

# **11 Place and Cluster visions**

# 11 Place and Cluster visions

## Introduction

11.1. This section sets out the visions already outlines in the Local Plan for each Place and Cluster located fully or partially within Old Oak West.

11.2. Twelve Places are defined in the Local Plan with Old Oak West including all or part of six of them. Places provide spatial guidance for their area which reflects the characteristics of each Place. Clusters are smaller geographic areas and are characterised as locations that are likely to attract higher footfall and/or have a particular use that warrants more detailed policy.

11.3. For each Place and Cluster a vision is set out in the Local Plan and repeated below. The Old Oak West SPD spatial vision, set out in section 3, and SPD guidance builds on these visions to support the delivery of a coordinated and comprehensive approach to development and to reflect community suggestions to shape the future of the area.

11.4. Each Place and Cluster vision is accompanied by diagrammatic map that reflects the illustrative masterplan, early community engagement suggestions and updated supporting studies. They are indicative save for those elements that are fixed in the Local Plan such as boundaries for heritage designations and town centres.

11.5. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policy Proposed Outcome:

- **SP6** Creating a range of locally distinctive

places that celebrate local context and provide a range of active destinations for locals and Londoners, including catalyst uses, meanwhile uses and a new town centre hierarchy that meets needs and complements surrounding centres.

*Figure 11.1 Island Triangle cottages*



# 11 Place and Cluster visions

## Principle PP1 Delivering Place and Cluster visions

Proposals should plan positively to deliver the Local Plan Place and Cluster visions ensuring that a coordinated and comprehensive approach is undertaken to ensure the development of areas complement one another and surrounding neighbourhoods.

### Signposts

#### London Plan 2021

- D1 London's form, character and capacity for growth

#### Local Plan 2022

- SP6 Places and destinations
- P1 Old Oak South
- P1C1 Old Oak Common Station Cluster
- P3 Grand Union Canal
- P7 North Acton and Acton Wells
- P7C1 North Acton Town Centre Cluster
- P7C2 Old Oak Common Lane Station Cluster
- P8 Old Oak Lane & Old Oak Common Lane
- P8C1 Atlas Junction Cluster
- P9 Channel Gate
- P11 Willesden Junction

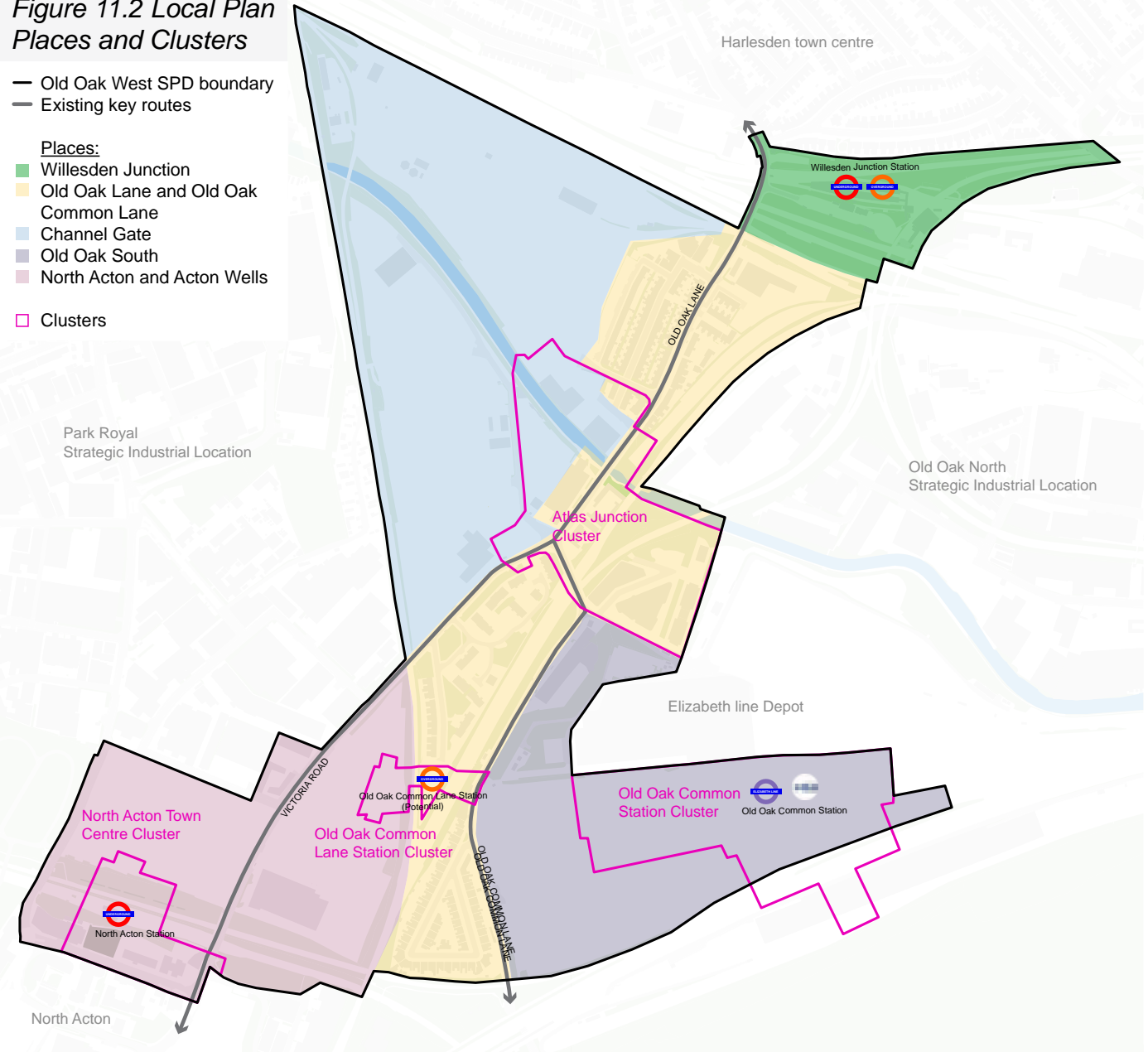
Figure 11.2 Local Plan Places and Clusters

- Old Oak West SPD boundary
- Existing key routes

#### Places:

- Willesden Junction
- Old Oak Lane and Old Oak Common Lane
- Channel Gate
- Old Oak South
- North Acton and Acton Wells

