Contents

1 Introduction 1
  1.1 The Position Statement 1
2 The Need to Manage Change 3
3 The Vision 5
  3.1 Objective 5
  3.2 The Vision 5
4 Policy Background and the need for change 8
  4.1 Existing Policy Review 8
5 Context and Analysis 11
  5.1 Introduction 11
  5.2 Strategic Constraints 11
  5.3 Strategic Opportunities 12
  5.4 Wider Connections 12
  5.5 Local Constraints 14
  5.6 Local Opportunities 16
  5.7 Transport Constraints 18
6 Managing Change in the Southern Gateway 19
  6.1 The ‘Kit of Parts’ 19
  6.2 Public Realm and Open Space 19
  6.3 Landmarks and Wayfinding 29
  6.4 Transport & Movement 35
  6.5 Location of Development 40
  6.6 Type of Development 42
  6.7 Location of Development 45
  6.8 Mix of Development 46
7 Making development happen 48
  7.1 Deliverability 48
  7.2 Social Infrastructure 48
8 Appendix 54
1 Introduction

1.1 The Position Statement

1.1.1 Aims of this Document

The Park Royal Southern Gateway has significant potential as the location for new development to both support the vital economic role that the wider Park Royal area plays in West London’s economy, as well as being a destination and location in its own right.

In order to ensure this development progresses in a sustainable, co-ordinated and well planned way, the various partners involved in the delivery of the area, including the London Borough of Ealing, as Planning Authority, the Park Royal Partnership, the GLA and TfL, as well as the various landowners, sought the production of a Position Statement to provide guidance for the development of the area.

The Position Statement has, therefore, been prepared to meet the following objectives:

• To inform current local planning policy in preparation for the forthcoming LDF;

• To elaborate upon the Park Royal OAPF, providing more detail where appropriate;

• To provide adequate planning and design guidance to both decision-makers (in terms of Ealing as the Local Planning Authority) and the development industry, to aid the coordinated development of the area to meet the various stakeholders’ objectives and aspirations;

• To encourage greater collaborative working in order to achieve an improved place; and

• To produce a workable, informative, aspirational document to which all partners have contributed and which all are happy to support.

Other key policy documents include (but are not limited to):

• The Ealing UDP and forthcoming LDF, plus its supporting documents; and the Adopted SPG on the Southern Gateway and the SPA on the A40 Acton: Green Corridor Strategy and the Feasability Study on its implementation.

• The GLA produced Opportunity Area Planning Framework; and

• The Park Royal Partnership 10 year Strategy;

The site boundary for this project related to the area identified in the Park Royal OAPF, and the Special Opportunity Site in the 2004 Ealing UDP (with the addition of the Perfume Factory to the latter). It also includes the site over the A40 on Horn Lane. These areas are shown in Figure 1.

1.1.2 Structure of the Document

This Document contains the following elements:

• The Vision – setting out in clear terms an aspirational yet achievable statement of what can be achieved on the Southern Gateway;

• A brief description of the planning policy context in which this document, plus the various development opportunities, must operate within;

• The Need for Change – describing in more detail the various constituent elements of the Gateway that are required, specifically relating these to local need;

• Some planning and design context and analysis;

• An expansion of the Vision, stating how this can be achieved through a combination of aspirations, principles, and suggested ways that these are expressed on the ground; and

• A short note on deliverability.
Figure 1: Site boundary
2 The Need to Manage Change

Change is inevitable, but its consequences can vary depending on the manner in which that change happens, or is allowed to happen. The Southern Gateway is unique among the four Park Royal Gateways due to its accessibility, the current interest in development and there are a number of factors that have combined, in a very particular way, to create a need to manage change. These include:

- The continuing importance of Park Royal as one of the largest employment hubs in London;
- The need to both safeguard current employment and create opportunities for new jobs;
- The high levels of connectivity provided by means of the local and regional road network, and the close proximity of the Central Line underground station at North Acton;
- The development pressure being generated by a number of landowners and developers with an interest in the Southern Gateway;
- The poor sense and quality of ‘place’, deriving, in part, from the degree to which road infrastructure dominates the public realm; and
- The potential benefits that might accrue for local populations (both residential and commercial) if development is focussed in a more strategic manner.

There are a number of tensions associated with developing the Gateway, which need to be addressed, on which the Position Statement will present a way forward. These tensions include:

- The tension between residential and employment uses on the site, and what the balance should be;
- The environmental constraints of the site, including the road infrastructure, the quality of the public realm (or lack of), the current under-provision of open space, and concerns regarding air quality and noise pollution;
- What the appropriate mix and location of development should be across the Gateway;
- The quantum of development; and
- Addressing the current lack of facilities and services required to support its role as an employment location, and the lack of community infrastructure to support the current or future residential population.

There is a recognition, on the part of LB Ealing, Park Royal Partnership and the various stakeholders with an interest in the site, that future development and change within the Southern Gateway will need to be considered in the context of this Position Statement as well as local and regional planning policy. Managing change in the Southern Gateway will require a more collaborative approach among the various parties with an interest in, or responsibility for, the site.

Piecemeal change is an option, but the importance of the Southern Gateway, and its potential to act as the focus for development providing a benefit to a far wider area and constituency than that presently encompassed by the notional ‘red line’ that current policy uses to define the site, is an opportunity that should not be passed up. This is reflected in the site’s designation within the Ealing UDP as a Special Opportunity Site. This policy states that the Council may wish to play a more proactive role in bringing development forward and encourage a partnership approach to achieving regeneration objectives. However the Gateway’s employment role is not diminished by the vision, objectives and guidance set out in this document. Other forms of development may be acceptable providing they contribute to the provision of much needed social infrastructure and amenity.
Southern Gateway Position Statement
3 The Vision

3.1 Objectives

It is important to remember that the development of the Southern Gateway is not solely reliant on this Position Statement and the policy context that it represents. The potential that exists here means that development, in whatever form, is almost inevitable. The key to producing a successful place lies in effective planning of this development. This is why this document is being produced. For this process to be successful, and meet the various, sometimes complementary and sometimes conflicting, aims of all partners, the proposals and guidance contained within this document must:

- Be viable in the long term;
- Contribute to the creation of a place and identity within the Southern Gateway;
- Meet the requirements and standards set out in policy and guidance; and
- Provide benefit in terms of the wider social infrastructure.

3.2 The Vision

The vision is of a location which – in a few years’ time - will have turned into a real and recognisable place: a lively and liveable part of the city which helps change Park Royal’s image, facilities and access.

That means:

- A place which works as a new, interesting and different part of Park Royal providing the facilities, services and high quality environment it currently lacks;
- It is the focal point of Park Royal, even though not at its geographical centre;
- A place which works as a welcoming and efficient Gateway to Park Royal for those arriving by tube, bus, car or truck;
- A place where residents choose to live, because it is convenient and has good shops, services and local open space;
- But one where the new housing has not been at the expense of jobs – so where there are as many jobs in the future as there are today, albeit in different activities and sectors;
- So a mixed use location, providing jobs, homes, plus an appropriate level of facilities and services to support them and make it a sustainable location; and
- A recognised location in West London, with its own character and perhaps even a new name: Park Royal Gateway?
Figure 2, opposite, is a graphical representation of this vision. It shows:

• Suggested locations for the two main pieces of public open space, and indicative scale, function and character;

• Suggested key routes through the site, and their character and role;

• Where various types of development should have active frontages, in order to populate the open spaces; and

• A guide to where various land uses would be best located.

It is not intended to be a detailed Master Plan of the site or individual development plots, but a guide to where the various place-specific principles outlined in Chapter 6 would apply to the site, as a whole.
The Position Statement cannot design the place: but it can help to shape it and it can paint a picture of the sort of place the partners aspire for it to be:

1. some 3000 jobs, in offices, storage and distribution, retail and creative / media sector.
2. a clear, safe relationship and routes between the tube, the buses and the surrounding area.
3. 1500 - 2000 residential units.
4. a hierarchy of open space, featuring at least 2 new public spaces.
5. shops, restaurants, cafes and leisure to support the gateway & the wider Park Royal area.

Figure 2: The Vision for the Southern Gateway

- shared surface street, limited to buses and access only for through traffic
- a central “Royal Plaza”, the place de la gare in front of the tube station arrival square 0.5-1ha
- an Urban Park fronted by homes and businesses like many other London squares, providing green space for employees and residents
- a clear, safe relationship and routes between the tube, the buses and the surrounding area
- urban park 1-1.5ha
- shops, restaurants, cafes and small offices lining Victoria Road and Portal Way the two pedestrian dominated streets / spaces at the heart of the new locality
4 Policy Background

The site area to which this document applies is that identified as the Southern Gateway in the Park Royal OAPF. This is also the site identified in the 2004 Ealing UDP as a Special Opportunity Site (with the addition of the Perfume Factory site). This is shown on Figure 1.

