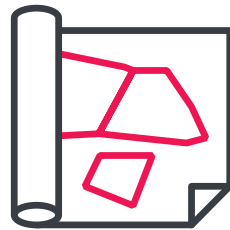


4

THE PLACES



The Places

KEY ISSUES

1. OPDC's draft Local Plan includes thematic policies. These policies will be applied to any site across the OPDC area but would not, by themselves, result in distinctive places or neighbourhoods being delivered.
2. To set clearer policies to ensure that new development delivers a strong sense of place, OPDC has identified ten places, which reflect the areas' different, yet related, character.
3. For each place, a vision has been developed alongside place specific policies that set out how development will contribute to the delivery of the vision.
4. Within each of the places there may be opportunities for a series of smaller scale neighbourhoods to emerge over time.
5. Over the life of the plan, the different places and neighbourhoods of Old Oak and Park Royal will change and evolve. It is not possible or appropriate now to categorise what the specific character of an area will be in 20 years. For now, it is important to identify the key parameters that new development should seek to deliver or enhance that will give each place the best opportunity to develop a high quality, well designed place.

POLICY CONTEXT

National

4.1 The NPPF encourages local planning authorities to allocate sites for development and set clear policies for the expected land use and planning principles for development. The NPPF also requires that Local Plans include policies that establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

Regional

4.2 The London Plan recognises the importance of placemaking and the need to create a strong sense of place within London's new developments. London Plan Annex A includes policies for the Old Oak Common and Park Royal Opportunity Areas. These provide a high level overview of the anticipated land use and design approach to redevelopment in the OPDC area, but do not provide detailed place-specific policies for the area.

THE PLACES

P1: Old Oak South
P2: Old Oak North
P3: Old Oak High Street
P4: Grand Union Canal
P5: Park Royal
P6: Park Royal Centre
P7: North Acton
P8: Scrubs Lane
P9: Old Oak West
P10: Wormwood Scrubs

4.3 Indicative housing and jobs figures are identified for each place. As part of this consultation, OPDC would welcome comments on these. These capacity figures have been informed by the draft Development Capacity Study (DCS), which is available for review as part of this consultation. The total capacity for homes and jobs across Old Oak and Park Royal is 25,500 homes and 65,000 jobs. However, the comprehensive regeneration of this area is likely to take longer than the 20 years in this Local Plan period. There are sites in the core development area that are unlikely to be developed during the period of this plan due to on-site constraints and/or operational requirements. Please see the draft DCS for further details.

EVIDENCE BASE

Table 2: The Places Evidence base

Supporting study	Description	Status
OPDC Development Capacity Study	A study looking at the capacity of the OPDC area to accommodate new homes and jobs.	Draft completed
OPDC Retail and Leisure Needs Study (RLNS)	A study looking at the need for retail and leisure space in the OPDC area.	Draft completed
OPDC Old Oak Decentralised Energy Strategy	A strategy showing how a decentralised energy network could be delivered in a phased manner in Old Oak Common.	Draft completed
OPDC Walking, cycling, streets and public realm strategy	A strategy setting out recommendations for the public realm, public open space and walking and cycling infrastructure for the OPDC area.	To be developed
OPDC Green Infrastructure Strategy	A strategy reviewing existing GI assets, future GI requirements, and identifying opportunities for improving function, connectivity and integration with other infrastructure.	To be developed
OPDC Character Note	Sets out suggested character areas within and around Old Oak and Park Royal.	To be developed
HE Old Oak Outline Historic Assessment & Addendum	Assessment of the historic character and appearance of Old Oak.	Completed
OPDC Park Royal Heritage Assessment	Assessment of the historic character and appearance of Park Royal alongside identification of local views.	To be developed
OPDC Views Study	Identification of local views within and around the OPDC area.	To be developed
OPDC Cultural Principles	A document showing how OPDC can contribute to London's position as the world's cultural capital and how embedding culture in development can assist placemaking	Draft completed

ALTERNATIVE POLICY OPTION

4.4 Alternative policy options have not been provided for the preferred policy options as the Old Oak and Park Royal Opportunity Area Planning Framework sets out the principles for each of the places. Overarching consultation questions for the places can be found in Policy OSP5 (chapter 4).

P1: Old Oak South

EXISTING CHARACTER

4.5 The area is approximately 63 hectares in size. Its predominant land use is operational railway infrastructure. The area is also home to two residential communities, at Midland Terrace and Wells House Road and a designated but underused nature reserve on the southern edge of the Grand Union Canal. It includes the 'shield' site that is due to be cleared for HS2 construction works. The area is bounded by the Grand Union Canal to the north, Wormwood Scrubs to the south, Scrubs Lane to the east and Victoria Road/Old Oak Common Lane to the west.

4.6 The Grand Union Canal is a designated Conservation Area and the open space on the southern edge of the canal is an identified nature reserve.

4.7 Much of the developable area is in public sector ownership across Network Rail and the Department for Transport with long leases to Transport for London (TfL), Crossrail and a series of rail operators. High Speed 2 (HS2) will also acquire a significant amount of land across Old Oak South through the Hybrid Bill process. There are a series of large scale rail depots currently operating, or planned to operate, from the area including the Crossrail depot, the Intercity Express Programme (IEP)

Depot, First Great Western, and Heathrow Express. In the north-west corner of the site sits the derelict former British Railways Hostel, known as Oaklands House.

4.8 Walking and cycling access is very constrained across the area preventing movement to the north/south and east/west.

VISION

4.9 Old Oak South will see a new commercial hub centred around a world-class Old Oak Common Station that will act as a key catalyst for regeneration. This HS2, Crossrail and Great West Coast Main Line station, along with a new London Overground station on the West London Line, will be fully embedded into their surroundings and will provide residents, workers and visitors with easy access to west London and the wider Old Oak and Park Royal regeneration area.

4.10 Old Oak South will house a significant proportion of Old Oak's total new commercial and retail space alongside opportunities for catalyst uses, along with new high

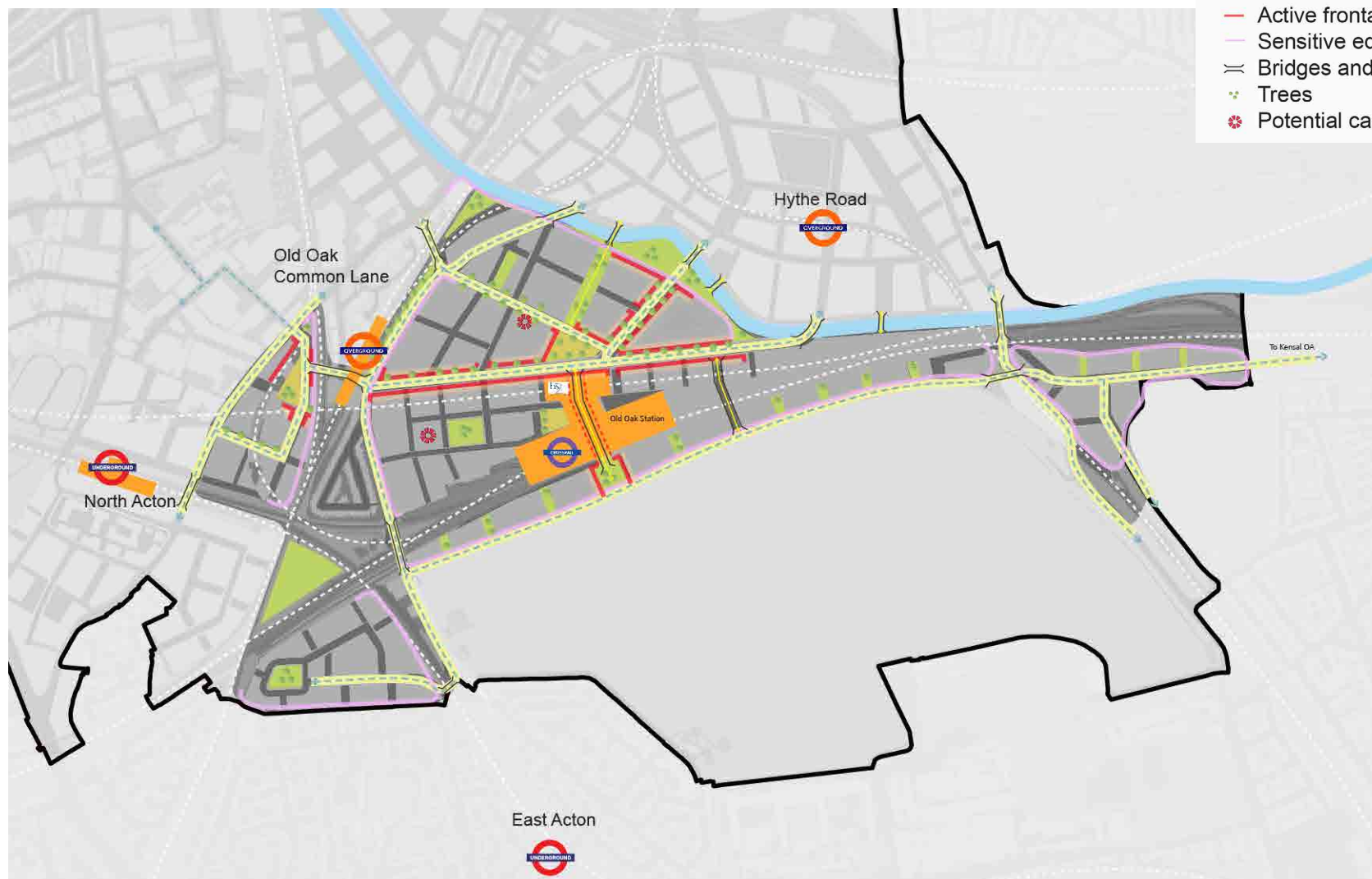
density housing all supported by a mix of open spaces and community infrastructure.