- Clusters



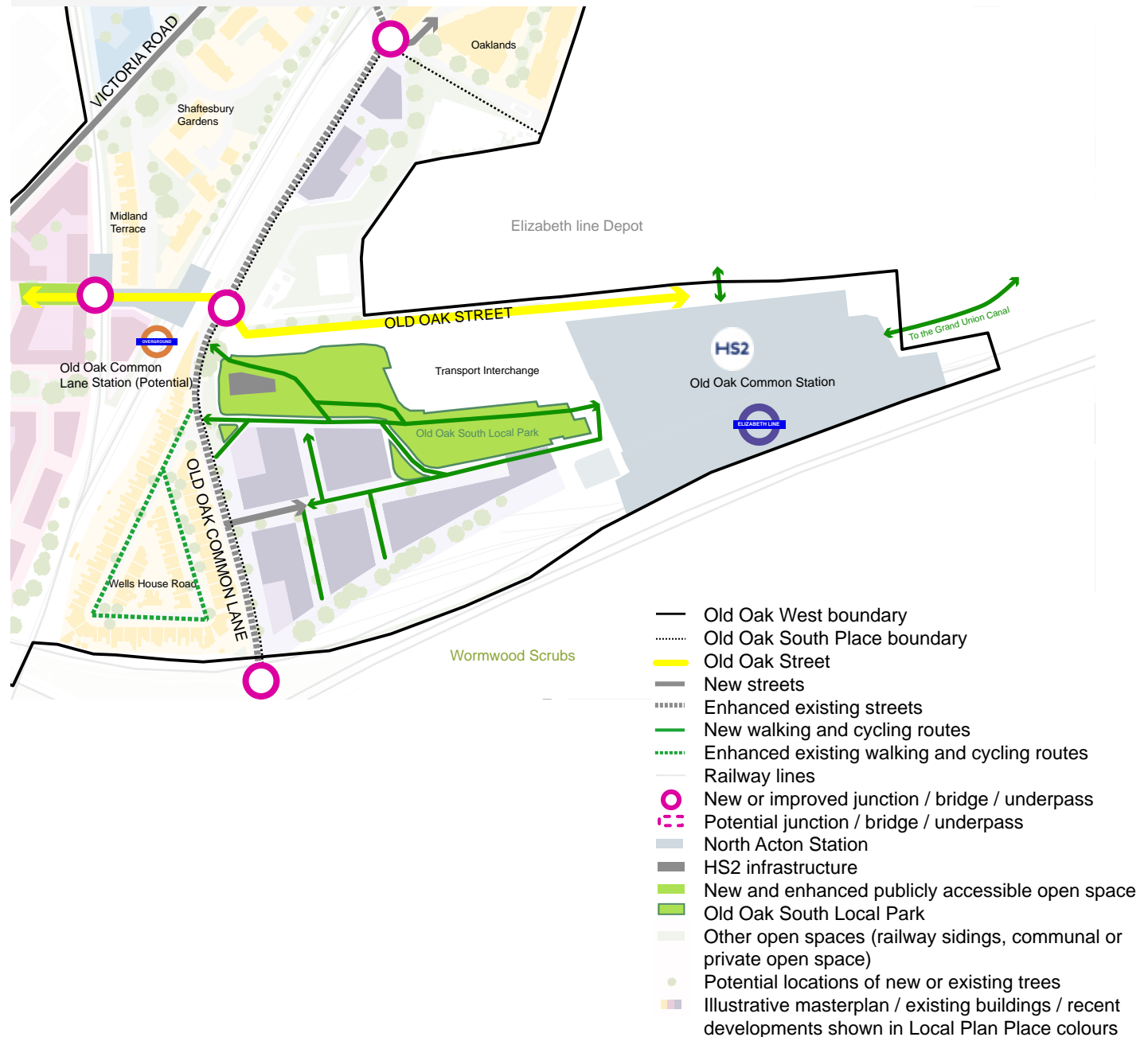
# 11 Place and Cluster visions

**P1 Old Oak South** Old Oak South will deliver a new commercial centre for west London, centred on the integrated world-class Old Oak Common Station. Away from the station, mixed-use development will deliver a range of town centre uses and new homes. This place will accommodate high densities and tall buildings with development also responding appropriately to, and celebrating, the area's unique railway heritage, the Grand Union Canal and the locally cherished Wormwood Scrubs.

Figure 11.3 Existing businesses in Old Oak South



Figure 11.4 Old Oak South Place



# 11 Place and Cluster visions

## P1C1 Old Oak Common Station Cluster

Old Oak Common Station will be a state of the art, exceptionally designed, 21st century multi-modal transport interchange. It will become a destination at the heart of a new major town centre and commercial centre for London. Set within high quality public open spaces and highly connected into its surroundings, the station will be a catalyst for growth locally, across London and the UK.

Figure 11.5 Aerial view of the Old Oak Common Station Cluster area



Figure 11.6 Old Oak Common Station Cluster



- Old Oak West boundary
- Old Oak Street
- New walking and cycling routes
- High Speed Rail Act Station Routes
- Railway lines
- Active frontage
- Station entrance
- Old Oak Common Station
- Old Oak South Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan

# 11 Place and Cluster visions

**P3 Grand Union Canal** The Grand Union Canal will be a defining feature of the OPDC area, shaping the character of both Old Oak and Park Royal. Moorings, open spaces and canalside activities will support its role as a community asset and lively leisure and recreation destination. The canal's role as a transport corridor will also be optimised, while ensuring that its ecology and heritage are conserved and enhanced.

Figure 11.7 Grand Union Canal



Figure 11.8 Grand Union Canal Place



- Old Oak West boundary
- Channel Gate Street/Road (new)
- Channel Gate Street/Road (enhanced existing)
- New streets
- Enhanced existing streets
- Potential new street
- New walking and cycling routes
- Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Potential junction / bridge / underpass
- HS2 infrastructure
- Grand Union Canal
- New publicly accessible open space
- Enhanced existing publicly accessible open space
- Channel Gate Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments / current planning permissions shown in Local Plan Place colours
- Island Triangle Conservation Area

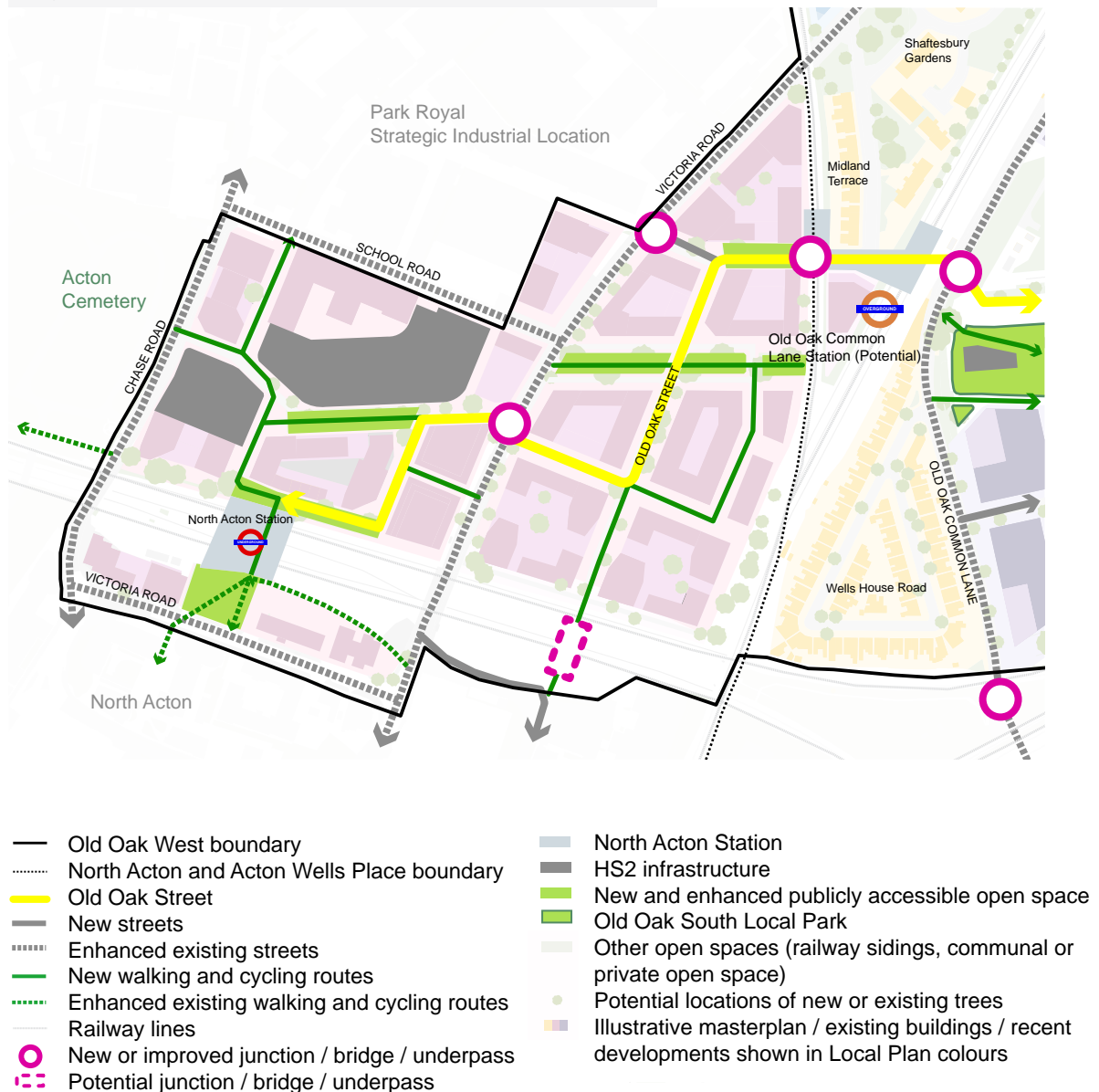
# 11 Place and Cluster visions

**P7 North Acton and Acton Wells** North Acton and Acton Wells will be a high density mixed use area accommodating tall buildings in appropriate locations. An improved street network will provide a choice of greened routes to Old Oak, Park Royal and West Acton. A new neighbourhood town centre will sit within a high quality and coordinated public realm along Victoria Road and Portal Way. Old Oak major town centre will connect to an enhanced North Acton station delivering a range of active uses

Figure 11.9 Aerial view of Acton Wells



Figure 11.10 North Acton and Acton Wells Place



# 11 Place and Cluster visions

## P7C1 North Acton town centre Cluster

A vibrant high density neighbourhood town centre, focused on an enhanced North Acton Station and new station squares. Active throughout the day, a range of town centre uses will strengthen the area's identity. High quality and coordinated public realm, framed by active frontages will guide people to their destinations.