4.1 Existing Policy Review

We do not wish to reproduce all the existing policy relating to the Southern Gateway here in a lengthy policy review. However, it is important to introduce the policy context in which this document sits. There are a number of policy documents relevant to development on the Southern Gateway to which the various forthcoming planning applications must give regard. Key documents include:

- The London Plan (consolidated with Alterations since 2004, Feb 2008);
- Draft Park Royal Opportunity Area Planning Framework (OAPF) 2008;
- Ealing Unitary Development Plan (UDP), 2004;
- Southern Gateway SPG, 2004;
- A40 Green Corridor SPG, 2004
- A40 Green Corridor Feasibility Study, 2005

There are also a number of background documents to the Ealing LDF which may have particular relevance. These are:

- Industrial and Office Development (LDF Background Report 3); and Annual Monitoring Report

The larger part of the site, which is north of the A40, is currently designated in the London Plan (consolidated 2008) as Strategic Industrial Location, and part of the site south of the A40 is a residential area. In the Ealing UDP (2004), the area north of the A40 is Major Employment Location and Special Opportunity Area, and the site south of the A40 is an Employment Site. Land along the Central Line is designated in the UDP as Green Corridor.

Residential development here would therefore be a departure from Development Plan policy, though the GLA and Ealing Council anticipate that other forms of development, including residential, will contribute to the regeneration of the area and specifically help provide the much needed social and community infrastructure.

The greater part of the Southern Gateway is identified in the Adopted UDP (2004) as a Special Opportunity Site. These are large and prominent sites with development constraints but are also key to achieving Borough-wide regeneration objectives. On such sites schemes should deal fully with site and community infrastructure provision and any potential contaminated land issues. The designation is intended to convey that the Council will use its powers as the LPA to encourage and negotiate schemes which address individual site problems. The Council will encourage partnerships to work with private, public and voluntary sector organisations to ensure a mix of regeneration opportunities.

There are a number of key messages that resonate from these documents and are recognised in the Vision for the Gateway. The overall approach adopted is a mix of both realising potential whilst effectively managing change.

1. The Draft Park Royal OAPF advocates the realisation of the great development potential, which exists on a number of sites near North Acton Underground Station. Maximising this potential “could help mark one of the main entry points into Park Royal, secure much needed
improvements to the public realm and significantly enhance the legibility of the area” (Draft Park Royal OAPF, Section 6.1).

2. The OAPF also states that future development could have a positive impact on the provision of sustainable transport in the area. “Further development could deliver enhanced pedestrian and cycling routes, improved bus services and interchange with North Acton, along with a significant improvement to the quality of the environment” (Section 10.4).

3. Section 10.4 of the OAPF further promoted employment-led mixed-use developments, which take advantage “of good public transport accessibility and building on the opportunity to create a strong local identity and sense of place”. Other proposals for residential development within the Southern Gateway will “need to address the lack of social infrastructure and outdoor amenity space”.

4. Future transport in the area should be integrated and sustainable. The overall strategy of the 2004 Ealing UDP on transport is: “to provide sustainable access from homes to jobs, shops and services, and from business to business, by integrating land use and transport planning, restraining car traffic, promoting improved public transport and facilities for pedestrians and cyclists” (Section 3.30).

5. There is an overall consensus in all of the relevant policy documents, that there is a need to provide an appropriate supply and type of open space, to meet the requirements of the area in terms of both existing deficiency and to provide for new resident and working populations.

6. Similarly, a need for the provision of community facilities to comprehensively meet the varied requirements of people living and working in the area is recognised (For example, in policy 1.8, Ealing UDP).

7. One of the overall strategies of the London Plan is to “deliver good design, including public realm, open space and, where appropriate, tall buildings”, especially through development in outlined opportunity areas, such as the Southern Gateway. In special reference to tall buildings, the London Plan states that “the Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character, help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings” (London Plan, p.181). The implications of this policy for the Southern Gateway is discussed in more detail in section 6. The endorsement of tall buildings is further emphasized by the Draft Park Royal OAPF (Section 6.1), by naming the Park Royal Southern Gateway specifically as a “location for the promotion of tall buildings”.

Southern Gateway Position Statement
5 Context and Analysis

5.1 Introduction

• This section gives a very short summary of the team’s analysis of the area's context and constraints.

5.2 Strategic Constraints

• Severance created by regional road corridors, particularly Great Western Avenue (A40) at the southern edge of the Gateway; and

• Severance created by rail lines. In particular the lines to the north sever the Gateway from the heart of Park Royal.
5.3 Strategic Opportunities

- Proximity of Crossrail interchange proposed at Acton Mainline (approximately 200m to the south of the Gateway);

- Proposed Fastbus linkage from Stonebridge Park and central Park Royal via North Acton Station to Acton Mainline station, Acton Town Centre and beyond.

- Create a strong and distinct identity for the Southern Gateway;

- Enhance connection and relationship with central Park Royal;

- Major regeneration of North Acton station;

- Substantial modal shift of journeys by Park Royal by employees and visitors, from the car to public transport, with increase in cycling too.

5.4 Wider Connections

Pedestrian and cycle connections to the wider area could be improved to provide access to a variety of local facilities and amenities, including:

- Wormwood Scrubs;

- North Acton Playing Fields;

- The Heart of Park Royal;

- Rail connections at Acton Mainline;

- Western Avenue Green Corridor;

- Local schools and community facilities in Acton.
Southern Gateway Position Statement

Figure 4: Strategic Opportunities

- park Royal boundary
- proposed Fastbus link
- proposed Crossrail connection
- rail connection
- rail interchange
- connect to the centre of Park Royal

Figure 5: Wider Connections
5.5 Local Constraints

- Local gyratory system bisects the Gateway and severs the north and south of the site;
- Poor sense and quality of arrival from North Acton Station;
- Inward looking development, which does not address the street;
- Dominance of surface car parking;
- Need to address relationship with adjoining residential properties;
- Poor quality and character to internal routes and spaces;
- Poor boundary treatment to development plots; and
- Lack of usable open space, and very little social and community infrastructure and services;
- Poor residential environment for existing residents;
- Concerns over community safety, especially at night.
Figure 6: Local Constraints
5.6 Local Opportunities

- Create a stronger and higher quality sense of arrival from North Acton station;
- Address the dominance of Great Western Avenue and local gyratory system;
- Address the junctions of Great Western Avenue and Victoria Road;
- Improve the environmental and public realm quality of tertiary routes and spaces;
- Enhance the environment for residents within and adjoining the Southern Gateway;
- To improve the range of facilities and services available to employees and local residents.
Figure 7: Local Opportunities

- Walking time
- Improve public realm quality
- Address barrier
- Break collar and strengthen link to central Park Royal
- Strengthen connection
- Calm and improve quality of route
- Address junction
- Respond to the scale of adjoining residential areas
- Improve sense and quality of arrival
5.7 Transport Constraints

- The current gyratory system brings traffic unconnected with the area through the area, due to the absence of right turns off the A40 to the north or south (Horn Lane and Wales Farm Road);

- A high proportion of vehicles are HGV;

- The one-way operation leads to relatively high traffic speeds;

- These factors create severance between the different development areas (both existing and potential); and

- Buses are unable to operate both ways on most roads in the area, with only one route (440) interchanging in both directions with North Acton station.
6 Managing Change in the Southern Gateway

6.1 The ‘Kit of Parts’

To achieve the kind of development outcomes envisaged as being the most positive, both in terms of the quality of the place and its viability, there are a number of different elements that will have to be assembled and, ultimately, delivered by the various stakeholders. These different elements are outlined below. For each, a series of general principles have been identified, reflecting best practice and guidance (for specific examples see below), together with examples of the kinds of place that might result, should these principles be adopted. Finally, for each element, site specific requirements are identified. These requirements are explained in more detail below.

We list here some examples of design guidance which have fed into this report, and to which future development proposals should respond. They include:

- The Urban Design Compendium;
- Better Places to Work;
- Manual for Streets; and
- Safer Places – The Planning System and Crime Prevention

Elements of Placemaking

6.2 Public Realm and Open Space

The public realm and open space element of any development proposals are fundamental to the creation of a sense and quality of ‘place’. The contextual studies identified the poor quality of place within the Southern Gateway as being one of the structural weaknesses of the area, and one which would have to be addressed, as a priority, if the aspirations of the various stakeholders are ever to be realised.

6.2.1 General Principles

The general principles that apply to the Southern Gateway, in respect of the public realm and open space, might be applied to any piece of city. They are intended to provide a basis for creating an environment that is both valuable, of itself, and helps to sustain the long term viability and success of the Southern Gateway. To achieve that end, the public realm and open space elements of the Southern Gateway should be:
General Principles

- Of a human scale; that is, it should be predicated on the needs of pedestrians, and be designed with pedestrians having priority, thus allowing the quality of the place and the experience to be perceived and understood more slowly and more intimately;
- Well connected, with a sequence (or hierarchy) of spaces linked by well designed and attractive routes that are, of themselves, places;
- A network of streets, forming an interconnected grid of routes that permeate through the site;
- Celebrate important nodes or entry points into the Southern Gateway (see also the section on Landmarks and Wayfinding, below);
- Be lively and animated, with uses and activities located in such a way as they both benefit from, and provide benefit to, the open space as a consequence of their being adjacent;
- Framed by active frontages with front doors and windows of habitable rooms, or occupied rooms in commercial premises, facing onto the space or street;
- Be safe and well supervised, both formally and informally;
- Clearly defined in terms of the public and private realms;
- Have the flexibility to provide for the needs of a multiplicity of users throughout the course of the day, including residents and those working in the commercial premises; and
- Attractive and well designed – the combinations of materials, street furniture and planting, soft and hard landscaping and quality of design should be carefully considered and located in such a way as to reinforce all of the principles outlined above.
6.2.2 Specific Principles

There will be a need to provide open space that meets the requirements of the existing and new residential populations, as well as the needs of those working in the Gateway. There are important considerations relating to the nature and the amount of the open space to be provided that will need to be addressed to make the Gateway into a successful place.