4.11 A complete new network of streets and bridges will integrate Old Oak South with its surroundings. The primary streets of Old Oak High Street and Grand Union Street will be the focus for town centre uses and wider movement, with Oaklands Street also acting as a key connecting street between north and south.

4.12 Wormwood Scrubs, the Grand Union Canal and its associated nature reserve will be celebrated features of Old Oak South and will be integral to the creation a unique sense of place.

Figure 24: Old Oak South

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ⌋ Bridges and tunnels
- Trees
- ⊗ Potential catalyst for regeneration



PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) Demonstrate how any small, medium and / or large scale catalyst uses support placemaking and where relevant mitigates impacts on the surrounding area;
- b) Deliver a new commercial hub focused around the Old Oak Common Station;
- c) Deliver a range of flexible workspace typologies for B1(a) uses in and around Old Oak Common Station and B1 uses in other accessible locations;
- d) Provide new retail and other town centres uses, including community space, focused around Old Oak Common Station, along Old Oak High Street and along Grand Union Street;
- e) Deliver residential development across the whole of Old Oak South;
- f) Support the delivery of a network of unique and connected neighbourhoods;

Density

- g) Deliver highest densities around the new Old Oak Common Station;
- h) Deliver high densities around Old Oak Common Lane Station;
- i) Deliver a mix of densities, including high densities, at other key destinations and routes including along Grand Union Street, Old Oak High Street, Oaklands Street and at the Grand Union Canal;
- j) Be mindful of existing residential communities at Wells House Road, Midland Terrace/Shafsbury Gardens, and the

adjacent amenity and ecological open spaces of Wormwood Scrubs and Grand Union Canal;

- k) Provide a sensitive edge onto Wormwood Scrubs and the Grand Union Canal;

Delivery

- l) Support the redevelopment of all existing infrastructure, rail and industrial uses including the Crossrail depot, the Intercity Express Programme (IEP) Depot, where feasible, as well as above and around stations in particular the new Old Oak Common Station;

Transport

- m) Support delivery of a new world class High Speed 2, Crossrail and Great Western Main Line interchange station (Old Oak Common Station), a new London Overground station on the North London Line (Old Oak Common Lane Station) and provision of new bus, taxi and cycle services that are fully integrated into their surroundings;
- n) Support delivery of a new rail link between Crossrail and the West Coast Main Line;

Streets

- o) Contribute to the delivery of a new north-south Old Oak High Street, a new east-west Grand Union Street and associated bridges across the Grand Union Canal;
- p) Deliver seamless connections through Old Oak Common Station, connecting it to its surroundings in all directions and making the station an integral place making feature;
- q) Provide direct 24 hour pedestrian and cycle access to Wormwood Scrubs through Old Oak Common Station and in other locations if feasible;

Figure 25: Old Oak Common Station Square



- r) Provide a new Oaklands Street with a direct vehicle bridge over the Grand Union Canal;
- s) Improve existing streets of Old Oak Common Lane and Victoria Road ensuring existing residential and business areas are integrated with new development;
- t) Support better connections to Kensal Canalside Opportunity Area;

Social infrastructure

- u) Deliver three health centres, a community hub and two primary schools and for these to be located to ensure they become focal points of the community;

Open spaces

- v) Celebrate the unique character of Wormwood Scrubs and the Grand Union Canal and associated nature reserve and support these in becoming accessible focal points for the area;
- w) Provide a network of connected and varied open spaces for residents, workers and visitors including new arrival spaces at the entrances to both Old Oak Common Station and Old Oak Common Lane Station;
- x) Carefully mitigate impacts of existing rail uses and embankments.

Environment

- y) Overcome current surface water flooding issues experienced to the south of the Grand Union Canal and north of Wormwood Scrubs.

Figure 26: Grand Union Street



JUSTIFICATION

4.13 Old Oak South will be home to a new world class Old Oak Common Station that deserves a world class place. Accompanied by a new London Overground station at Old Oak Common Lane, these new stations will make Old Oak South one of the most accessible locations on the London transport network with direct connections to central London, Euston, the West End, Canary Wharf, Heathrow, the south east region, Birmingham and the North.

4.14 A rail connection between the West Coast Main Line and the Great West Coast Main Line would enable improved rail connections between both rail lines. This would also provide opportunities for Crossrail trains to run northbound towards Tring. At the time of writing this draft Local Plan, no feasibility work has been carried out into the benefits, business case or delivery.

4.15 The challenges associated with delivering the new London Overground Stations should not be underestimated. At the time of writing this draft Local plan, the proposed London Overground stations have only undergone initial feasibility work. Funding has now been secured to further progress the design and business case for these; however, currently there is no capital funding secured for delivery of these stations. The final arrangements for these stations will be dependent on the outcome of this work.

4.16 In accordance with London Plan policy, the high degree of transport access supports, in land use terms, a high-density, mixed-use approach to development. At and around the proposed Old Oak Common Lane Station, high densities may be appropriate reflecting the good public transport access. However, there are sensitive areas in the surroundings and

therefore development will need to strike a balance between optimising density and responding to the existing context.

4.17 New development in Old Oak South should include commercial, hotel, retail, leisure and a full mix of town centre uses focused around the new stations, Old Oak High Street and Grand Union Street. There may also be opportunities for anchor or catalyst uses that would contribute to Old Oak's role as a London destination. Policy OSP5 provides information relating to potential catalyst uses. Development on the fringes of Old Oak South, such as the Oakland's House site, the Shield site and the North Pole East depot are most likely to be residential-led, with supporting local retail and social infrastructure to meet the day-to-day needs of residents.

4.18 Providing new connections into Old Oak South will be critical to the successful regeneration of the area. The provision of Grand Union Street - an eastern highway link, bridging the gap between the HS2 interchange and Hythe Road, is the single most important highway link to provide in Old Oak, as it connects the largely residential development to the north, to the transport hub and commercial development to the south, as well as providing east-west through connections for other transport modes. During 2016, further work on the design, location and deliverability of this bridge will be carried out.

4.19 Integrating new development with existing features will be key to creating a unique sense of place. Celebrating the Grand Union Canal, Wormwood Scrubs and existing communities will be very important in achieving this sense of place and new development proposals will need to clearly demonstrate how it best achieves this. OPDC will work with key partners including; landowners, applicants, the local Councils, the Wormwood Scrubs Charitable Trust, the Canal and River

Trust, local residents and interest groups to explore how this can be achieved. The current nature reserve located on the southern edge of the canal is north-east facing; its biodiversity value could be improved and access to nature increased if it were to be reprovided and/or relocated in an alternative manner. Securing the delivery of social infrastructure is fundamental to delivering successful place making. A number of social infrastructure uses are identified to be delivered. In addition to these, Old Oak South may also be suitable for an all-through school.

4.20 The majority of Old Oak South is expected to come forward for development post-2026, when Old Oak Common Station is scheduled to open and the HS2 construction sites are vacated. Securing the comprehensive regeneration of Old Oak South, in a timely manner, will require careful coordination across the public sector. The scale and complexity in relocating and/or reconfiguring all existing infrastructure and depots cannot be underestimated. OPDC will need to work with freeholders, leaseholders and operators to secure a feasible programme that can best achieve both the Mayor's and central Government's requirements and aspirations for this area.