Figure 11.11 North Acton Station



Figure 11.12 North Acton town centre Cluster



- Old Oak West boundary
- Old Oak Street
- ..... Enhanced existing streets
- New walking and cycling route
- ..... Enhanced existing walking and cycling routes
- Railway lines
- Station entrance
- Active frontage
- North Acton Station
- Enhanced publicly accessible open space
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments shown in Local Plan Place colours



# 11 Place and Cluster visions

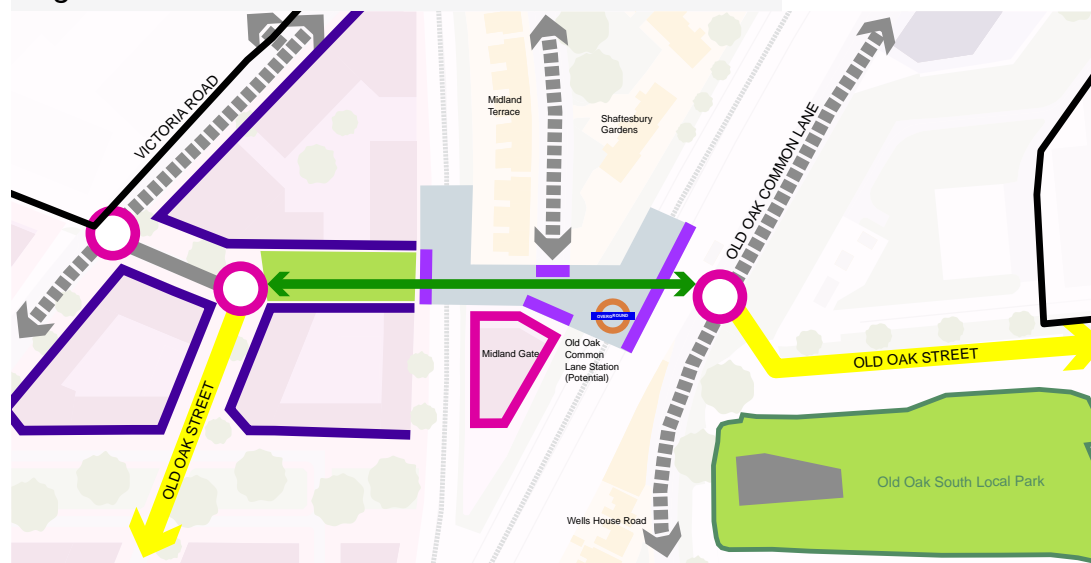
## P7C2 Old Oak Common Lane Station Cluster

Old Oak Common Lane Station will be a high quality public transport interchange that is fully integrated with Old Oak Street providing continuous walking and cycling routes between Old Oak South and Acton Wells. It will be accompanied by a new station square to the west, framed by active town centre and employment uses.

Figure 11.13 Midland Terrace and Victoria Road



Figure 11.14 Old Oak Common Lane Station Cluster



- Old Oak West boundary
- Old Oak Street
- New streets
- ..... Enhanced existing streets
- New walking and cycling routes
- ..... Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Active frontage
- Postive frontage
- Station entrance
- Old Oak Common Lane Station
- HS2 infrastructure
- New and enhanced publicly accessible open space
- Old Oak South Local Park
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments shown in Local Plan Place colours

# 11 Place and Cluster visions

**P8 Old Oak Lane and Old Oak Common Lane** Old Oak Lane and Old Oak Common Lane will be a place that sensitively integrates transport routes, existing neighbourhoods and new development. It will be a place that mediates between comprehensive mixed use redevelopment and industrial intensification.

Figure 11.15 Wells House Road

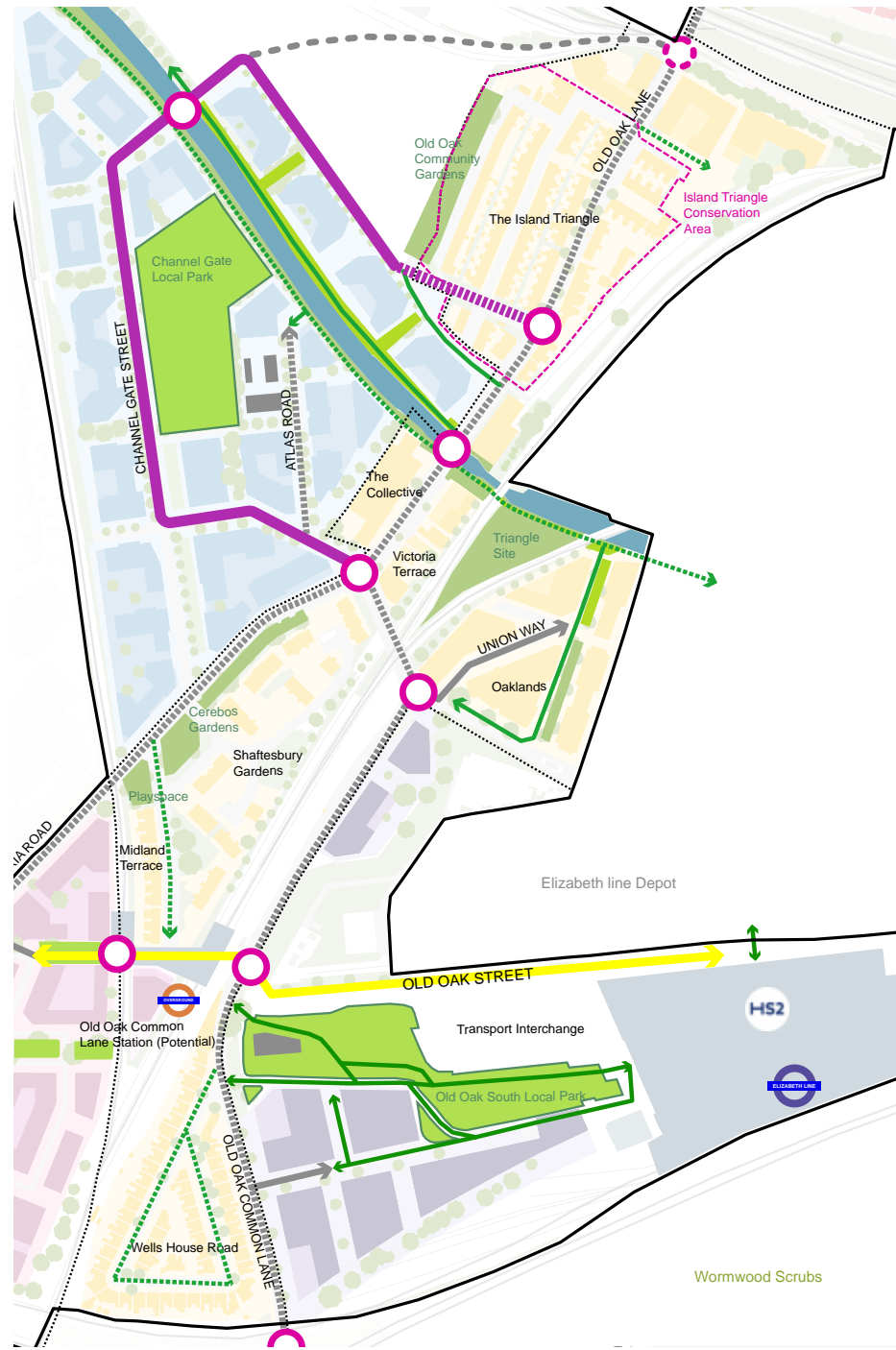


Figure 11.16 Old Oak Lane and Old Oak Common Lane Place

- Old Oak West boundary
- ..... Channel Gate Place boundary
- Channel Gate Street/Road (new)
- ..... Channel Gate Street/Road (enhanced existing)
- Old Oak Street
- New streets
- ..... Enhanced existing streets
- Potential new street
- New walking and cycling routes
- ..... Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Potential junction / bridge / underpass
- HS2 infrastructure
- Grand Union Canal
- New publicly accessible open space
- Enhanced existing publicly accessible open space
- Local Parks
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments / current planning permissions shown in Local Plan Place colours
- ..... Island Triangle Conservation Area