The Amount of Open Space

We have considered the amount of open space that might be required to meet the needs of an enhanced residential population in the Southern Gateway, under various scenarios. These deliberations are set out in greater detail in the Appendix. In summary however, it is clear that even with the lowest increase in residential population, standard open space requirements would require the majority of the site to be given over to open space, thus making development in the Gateway unviable.

To that end a different approach to the provision of open space is required. This model is predicated on the provision of high quality, intensively used and well managed open spaces within the Gateway itself, allied to a programme of financial contributions to enhance existing open spaces. The open spaces within the Gateway would be more like the urban parks and squares commonly found in European cities. Another model for these smaller, more intensively used spaces might be the urban squares of London. The existing open spaces would be more traditional public parks and open spaces, such as North Acton Recreation Ground and Wormwood Scrubs. Part of the improvements to such spaces might include improvements to pedestrian connections as well as possibly improving the amenity value of the spaces themselves.

Nature of the Open Space

Two, or perhaps three, key spaces would be provided:

- The first would be an arrival space ("Station Square") adjacent to North Acton Station. It should have a more civic character, with hard landscape elements predominating, although street tree planting, seating and other streetscape features would be used to make the space feel welcoming and attractive. It would be surrounded by built form with active frontages and a mix of commercial, retail and other uses helping to animate the space. It would be somewhere between 0.5 and 1 hectare in size.

- The second key space would take the form of an Urban Park, incorporating play facilities, soft landscape, seating areas, art and water features. Again the space would be enclosed by development, with active frontages and a mix of uses helping to provide vitality though the course of the day. This space would be connected to the arrival space by means of a well designed, pedestrian priority street. The Urban Park would be between 1 and 1.5 hectares in area.

- These are in addition to opportunities for local open space, for example Victoria Road/Wales farm Road, or the Perfume factory; and the designated Green Corridor sites along the A40 and the Central line, providing open space, areas to protect biodiversity and enhance the natural environment along transport corridors. These functions should be protected in the Southern Gateway, though there may be opportunities for residential within the Horn Lane site, providing it meets air quality standards, a strong concern in this area.
Public Realm and Open Space model

The key principles for the Arrival Square and Central Urban park are shown in the model above.

**Arrival Square**

- The square should have a strong identity as well as providing a glimpse into the gateway.
- There should be a range of services and shops available for people travelling to and from the square, by day and night;
- Good signage will help permeability and navigation through the gateway; and
- Spaces for people to wait and meet.

**Central Urban Park**

- The park has to satisfy a range of visitors by providing spaces for different uses and activities
- Play area
- Structured planting and soft landscape
- Intelligent design to create spaces for people to sit and talk
- Art or Water to give the park character and identity
- Creating inviting entrances to the park and good design to integrate the different spaces in the park

For each space we have identified and grouped principles that compliment each other best to create a quality space that meets its function. However, this does not mean that other principles should be disregarded, they too need to be taken into consideration.
This is in addition to private open space that should be provided as part of developments which may include communal gardens or play space, roof terraces or balconies. Guidance on the provision of open space is provided below.

### 6.2.3 Place-Specific Requirements

Currently, the block structure in the Southern Gateway comprises one large block to the south, with two smaller blocks to the north, separated by the gyratory on Portal Way. Changes in grade and property boundaries prevent connectivity, except along a north south axis that emanates from North Acton Station and connects, with little apparent logic, to the A40. The existing block structure requires greater articulation, with better east-west connections creating a more permeable movement network, while retaining viable development plots. This network of streets will form an interconnected grid of routes, one in which different events are located at junctions and nodes, e.g. larger spaces, activities, or built form elements that help to generate character and a sense of place.

#### The North-South Spine

One of the most important components of the new network of streets will be the route running north to south through the centre of the Gateway, emanating from the new open space relating to a re-designed North Acton station. In simple terms, this is a pedestrian priority street that provides a link between substantial elements of the site, in terms of the development parcels, with east-west connections at key points. A key east-west link is the east-west portion of Victoria Way, running in front of the Station Square, and should be prioritised for pedestrians and cyclists first, then public transport and other traffic. Planting, the use of materials and the design of the footways in relation to road space can be used to reinforce its human nature and priority on pedestrian and cycle movement.

#### A Hierarchy of Spaces

The network of streets, together with important functional elements such as North Acton station, will generate the opportunity to create a sequence of events including larger public spaces, at junctions and nodes. By creating a number of smaller spaces, each one relating to an individual development plot, the energy and vitality of the public realm might well be dissipated and lost. Consequently, the hierarchy of key public spaces should comprise a limited number of events. The location of these key spaces, and their extent, character and function, will depend on their place within the hierarchy and the role that they might be expected to fulfil. As suggested above, it is envisaged that there will be a minimum of two key spaces: one outside a redesigned North Acton Station, acting as the main entry point into the Southern Gateway, and another in the heart of the site, providing for the recreational needs of residents and those working in the Gateway. These spaces will be located along the north-south axis that emanates from North Acton Station, with connecting routes and streets lining these spaces to the wider Gateway. Additional spaces might be provided, for example, towards the eastern part of the site, in proximity to the junction of Wales Farm and Victoria Roads. However, these additional spaces should reflect their position within the hierarchy, both in terms of their scale and the mix of uses located around them. Green Space, less animated by development and activity but focusing on their value in terms of nature conservation, are provided through the Green Corridor sites at Horn Lane and along the A40, and along the Central line.

#### Station Square

The creation of a new space relative to a re-designed and more accessible North Acton Underground Station, is one of the most important components to be delivered in the Southern Gateway. The vast majority of those living and working in the Southern Gateway will access the site via the station. The current arrangement via steps and ramps that skirt around the back of
existing uses, such as the petrol filling stations, hotel and other properties on Victoria Road, is deeply unsatisfactory on many levels including safety, design and sense of arrival.

A new square, located on the site of the current petrol filling station, with step free access to the station and framed by built form that accommodates uses that will help to animate the space throughout the day and night, is the preferred option. This new space will form the northern component of the sequence of spaces that will articulate the Southern Gateway.

Central Urban Park

The provision of a substantial open space in the heart of the Southern Gateway is essential, both in terms of placemaking and as a practical response to policy requiring the provision of open space to meet the needs of any uplift in the residential population. This central urban park will provide for the needs of those working in the Gateway, as well as residents and, will, as a consequence, have to be flexible and robust enough to cater for very different needs. It is envisaged that such a space will not meet the entire open space requirements generated by up to 2,000 new dwellings. However, the space will be designed in such a way as to accommodate play facilities, areas for sitting and talking, soft landscape and trees and, perhaps, other elements such as water or public art. The space will not be a ‘public park’ in the traditional English tradition. Instead, it will be an urban park, more on the model of a type that is found throughout Continental Europe, one with a considerable heritage and many fine examples in the cities of France, Holland, Germany and Scandinavia.

Figure 14: Public Realm and Open Space indicates the structure and hierarchy of this network of open spaces, public realm and the movement network throughout the site. It is a graphical representation of the principles above with indicative locations of the open spaces.

Private Open Space

The provision of private open space is also important in providing amenity for new residents. In a location which is likely to be mainly flats rather than houses, appropriate forms of private open space would include communal gardens or play spaces, plus roof terraces/gardens and balconies. Ealing’s SPG 13: Residential Garden Space provides guidance on normal requirements for such space, which states the following:

• At least 75 sq m for a larger house or group of up to 5 flats;
• The space should be in a form that is adequate to accommodate children’s play without loss of amenity to other residents;
• Landscaping should provide space for roots and branches of trees to mature without damage to buildings; and
• In areas with a public open space deficiency, more than the minimum standard of garden/amenity space should be provided where possible.

Off-site Open Space provision

Residential areas need to be accessible to a range of open spaces, from local play space to regional parks. There may be opportunities to improve links between the Southern Gateway and those open spaces at the District Park and Metropolitan Park level, specifically to Wormwood Scrubs and North Acton Playing Field and the nearby cemetery. A footpath currently exists to Wormwood Scrubs, which is within a credible walking distance. There are concerns however over the safety and quality of this link, it lacking activity nearby or overlooking from development. The latter point, important in engendering pedestrian routes with a feeling of safety, maybe very difficult to overcome but there maybe scope to make improvements to the route by making it a clear, identifiable, good quality pedestrian and cycle route with good signage. Similar improvements to the footpath network in and around the cemetery may also increase its amenity value.
Figure 14 - Public Realm and Open Space shows:

- Indicative locations for the three key public spaces – although the arrival and interchange square is more fixed, as its relationship with North Acton tube is essential;
- Suggested key pedestrian routes through at the site, and their function and character; and
- Current vehicular routes, with suggested calming where appropriate.
6.2.4 Open Space - Case Studies

It is useful to consider examples which may be applicable and might serve as a model for the creation of a positive sense of place and as the basis for programming the public realm and the open space. For the Southern Gateway, the urban park and interchange square typologies have been analysed in terms of their synergies and respective components.

A series of case studies are provided, which offer a more detailed background on their form, structural components and associated activities.
Urban Park Precedent Study

Jardin de Reuilly is an urban park serving the local neighbourhood of Bastille. A bridge runs through the heart of it, providing shade in the summer, with water and playgrounds to the north and several themed gardens to the south.