4.21 The indicative housing and jobs capacity for Old Oak South during the plan period is approximately 6,200 homes and 46,000 jobs. These figures include those for Old Oak High Street and Grand Union Canal places (where relevant). The figures are still in development and further work is needed to inform the quantum and phasing including:

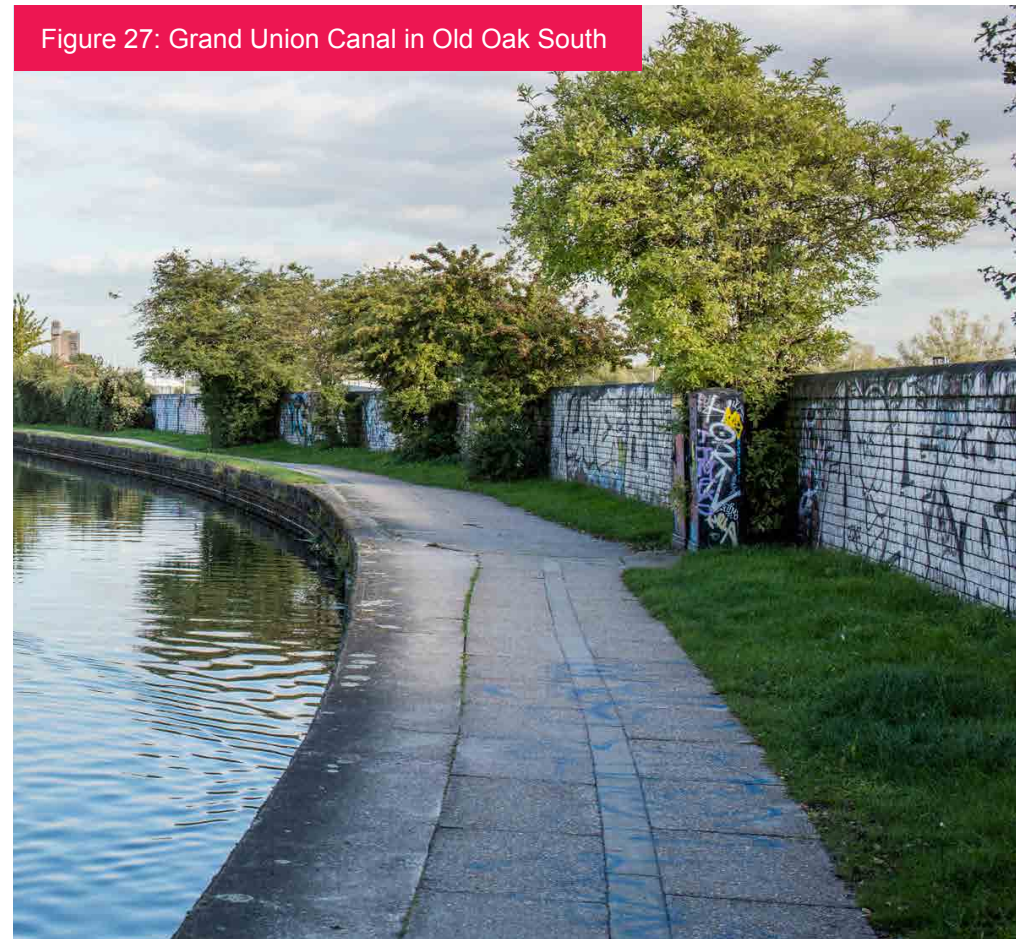
- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/

sunlight, building heights and scale and the design of the street network, public realm and open spaces;

- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

4.22 For the next stage of consultation on the draft Local Plan, there may be benefit from having more specific policies in Old Oak South, providing requirements for specific sites. Please see question QP1f.

Figure 27: Grand Union Canal in Old Oak South



Questions:

QP1a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP1b: Within Old Oak South should we identify a series of smaller scale neighbourhoods that could develop their own character?

QP1c: Are there other land uses, including catalyst uses, that could be supported in this place?

QP1d: Could the nature reserve be kept in its current location and improved, or could it be re-provided in another location or as a series of additional new spaces across Old Oak?

QP1e: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how could these be amended, while still ensuring that London Plan targets are achieved?

QP1f: Are there sites in Old Oak South that would benefit from site specific policies?

Figure 28: Illustrative view from Wormwood Scrubs



You can provide comments directly through:

opdc.commonplace.is

P2: Old Oak North

EXISTING CHARACTER

4.23 Old Oak North is approximately 43 hectares. It is home to Cargiant, the UK's largest second-hand car dealership who occupy approximately 20 hectares. There is a significant amount of rail infrastructure in the area, including the North London Line, West London Line, West Coast Main Line and a number of rail freight spurs that connect these lines together. Old Oak North is also home to Powerday and European Metal Recycling (EMR) who operate waste recycling and processing plants. Within Old Oak North there are also a substantial number of small and medium enterprises (SMEs), many of whom occupy Cargiant land. Freehold land ownership is split between Cargiant and public sector landowners including Network Rail and the London Borough of Hammersmith and Fulham.

4.24 The area is bound by the Grand Union Canal in the south, Old Oak Lane and railway lines to the west, Harlesden and railway lines to the north east and railway lines to the west with Scrubs Lane beyond.

4.25 Willesden Junction Station is situated in the northern part of Old Oak North and provides access to both the Bakerloo Line and London Overground. However, access from this station to the core development area is poor - limited to a lightweight and narrow pedestrian bridge over the West Coast Main

Line. Harlesden Town Centre is immediately to the north. Within the core development area there are no through east-west vehicular links. The pedestrian environment is particularly hostile, with existing routes isolated from surrounding uses and suffering from a lack of natural surveillance.

VISION

4.26 Old Oak North will be redeveloped in the earlier phases of the area's comprehensive regeneration and will set the benchmark for what is to come in Old Oak South. The area will be residential-led along with a mix of town centres and catalyst uses that will support a future residential population.

4.27 New and improved connections into and out of Old Oak North, coupled with an enhanced Willesden Junction Station and new London Overground station at Hythe Road, will dramatically improve accessibility, permeability and legibility allowing Old Oak North to be redeveloped to provide a series of new high quality connected lifetime neighbourhoods.

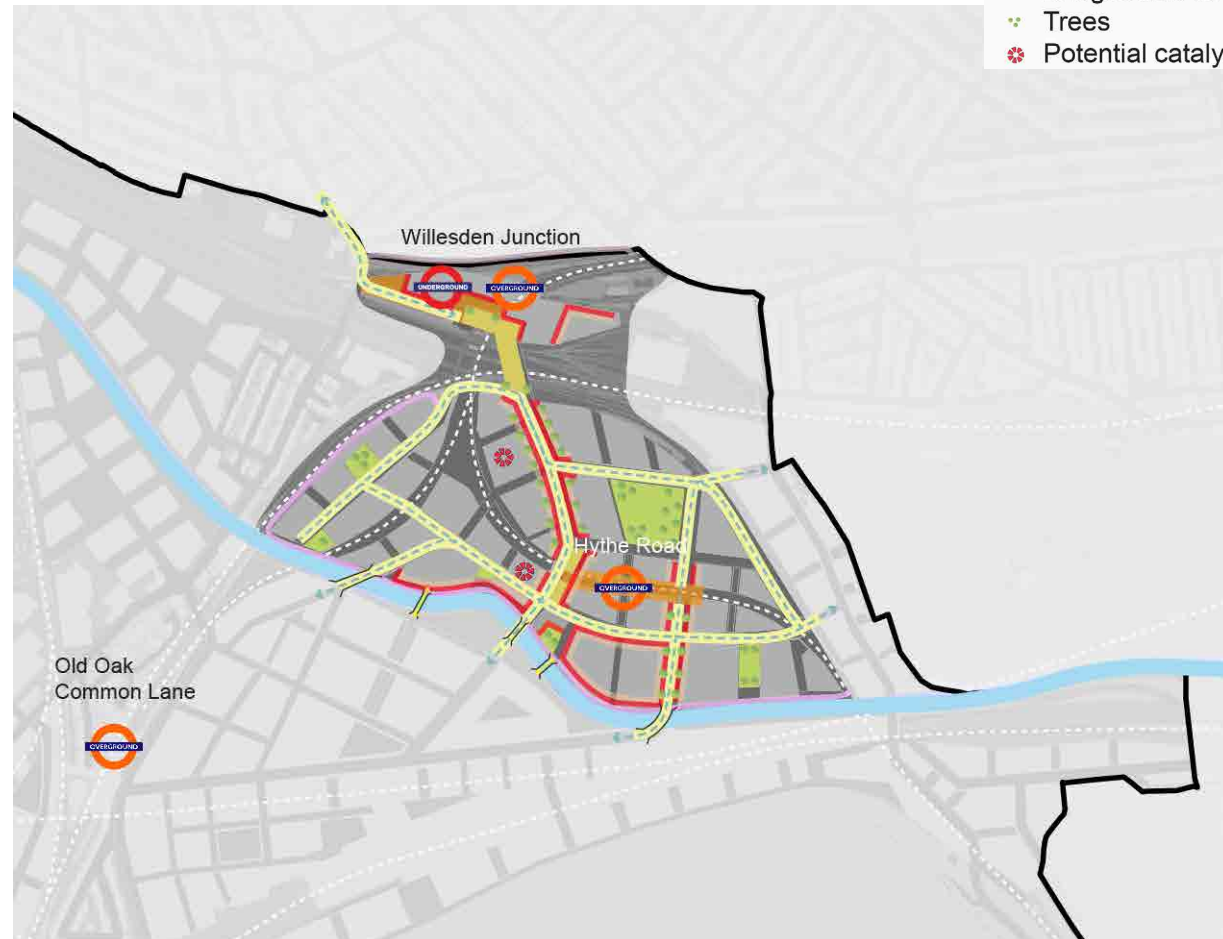
4.28 Old Oak North will make a significant contribution to the area's

housing need. The future population will benefit from a new network of streets, open spaces and associated community infrastructure embedded into new buildings in accessible locations. Town centre uses will be focused primarily along Old Oak High Street, Willesden Junction Station and around Hythe Road Station. New employment space will cater mainly for SME and micro-businesses as part of new mixed-use buildings. Early phases will be supported by a range of uses that activate the area including meanwhile uses and employment space for SMEs that help support placemaking, deliver a mixed use place and act as a catalyst for wider regeneration. This type of workspace will also provide a different offer from the large commercial spaces in Old Oak South.