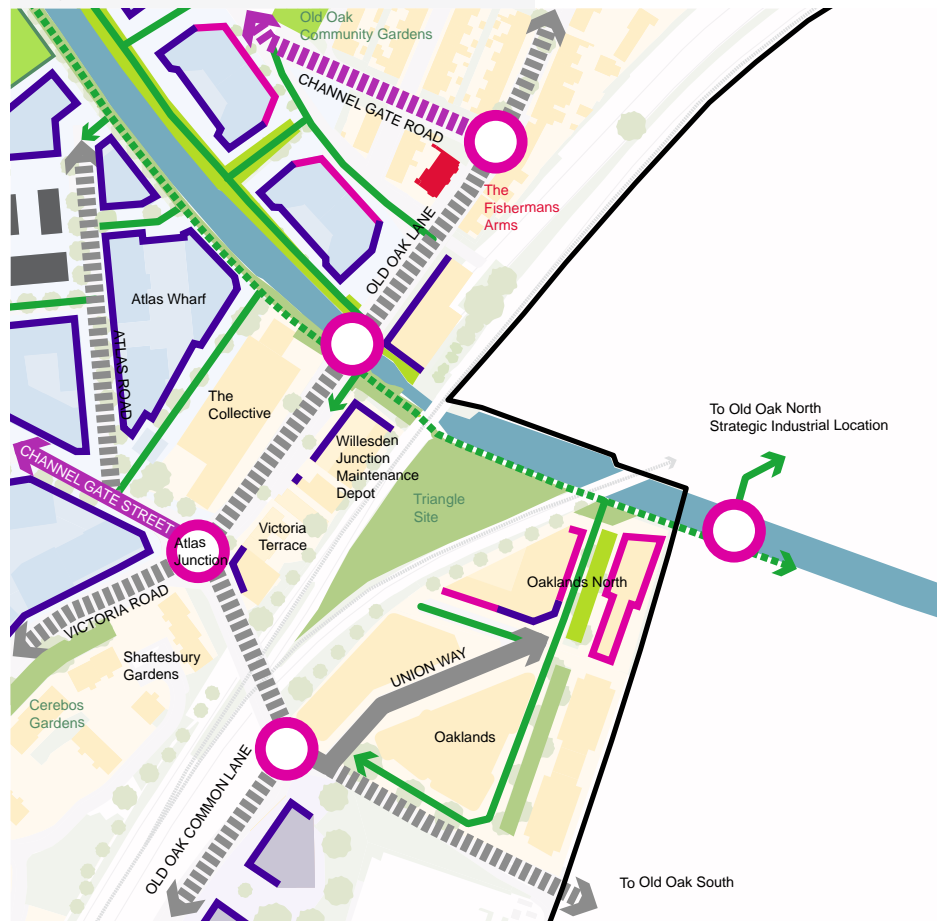
# 11 Place and Cluster visions

**P8C1 Atlas Junction Cluster** As part of Old Oak major town centre, Atlas Junction will provide local services for communities centred on an improved Atlas Junction and Union Way. Active uses will sit beside high quality canalside spaces helping to establish this stretch of the canal as a place to visit and enjoy.

Figure 11.17 Fishermans Arms within the Atlas Junction Cluster



Figure 11.18 Atlas Junction Cluster



- |   |   |
|---|---|
| — Old Oak West boundary                         | ■ Key Local Heritage Listing  |
| — Channel Gate Street/Road (new)                | ■ HS2 infrastructure  |
| — Channel Gate Street/Road (enhanced existing)  | ■ Grand Union Canal   |
| — New streets                                   | ■ New and enhanced publicly accessible open space   |
| — Enhanced existing streets                     | ■ Channel Gate Local Park   |
| — New walking and cycling routes                | ■ Other open spaces (railway sidings, communal or private open space)   |
| — Enhanced existing walking and cycling routes  | ● Potential locations of new or existing trees  |
| — Railway lines                                 | ■ Illustrative masterplan / existing buildings / recent developments / current planning permissions shown in Local Plan Place colours |
| ○ New or improved junction / bridge / underpass |   |
| — Active frontage                               |   |
| — Postive frontage                              |   |

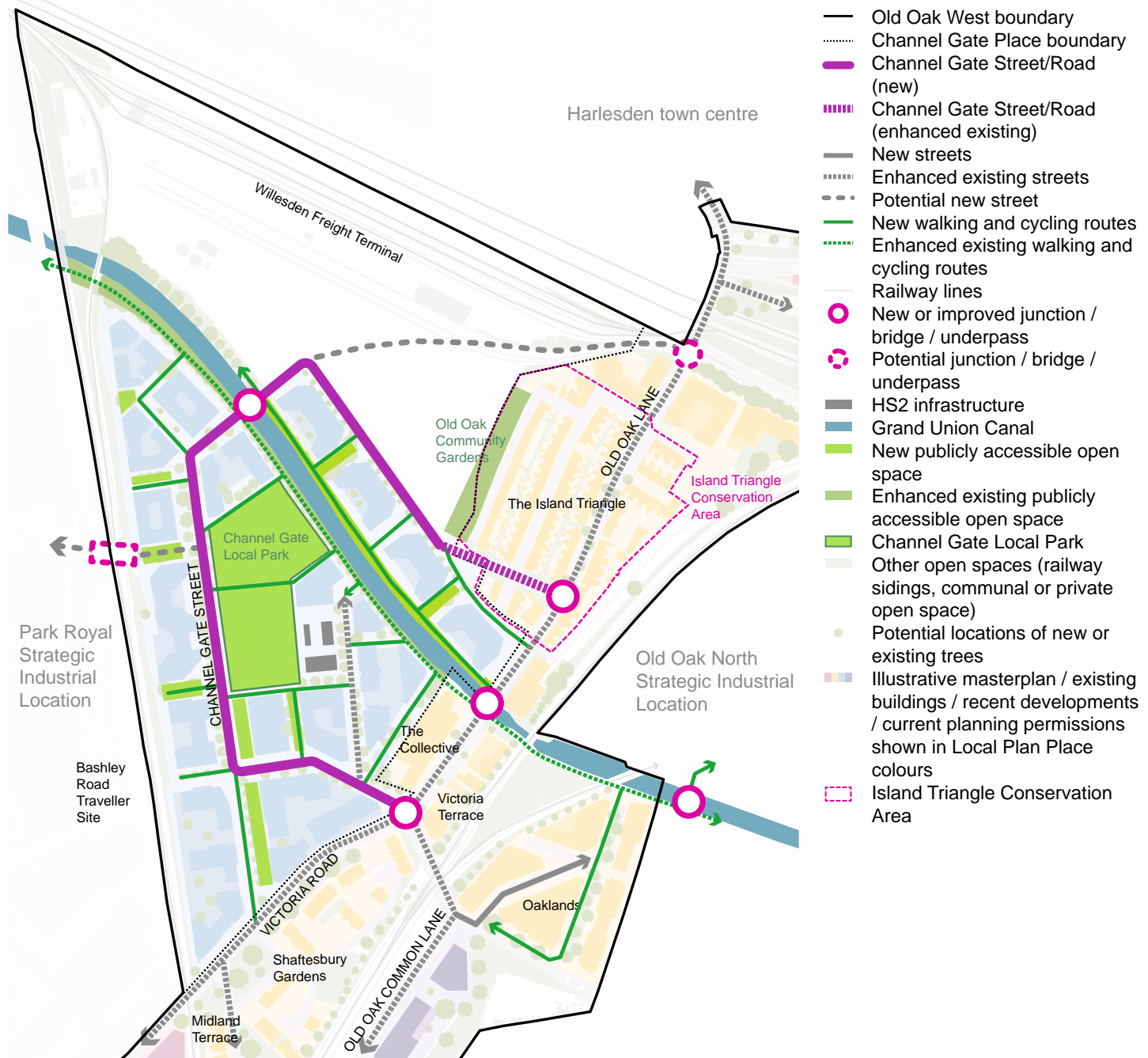
# 11 Place and Cluster visions

**P9 Channel Gate** Channel Gate will be a high quality residential led neighbourhood centred on the Grand Union Canal. A new Local Park, town centre and community uses and linkages with the adjacent existing neighbourhoods will ensure that Channel Gate is a vibrant new place.