Parc de Clot is 2.8 hectares in size. It serves as a combination of neighbourhood park and square. It has two main areas: a square with a stone surface that serves as urban recreation, and a soft, partially green landscape.
Place de l’Homme de Fer is a small triangular urban space that acts as the main tram station for the area. It also supports multiple transport functions and is enclosed by about 70 metres of facade length. This is a combination of town houses, modern shops and office buildings. The metro station is located to the north of the plaza. The bold station entrance is serviced by stalls and softer landscape to the rear. To the west Gustavus Vasa church sits as a landmark and works in junction with the station as a wayfinder.
6.3 Landmarks and Wayfinding

6.3.1 General Principles

The Southern Gateway to Park Royal fulfils its ‘gateway’ function in three ways:

- As a physical entry point, experienced by those using the North Acton station to access the site, from whence they might then move on, e.g. into Park Royal, or remain within the Gateway;

- As a more dynamic entry point, for those accessing the wider Park Royal area in a vehicle of speed, the Gateway is a transient experience, glimpsed only in passing; and

- In long views from a variety of points in the west London area, elements of the built form might be perceived as indicating a ‘thing’, not necessarily something as specific as the Southern Gateway to Park Royal, but, perhaps, as an assemblage of structures and form of interest or note.

The landmarking and wayfinding elements need to perform on each level, with the relative importance of each level of perception declining as one moves from the more immediate physical experience of the site by pedestrians, through to the perception of the site in distant views. In general terms, the principles proposed for landmarking and wayfinding are primarily concerned with the related concepts of townscape character and legibility.

In the first instance, the landmarking and wayfinding elements are predicated on their being open to perception and interpretation by those accessing and travelling through the Gateway on foot or, in the first instance, via North Acton Station. Development proposals should be framed in such a way as to create a series of markers, using built form, vistas and views and elements of the public realm, such as furniture and tree planting. These markers should be designed to help those who live and work in the Gateway, to orientate and locate themselves within the local environment.

The second function relates to their perception, by those accessing or passing through the site by vehicle. To that end, the location of built form with presence at key points within the site, is an important consideration. Presence is not a simply a function of height, but is as much a product of architectural detail and articulation.

Finally, the role of elements within the Gateway in landmarking the site within the wider west London area needs to be considered. However, it but is the least important aspect, relative to the more immediate experience of the site by pedestrians or those accessing the site by vehicle.
Landmarks and Wayfinding: General Principles

The principles for landmarking and wayfinding can be expressed as follows:

- The landmarking and wayfinding elements should be designed to enhance the townscape character and legibility of the Gateway;
- The experience of landscape and wayfinding elements is hierarchical, with pedestrians having priority;
- The careful positioning of built form, in relation to key elements of public realm and/or junctions in the movement network, will help to define gateway features, both into the site and the wider Park Royal area;
- The location of landmark features must reflect the true potential for different parts of the site to accommodate signature buildings and structures; and
- Landmark structures do not necessarily have to rely on height and massing to achieve their effect - architectural ‘presence’ and quality of design are important considerations.
6.3.2 Tall Buildings

There is considerable policy and guidance relating to the siting and form of tall buildings in London. We have referred to this planning context when framing our comments in regard to this potential component of the Gateway.

The London Plan

The London plan (Consolidated with Alterations, 2008) sets out the Mayor’s position, with respect to tall buildings, in policies 4B.8 and 4.B.9. Tall buildings should:

“create attractive landmarks enhancing London’s character, help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings.”

The London Plan goes on to state that the Mayor will work with boroughs to identify suitable locations for tall buildings, which may include Opportunity Areas. The Plan also states that the potential for tall buildings should be considered against policy that requires local planning authorities (among other requirements) to seek to maximise the potential of sites, create or enhance the public realm, respect the natural environment and London’s built heritage when considering development proposals. Developments should also be compatible with public transport capacity.

Ealing UDP and Guidance

The Ealing UDP also requires high standards of design, as indicated in policy 4.1. It refers to 10 key points in relation to good design. The 10 principles are explored in more detail in Table 4A, and there is further amplification on high buildings in Table 4B. these criteria will be taken into account in responding to applications for development at Southern Gateway. The Ealing SPG on Site 17, Southern Gateway, recognises the opportunity for landmark buildings to denote the gateway status of the area, and the precedent already set for taller buildings than the surrounding area.

The Park Royal OAPF

The Park Royal OAPF identifies the Southern Gateway as one of three locations across Park Royal which are judged as being suitable for tall buildings. The OAPF goes on to state that opportunities for tall buildings exist here for a number of reasons. These include the existence of tall buildings already (namely the Fairview scheme and BBC building), its status as the entry point to Park Royal from the A40 (a key strategic route through West London), as well as its topography relative to the wider area.

We develop this thinking below specifically in relation to the CABE and English Heritage guidance on tall buildings.

CABE and English Heritage Guidance

CABE and English Heritage (EH) provide guidance on tall buildings which includes a useful set of criteria to be addressed by applicants when considering whether a tall building is appropriate. These are:

- Relationship to context;
- Effect on the historic context;
- Effect on world heritage sites;
- Relationship with transport infrastructure;
- Architectural quality of the building;
- Sustainable design and construction;
- Credibility of the design;
- Contribution to public space and facilities;
- Effect on the local environment;
- Contribution made to permeability; and
- Provision of a well-designed environment.

The CABE/EH guidance makes the point that it is not helpful to rigorously define a tall building. The Guidance suggests that the surrounding context is important when deciding when a building should or should not be described as being ‘tall’ (citing the example of a ten storey building, which might be located either an area of predominantly two storey buildings, or in a large city centre, where building heights are generally higher).
Given the policy and guidance pertaining to tall buildings, there is clearly the scope and policy support to consider the location of tall buildings within the Southern Gateway, which might constitute regional landmarks. Their location, scale and contribution to London’s character would be assessed by the local planning authority, having regard to their own policy and the policies and guidance elaborated above.

We have identified locations within the Southern Gateway where such landmarks might be located, and these landmarks may take the form of tall buildings (see figure 21). Using the CABE/EH criteria as a means of assessing the potential of the Southern Gateway for tall buildings, it is clear that the site satisfies the first three criteria, these being concerned mainly with context. In terms of the site’s context, the OAPF already suggests that the topography of the Southern Gateway lends itself to tall buildings, given that it is located on a rise, and that the Fairview and BBC buildings may set a precedent for tall buildings.

The effect on the local environment of tall buildings, such as overshadowing and microclimate issues, needs particular consideration, given the proximity of the existing residential community at Gypsy Corner. The proximity of North Acton station suggests that there is appropriate transport infrastructure in place to support tall buildings, though the capacity of the system needs to be considered, as do improvements to the bus network.

There are also criteria relating to the permeability of the site and the contribution to public space and facilities. Again, this document makes recommendations regarding links throughout the site and the location and provision of public space, a mix of development and activity at ground level. Adhering to this design guidance would go some way to satisfying these criteria, although these matters will have to be explored, in greater detail, as design proposals come forward.

Other criteria are relevant to the detailed design of particular buildings, such as the credibility of the design, sustainable design and construction, the provision of a well designed environment, and the architectural quality of the building. These criteria can only be applied at a later stage of the development process.

6.3.3 Place-Specific Requirements

The following elements have been identified as being fundamental to the creation of a place with a well defined townscape character, which is legible and intelligible to those who live and work there.

Spatial Events

• A sequence of spaces, unfolding to the pedestrian, with wayfinding elements providing visual clues as to how to move through the site to a variety of destinations; and

• Station Square – gateway to the site for most, an organising space, at the top of the public realm spine and a dispersal point for most journeys into and throughout the Gateway.

Built Form - townscape

• A series of townscape elements consisting of visual stops and emphases – again, help to lead the pedestrian through the site by marking junctions, changes of direction or entrance to different types of spaces within the hierarchy.

Built Form - landmarks

• Key points, such as Gypsy Corner, where a strong architectural presence is required to both ‘hold’ the corner and anchor the site, and, also, to mark an event, in this case the presence of the Southern Gateway.
There is scope for architectural form to announce the site within the wider west London area – however, the degree to which this is an important element of the ‘gateway’ function of the site, and how this might be realised is subject to a discussion that will, inevitably, hinge on the acceptability of tall buildings within the Gateway and the scale and massing that might be possible, with reference to existing policy and guidance on tall buildings.
Figure 21: Landmarks and Wayfinding, Place Specific Principles
6.4 Transport & Movement

This chapter sets out three possible options for reducing the traffic impact on the Park Royal Southern Gateway area and for improving bus priority and routing in the area. It should be read in conjunction with the accompanying diagrams.

The Problems in Brief

• The current gyratory system brings traffic unconnected with the area through the area, due to the absence of right turns off the A40 to the north or south (Horn Lane and Wales farm Road);

• A high proportion of vehicles are HGV;

• The one-way operation leads to relatively high traffic speeds;

• These factors create severance between the different development areas (both existing and potential); and

• Buses are unable to operate both ways on most roads in the area, with only one route (440) interchanging in both directions with North Acton station.

Options

Option 1: “Minimum Change to help buses”

• Retain gyratory for general traffic but introduce bus routing priority;

• Contra-flow bus lane southbound on Victoria Road and Horn Lane;

• Right turn facility from this contra flow bus lane into Park Royal Road; and

• Contra-flow bus lane westbound on Portal Way

Benefits

• Interchange for all four bus routes in both directions at North Acton station (Central Line);

• Better grouping of bus stops for both directions;

• Traffic calming effect from re-introduction of two-way working; and

• Reduction of bus traffic on Wales Farm Road and Leamington Park (both with residential frontage).