4.29 Densities in Old Oak North will vary. Sensitive areas such as along the canal will accommodate a range of densities whilst in areas of good public transport access as well as key destinations and focal points, there will be opportunities for higher densities.

Figure 29: Old Oak North

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- Bridges and tunnels
- Trees
- Potential catalyst for regeneration



PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) Demonstrate how any small, medium and / or large scale catalyst uses support placemaking and where relevant mitigate impacts on the surrounding area;
- b) Deliver high quality, residential-led development;
- c) Provide a range of flexible workspace typologies for B1 uses;
- d) Provide B1(b) and B1(c) uses at locations adjacent to transport and / or utilities infrastructure;
- e) Provide for 'meanwhile' and flexible 'open' workspace that can help with early placemaking;
- f) Deliver town centre uses focused along Old Oak High Street, the Grand Union Canal and around Hythe Road Station and Willesden Junction Station;

Density

- g) Deliver high density development to the south of Willesden Junction Station and around the new Hythe Road Overground station
- h) Deliver a mix of densities, including high density, at other key destinations and routes including along Grand Union Street, Old Oak High Street and the Grand Union Canal;
- i) Be mindful of existing residential communities;
- j) Be mindful of existing heritage and ecological spaces such as the Grand Union Canal, St. Mary's Cemetery and Kensal Cemetery, and residential communities at Old Oak Lane, Scrubs Lane and Tubbs Road;
- k) Support the delivery of a network of unique and connected neighbourhoods;

Delivery

- l) Support the early redevelopment of the area;
- m) Safeguard the Powerday waste site (see policy EU4);

Transport

- n) Facilitate delivery of an enhanced Willesden Junction Station;
- o) Facilitate delivery of a new Overground station on the West London Line;

Streets

- p) Provide continuous access to the northern edge of the Grand Union Canal;
- q) Contribute to the delivery of Old Oak High Street;
- r) Provide better connections into Harlesden Town Centre;
- s) Deliver a new bridge over the West Coast Main Line connecting Willesden Junction to the core development area;
- t) Provide a new connection into Old Oak North from Scrubs Lane and enhance the existing Hythe Road entrance;
- u) Provide new and enhance existing connections over and/or under the North London Line, West London Line and Grand Union Canal;

Social infrastructure

- v) Deliver a health centre, community hub and a primary school and for these to be located to ensure they become focal points of the community;

Figure 30: Old Oak Park



Open spaces

- w) Celebrate the unique ecological and historic character of Grand Union Canal and associated nature reserve, and support it in becoming an accessible focal point for the area with appropriate cultural uses;
- x) Provide a fine grain form of development around the Canal in particular and a network of connected and varied open spaces, including spaces along the northern edge of the canal, arrival spaces outside of Willesden Junction and Hythe Road Stations as well as a good sized new residential park or parks;

Environment

- y) Overcome current surface water flooding issues experienced to the north of the West London Line;
- z) Facilitate the delivery of an energy centre;
 - aa) Carefully mitigate impacts of waste facilities on new and existing residential development; and
 - bb) Carefully mitigate impacts of existing rail uses.

JUSTIFICATION

4.30 Development proposals within Old Oak North will be expected to be residential-led contributing to the area's housing supply. Old Oak North is anticipated to form one of the earlier phases of development and the quality of place created here will play an important role in shaping the wider Old Oak area.

4.31 There is an opportunity to secure a range of catalyst uses including small, medium and large scale catalyst uses that would play a role in creating a vibrant place that attracts people to the area. Policy OSP5 (chapter 3) provides information relating to potential catalyst uses and could include cultural, sports, leisure, health and education uses.

4.32 Town centre uses should be focused along Old Oak High Street, Hythe Road Station, Willesden Junction Station and along the northern edge of the Grand Union Canal (see Old Oak High Street place).

4.33 OPDC will support proposals that deliver early 'meanwhile' uses and low-cost SME open workspaces that help businesses establish in the area quickly and will help to create a buzz. This has been done successfully in other big regeneration projects such as at Elephant and Castle and at the Olympics site.

4.34 Densities should be optimised close to the areas of highest transport access at Willesden Junction and the new London Overground station at Hythe Road. Densities should be lower and more sensitive in terms of their architectural treatment close to heritage assets and existing residential areas. At and around the Willesden Junction Station, high densities may be appropriate reflecting the good public transport access. However, there are sensitive areas in the surroundings and

therefore development will need to strike a balance between both of these contextual elements that achieves the highest standards of design and seeks to enhance relationships with the existing and new built environment.

4.35 The Grand Union Canal is a particularly sensitive location in the Old Oak North area. There may be opportunities for exceptionally designed taller elements at key destinations and focal points on the canal where these create visual interest. Development should be informed by the area's ecological and heritage qualities and special consideration must be given to the scale of new buildings and the use of materials along the canal edge.

4.36 There are not a significant amount of heritage buildings within the Old Oak North area; however, there may be some, such as the old Rolls Royce building, which is currently occupied by Cargiant as their head office. We would welcome stakeholders' input on whether or not any existing buildings should be retained, as part of a heritage led approach to regeneration (see Question QP2h below).

4.37 The challenges associated with delivering the new London Overground Stations should not be underestimated. At the time of writing this draft Local Plan, the proposed London Overground stations have only undergone initial feasibility work. Funding has now been secured to further progress the design and business case for these; however, currently there is no capital funding secured for the delivery of these stations. The final arrangements for these stations will be dependent on the outcome of this work.

4.38 New development provides opportunities to overcome the area's severance and connect Old Oak North into its surroundings. Delivering better connections to Harlesden Town

Centre will be particularly critical, so that this part of London can share in the benefits that the regeneration of the OPDC area will bring. The delivery of a new bridge over the West Coast Mainline, linking Old Oak North to Willesden Junction Station will be necessary, to unlock the full development potential of the area. There is an aspiration for this bridge to be vehicular, so as to improve connectivity and public transport access into the site from the surroundings. Creating a bus link between the heart of Old Oak and Willesden Junction would provide benefits in terms of bus accessibility, journey times and operational efficiency. However, it is recognised that a vehicular bridge could be challenging and further feasibility work should be undertaken to understand this further. At a minimum, this bridge would be a high quality pedestrian and cycle bridge.

4.39 Willesden Junction is a major interchange for north and west London providing Bakerloo line and London Overground services. Significant improvements to the station will be required to cater for development related trips generated by the Old Oak development and to act as a focus for development around Old Oak North. The station will need to offer improved interchange, improved accessibility, better connections with buses and high quality pedestrian and cycle links to the surrounding streets. Any proposed work in and around the station including links over rail lines will require liaison with the Network Rail Delivery and Operations team.

4.40 Development in Old Oak North should be supported by adequate open space. This should include a new park, which could be formed of one larger space or a series of good sized but smaller spaces across the area. With either approach, this space or spaces should provide for a range of leisure and recreation activities to meet the needs of a varied population. There should also be a series of new open spaces provided

along the Grand Union Canal. These could be a mix of hard and soft spaces and should help celebrate the canal as a focal point in Old Oak. New arrival spaces will also be required at both Willesden Junction and Hythe Road within Old Oak North the High Street will also play an upfront role in providing key open space and a focal point of social interaction. Further information is provided in policy P3.

4.41 Securing the delivery of social infrastructure is fundamental to delivering successful place making. A number of social infrastructure uses are identified to be delivered. In addition to these, Old Oak North may also be suitable for an all-through school.

4.42 There are significant surface water flooding issues to the north of the West London Line and development proposals in this area will need to identify ways to address this. Consideration should be given first and foremost to the utilisation of SuDS to minimise pooling.

4.43 OPDC's Decentralised Energy Strategy identifies the need for an energy centre in Old Oak North, to serve the needs of the earlier phases of development. This could be linked to the Powerday waste facility to generate energy from waste. As development phases come forward, this facility could subsequently be expanded to meet wider needs. Further work on energy supply will be carried out during 2016 and they will better inform the approach that should be taken onsite. More information is available on this approach in the Environment and Utilities Chapter.

4.44 Air quality and noise issues are generated by Powerday and from rail uses. New development will need to clearly demonstrate how design has successfully mitigated these issues. This will be critical in ensuring a high quality residential environment.

4.45 The indicative housing and jobs capacity for Old Oak South during the plan period is approximately 7,200 homes and 6,500 jobs. These figures include those for Old Oak High Street and Grand Union Canal places (where relevant). The figures are still in development and further work is needed to inform the quantum and phasing including:

- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/sunlight, building heights and scale and the design of the street network, public realm and open spaces;
- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

4.46 For the next stage of consultation on the draft Local Plan, there may be benefit from having more specific policies in Old Oak South, providing requirements for specific sites. Please see question QP2g.

Questions:

QP2a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP2b: Within Old Oak North should we identify a series of smaller scale neighbourhoods that could develop their own character?

QP2c: Are there other land uses, including catalyst uses, that could be supported in this place?

QP2d: Should the new park be provided as one large space or as a series of linked new spaces across Old Oak North?

QP2e: Should development provide a continuous walking and cycling route along the northern edge of the canal?

QP2f: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how could these be amended, while still ensuring that London Plan targets are achieved?