Figure 11.19 Aerial view of Channel Gate



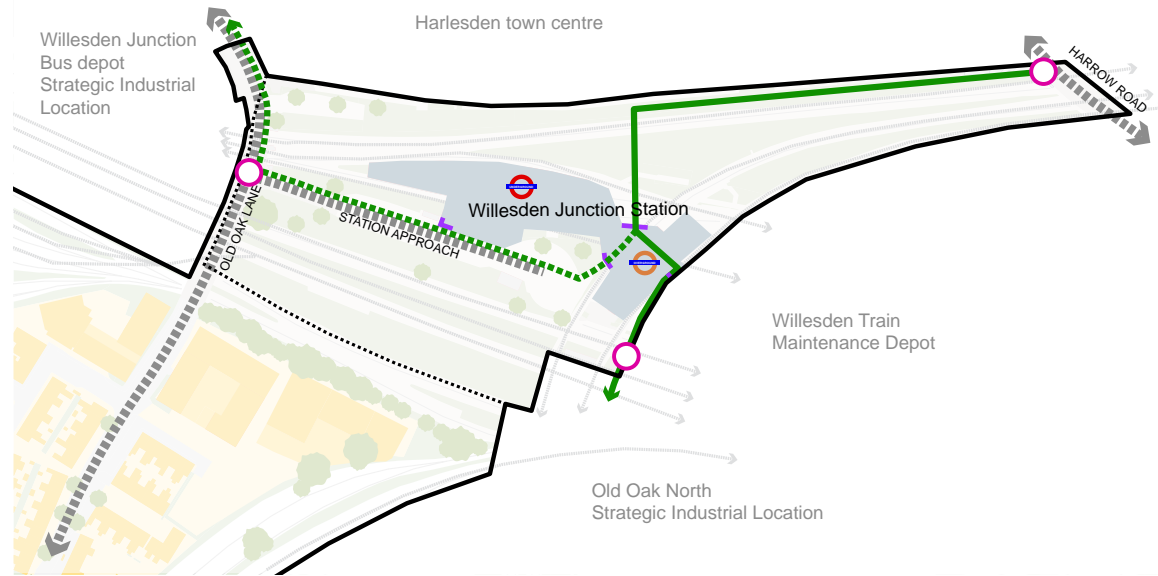
Figure 11.20 Channel Gate Place



# 11 Place and Cluster visions

**P11 Willesden Junction** Willesden Junction will be a busy destination within Old Oak. An enhanced station will provide better public transport connections and new and/or enhanced routes will improve connectivity to Harlesden and Old Oak. New high density development, where feasible and appropriate, will support the creation of a mixed use neighbourhood.

Figure 11.22 Willesden Junction Place



- Old Oak West boundary
- ..... Willesden Junction Place boundary
- ..... Enhanced existing streets
- New walking and cycling routes
- ..... Enhanced existing walking and cycling routes
- Railway lines
- New or improved junction / bridge / underpass
- Willesden Junction Station
- Station entrance
- Other open spaces (railway sidings, communal or private open space)
- Potential locations of new or existing trees
- Illustrative masterplan / existing buildings / recent developments / current planning permissions shown in Local Plan Place colours

Figure 11.21 Willesden Junction Station



# 12 Delivery and implementation

# 12 Delivery and implementation

## Introduction

12.1. The aim of this chapter is to ensure that development proposals are brought forward in a way that secures a coordinated and comprehensive approach to the delivery of development and infrastructure across Old Oak West. Due to the:

- scale of proposed development;
- complexity of landownership;
- importance of maximising the opportunity presented by HS2 and the Elizabeth line; and
- the mix of uses and associated opportunities for place-making;

it is critical that Old Oak West creates a new high quality part of London that showcases the best in inclusive regeneration and secures optimal benefits for local communities.

12.2. This will involve meeting or exceeding the Local Plan targets for each identified development site, considering any windfall sites on their own merits and securing transport, social, green and utilities infrastructure to meet the need for the development and local communities.

12.3. The implementation of this guidance will contribute to the SPD delivering the following Local Plan Strategic Policy

Proposed Outcome:

- **SP10** Delivering development in a comprehensive, timely and coordinated manner, supported by a range of infrastructure that enables an optimised approach to development, making the best use of land.

### Case studies

12.4. We have looked at case studies to identify elements of what this might suggest for Old Oak West. These are:

- **Barking Riverside.** The strong public sector lead in this emerging development

has ensured new transport links are delivered up front to support the new neighbourhood.

- **Queen Elizabeth Olympic Park.** The forward funding and integrated delivery of new infrastructure has been a crucial aspect of the creation of a well connected and successful new place.
- **Hammarby Sjostad, Stockholm.** Public funding was provided for the initial up front cost for enabling infrastructure, all of which has been fully reimbursed by development contributions.

Figure 12.1 Queen Elizabeth Olympic Park



Figure 12.2 Hammarby, Sjostad



# 12 Delivery and implementation

## Principle DIP1 Optimised, timely, coordinated and comprehensive development and infrastructure

- a) Proposals should enable an optimised, complementary, comprehensive, timely and integrated approach to the development of sites and infrastructure within Old Oak West;
- b) OPDC will work with stakeholders to:
  - i) address and overcome any barriers to the successful and timely regeneration of the Old Oak West area;
  - ii) ensure proposals are being brought forward as early as possible in accordance with or in advance of phasing identified in table 12.1, subject to the necessary infrastructure requirements to support development being secured; and
  - iii) ensure a coordinated approach to demolition and construction which minimises impacts on communities
- c) Where there is a compelling case in the public interest, in accordance with Local Plan Policy DI4(b), OPDC will use

compulsory purchase powers to facilitate land assembly and the acquisition of all necessary rights to carry out the timely, coordinated and comprehensive regeneration of the Old Oak West area and delivery of infrastructure.

### Signposts

#### London Plan 2021

- GG2 Making the best use of land

#### Local Plan 2022

- SP10 Integrated Delivery
- DI2 Timely Delivery and Optimised Phasing
- DI4 Planning Powers and Monitoring

### Supporting text

12.5. Old Oak West comprises a mix of publicly and privately owned sites including High Speed 2 (HS2) construction sites. The area is also home to a wide variety of railway infrastructure and busy roads. While these routes provide access to London and national destinations, they create barriers to local movement. These, together with diverse landownerships, and the phasing of development make it challenging to deliver a comprehensive and coordinated new community in Old Oak West.

12.6. To manage the risk of uncoordinated

development in Old Oak West, this principle builds on Local Plan policies to deliver coordinated and optimised development and to secure infrastructure that connects sites across Old Oak West. It also supports the delivery of the planned Old Oak major town centre, clusters and commercial centre that are identified to cover several sites across different phases of development. The Acton Wells East to Old Oak South Bridge (TP16) represents a particularly critical component of infrastructure that will enable the continuation of the major town centre across sites and provide a key link between the Old Oak Common Station and North Acton Station. See Principle TP2 for guidance setting out how this important bridge should be delivered.

12.7. To ensure that development is optimised and coordinated, applicants should engage as early as possible with OPDC in their scheme's design development. They will need to provide in both pre-application and submitted application materials, indicative masterplans showing how their scheme fits within the context of surrounding sites. This should demonstrate how their own scheme is optimised and how it will also support and facilitate an optimised and coordinated approach to development and delivery on adjacent and nearby sites.

12.8. Demolition and construction of new development and infrastructure will need



# 12 Delivery and implementation

to be carefully managed to ensure that impacts on the environment are minimised as far as possible. OPDC's Local Plan requires developers to submit Construction Management Plans (CMPs), that includes a Construction Logistics Plan (CLP) and Construction Code of Practice (CCoP) which require developments to consider the cumulative impacts of construction and set out mitigation measures to ensure their construction impacts are minimised. OPDC is working closely with developers, infrastructure providers and other key stakeholders to ensure that engagement with communities is effective and consistent and that mitigation measures being proposed are delivering tangible benefits for communities.

12.9. To support the regeneration of Old Oak West, OPDC will proactively work with public and private sector stakeholders and landowners to address physical and non-physical barriers including the delivery of new and enhanced bridges and energy infrastructure. OPDC will also work with stakeholders to accelerate the development of sites, particularly where the development will deliver and/or significantly contribute to the delivery of infrastructure.

