

# Development Sites

## Development Plan Document

Northolt

Greenford

Perivale

Park  
Royal

Hanwell

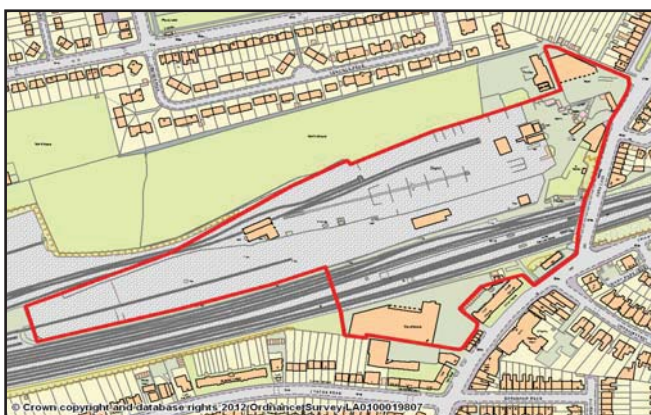
Ealing

Acton

Southall

West  
Ealing

## ACT6 Acton Crossrail Station and 239 / 265 / 267 / 305 /307 Horn Lane Acton W3



**Site Area:** 6.84ha

**Ownership:** Private and Network Rail

**Current Use:** Aggregates recycling depot, commercial waste transfer facility and construction materials to north of railway, Acton Mainline Station and Builders Yard to south of railway.

**Development Strategy Policies:** 1.2 (d), 1.2(g), 1.2(j), 2.4

**Setting:** Urban

**PTAL:** 2-5

**Planning Designations:**

Safeguarded Waste Transfer Facility

Safeguarded Aggregates Depot, Green Corridor

Adjacent to Horn Lane Sports Ground Community Open Space

**Relevant Planning Applications:** None

**Allocation:** Consolidation of industrial, aggregates and waste facilities to the north of railway, safeguarding of the rail sidings, and introduction of commercial and residential (potential for student accommodation) uses south of the railway, compatible with the functioning of the station.

**Justification:** In conjunction with Crossrail, Acton Mainline Station will be completely rebuilt to the south of the existing station (approximately where 267 Horn Lane currently stands) and the current station building removed. With the introduction of Crossrail there will be four services an hour to Paddington, significantly improving the public transport accessibility level and widening the station's catchment area. Redevelopment of the station presents the opportunity to consolidate essential industrial and related uses to the north thereby releasing land around the new station for mixed use development.

**Indicative Delivery Timetable:** 2016-2021

**Site Context:** The site encompasses the safeguarded aggregates and waste transfer facilities to the north of the railway, as well as the builder's yard and future station location to the south of the railway. The northern boundary of the site is formed by established residential areas and the Horn Lane Sports Ground; the site to the south of the railway is a substantial infill site between existing residential properties on Horn Lane/Lynton Road, with the new station fronting Horn Lane. Flatted developments of up to five stories provide the immediate context south of the railway, with the western side of Horn Lane characterised by varied building typologies.

**Design Principles:** North of the railway will continue to be safeguarded for essential aggregates/waste functions and related B1(c), B2, and B8 industrial uses, including the consolidation and maximization of existing freight operations at the railways sidings. Reorganisation of the site is encouraged to allow the accommodation of additional complementary

uses on the site, including the relocation of the builders yard from south of the railway. Proposals should contribute to improved site operation and reduction of the environmental impact of these industrial activities on the surrounding residential areas.

South of the railway, proposals will be expected to contribute to an improved sense of place around the redeveloped station through delivery of a high density, high quality mixed use development, including commercial and residential uses, that optimises the development potential of the site. This is considered a suitable location for student accommodation, with Crossrail providing quick access west to the University of West London campus and east to central London campuses.

There is an opportunity to deliver a significant piece of new architecture that responds positively to the station redevelopment within the context of the surrounding residential neighbourhoods and existing commercial uses on Horn Lane. Designs should optimise the development potential of the site and deliver a significant improvement to the townscape of the area through emphasising the location of this key transport node. Care should be taken with the height and massing of buildings to ensure that the amenity of existing residential properties is preserved and that new buildings sit comfortably within the prevailing scale of the surrounding built form.

Due to the proximity of the railway line and industrial uses to the north of the railway, a convincing case would need to be presented that proposals for residential accommodation would have a satisfactory level of amenity. Designs must include measures to mitigate the impact of railway noise and be based around a layout that ensures sufficient privacy and adequate outlook for residents of both the new development and existing residential properties.

Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and buildings should be orientated to maximise sunlight and daylight. Both balconies and communal garden space will be expected in flatted schemes; communal garden space may be provided above ground level in the

form of courtyards or roof gardens.

As an infill site, the access and servicing arrangements must be carefully considered to ensure that new development is integrated with the surrounding area while providing an acceptable level of privacy for occupants. Access/servicing requirements must be arranged in a way that does not impact the functioning of the station or interchange. The proximity to Acton Mainline Station would support a low car/car free scheme on this site. Proposals will need to have regard for Crossrail operational requirements and the outcome of the Acton Mainline Station (Corridor 3) Study and incorporate any required transport improvements into designs.