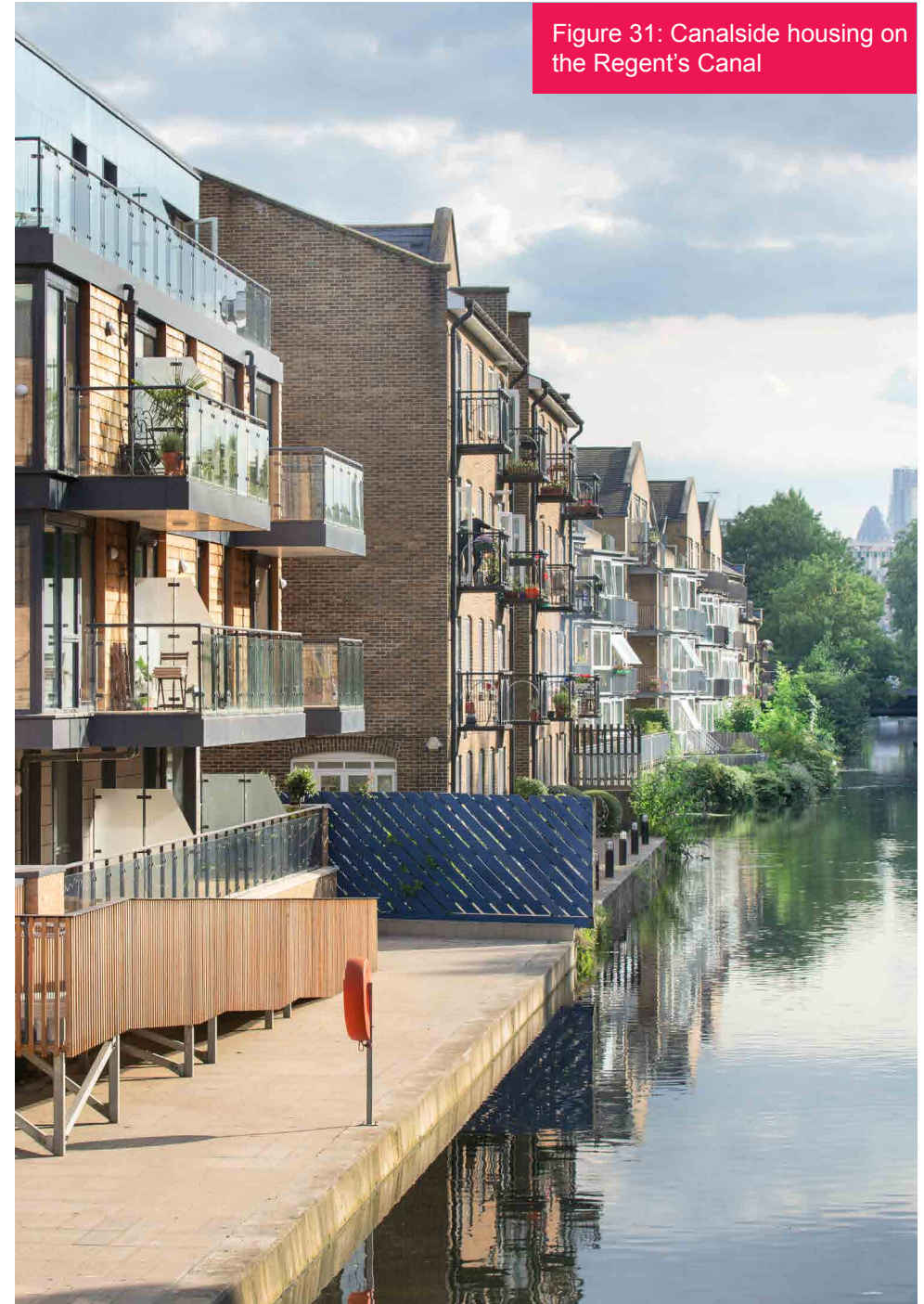
QP2g: Are there sites in Old Oak North that would benefit from site specific policies?

QP2h: Should any buildings in Old Oak North be retained as part of a heritage led approach to regeneration?

You can provide comments directly through:

opdc.commonplace.is

Figure 31: Canalside housing on the Regent's Canal



P3: Old Oak High Street

EXISTING CHARACTER

4.47 The proposed Old Oak High Street is approximately 1 km in length and runs across Old Oak North and Old Oak South. Starting at Old Oak Lane, existing land uses and infrastructure along its length include Willesden Junction Station, the West Coast Main Line, the European Metal Recycling (EMR) plant, light industrial units, railway lines servicing the London Overground, Cargiant, the Grand Union Canal, the canalside nature reserve, a Crossrail depot, railway operational land, Great Western Main Line and the Intercity Express Programme (IEP) Depot before meeting Wormwood Scrubs in the south.

4.48 The route of the High Street covers private sector and public sector land ownership and varies significantly in terms of its topography, starting at approximately 40 metres above ordnance datum (AOD) at Willesden Junction and falling to 20 metres AOD at Wormwood Scrubs.

VISION

4.49 The new high street will be a destination for residents, workers and visitors; a focal point for both existing and future communities and a place where Londoners will want to visit and spend time. The high street will provide a new artery through the heart of Old Oak, linking Harlesden in the north to Old Oak Common Station, Wormwood Scrubs and beyond to the south.

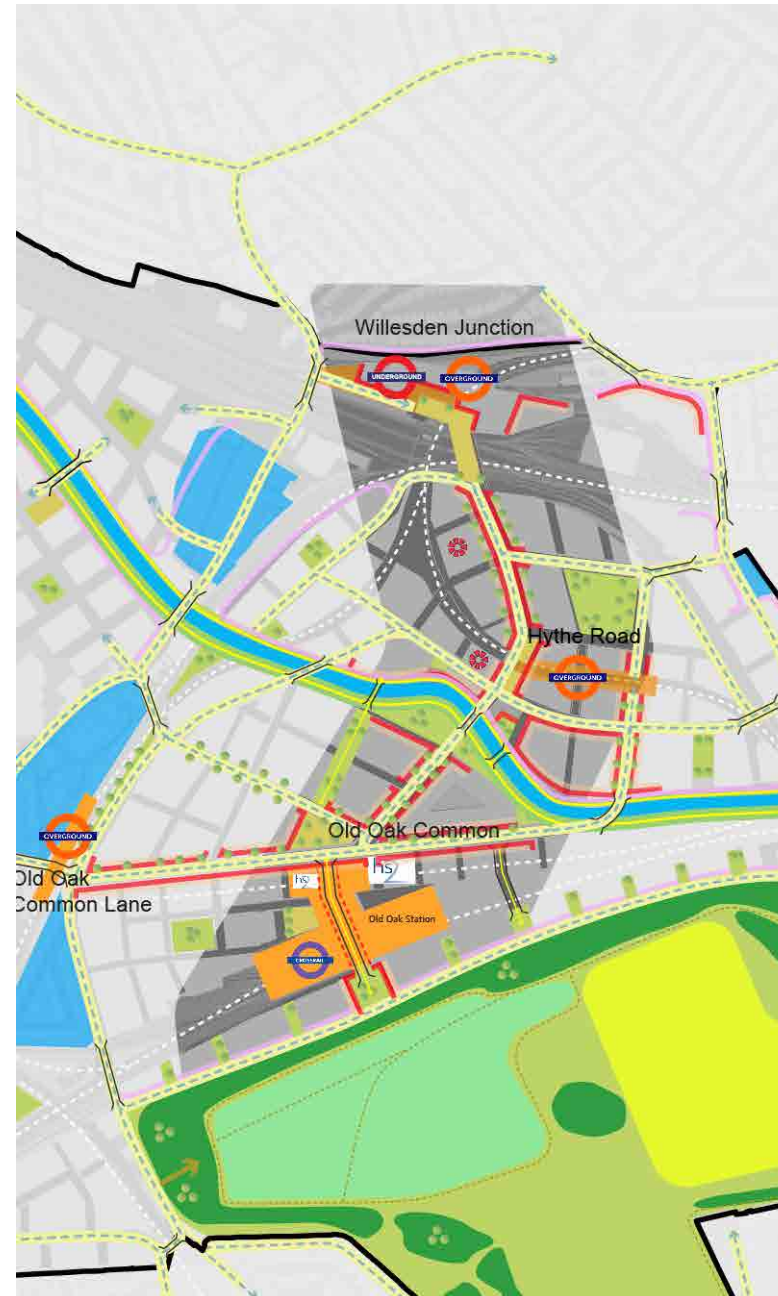
4.50 The high street and Old Oak Common Station will be designated as a new major town centre, providing a wide variety of town centre uses and supporting services. The High Street and around the station will host a wide variety of attractions and town centre uses that will draw people to the OPDC area from afar and will make the high street a key destination within this new part of London.

4.51 The character of the high street will change along its length. It will be commercially focused in Old Oak South, providing services for

the large number of employees, and will provide a mix of uses, including catalyst uses, and spaces in Old Oak North to support the area's future residential population.

4.52 The high street will be designed to the highest quality, with an exceptional public realm, incorporating the highest quality materials and green infrastructure. Whilst the character of the High Street may change along its length, but buildings fronting the High Street will be of an exemplary architectural quality and will celebrate key features and destinations along its length. The variation in levels along the High Street will create unique features and spaces that will play a defining role in shaping Old Oak's sense of place.

