



Bollo Lane Redevelopment Consultation – Second Stage

Response to issues raised

March 2020

Consultation Summary

Background

We carried out a second stage of public consultation on proposals for the development of the land along the western side of Bollo Lane in the London Borough of Ealing. The consultation took place between 15 January and 12 February 2020. We received 191 responses to the consultation, including one formal stakeholder submission from Mill Hill Park Residents Association.

Conclusion and next steps

We received 191 responses to the consultation. After considering all responses, we plan to proceed with the scheme as proposed and here set out our responses to commonly raised issues.

Response to issues commonly raised

Concerns about the height of the proposed buildings

We have worked to ensure that the height of the proposed buildings respects the different nature of the local areas at each end of the site.

The scheme has been designed to respond to the different development contexts in Chiswick Park and Acton Town. The tallest building is therefore located towards the south of the site, where the context includes taller buildings including 100 Bollo Lane and Chiswick Park, and where there is a larger site footprint. The height of the buildings undulates but generally and gradually decreases moving north, to reflect the lower residential nature of the buildings near Acton Town station, and to respond appropriately to the Grade II listed building [HB16]. The buildings in the middle of the site are roughly equal in height and massing to the neighbouring Acton Gardens development.

Concerns about the impact on public services and infrastructure

The provision of 875 new homes will lead to additional pressures on public services and infrastructure. In response to this, as part of the planning application, TfL will make significant S106 contributions to fund infrastructure in the local area. All new residents and tenants will also pay Council Tax and business rates, money from which used to fund local services.

Impact on crowding on public transport (especially on the Piccadilly Line at Acton Town station)

Under the New Tube for London scheme, TfL will introduce new trains and signalling on the Piccadilly Line, increasing the line's capacity and reducing

journey times by one fifth. The first new trains will start serving the Piccadilly Line from 2024.

Overall, these improvements will provide 60% more capacity (the equivalent of up to 21,000 customers per hour), enough to manage the increase in population arising from local developments, including at Bollo Lane. As the station is a listed building it would be impossible to make any changes to the architecture of the buildings or platforms, including adding access directly from Bollo Lane.

Concerns that the development will affect daylight/sunlight and privacy of immediate neighbours (especially the 25-storey tower at the south of the site)

The proposals have been designed to reduce the impact on neighbouring residents as much as possible. The proposed scheme has been tested against Building Research Establishment (BRE) guidelines and has been shown to perform well in this urban location and will be in accordance with the London Plan and London Borough of Ealing's local policy guidelines.

More detailed information is available in the daylight and sunlight report, which will be submitted as part of the planning application.

Requests to ensure good pedestrian routes

This design of our scheme allows us to double the width of the current pavement creating a new safer pedestrian-focused walkway down Bollo Lane. The development means that the current TfL car park will move and the development allows a one way service road along the back of the development, which will see a significant cut in the number of traffic movements creating an environment in line with the Mayor's Healthy Streets agenda.

Concerns about provision for cyclists

There is no dedicated cycle path along Bollo Lane at present, and cyclists going between Acton and Chiswick must use the single lane carriageway. A shared pavement will be introduced along Bollo Lane, which can be used by both cyclists and pedestrians. This will run along the majority of the site from north to south, so cyclists will not have to use the carriageway on Bollo Lane when moving from Acton to Chiswick.

Concerns about increased traffic congestion and demand for parking

In response to these common concerns, the proposed scheme will be substantially car-free to meet the objectives established in the Mayor's

Transport Strategy. No parking spaces will be provided on site for residents, apart from those with disabilities. Residents will be strongly encouraged to make use of the excellent public transport links nearby. Due to this approach, we do not expect this development to have a significant impact on congestion or demand for parking spaces locally. A detailed traffic impact assessment will form part of the planning application.

Requests for more retail units along Bollo Lane (including restaurant/pub)

Commercial units are proposed in various locations along the length of the site, including two at the north of the site near Gunnersbury Lane. Other commercial units will be located further south on the site, to benefit from the new wider pavement on the western side of Bollo Lane. The pavement will be 10 meters at its widest point. Whilst the occupiers have not been decided on yet, we hope to attract a variety of businesses and retail occupiers that will create a vibrant experience, attracting people to the area.

Concerns about whether homes provided will be affordable

There is a need for greater affordable housing in the area as part of the housing targets that Ealing Council has to meet. Our scheme will deliver different types of affordable housing; social rent, intermediate rent, intermediate sale and help to buy. This will meet the requirements set out as part of the Mayor's housing and transport strategies. The height of the scheme allows us to deliver these and not compromise the amenity and green spaces that benefit the wider community.