Potential problems or disbenefits

• Handling the contra-flow bus lane, especially Victoria Road between Portal Way and Western Avenue, and the necessary right turn for buses into Park Royal Road; and

• Introduction of new cross-traffic phase at Horn Lane/Western Avenue signals for buses on the contra-flow lane (possibly ameliorated by somewhat shorter cross-traffic phase at Wales Farm Road in view of reduced bus movements there)

Option 2: “Radical change to reduce traffic impact”

• Remove gyratory and reinstate two-way traffic on all roads;

• Reinstall right turns from A40 both directions at Victoria Road/Horn Lane; and

• Provide bus priority on Victoria Road (and possibly Horn Lane) southbound.

• Investigate the possibility of excluding HGV vehicles from Wales Farm Road between the two Portal Way junctions.

Benefits (as for Option 1 but to a greater degree)

• Interchange for all four bus routes in both directions at North Acton station (Central Line);

• Better grouping of bus stops for both directions;
• Traffic calming effect from re-introduction of two-way working; and

• Reduction of bus and HGV traffic on Wales Farm Road and Leamington Park (both with residential frontage).

**Potential problems or disbenefits**

• Capacity issue, especially on Victoria Road;

• Possible capacity issue on A40, depending on provision of extra lane(s);

• Construction of right turn extra lanes for eastbound and westbound A40 (involves reconfiguring both carriageways, and probably some land take); and

• Physical difficulty of providing southbound bus lane on Victoria Road and Horn Lane as well as southbound lane for general traffic.

**Option 3: “Intermediate option - bus and environmental benefits”**

• Partial removal of one-way system;

• Provide right turn lane for eastbound A40 traffic into Horn Lane by adding a lane to the eastbound carriageway for, say 200-300 metres;

• Return to two-way traffic: Horn Lane, Leamington Park and Wales Farm Road;

• Contra-flow bus lane southbound on Victoria Road and Horn Lane;

• Right turn facility from this contra flow bus lane into Park Royal Road;

• Contra-flow bus lane westbound on Portal Way; and

• Westbound A40 right turn diversion via Leamington Park remains.

**Benefits**

• Reduces the main “excess” traffic in the North Acton area (i.e. traffic that is currently coming north into the area from the A40 that is heading south of the A40);

• Thus helping to provide the capacity on Victoria Road and Portal Way needed for contra-flow bus lanes, and on Wales Farm Road and Leamington Park for two-way general traffic;

• Traffic calming effect of two-way operation on Victoria Road, Portal Way and Horn lane, and especially Wales Farm Road and Leamington Park; and

• All the bus routing and priority benefits as in Option 1.

**Potential problems or disbenefits**

• Construction of right turn extra lane for eastbound A40 (involves reconfiguring both carriageways, and possibly some land take);

• Introduction of new right-turn traffic signal phase from A40 eastbound to Horn Lane (but possibly ameliorated by shorter cross-traffic phase at Wales Farm Road in view of greatly reduced cross-traffic flow there);

• Introduction of new cross-traffic phase at Horn Lane/Western Avenue signals for southbound buses on contra-flow (also possibly ameliorated by somewhat short cross-traffic phase at Wales Farm Road in view of reduced bus movements there).
Figure 22: Transport options

**Option 1**
- bus 2-way priority
- keep gyratory for general traffic

**Option 2**
- two way operation
- right turn into Horn Lane / Victoria Road
- bus priority

**Option 3**
- remove east / south gyratory
- provide A40 right turn onto Horn Lane
- bus priority route

**Proposed Bus Routes**
- 260 no longer serves Acton mainline
**Phasing of changes**

**Short term**

Option 1 involves the least intervention and could be implemented in the short term (assuming feasibility), say within 3 years.

This produces benefits mostly to public transport, enabling bus services to have consistent and clear routing and to serve North Acton Underground interchange. There could also be benefits to pedestrians and the general environment if the contra-flow bus lanes result in a reduction of general traffic speeds and/or a reallocation of street space for pedestrians and cyclists.

**Medium term**

Option 3 involves the creation of a new right turn facility for eastbound A40 traffic at Horn Lane, in addition to the interventions involved in Option 1. This involves significant highway works that require planning and associated traffic management changes, such as signal retimings. Although it is understood that all required land is in TfL ownership, this would be a medium term option, say 3-5 years. It should be noted that short-term interventions with option 1 would mostly be consistent with later implementation of Option 3.

This is anticipated to bring big traffic reduction benefits, and consequent environmental and pedestrian improvements to Victoria Road (southern portion), Portal Way and probably Wales Farm Road. These benefits would, however, need to be “captured” through street transformation works. This is a further reason for this option to be in the medium term category.

**Longer term**

Option 2 involves the most radical interventions, involving right turn facilities in both directions on the A40 at Horn Lane/Victoria Road. However, this in itself may not involve a timescale for implementation much greater than for option 2. The decision for more radical intervention is longer term in the sense that it is consistent with (and may be depend upon) wider traffic reduction, such as may result from London-wide road pricing, or fuel-price related suppression of traffic demand.

The planning of this option might involve land issues on Victoria Road, and possibly Portal Way, since under this option they would become two-way, with additional bus priority measures.

The benefits would be related to the reduction of traffic speeds, and the resulting potential to transform the streets to be more pedestrian-friendly.

These phased changes must be taken within the context of an overall policy framework of model shift towards public transport, specifically in this area with regard to improvements to North Acton Station.

Other supportive measures should also be pursued, such as Travel Plans for new development as part of the implementation process.

**Parking**

Off-street private parking provision for residential, employment and other uses will be determined in relation to LB Ealing planning policy.

The gateway and service facility function of the area currently applies mostly to people who arrive/leave via North Acton station. The area cannot function as a service area for commercial vehicle and other drivers since there is no public parking available. On-street no-parking restrictions operate at all times, and there is no
public off-street parking. Drivers therefore cannot legally stop in the area, even for a short time to make a small purchase, or to check their map, or to make a phone call.

In order for the area to function as a service centre and gateway to Park Royal, it is desirable to provide some parking to enable drivers to stop to use the retail, café or other facilities. The amount of parking provided will need to be considered in relation to the impact on the local and pedestrian environment.

As a minimum, it is suggested that on-street parking bays with a 2 hour stay limit and meter charges are provided on part of Victoria Road, close to retail, café and other facilities.

In addition, the gateway function could be enhanced by the provision of an information or “pause” lay-by for commercial drivers, with a maximum stay of (say) 10 minutes. This should be located away from main retail facilities to ensure no over-staying. It could be suitably equipped with public toilets, Park Royal information and a phone. The preferred location would be on the northbound approach on Victoria Road, integrated with a re-design of the junction with Park Royal Road.
6.5 Location, Type and Mix of Development

The type and mix of development appropriate for the Southern Gateway is an important consideration and one which is intended to satisfy a number of varying perspectives. In brief these are:

- An LB Ealing, GLA and PRP perspective which identifies the Southern Gateway as an important location for employment, whilst recognising the potential for other forms of development and the advantages that a mix of uses could have on increasing the sustainability, vibrancy and attractiveness of the Southern Gateway;

- A development and deliverability perspective that may perceive residential as essential to facilitate development, with employment and other uses being part of that mix; and

- A placemaking perspective that sees a mix of uses as being an important consideration in creating a lively, vibrant, sustainable community with activity at various times of the day for a mix of users.

This section seeks to produce a flexible yet controlled set of guidelines toward the type, mix and location of development suitable for the various sites within the Southern Gateway. We begin with a set of general principles pertaining to mixed-use developments, which reflect best practice and guidance, moving through to more place-specific sets of guidelines.
6.5.1 General Principles

- Development should seek to strike a balance between employment and residential development;

- Development should be mixed horizontally and vertically to create active frontage, animate the street and generate a twenty-four hour presence within the Southern Gateway; and

- Supporting shops and services should be located in areas of highest density and footfall, including key movement junctions and areas of public space.

- Contribute to a more sustainable community for business and community.
6.5.2 Place-Specific Principles

- A mixed use strategy should be adopted for the Southern Gateway;
- The mix of employment and residential uses should respond to constraints within the Gateway. Issues regarding air and noise quality are a particular constraint to which the location and mixing of various land uses must pay particular regard. Accordingly, residential uses should not be accommodated along Western Avenue, and elsewhere across the site vertical mixing of uses may be required in order to mitigate noise and air quality issues;
- An appropriate quantum of development should be sorted in terms of both employment uses to preserve the employment integrity and function of the site, whilst accommodating a suitable proportion of other uses, such as residential and commercial, in accordance with the recommendations made in this chapter; and
- Supporting retail uses and community infrastructure should be accommodated in accessible locations, in and around areas of public space.

6.5.3 Air Quality and Noise Pollution Issues

The Southern Gateway sites benefit from a prominent and accessible location close to the A40 and other major routes. This proximity however presents multiple challenges to achieving acceptable environmental quality and amenity, particularly for residential development. Air quality is poor across most of the Southern Gateway as a result of significantly elevated concentrations of the air pollutants associated with road traffic. Also trends in pollutant concentrations do not hold out the prospect of an improvement for the foreseeable future. Noise pollution is also an issue due to the sites proximity to heavily used road networks.