Figure 32: Old Oak High Street



- New and existing open green space
- Public civic spaces
- New and existing rail stations
- Existing residential area
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- Bridges and tunnels
- Trees
- ★ Potential catalyst for regeneration

PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) Provide a significant quantum of A-class uses as well as a range of catalyst uses including culture, sports, leisure, health and education uses, visitor accommodation and social infrastructure;
- b) Focus primary frontages along the High Street and around public transport hubs;
- c) Focus secondary frontages along Grand Union Street and the northern edge of the Grand Union Canal;
- d) Demonstrate how any small, medium and / or large scale catalyst uses support placemaking and where relevant mitigates impacts on surrounding area;
- e) Deliver uses that support three distinct character areas:
 - i. Old Oak Common Station and surroundings – where the focus should be on providing a mix of catalyst uses, comparison retail, larger format retail and uses to support those working in Old Oak South and interchanging in the station;
 - ii. The Grand Union Canal – where the focus should be on providing sports, culture and leisure uses and eating and drinking establishments; and
 - iii. North of the canal – where the focus should be on providing a mix of catalyst uses and typical high street uses such as convenience retail and social and community facilities.
- f) Provide residential uses on upper floors;

Density

- g) Recognise the High Street as a key destination with opportunities for high densities along its route, responding

to sensitive locations;

Delivery

- h) Support early delivery of the High Street;

Streets

- i) Provide legible connections to and from transport interchanges;
- j) Incorporate generous street widths that provides a high quality public realm, that is attractive for pedestrians and cyclists along its entire length;
- k) Create interest from the change in levels;
- l) Provide exemplary architecture that marks key destinations;

Open spaces

- m) Support the delivery of green infrastructure along its entire length;
- n) Support delivery of public open spaces at public transport hubs, by the canal, at Wormwood Scrubs, at other key destination points and integrated along its full length.

Figure 33: Old Oak High Street



JUSTIFICATION

4.53 Old Oak High Street will be a key artery within Old Oak, providing direct and legible connections between key transport and other destinations. It will join north to south. It will be a community focal point. As a consequence, the high street is anticipated to have a high footfall and is considered to be the most appropriate location to focus town centre uses. In recognition this, the draft Local Plan proposes that the High Street is designated as a potential new 'major' town centre (see policy TC2). At over 1km, the high street is long and in recognition of this and the changing character along its length, there will be opportunities for the predominant land use to change in response to this.

4.54 New development should achieve the highest quality design that will contribute to delivering an excellent and accessible public realm. The High Street should be, at a minimum, a through connection for pedestrians and cyclists with exemplar public realm to promote its use by these two modes. It may also be necessary for all, or parts, of the street to be vehicular, including public transport, servicing and private vehicle use. However, further transport and design work is needed to assess this in more detail. This would be encouraged where it would add to the street's sense of activity and does not detract from the environment for pedestrians and cyclists.

4.55 The High Street forms part of the 'green grid'. It is therefore expected that street widths are generous and incorporate the highest standards of design for the public realm. Along its length, open spaces and public squares should be provided to contribute to the open space network. It may also be feasible for open and civic spaces to be provided contiguously or continuously along its entire length to support the incorporation of green infrastructure including Sustainable

Drainage Systems (SuDS).

4.56 Building heights and massing on the high street should vary, respond to local character and context and should not create a wall of massing. Any development proposals will need to be sensitive to its surroundings such as Wormwood Scrubs, the Grand Union Canal, Kensal Cemetery and nearby existing residential areas.

4.57 The indicative housing and jobs capacity for Old Oak High Street is included within figures for Old Oak South and Old Oak North given the place's linear nature.

Questions:

QP3a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP3b: Are the three distinct characters we have identified for Old Oak High Street appropriate?

QP3c: Are there any other land uses we should be identifying as appropriate for Old Oak High Street?

You can provide comments directly through:

opdc.commonplace.is

Figure 34: Old Oak High Street from Willesden Junction Station



P4: Grand Union Canal

EXISTING CHARACTER

4.58 The Grand Union Canal within Old Oak and Park Royal is approximately 4.3 km long with a continuous tow path along its southern edge. It currently provides the only consistent east - west walking and cycling route through the area and provides a direct connection to central London. It is designated as a cycle Quietway, a site of Metropolitan Importance for Nature Conservation and a Conservation Area within Hammersmith and Fulham.

4.59 Today, the uses fronting onto the canal are industrial in nature providing limited passive surveillance on to the canal and limited access points. These elements have a negative impact on its use for walking, cycling and recreation.

4.60 The canal itself is home to a community of residential moorings and is currently not extensively used for transport or freight movement. Landownership falls within the public and private sectors with the Canal and River Trust owning a substantial portion of the existing tow path.

VISION

4.61 The Grand Union Canal will be one of the defining features of both Old Oak and Park Royal and will be a key place where people will visit, play and spend time.

4.62 The Grand Union Canal will be central to creating a new part of London in Old Oak and enhancing Park Royal as a thriving industrial area. Within Old Oak, new development along the canal will transform the character of the area. New development will reflect the area's heritage and help to create a fine grain built environment. High densities will be provided in certain locations such as key destinations and focal points, specifically at the junction with Old Oak High Street.

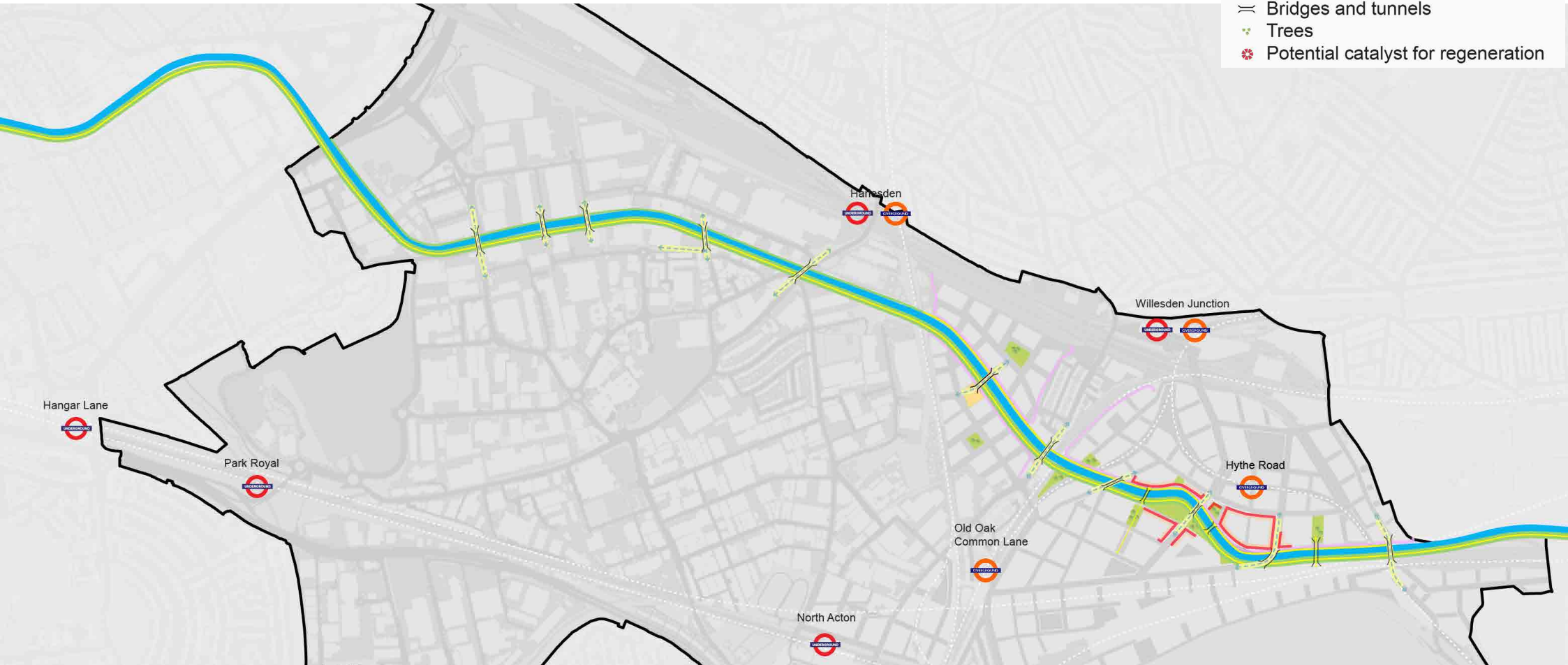
4.63 There will be a continuous walking and cycling routes on both sides in Old Oak and on the southern side in Park Royal. It will provide a safe and convenient walking and cycling route enabling people to access the length of Old Oak, Park Royal and beyond.

4.64 Development adjacent to the canal will provide high quality active frontages alongside providing level changes to deliver views and access points to the canal along both the north and south edges. New bridge crossings will support easier north / south movement while the canal itself will be promoted and used for the transport of people and freight.