12.10. In accordance with Local Plan policy SP10 and DI4, it may be in the interests of the proper planning and delivery of Old Oak West for OPDC to acquire land using compulsory

purchase powers to deliver its objectives as a regeneration body including accelerating delivery and optimising capacities and densities, where there is a compelling case in the public interest to use such powers. Such circumstances would include:

- supporting a comprehensive and coordinated, rather than piecemeal, approach to the development of land;
- unlocking land to facilitate development in a timely fashion; and
- supporting the delivery of infrastructure identified in this SPD, the Local Plan and further detailed in OPDC's Infrastructure Delivery Plan (including updates), and the creation of development opportunities arising from the provision of that infrastructure.

12.11. See supporting text to Local Plan policies SP10, DI2 and DI4 for other relevant information.

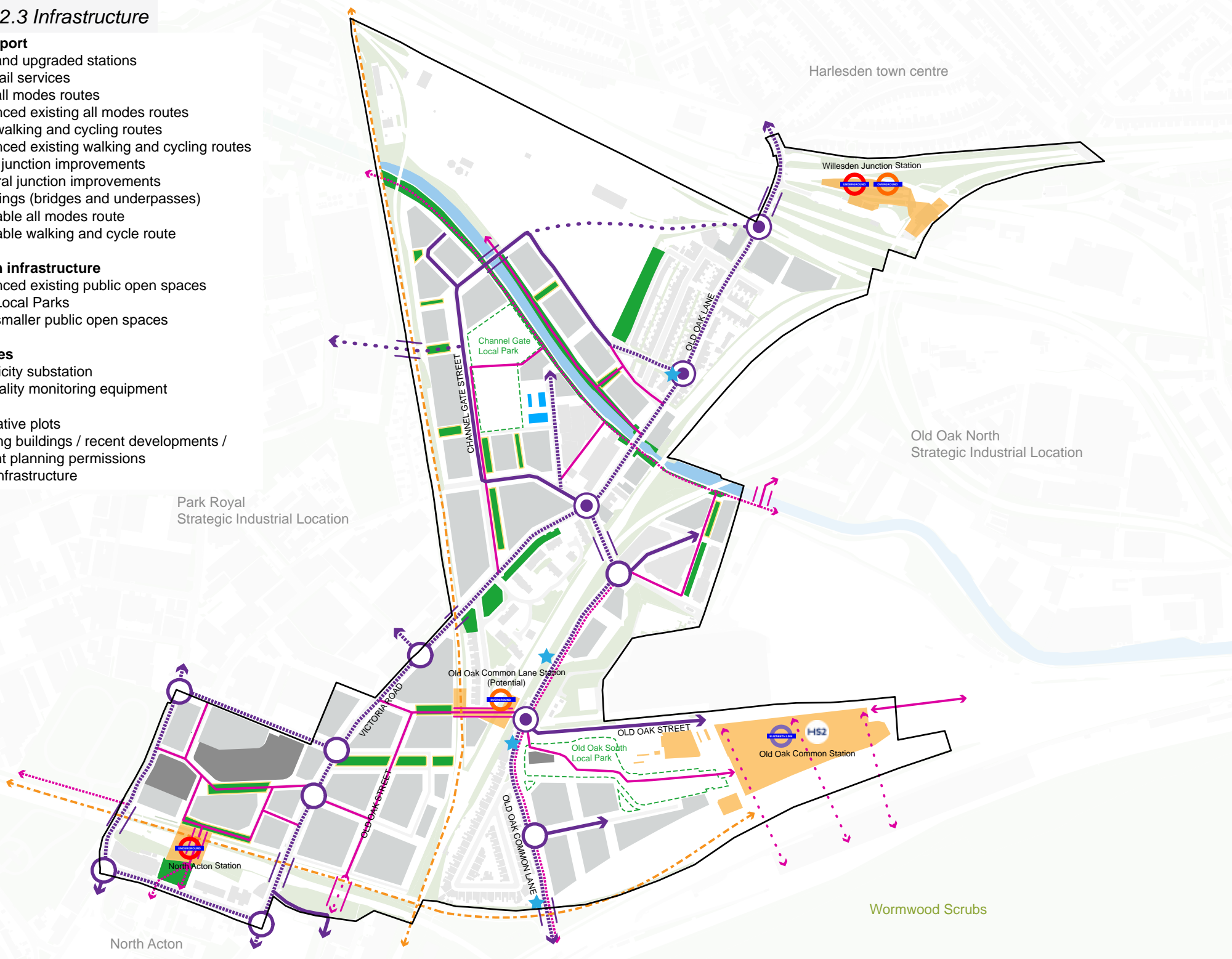
Figure 12.3 Infrastructure

- Transport**
- New and upgraded stations
  - New rail services
  - New all modes routes
  - Enhanced existing all modes routes
  - New walking and cycling routes
  - Enhanced existing walking and cycling routes
  - Major junction improvements
  - General junction improvements
  - Crossings (bridges and underpasses)
  - Desirable all modes route
  - Desirable walking and cycle route

- Green infrastructure**
- Enhanced existing public open spaces
  - New Local Parks
  - New smaller public open spaces

- Utilities**
- Electricity substation
  - Air quality monitoring equipment

- Illustrative plots
- Existing buildings / recent developments / current planning permissions
- HS2 infrastructure



North Acton

Harlesden town centre

Willessden Junction Station

Old Oak North Strategic Industrial Location

Park Royal Strategic Industrial Location

Old Oak Common Lane Station (Potential)

Old Oak Common Station

Wormwood Scrubs

# 12 Delivery and implementation

## Principle DIP2 Development capacity and phasing

Proposals should meet or exceed the individual site allocation targets and development capacities for other sites identified in the Development Capacity Study Update 2021 as set out in table 12.1 to achieve the minimum targets identified for Old Oak West in Principles HP1 and EP1.

### Signposts

#### London Plan 2021

- SD1 Opportunity Areas
- GG2 Making the best use of land
- H1 Increasing housing supply

#### Local Plan 2022

- SP10 Integrated Delivery
- DI1 Balancing Priorities and Securing Infrastructure Delivery

### Supporting text

12.12. Site allocations and other identified sites identified in OPDC's Development Capacity Study 2021 both contribute to OPDC's supply of homes and jobs during the Local Plan period (2018 to 2038). Ensuring sites within Old Oak West meet or exceed their

identified capacities will ensure that OPDC's Local Plan targets are achieved. It will also ensure that the London Plan ten-year housing targets and Opportunity Area targets for the OPDC area are secured. Where a developer is bringing forward multiple sites there may be the potential for a portfolio approach to be taken to achieving homes and non-residential targets, so long as other policy objectives and requirements are achieved. OPDC, in its local planning authority role, would look favourably on proposals seeking to utilise a portfolio approach should the proposal demonstrate the delivery of significant planning benefits to the local area and local communities. These benefits may include placemaking, economic opportunities, delivery of affordable homes, accelerated delivery of development, delivery of social infrastructure and the quantum and quality of publicly accessible open space.

12.13. Additional windfall housing may also increase the overall supply of homes through a variety of sources. These may include sites not identified in the Local Plan and Development Capacity study, changes of use of non-residential buildings and conversions of existing residential buildings. Such development proposals will be considered on their own merits and will be supported where they are in accordance with OPDC's Development Plan and other relevant material planning considerations.

12.14. Oaklands is also a Local Plan site allocation. The development of Oaklands has been completed and is therefore not included in the above. The 'Goodhall Street Industrial Estate and site to the west' Development Capacity Study Update site has also been partially developed. Therefore, 50% of the remaining capacity has been retained for the purposes of the Old Oak West SPD.