A proportion of existing residents are already affected by pollutant concentrations above nationally-set objectives, and in seeking to develop the remaining sites there is the potential for new residential occupants to be brought into similarly polluted locations. It is important to reiterate that LB Ealing adopted policy provides for refusal of applications in the event of the effects of air quality on people being unacceptable, and therefore further developments at the Southern Gateway, particularly of residential units, will need to demonstrate adequate mitigation. We suggest below that vertical mixing of uses across the site may go some way to mitigating these problems. This may include the location of less sensitive forms of development, such as office, employment or commercial uses on lower floors, and more sensitive uses such as residential, on upper floors. The actual floor on which this change of uses occurs however must be determined on a site by site basis relating to the particular air and noise pollution issues for that site – which clearly vary across the area. Reconfiguration of the road layout (as is suggested above) may also affect air and noise pollution, and so must also be taken into consideration as part of this process.

6.5.4 Requirements

This section is the most relevant in terms of how these principles should apply to the developments for the Gateway. We have separated type, location and mix for reasons of clarity, though in reality of course these all interact.

6.6 The Type of Development

6.6.1 The Provision of Employment Space within the Southern Gateway

Development on the Southern Gateway must mean an enhancement of the employment opportunities on the site. This will maintain the integrity of the area as being part of the Park Royal employment area, and to meet both Ealing’s and PRP’s, as well as the GLA’s, strategic policies for the site, which favour employment over residential.

The site currently includes a mix of employment space, from higher density office uses through to lower density uses such as light industry.
The nature of the employment space at this location may change due to a number of factors. These may include a response to a change in market conditions and to capitalise on the advantages the Gateway, including its connectivity into central London via the Central line, and the proposed environmental improvements within this document. This may provide then opportunity for both more and better quality jobs.

The Southern Gateway could have a role as a focus for more intensive, higher order employment uses. This could be achieved by exploiting the currently nascent media or creative industries that exist and building on the legacy left by the BBC. In addition to this, the retention of the Carphone Warehouse’s presence on the site is viewed as a priority by Ealing Council and the PRP. Also discussions have been held with the Perfume Factory over its potential as a location for creative industries, building on the sectors presence in the current Perfume Factory buildings. This is a real growth opportunity for the Gateway to provide a cluster of high order employment in a high quality, accessible location.

In terms of the kind of employment space that is deemed suitable on the various development sites, market realities currently suggest that large-scale speculative office development is not a viable model for employment space on the Gateway. However, small, flexible office spaces suitable for starter units and new business may have more potential in this location. Tenants would be attracted by the accessibility of the site, and the range of facilities and services that could be created here. In addition excellent IT infrastructure is an important part of this offer. These facilities would differentiate the Gateway from the B2 or light industrial units, provided elsewhere in the estate.

There is therefore more of a focus on retaining the existing number of jobs (and indeed increasing the number of jobs) rather than retaining the amounts of floorspace currently provided. The provision of space for employment sectors with higher job densities (compared with the industries that currently inhabit much of Park Royal) may allow both employment and residential uses to occupy the Southern Gateway sites. The site has the potential (taking into consideration the current employment numbers as well as early discussions regarding the employment floorspace components of the various schemes) to provide around 3,000 jobs in the Southern Gateway.

These types of employment development are seen compatible with any mixed use schemes that may be proposed for the Southern Gateway sites, incorporating both residential and employment (plus other uses). This concept of mixing uses is addressed below.

### 6.6.2 Residential Development on the Gateway

The Position Statement supports residential development as part of the mix on the Southern Gateway. Including residential development as part of the mix may enhance activity on the site, and help to achieve the other placemaking elements needed in the Gateway, such as open space and community infrastructure.

#### London Plan - Density

The London Plan sets out a number of policies that are intended to achieve sustainable development and a high quality of design. These objectives are summarised in policy 4B.1 Design Principles for a Compact City.

One of the key elements of this strategy is to maximise the site potential, whereby local authorities are enjoined to ensure that development proposals achieve the maximum intensity of use compatible with the local context, the design principles of Policy 4B.1 and with public transport capacity (Policy 3A.3). To help identify those sites where such potential might exist, a Density Matrix (see figure 27) sets density ranges for new development in different settings (central, urban and suburban) with varying PTAL (Public Transport Accessibility Level) scores. The better connected a site is to the public transport network the higher the PTAL. The Southern Gateway currently has a PTAL of 4 and can be considered to be an urban setting. Using figure 26, the density ranges that might be applied are 70 – 260 dwellings per hectare (dph).
London Plan – Opportunity Areas

The London Plan identifies a number of sites which are designated as Opportunity Areas. These Opportunity Areas have been identified on the basis that they have the potential to accommodate a substantial number of new jobs or homes and their potential should be maximised (London Plan, para 2.13, p. 46). In particular, the London Plan stated that the Opportunity Areas have the potential to seek to exceed the minimum guidelines for housing density (as set out above).

The Draft Mayor’s Housing Strategy

This document (published in September 2007) sets out the Mayor’s strategy and policies for housing in London, and the means for delivering these over the London Plan period. With respect to the provision of new housing in London, the Housing Strategy notes that completions were at an average density of 102dph in 2005. The Strategy also noted that around 65% of new developments exceeded the upper bands of the London Plan’s density guidelines. This has consequences for the quality of development, in particular, the levels of accessibility to public transport and the provision of local facilities.

The Park Royal OAPF

This document, published for consultation in February 2008, states that the wider Park Royal area has the capacity to accommodate 500 new homes, as a minimum. Also, the area has the potential to support a higher density of new housing in those locations with greater accessibility to public transport and facilities.

Taking the Density Matrix as a starting point (and having regard to the London Plan’s objectives and policies regarding to compact city development) it is clear that there is potential high quality, high density, flatted development proposals in the Southern Gateway. The existing development at Trentham, Ebbet and Poulton Courts provides 446 units, equivalent to a gross density of 810 dph. Although this part of the Gateway has been developed at a gross density that is considerably in excess of the upper bands suggested in the London Plan Density Matrix, the site has been developed at a plot ratio of 5.8 to 1 (a figure roughly in line with the desired plot ratio for development in the Opportunity Areas, as set out in the London Plan). The London Plan’s stated potential for the Opportunity Areas to exceed the density guidelines and the high PTAL of the Southern Gateway, reinforces the potential for higher density development.

<table>
<thead>
<tr>
<th>Setting</th>
<th>Public Transport Accessibility Level (PTAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 1</td>
</tr>
<tr>
<td>Suburban</td>
<td>150 - 200 hr/ha</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>35 - 55 dph</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>40 - 65 dph</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>50 - 75 dph</td>
</tr>
<tr>
<td>Urban</td>
<td>150 - 250 hr/ha</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>35 - 65 dph</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>40 - 80 dph</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>50 - 95 dph</td>
</tr>
<tr>
<td>Central</td>
<td>150 - 300 hr/ha</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>35 - 80 dph</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>40 - 100 dph</td>
</tr>
<tr>
<td>3.8 - 4.6 hr/unit</td>
<td>50 - 110 dph</td>
</tr>
</tbody>
</table>

Figure 26: London Plan Density Matrix
Applying a density range of 200 – 300 dph, a figure of 1500 - 2000 residential units may be appropriate across the Gateway site. This figure takes into consideration appropriate housing densities, the need to provide open space, the employment role of the site and the environmental constraints. Also the figure is intended as a guide to inform the more detailed planning processes that follow.

In terms of the type and tenure of residential development, we would seek to achieve a mix of units providing one, two and three bedroom units, which would mainly be flatted accommodation. The Council’s policy clearly states a requirement for 50% of development to be affordable housing, with a 70:30 split between social and intermediate tenures.

Retail and Commercial Development on the Southern Gateway

Retail, commercial and leisure uses are important in order to add to the offer and quality of the Gateway. The inclusion of these uses should provide a pleasant, attractive business and residential environment with conveniently located places to eat, drink, shop and interact. They can also animate the streetscene at ground level, and provide overlooking and encourage activity near to open space. A1 and A3 uses are therefore a suitable part of the mix.

However these uses should be of a type and size suitable to providing for both the resident and daytime population (i.e. employees) and should not compete with established centres elsewhere in the Borough. It is important for the commercial and retail uses to maintain this local role and catchment. As such, the quantum of such developments across the site will be judged against this criteria as well as the vitality they would offer the site.

6.7 Location of Development

This section provides an approach for selecting the most suitable locations across the site for the mix of uses identified. We do not wish to be overly specific about the location of development, in order to ensure development is viable, but there are specific restraints and principles which must be borne in mind when planning the site as a whole.

Figure 27 identifies the southern portions of the site to be the primary focus for employment uses across the Southern Gateway. This is in specific response to the environmental constraints put on the development of the site by the A40, with its associated noise and air quality issues. Therefore, we believe that the A40 frontage and the development blocks behind it are unsuitable for residential development and should be primarily developed for employment uses. This includes the Horn Lane site, although residential may prove to be acceptable providing an adequate buffer is made and the Green Corridor designation along the A40 be respected.

The middle blocks of the site have been identified as mixed employment sites. Currently, the majority of this site is occupied by Carphone Warehouse, and the Position Statement and the various public sector stakeholders are keen to ensure these activities remain within the Southern Gateway. We therefore see the middle section of the site as being the preferred location for these employment uses, whilst also allowing residential development to take place here.