4.65 Sitting beside the Grand Union Canal, a string of waterside spaces will complement the canal's historic character providing a mix of spaces for events, relaxation, socialising and the night time economy along busier stretches. Its ecological role will be enhanced and used to support the delivery of the green infrastructure network.

Figure 35: Grand Union Canal

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ⌘ Bridges and tunnels
- 🌳 Trees
- 🌸 Potential catalyst for regeneration



PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) deliver a mix of town centre uses with active frontages and activities at ground floor level within the Old Oak town centre. This should include a mix of cultural, sports, leisure, creative, eating and drinking uses;
- b) deliver commercial uses, and where possible residential with front doors on to the canal, providing good overlooking and passive surveillance at other locations;
- c) deliver housing, and employment uses in accessible locations, at ground floor level elsewhere along its length in Old Oak;
- d) deliver industrial uses and ancillary uses with good overlooking and passive surveillance at ground floor level in Park Royal;
- e) support the delivery of residential and visitor moorings in appropriate locations that do not adversely impact on the regeneration of the wider area or the navigational function of the canal;

Density

- f) recognise the Grand Union Canal's designation as a Conservation Area and an important ecological asset, and as such as a sensitive location. A mix of densities will be appropriate along the canal including lower and medium densities but with opportunities for some taller elements at key destinations where they generate a moment of interest;
- g) deliver a fine grain development along the canal edge,
- h) explore the potential to create a variety of character along the canal edge;

Heritage

- i) conserve and / or enhance the Grand Union Canal and its setting as a Conservation Area;

Transport

- j) support the delivery of new passenger and freight transport facilities in appropriate locations;
- k) utilise the Grand Union Canal for passenger and freight transport and leisure uses, taking into account any impact on biodiversity and drainage functions;

Streets

- l) contribute to the retention and improvement of the towpath on the southern side of the canal as a walking route and cycling QuietWay;
- m) contribute to and / or deliver a continuous new walking and cycling route along the northern canal edge within Old Oak;
- n) support the delivery of towpath lighting which doesn't negatively impact on local biodiversity;
- o) support the delivery of new bridges over the canal;
- p) ensure that existing communities within Park Royal can access and use the canal to connect into Old Oak;

Open spaces

- q) deliver and / or contribute to the delivery of new and improved canalside public open spaces including Grand Union Square;
- r) support the use of canal side spaces for events and activities;
- s) explore the opportunity to deliver new waterspaces including basins within Old Oak;

Figure 36: Grand Union Square



- t) improve the design, treatment and access to the nature reserve within Old Oak;

Environment

- u) deliver new and enhanced existing green and civic spaces that help to improve this important green infrastructure corridor;
- v) overcome current surface water flooding issues experienced along the canal's length.

Figure 37: Granary Square, Kings Cross



JUSTIFICATION

4.66 The Grand Union Canal is one of the defining features of Old Oak and Park Royal and provides significant opportunities to shape the regeneration of Old Oak and the enhancement of Park Royal. Its role and function will change along its length, reflecting the diverse range of uses and activities from the mixed use character of Old Oak to the industrial character of Park Royal. Drawing from examples at Battlebridge Basin (LB Islington), Brindleyplace (Birmingham), Kings Cross (LB Camden) and Hackney Wick (LB Hackney) these functions will help inform the development and improvement of character areas along its length. Moorings can also provide a role in activating the area and providing elements of low cost housing.

4.67 The Grand Union Canal is recognised as a sensitive location reflecting its designation as a Conservation Area within Old Oak. In light of this, the scale and density of development will be expected to more restrained than elsewhere, although there will be opportunities for taller elements at key destinations such as Grand Union Square where they help to create moments of interest.

4.68 To support greater use of the canal, active frontages should be focused around key destinations on the canal edge, particularly along its northern edge, with town centre uses at key destinations to provide passive surveillance. Improved walking and cycling infrastructure along both sides of the canal will create a more inviting linear route linking new public open spaces and water based activities. To support access to the canal and north and south movement, development will need to coordinate the delivery of new routes and support the delivery of new bridge crossings. In delivering these elements engagement with stakeholders including the Canal and River Trust should be undertaken.

4.69 The canal is also a vital asset in securing sustainable transport patterns for construction, waste and passenger transport. The expansion and intensification of Park Royal will contribute to increasing the potential for water transport that will require new and improved wharf facilities and therefore working with Transport for London and water freight companies to maximise these potential opportunities will be important.

4.70 Development sites close to the canalside provide excellent opportunities for a range of canalside public open spaces. These spaces provide opportunities for social interaction, relaxation, event space and informal sports. These spaces provide a key element in the green grid. If deliverable, new waterspaces could also be incorporated within new development to strengthen the character of the canal and further bring elements of water into the regeneration area.

4.71 The designation of the canal as a Nature Conservation Area will also require development to deliver new green infrastructure to this important green corridor that forms an integral part of OPDC's green infrastructure network.

4.72 The indicative housing and jobs capacity for the Grand Union Canal is included within figures for Old Oak South and Old Oak North given the place's linear nature.

Questions:

QP4a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP4b: Along the Grand Union Canal should the Local Plan identify a series of smaller scale neighbourhoods that could develop their own character?

QP4c: Are there other land uses that should be supported in this place?

QP4d: Could development along the canal edge achieve higher densities than suggested in the policy whilst still being designed to protect and / or enhance the area's conservation area designation?

You can provide comments directly through:

opdc.commonplace.is

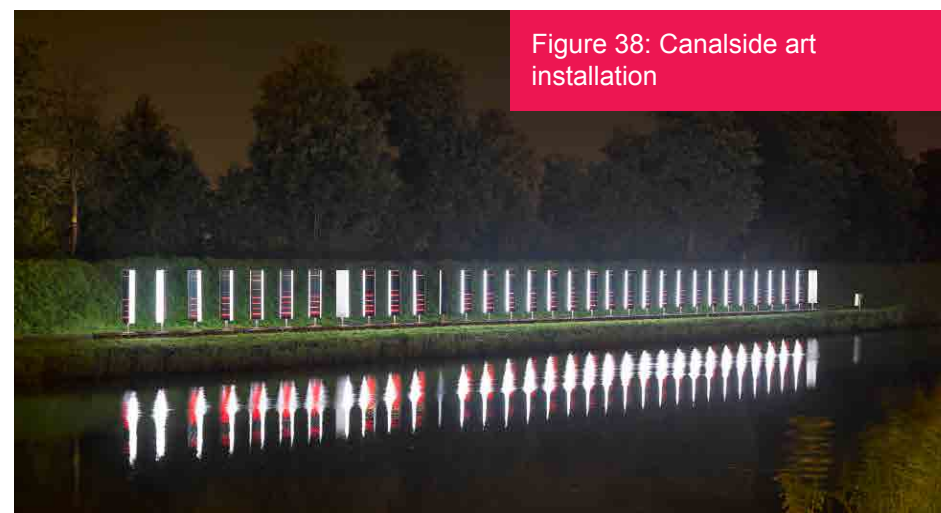


Figure 38: Canalside art installation

P5: Park Royal

EXISTING CHARACTER

4.73 Park Royal is one of Europe's largest and most successful industrial estates providing vital services for the capital and further afield. The industrial estate is comprised of a variety of industrial and warehousing typologies and is protected by the London Plan Strategic Industrial Location (SIL) designation. There are approximately 1,500 business units employing an estimated 36,000 people.

4.74 A Gypsies and Travellers site is located in the east of the area. At the western edge, the former Twyford Tip site benefits from an implemented planning permission. Park Royal also includes the following locations outside of the SIL designation:

- First Central – office, housing and public open space located in the north west of Park Royal;
- Wesley Estate and playing fields – existing housing and public open space located in the east of Park Royal;
- Acton cemetery – public open space; and
- Park Royal neighbourhood centre – Central Middlesex Hospital, specialist housing, town centre uses and non-industrial employment uses located in the centre of Park Royal.

4.75 The area is structured on a street network that reflects its varied and continually evolving pattern of growth and redevelopment. It suffers from high levels of road congestion generated by the area's industrial functions, movement network and reliance on private vehicular transport to get to work. The public realm is dominated in many places by parking and poor quality public realm with limited active frontages.

4.76 There are existing issues relating to utilities infrastructure that will continue to impact on the functioning of the area if not addressed in the short-term.

4.77 Land ownership is complex and largely in private ownership with the exception of Central Middlesex Hospital which is owned by the London North West Healthcare NHS Trust.

VISION

4.78 Park Royal will continue to grow, evolve and intensify to accommodate 10,000 additional jobs and to strengthen its position as a global leading location for industrial and economic innovation that actively supports London's economy.