12.15. See supporting text to Local Plan policies SP10 and DI2 for other relevant information.

# 12 Delivery and implementation

Table 12.1 Site allocations and Development Capacity Study Sites

Site name	Site allocation number	Development Capacity Study Site number	Net additional housing units during the first ten years of the plan period	Net additional housing units during the 11 to 20 years of the plan period	Minimum commercial or industrial floorspace in square metres over the plan period. Floorspace is provided as Net Internal Areas (NIA).	New jobs resulting from the provision of commercial or industrial floorspace over plan period (indicative)
<b>Old Oak Common Station Adjacent Station Development site</b>	1	22	0	100	200,500	17,100
<b>Boden House</b>	10	29	250	50	7,600	600
<b>Acton Wells East</b>	11	28	1,650		8,000	700
<b>Willesden Junction Maintenance Depot</b>	21	15	100	0	400	30
<b>Oaklands North</b>	24	18	200	0	1,000	90
<b>Channel Gate</b>	26	50	3,100		10,700	600
<b>3 School Road / 99 Victoria Road</b>	36	57	250	0	800	40
<b>Acton Wells West</b>	42	63	0	555	30,000	2,500
<b>2 Victoria Terrace</b>	Not a site allocation	16	10	0	90	10
<b>Old Oak Common Lane sites (north)</b>	Not a site allocation	20	0	300	7,400	400
<b>Midland Gate</b>	Not a site allocation	30	50	0	0	0
<b>Goodhall Street Industrial Estate and site to west</b>	Not a site allocation	54	40	0	150	45
<b>Ursula Lapp Estate</b>	Not a site allocation	55	0	250	1,900	250
<b>Totals</b>			<b>5,650</b>	<b>1,255</b>	<b>268,540</b>	<b>22,365</b>

**Figure 12.4 Development site indicative phasing**

- 0 to 5 years
- 6 to 10 years
- 6 to 20 years
- 11 to 20 years
- 21+ years
- Illustrative plots
- Existing buildings / recent developments / current planning permissions
- HS2 infrastructure
- # Development Capacity Study site reference (see Table 12.1)

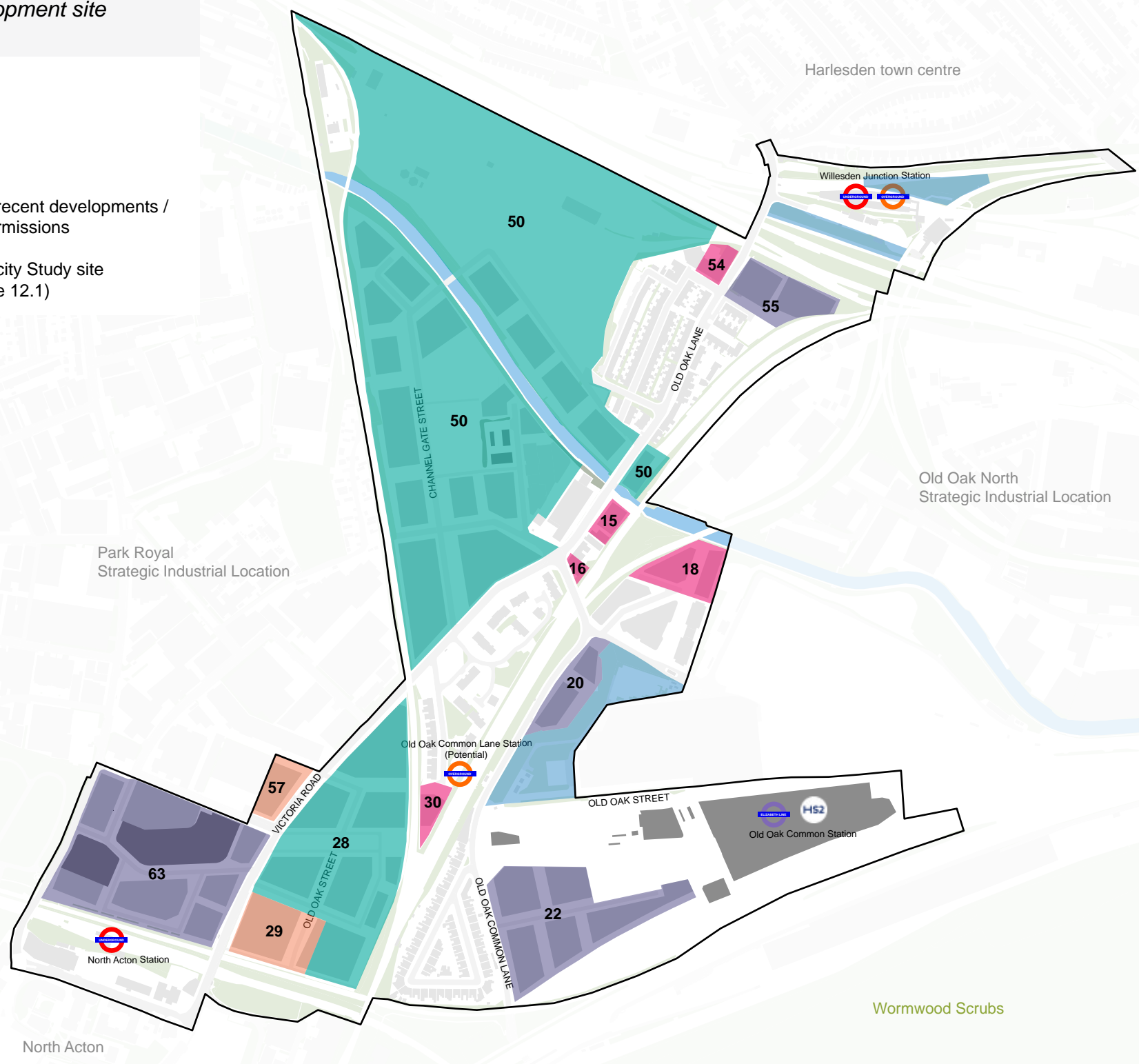


Figure 12.5 Aerial view of Old Oak West looking south



# 12 Delivery and implementation

## Principle DIP3 Infrastructure delivery and phasing

- a) OPDC will secure the delivery of infrastructure necessary to support sustainable development, meet the needs of development and where necessary, mitigate the impacts of development as identified in this SPD, Local Plan policies and in the further detail set out in the Infrastructure Delivery Plan (IDP);
- b) Proposals should contribute to and/or deliver and safeguard land for the delivery of infrastructure identified in this SPD, OPDC's Local Plan and Infrastructure Delivery Plan, at a rate and scale, sufficient to meet the needs of development. This includes infrastructure shown in figure 12.3 and comprises:
  - i) new streets and bridges within and connecting development sites including the key routes of Old Oak Street and Channel Gate Street as shown in figure 12.3;
  - ii) improved existing streets including key routes of Old Oak Lane, Old Oak Common Lane and Victoria Road as shown in figure 12.3;
  - iii) Channel Gate and Old Oak South Local Parks and other publicly

accessible open spaces as shown in figure 12.3;

- iv) social infrastructure as defined in principle TCCP2;
- v) new and enhanced stations as defined in principle TP5;
- c) Proposals should ensure development and infrastructure, where applicable, connects into area wide infrastructure and enables the connection of others into such infrastructure.

### Signposts

#### London Plan 2021

- SD1 Opportunity Areas
- GG2 Making the best use of land
- H1 Increasing housing supply

#### Local Plan 2022

- SP10 Integrated Delivery
- DI1 Balancing Priorities and Securing Infrastructure Delivery

### Supporting text

12.16. OPDC's Local Plan (2022) and Infrastructure Delivery Plan (2021) identify the infrastructure required to support the regeneration of the whole OPDC area. This comprises social, transport, utility and green infrastructure. This principle reflects this information for the Old Oak West area. The delivery of this infrastructure is fundamental

to the successful regeneration of the area to deliver the high quality place as envisaged by this SPD. Developers will be expected to engage early with OPDC and with infrastructure service providers to discuss infrastructure requirements.

12.17. See supporting text to Local Plan policies SP10 and DI1 for other relevant information.

# 12 Delivery and implementation

## Next steps

12.18. The guidance in this SPD will be used alongside all other OPDC SPDs, OPDC's Local Plan, the West London Waste Plan, the Mayor's London Plan, Supplementary/London Plan Guidance, National Planning Policy Framework, neighbourhood plans and any material considerations to determine planning applications and facilitate the delivery of Old Oak West.

### Planning next steps

12.19. Following the close of consultation, all responses will be considered by OPDC planning officers to help shape the final version of the Old Oak West SPD. We will publish each comment and provide a specific officer response setting out whether or not it has resulted in a change to the SPD and the reasoning for the response. These will be published in a table within a Statement of Consultation and presented to OPDC's Planning Committee and OPDC's Board for consideration before adopting the SPD. This is expected to take place in early 2024.

12.20. The content of the SPD will be used to inform a future review of OPDC's Local Plan. The form and timing of the review will be subject to the finalisation of the government's proposed reforms to the planning system.

12.21. It will also be used to inform any future Design Coding for Old Oak West. Design coding will form an important component in shaping the future of the area, through the plan-making and/or the development management process.