The Position Statement is keen to point out that a literal definition is not taken for the ‘mixed employment’ sites (i.e. that there is more employment than residential floorspace), but that this is a suitable location for both employment and residential uses.

The northernmost collection of sites have fewer air quality and noise constraints (though they are still significant), and are close to North Acton station and existing residential development. Therefore, these sites are deemed as the most suitable location, though we would seek to encourage the provision of employment space as part of this mix, alongside other retail and commercial uses.
6.8 Mix of Development

This section aims to provide guidance on how the mix of use could operate both horizontally and vertically across the development sites. The Position Statement is particularly focused on how the streets and spaces would work in the Gateway, and therefore this guidance is focused on the lower floors of development, with separate guidance elsewhere on our response to the issue of tall buildings.

In terms of the horizontal mixes of sites, we seek to encourage development at ground floor that provides activity, natural surveillance and footfall. This is particularly important around important nodes and links throughout the site, such as the areas of open space and key links through the site. Such uses mainly include retail, commercial and food and drink uses, as well as offices, and residential to provide overlooking and activity throughout the day and night.

Our reason for providing guidance on the vertical element of mixing is partly to ensure a mix of residential and employment uses, and also partly in order to mitigate the effect that air quality issues may have on the feasibility of residential development.

In order to ensure that the sites are genuinely mixed use and to limit the effect of poor air quality on residents, we recommend that small flexible office space or other uses should be placed in the lower floors of the development. However, the specific level at which this change of use occurs needs to be determined on a site by site basis owing to variations across the site in air quality and noise pollution terms. It must also be recognised that it is the market that will dictate the viability of particular non-residential uses on floors above ground level in a location like the Southern Gateway.
Figure 27: Layout and Mix
7 Making Development Happen

7.1 Deliverability

This section aims to set out some of the conditions that need to be met in order to facilitate development in the Southern Gateway. The level of development envisaged for the Southern Gateway requires a significant amount of social and community infrastructure to accompany it in order to create a sustainable, good quality location in which people want to work, live and visit. We set out what these requirements are in this section.

Delivering such requirements on a site by site basis may prove unrealistic, and may require a more collaborative approach in order to achieve the quantum of development envisaged.

In addition, the default policy position join together in relating to development in the Southern Gateway, i.e. without the Position Statement in place, also presents a number of problems in terms of achieving higher levels of development, such as:

- Restrictive existing policy which is much more focused on employment rather than the mix of uses suggested in this document;

- A lack of guidance available to the Council in order to inform decisions or provide a vision for what the Gateway could become, and what is required to support development; and

- The likely refusal of large developments which cannot provide the required level of social and community infrastructure.

A piecemeal, site by site planning-led solution to achieving this through Section 106 contributions may not achieve the aspirations set out in this document, as such a solution would be:

- Difficult to manage due to timing uncertainties in terms of when development is expected to come forward;

- Difficult in terms of apportioning the obligations set out here to specific development sites;

- Inequitable in terms of ‘who should provide what’;

- Would therefore probably result in lower density schemes which make social and community infrastructure inviable;

The Council is keen to achieve the aspirations, quality of development and mix of uses that is set out in this document. However, development here needs to provide adequate infrastructure – open space, improvements to the public realm, plus requisite levels of other community facilities and transport improvements.

The implications are that the suggested mode of delivery should be comprehensive redevelopment through some form of collaboration or consolidation. This will ensure that the sustainability of the site and required standards of quality are achieved. Is not within the scope of this document to be prescriptive over what form this collaboration should take, or to manage this process.

7.2 Social Infrastructure

The provision of open space and social infrastructure (which includes vital community facilities such as schools, health services etc.) are important in creating vibrant, sustainable communities. The Southern Gateway currently lacks such infrastructure, and therefore development must address this in order to provide for those who will be working and living in the area. The need to provide such infrastructure as part of development in the Southern Gateway is also stated in the OAPF (Section 10.4) as well as in the Special Opportunity Site policies in the Ealing UDP (policies 1.1 and 2.2).
This section provides the basis of discussion for the provision of such infrastructure through planning obligations. Such recommendations are based largely on the Chapter 6 in which the desired place specific elements of any future development were discussed. Additional obligations may be sought as part of the development process, drawing on the Ealing SPD9: Legal Requirements. These are separated into the following categories:

- Affordable housing;
- Public Open Space;
- Education;
- Health;
- Community facilities;
- Transport and access;
- Community and Economic Capacity;
- Environmental Sustainability; and
- Maintenance and Management

**Affordable Housing**

The current policy relating to the provision of affordable housing is for 50% of either dwellings or habitable rooms to be affordable housing in developments above 15 dwellings, an approach which is taken for the Southern Gateway. Off-site provision is rarely acceptable. The preferred mix of affordable housing is 70% social rented and 30% intermediate tenures.

In terms of the mix of affordable housing units, a range of types across 1, 2, and 3 bed units will be sought in order to encourage a mixed residential population. The preferred mix for the Borough is stated in Appendix 3 of SPD1, based on the West London Affordable Housing Requirement.

**Public and private Open Space**

Park Royal Southern gateway is located in an area that is deficient in terms of both Local Parks and District Parks. The Council would therefore seek additional public open space as part of development on the Southern Gateway. Improved links to Wormwood Scrubs (designated Metropolitan Open Land) and North Acton Playing Fields (designated as a Local Park) may be sought in addition, rather than instead of, new on-site open space. The Council therefore seeks as part of any development on the Southern Gateway:

- New open space on-site, through the station plaza and urban park, following the design, layout and location advice set out in this document;
- Further public realm provision may be appropriate, separate to that set out above, near the Perfume Factory;
- Playspace associated with development is primarily sought onsite, following the approach set out in the SPD9 and the London Plan Draft SPG for Play;
- Private open space is also required as part of any residential development, following the Council’s guidance set out in SPG13 Residential Garden Space; and
- Other obligations may be sought relating to nature conservation schemes, tree-planting and green corridors.

**Education Facilities**

New housing developments generally increase the demand on existing education facilities and it is anticipated that this would apply to development within the Southern Gateway area.

To provide an idea of the possible impact the development at the Southern Gateway may have on schools, an initial child yield calculation has been undertaken and is shown below for illustration. This
is based on a number of assumptions (which are not necessarily in line with current local or national housing policy on the tenure and type of units provided). The number of units based on these current assumptions are shown in the table below. These include a broad 50/50 split of each size of unit for affordable or private housing. It also assumes that there will be no 4-bedroom units (for which there is a known need in Ealing) and that all units will be flats and not houses.

The assumptions shown have been applied to child yield multipliers used by Ealing to calculate the potential additional pupils that may result from the development. For a number of years, the multipliers used by Ealing, in common with many London boroughs, were based on data from the Labour Force Survey in the early 1990’s. More recently, the authority has been moving towards using multipliers based on more recently updated housing survey data, undertaken by the London Borough of Wandsworth. This model is likely to be more relevant for London boroughs.

Birth rates and retention rates have been rising in the Borough and it is anticipated that demand will exceed current supply by 2009. Against this background, it is therefore likely that the Southern Gateway development will result in a significant number of additional school age children, for whom educational provision will be required.

Full assessment of the likely impact of any housing development within the Southern Gateway will need to be undertaken by officers within the Schools Service, once the current assumptions have been up-dated.

<table>
<thead>
<tr>
<th>No. of beds in each unit</th>
<th>% split</th>
<th>Total number of units</th>
<th>Affordable flats</th>
<th>Private flats</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>65</td>
<td>1300</td>
<td>650</td>
<td>650</td>
</tr>
<tr>
<td>2</td>
<td>30</td>
<td>600</td>
<td>300</td>
<td>300</td>
</tr>
<tr>
<td>3</td>
<td>5</td>
<td>100</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>2000</td>
<td>1000</td>
<td>1000</td>
</tr>
</tbody>
</table>

**Development units**: 2000

*Figure 28: Worked Example Based on 2000 Units*
UDP Policy 8.8 Health Care Facilities

The approach to delivering health services in Ealing is set out in the Ealing PCT Estates Strategy, September 2007. This reflects both recent national level approaches and the changing needs of patients. It focuses around delivering multiple health services in a focused number of health premises, whilst improving both the quality and provision of care. This involves providing health services in the ‘Polyclinic’ model rather than a larger number of single handed or small GP practices. The provision of health services in the Southern Gateway therefore needs to fit into this model.

The area falls into the catchment of the Cloister Road Practice, Acton, which has recently registered the new population in the Fairview development. The practice list is now over 5,000 patients and there is no capacity to absorb the additional population likely to be generated by the proposed development within the Southern Gateway.

The PCT believes that the provision of up to 2,000 new residential units on this site will create a significant pressure on existing provision of primary care in that area and has identified the following 3 options:

A. New population to access existing Cloister Road surgery - assuming Fastbus goes ahead as well as the refurbishment of the adjacent Gunnersbury Day hospital as an expanded primary care centre.

B. Support the development of a small health centre on new development - depending on residential mix. This would be of particular interest if it could be accessible to the small population in the Twyford Abbey Road area at the Western border, which has even more difficulty in accessing GPs.

C. New residents access Brent GPs or possible polyclinic at Central Middlesex Hospital but unclear as to Brent PCT aspirations or capacity to provide services to this population.

Ealing would like the opportunity to explore options A or B as the most practical solutions to the health impact of the final development plan for the area.

