby approved shall not be occupied until evidence (e.g. photographs and copies of installation contracts) has been submitted to the local planning authority to demonstrate that the development has been carried out in accordance with the approved details under Part A of this condition. The development shall be maintained in accordance with the approved details at all times thereafter.
- 7) Notwithstanding condition 2, no development above ground level shall take place until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority.

The details and samples shall include:

- (a) Brick/stonework;
- (b) Cladding materials/render;
- (c) Tiles/roof covering;
- (d) Window treatments;
- (e) Balcony details;
- (f) Privacy measures;
- (g) Balustrading treatments;
- (h) Rooftop plant details, lift overruns, roof access ladders; and
- (i) Any other materials/details/fittings to be used.

The development shall be carried out in accordance with the approved details and samples.

- 8) Notwithstanding condition 2, prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design including drawings, supporting calculations and an updated Drainage Assessment Form shall be submitted to the Lead Local Flood Authority for

review and approval. This shall be aligned with the Drainage Assessment Rev A June 2022 and associated drawings. Thames Water approval of the connection into their existing sewer network and the new attenuation volume (including the green roof design) shall be submitted. A detailed management plan confirming routine maintenance tasks for all drainage components shall also be submitted, in order to demonstrate how the drainage system is to be maintained for the lifetime of the development. The system shall be maintained in accordance with the approved details.

- 9) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases of the development hereby approved shall comply with the emission standards set out in chapter 7 of the Greater London Authority's supplementary planning guidance (SPG) 'Control of Dust and Emissions During Construction and Demolition' dated July 2014, or subsequent guidance. No NRMM shall be on site at any time (whether in use or not) unless it complies with the standards set out in the SPG. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.
- 10) Demolition or construction works shall take place only between 0800-1800 on Mondays-Fridays, between 0800-1300 on Saturdays and shall not take place at any time on Sundays or on Bank or Public Holidays.
- 11) Based upon guidance contained within BS 5228:2009 + A1:2014:Noise (or an equivalent British Standard if replaced), noise levels from demolition or construction works at the development hereby approved shall not exceed the following criteria at nearby residential receptors:
Daytime works shall not exceed 75 dB LAeq, T at the worst-affected residential property during the following time periods:
 - Monday-Friday (0800-1800 hours)
 - Saturday (0800-1300 hours).
- 12) The development hereby permitted shall be implemented in accordance with the approved Energy Strategy.

Prior to first occupation of any dwelling within the development hereby approved, evidence (e.g. photographs, installation contracts and As-Built certificates under the Standard Assessment Procedure/National Calculation Method) shall be submitted to the local planning authority and approved in writing to show that the development has been constructed in accordance with the approved Energy Strategy, and any subsequent approved revisions.

Upon final commencement of operation of any low and zero carbon technologies, suitable devices for the monitoring of the low and zero carbon technologies shall have been installed, and the monitored data shall be submitted automatically to a monitoring web platform at daily intervals for a period of three years from the point of full operation. The data shall be made available to the local planning authority on request for a period of five years.

- 13) Notwithstanding condition 2, and prior to occupation of the dwellings hereby approved, details of the arrangements for the storing of waste and recycled materials (including details of how the placing of waste and recycled materials in a suitable location for collection would be undertaken and managed) shall have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
- 14) Prior to occupation of the dwellings hereby approved, the development shall have been constructed to achieve an internal water use of 105 litres per person, per day, or less.
- 15) No dwelling shall be occupied until 'Secured by Design' accreditation (awarded by the Design-Out Crime Officer or an equivalent post-holder) from the Metropolitan Police Service on behalf of the Association of Chief Police Officers has been achieved at the development hereby permitted, and until evidence of such accreditation has been submitted to the local planning authority.
- 16) Notwithstanding condition 2, no dwelling shall be occupied until details (including manufacturers' specifications) of secure covered cycle parking facilities (that accord with the West London Cycle Parking Guidance) for the use of occupiers and visitors to the development hereby permitted have been submitted to and approved in writing by the local planning authority. The approved facilities shall be fully implemented and made available for use before the dwellings hereby permitted are first occupied. The approved facilities shall be retained thereafter in accordance with the approved details for use at all times without obstruction.
- 17) Maximum noise levels permitted within the dwellings hereby permitted shall not exceed those specified in Table 4 of British Standard 8233:2014 (or an equivalent British Standard if replaced) [Living rooms: 35 dB LAeq, 16 hours; Dining room areas: 40 dB LAeq, 16 hours; Bedrooms: 35 dB LAeq, 16 hours during the day (0700-2300 hours), and 30 dB LAeq, 8 hours during the night (23:00-0700 hours)]. LAmax noise levels within bedrooms shall not exceed 45 dB LAmax more than 15 times per night. All occupiers should have access to amenity spaces where noise levels do not exceed 50dB LAeq, 16 hours.
- 18) Notwithstanding condition 2, prior to occupation of the dwellings hereby approved, sound insulation tests in accordance with Building Regulations Approved Document E (Resistance to the Passage of Sound) shall be submitted to and approved in writing by the local planning authority. Sound insulation tests shall be carried out taking account of worst-case environmental conditions (such as easterly operations at Heathrow Airport, peak-time traffic flows or on-site construction).
- 19) Upon first installation of the fixed plant and any associated mitigation, an acoustic commissioning survey shall be undertaken. The cumulative measured or calculated Rating Level of noise emitted from all mechanical services plant including heating, ventilation and air conditioning shall be 10dB(A) below the existing background noise level, at all times that the mechanical system etc operates. The measured or calculated noise levels

shall be determined at the boundary of the nearest ground floor noise-sensitive premises or 1 metre from the façade of the nearest first floor (or higher) noise-sensitive premises, and in accordance with the latest revision of British Standard 4142 (or an equivalent British Standard if replaced).

- 20) The shutters to the Hanworth Road service area which are hereby approved shall be brought down once all retail units on the ground floor are closed for the day, and shall only be brought back up whenever the retail units next open.
- 21) All communal doors within the residential areas of the development hereby approved shall be power-assisted, and shall be retained as such for the duration of the development.

[End of Schedule of Conditions].