### Delivery next steps

12.22. OPDC benefits from powers under the Localism Act 2011. OPDC continues to use its powers pursuant to the Localism Act to achieve its overarching objective of securing the regeneration of its area, and more specifically with a view to achieving its corporate and strategic objectives as articulated in OPDC's Management Plan. In order to secure these objectives, OPDC:

- is working collaboratively with both Department for Transport, Network Rail, High Speed 2, Department for Levelling Up, Housing and Communities and Homes England to enable the delivery of comprehensive regeneration and optimising the public benefits achieved;
- is progressing masterplanning activities and the delivery of Old Oak West;
- is actively engaging with major stakeholders within Old Oak West to support the delivery of Old Oak West;
- is preparing a Regeneration Strategy,

Land Assembly Strategy and a Relocation Strategy to sit alongside this SPD which will set out further details of proposals for the delivery of development in Old Oak West; and

- has secured substantial enabling funding to support its plans for comprehensive development in Old Oak West, including site acquisitions and sustainable energy infrastructure.



# 13 Glossary

# 13 Glossary

The glossary provides definitions specific to Old Oak West. For other wider definitions, please refer to the [Local Plan](#) and [London Plan](#) glossaries.

Word(s)	Definition
Cultural Quarter	An area within Old Oak West that showcases permanent and meanwhile cultural uses while complementing nearby cultural clusters.
Good Growth	Growth that is socially and economically inclusive and environmentally sustainable. It is the way in which sustainable development in London is to be achieved.
Key routes	The principal streets and walking and cycling routes within Old Oak West. They comprise Old Oak Lane, Victoria Road, Old Oak Common Lane, Channel Gate Street/Road and Old Oak Street.
Lifetime Neighbourhoods	A lifetime neighbourhood is designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community.
Meanwhile uses	A catch all title adopted in recent years to describe a diverse range of temporary uses on land and property awaiting longer term development. Meanwhile uses could include shops, cafes, bars, business space and culture, sports and leisure space. They can also include hoardings or open space or food growing space.
North Acton neighbourhood town centre	An existing neighbourhood town centre located in North Acton south of the Central London Underground rail line. Typically neighbourhood town centres serve a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services.
Old Oak commercial centre	A new commercial centre around Old Oak Common Station capitalising on the station's excellent future connections that delivers a significant amount of employment uses.
Old Oak major town centre	A new major town centre serving existing and new residents, workers and visitors to the OPDC area. The town centre will be delivered in different locations across Old Oak West, over different phases and will have different character areas reflecting their roles and surrounding uses.  Typically major town centres serve a borough wide catchment, and contain over 50,000 sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods. They may also have significant employment, leisure, service and civic functions.
Place-defining contemporary architecture	Unique and imaginative approaches to architecture and building design that have the ability to create, articulate and support the identity of a place.
Social Value	Social value is generated when environmental, economic and social benefits are delivered from growth.

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February 2024

Published by:

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# Appendix

# Illustrative masterplan - general layout

- Illustrative buildings
- Existing buildings / recent developments / current planning permissions
- Public open spaces
- Other open spaces (railway sidings, communal or private open space)
- Existing and/or potential new tree planting
- Key routes
- Grand Union Canal
- HS2 infrastructure
- Old Oak West boundary



# Illustrative masterplan - ground floor uses

## Illustrative ground floor uses

- Housing
- Non-residential uses
- Social infrastructure

## Other components

- Ancillary uses and spaces
- Existing buildings / recent developments / current planning permissions
- Public open spaces
- Other open spaces (railway sidings, communal or private open space)
- Existing and/or potential new tree planting
- Key routes
- Grand Union Canal
- HS2 infrastructure
- Old Oak West boundary



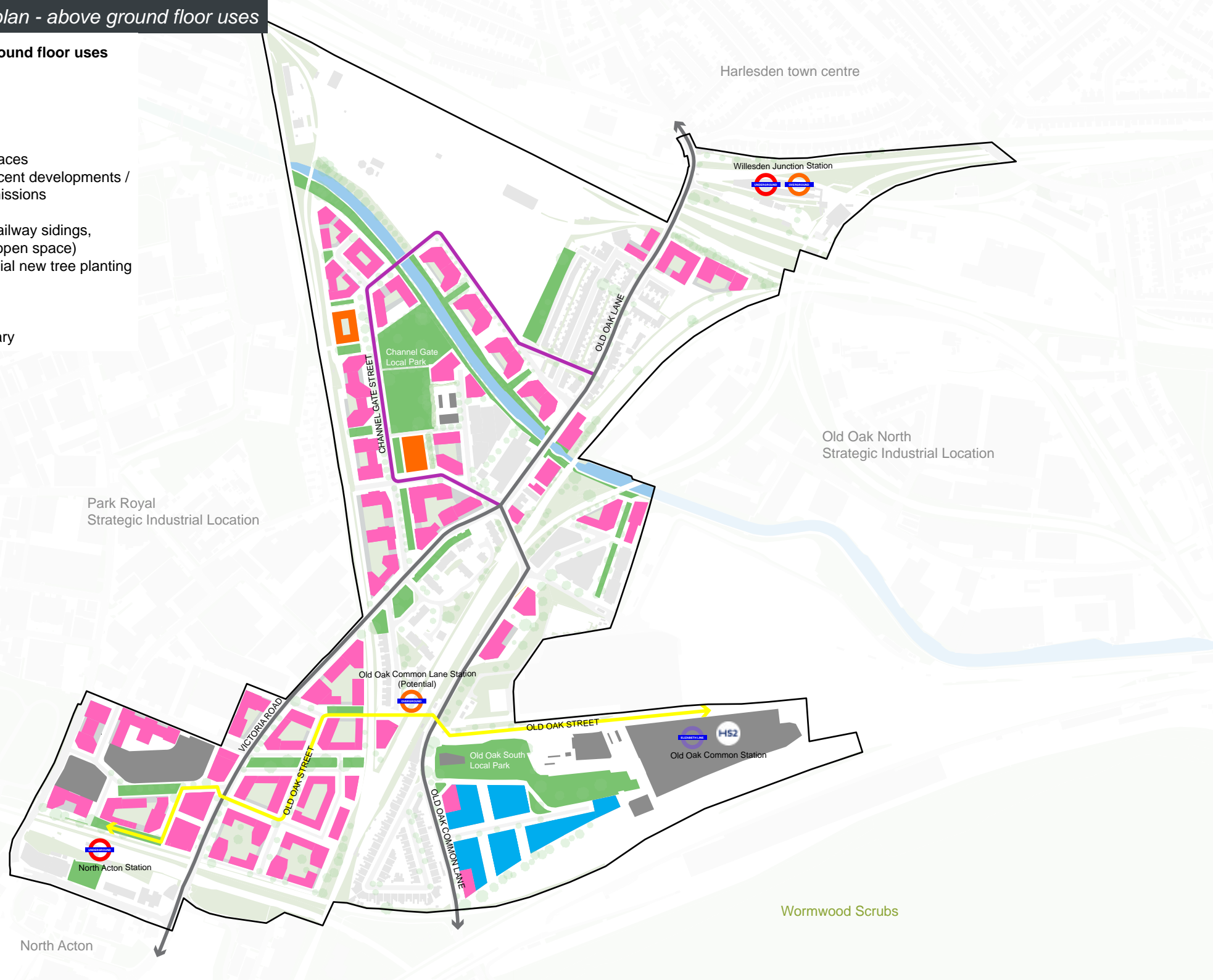
# Illustrative masterplan - above ground floor uses

## Illustrative above ground floor uses

- Housing
- Non-residential uses
- Social infrastructure

## Other components

- Ancillary uses and spaces
- Existing buildings / recent developments / current planning permissions
- Public open spaces
- Other open spaces (railway sidings, communal or private open space)
- Existing and/or potential new tree planting
- Key routes
- Grand Union Canal
- HS2 infrastructure
- Old Oak West boundary



Harlesden town centre

Willessden Junction Station

Old Oak North  
Strategic Industrial Location

Park Royal  
Strategic Industrial Location

Old Oak Common Lane Station  
(Potential)

Old Oak Common Station

Old Oak South  
Local Park

North Acton Station

North Acton

Wormwood Scrubs

VICTORIA ROAD

OLD OAK STREET

OLD OAK COMMON LANE

OLD OAK STREET

OLD OAK LANE

CHANNEL GATE STREET

Channel Gate  
Local Park