The PCT feel that this is an area for further work and a specific health impact assessment of the proposal, especially in terms of air quality, road safety and access to services should be commissioned to support any planning application.

Community Facilities

Development within the Southern Gateway will have an impact upon other community facilities including community centres, halls, libraries, sports halls and leisure facilities.

- The Council will require a statement of social impacts that will address the increase in demand on such facilities. This will, alongside consultation with partners and informed by existing strategies and assessments, form the basis of negotiation with the Council;
- Obligations may be sought to increase the capacity or improve current facilities that will serve the development. Should it not be possible to increase the capacity of existing facilities, then contributions to providing new facilities will be sought; and
- Funding towards identified strategic priority projects in Acton as identified in Appendix 4 of the SPD9 on Legal Agreements.

Transport

The approach to transport, and the options for the development of the transport system refering to the delivery of the Southern Gateway, are identified in Chapter 6 and include options for the short, medium and long term. These options form the basis of further discussions with the Borough, TfL as well as developers and landowners. Other
obligations arising from development in relation to transport may include:

- Possible improvements required at North Acton station to improve the quality of the station or to deal with increases in trips and use of the station as a result of development;

- On and off-site junction and road capacity improvements;

- New and improved foot and cycleway routes and improvements to roads and footpaths across the Southern Gateway to meet the guidance set out in this document in terms of the movement network;

- Funding and/or the operation of a Car Club to serve new development;

- Contributions to other strategic transport schemes as identified by the Council; and

- Funding of improvements to bus services through partnerships with developers.

**Community and Economic Capacity**

The Council may also seek contributions towards funding community and economic capacity building. These will depend on the eventual scale and mix of uses and further input from the Council and its partners. Such contributions may include:

- Establishing a Community Development Trust;

- Funding employment skills training and a commitment to the Local Labour Scheme; and

- Providing, as part of employment space, units for small and medium sized businesses and specifically start-ups.

**Environmental Sustainability**

The Sustainability appraisal process will set out the approach to ensuring the environmental sustainability issues arising from development are taking into account, though the following will be specifically sought:

- On-site renewable energy generation equivalent to at least 20% of likely demand;

- Measures to conserve water including grey water recycling and rainwater harvesting; and

- Waste recycling provision.

**Maintenance and Management**

Contributions will be sought towards the management and maintenance of both the public realm and public open space across the Gateway. As identified in the OAPF, businesses and occupiers will be encouraged to join Business Management Associations in order to better manage the public realm and environment. Contributions may also be sought through the Section 106 agreement towards:

- The management and maintenance of on-site roads and footpaths;

- Management and maintenance of on-site and off-site open space;

- Management and maintenance of any potential on-site community buildings; and

- Maintaining the environmental performance of sustainability measures.
The Community Infrastructure Levy

The Council will apply a Community Infrastructure Levy to development when the Planning Reform Bill is passed and relevant legislation comes into affect. This is likely to replace in part, certain matters that are currently dealt with in Section 106 agreements. Section 106 agreements are likely to remain in reduced form, to continue dealing with affordable housing and on-site requirements.

The CIL will enable the Council to apply a levy to all new developments (residential and commercial), subject to a low de minimis threshold. Where appropriate, the Council could use a CIL to supplement a negotiated agreement, which may be required for site specific matters, including affordable housing.

The CIL should be based on a costed assessment of the infrastructure requirements arising specifically out of the development contemplated by the development plan for the area, taking account of land values and potential uplifts. Standard charges would be set, which may vary.
8 Appendices

Appendix A - Six Acre Standard
Open space map

The map shows as guidance, the area that would have to be set aside as open space using the six acre standard for 1000 people living within the site boundary.
The National Playing fields association sets the Six Acre Standard which has been configured into a matrix to provide guidance on the amount of open space provision.

The London Plan gives a PTAL score of 4-5 for the site and using the Density Matrix (table 4B.1 of London Plan) it suggests the density for development to be 165-275 dwellings per hectare (dph). Applying these densities to the open space matrix, the minimum outdoor playing space would be 8.08 hectares for 165dph. The matrix shows that off site provision of open space would be required.

### Appendix B - Open Space Matrix

<table>
<thead>
<tr>
<th>Site Area (ha)</th>
<th>Number of Units</th>
<th>Density (dph)</th>
<th>Household size Multiplier</th>
<th>Number of People</th>
<th>Outdoor playing space requirement (NFPA 2.4ha per 1000 people)</th>
<th>No. of Parks Combination (within site area)</th>
<th>Park &amp; Open space calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.8</td>
<td>2500</td>
<td>163.32</td>
<td>2.337</td>
<td>5843</td>
<td>14.02</td>
<td>4 local parks</td>
<td>local park 4 x 2 = 8ha small local 4 x 1 = 4ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2000</td>
<td>147.06</td>
<td>2.337</td>
<td>4874</td>
<td>11.22</td>
<td>2 local parks</td>
<td>local park 2 x 2 = 4ha small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>1500</td>
<td>110.29</td>
<td>2.337</td>
<td>3698</td>
<td>8.41</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>1000</td>
<td>73.53</td>
<td>2.337</td>
<td>2337</td>
<td>5.61</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2500</td>
<td>163.32</td>
<td>1.5</td>
<td>3750</td>
<td>0.00</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2000</td>
<td>147.06</td>
<td>1.5</td>
<td>3000</td>
<td>7.20</td>
<td>2 local parks</td>
<td>local park 2 x 2 = 4ha small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>1500</td>
<td>110.29</td>
<td>1.5</td>
<td>2250</td>
<td>5.40</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>1000</td>
<td>73.53</td>
<td>1.5</td>
<td>1500</td>
<td>3.60</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2500</td>
<td>163.32</td>
<td>1.3</td>
<td>3250</td>
<td>7.00</td>
<td>2 local parks</td>
<td>local park 2 x 2 = 4ha small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2000</td>
<td>147.06</td>
<td>1.3</td>
<td>2600</td>
<td>8.24</td>
<td>2 small local</td>
<td>small local 2 x 1 = 2ha</td>
</tr>
<tr>
<td>13.8</td>
<td>1500</td>
<td>110.29</td>
<td>1.3</td>
<td>1950</td>
<td>4.88</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
<tr>
<td>13.8</td>
<td>1000</td>
<td>73.53</td>
<td>1.3</td>
<td>1300</td>
<td>3.12</td>
<td>1 small local</td>
<td>small local 1 x 1 = 1ha</td>
</tr>
</tbody>
</table>

### Density Location Matrix (London Plan)

Urban site within 10 minutes walking distance to a town centre/Low Parking provision/Mostly Flats

<table>
<thead>
<tr>
<th>Site Area (ha)</th>
<th>Number of Units</th>
<th>Density (dph)</th>
<th>Household size Multiplier</th>
<th>Number of People</th>
<th>Outdoor playing space requirement (NFPA 2.4ha per 1000 people)</th>
<th>No. of Parks Combination (within site area)</th>
<th>Park &amp; Open space calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.8</td>
<td>3740</td>
<td>275</td>
<td>2.337</td>
<td>3740</td>
<td>20.98</td>
<td>0 local parks</td>
<td>local park 0 x 2 = 12ha small local 0 x 1 = 6ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2244</td>
<td>165</td>
<td>2.337</td>
<td>2244</td>
<td>12.50</td>
<td>4 local parks</td>
<td>local park 4 x 2 = 8ha small local 4 x 1 = 4ha</td>
</tr>
<tr>
<td>13.8</td>
<td>3740</td>
<td>276</td>
<td>1.5</td>
<td>5610</td>
<td>13.46</td>
<td>4 small local</td>
<td>small local 4 x 1 = 4ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2244</td>
<td>166</td>
<td>1.5</td>
<td>3366</td>
<td>8.03</td>
<td>3 local parks</td>
<td>small local 3 x 2 = 6ha</td>
</tr>
<tr>
<td>13.8</td>
<td>3740</td>
<td>276</td>
<td>1.3</td>
<td>4882</td>
<td>11.67</td>
<td>4 small local</td>
<td>small local 4 x 1 = 4ha</td>
</tr>
<tr>
<td>13.8</td>
<td>2244</td>
<td>166</td>
<td>1.3</td>
<td>2417</td>
<td>7.00</td>
<td>4 small local</td>
<td>small local 4 x 1 = 4ha</td>
</tr>
</tbody>
</table>

### London Plan - London’s Public Open Space Heirarchy

<table>
<thead>
<tr>
<th>Public and Community Space Definitions</th>
<th>Size Guideline (ha)</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Park</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Park</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>District Park</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Local Park</td>
<td>2</td>
<td>Parc de Clot, Barcelona; Jardin de Reuilly, Paris</td>
</tr>
<tr>
<td>Small Local Park</td>
<td>0-2</td>
<td>Teardrop park, New York</td>
</tr>
<tr>
<td>Community Open space</td>
<td>0-2</td>
<td>Empire park, San Francisco; Edwards Square, Islington</td>
</tr>
</tbody>
</table>

The National Playing fields association sets the Six Acre Standard which has been configured into a matrix to provide guidance on the amount of open space provision.

The London Plan gives a PTAL score of 4-5 for the site and using the Density Matrix (table 4B.1 of London Plan) it suggests the density for development to be 165-275 dwellings per hectare (dph). Applying these densities to the open space matrix, the minimum outdoor playing space would be 8.08 hectares for 165dph. The matrix shows that off site provision of open space would be required.