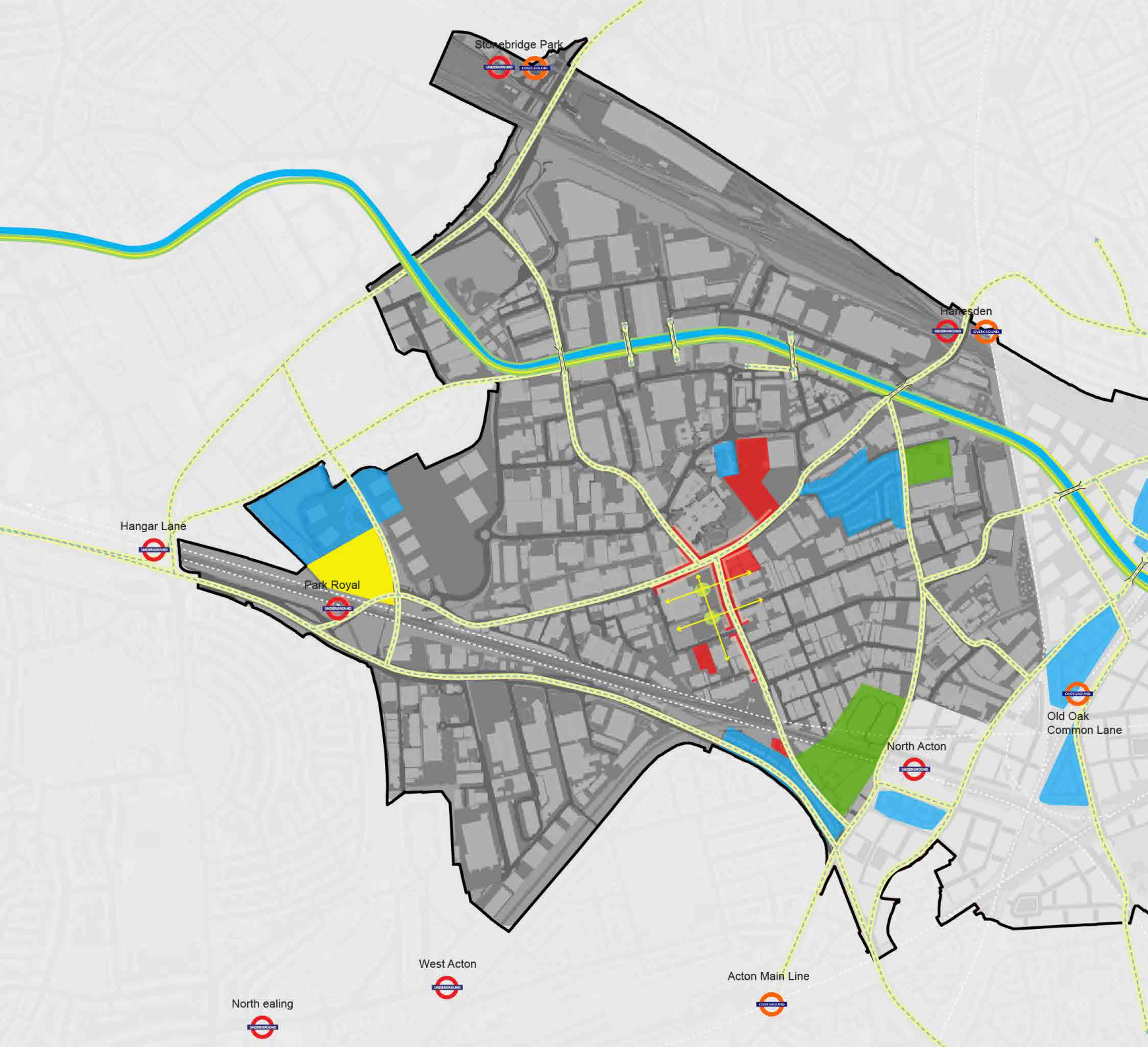
4.79 Supported by resilient and innovative physical and green infrastructure, the area will continue to be home to an array of diverse industries and a strong business community, where innovation and start-up businesses can develop and thrive.

4.80 Transport improvements and the use of emerging transport modes, will support businesses in efficiently delivering services and goods while new and improved business services will support the functioning of the area.

4.81 The design of industrial buildings will likely have changed, responding to the need for making optimum use of existing land, as values rise and new technologies support structural change.

4.82 The residential pockets and open spaces will be better connected by safe and inviting routes to allow existing and future residents in these areas to access the range of new services available in Old Oak.

Figure 39: Park Royal



- New and existing open green space
- Public civic spaces
- Existing residential area
- Possible SIL extension
- Mixed use site
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges

PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) deliver broad industrial type uses and within SIL;
- b) support shared business facilities and services;
- c) support the relocation of existing businesses from Old Oak;
- d) deliver workspace for small and micro businesses that require relatively lower amounts of floorspace near to stations;
- e) deliver mixed use development on the First Central site including non-industrial employment and housing that provides walking, cycling and public transport access to Park Royal London Underground Station;

Density

- f) intensify the use of sites within SIL by requiring proposals to demonstrate how they are maximising the use of sites, including the provision of smaller units, to support greater industrial employment densities;
- g) deliver housing densities on the First Central site that are mindful of the surrounding context;

Heritage

- h) conserve and / or enhance the Brent Viaduct and any proposed designated heritage assets and their settings;

Delivery

- i) safeguard the Twyford Waste Transfer Station site (see policy EU4);

- j) contribute to addressing utilities infrastructure issues;

Transport

- k) support improved frequency, capacity and connectivity in the local bus network to stations, Old Oak, the Park Royal Centre and across the area to reduce the reliance on commuting by private vehicles;
- l) Support improvements to the highway network to address congestion on local and strategic roads;
- m) Encourage the use of the canal for transport and freight movement;
- n) Support the important role that servicing, freight and delivery vehicles play for local businesses;

Streets

- o) support the delivery of cycling and walking infrastructure, including parking and improved routes to Old Oak, the Grand Union Canal, stations and other key destinations outside of Park Royal;
- p) deliver improved walking and cycling routes from the Wesley Estate to the Grand Union Canal and beyond to Old Oak;
- q) contribute to addressing traffic congestion generated by on-street parking and freight movement;
- r) contribute to addressing severance caused by the A40 and A406;
- s) contribute to improving the public realm and street greening to support industrial functions and the character of the Wesley Estate;
- t) utilise a coordinated palette of high quality durable materials and street furniture within the public realm;

Figure 40: An enhanced Park Royal



Open spaces

- u) celebrate the unique character of the Grand Union Canal and the towpath to support it in becoming an accessible focal point for the area;
- v) Provide a network of new and improved connected and varied public open spaces, including spaces along the canal, Wesley Play Fields, First Central and across the industrial area;

Environment

- w) enhance existing biodiversity assets along railway corridors, within the First Central Site, the Grand Union Canal, existing public open spaces and at the junction of Abbey Road and Premier Park Road;
- x) Overcome current surface water flooding issues experienced across Park Royal and specifically within areas adjacent to the A406.



Figure 41: Local business in Park Royal



Figure 42: Employees in Park Royal

JUSTIFICATION

4.83 To support the functioning of the industrial areas of Park Royal, only uses defined as broad industrial type uses will be supported within SIL. These are defined in the London Plan.

4.84 Policies for employment uses for both Park Royal and the Park Royal Centre are provided in the Employment Chapter. These provides guidance for:

- supporting the delivery of affordable, temporary and open workspaces;
- protecting and expanding the Park Royal Strategic Industrial Location designation; and
- intensifying the use of land to deliver more workspace.

4.85 Proposed new sites to be included in SIL are shown in figure 88.

4.86 Park Royal has a rich industrial heritage which should also be reflected in the character of development. OPDC is developing a Heritage and Views Study for Old Oak and Park Royal to inform the designation of locally significant heritage assets specifically within Park Royal. OPDC will work with Historic England in implementing the outputs of the Study to inform the next version of the draft Local Plan.

4.87 The West London Waste Plan allocates Twyford Waste Transfer Station as a waste transfer station and having the potential for redevelopment. Policy EU4 continues to safeguard the site in accordance with the West London Waste Plan.

4.88 Park Royal currently experiences capacity and delivery issues in relation to utilities and digital communications infrastructure. To support OPDC's aspirations to address these issues, proposals will be supported where they seek to

address existing and future capacity issues and where they demonstrate positive engagement with utilities providers and stakeholders.

4.89 First Central's location near to Park Royal London Underground Station and outside of the SIL designation enables it to include housing subject to the mitigation of any impact on the functioning of the SIL. Housing will be supported where it enables the delivery of significant access to public transport, provides spaces for small and micro businesses and supports improved connections to Park Royal Centre. As part of this draft Local Plan, OPDC are also seeking the views on whether there are other sites that could also be identified for housing and contribute to OPDC's homes targets (please see Question QH2d).

4.90 The public realm of industrial areas should support its functioning through the use of durable and robust materials while reflecting the character to support the creation of a sense of place. Improvements to the public realm should seek to improve safety and the perception of safety alongside well-being, cycling and public transport with the aim of reducing the over reliance on private vehicles for commuting. This will help to release space across the area to accommodate the growing servicing needs of businesses in the area The Wesley Playing Fields offer a valuable green space within the north of Park Royal and should be improved where appropriate. Specifically, the creation of an improved walking and cycling route to the Grand Union Canal should be explored to improve local accessibility. Development should also contribute to the delivery of smaller public open spaces across the industrial area to provide locations for residents and employees to deliver a high quality environment.

4.91 Park Royal currently suffers from traffic congestion

caused by a range of factors including use of private vehicles for personal transport, on-street parking and highways design. The A40 and A406 strategic roads also create barriers that prevent easy north and south movement for walking and cycling which need to be addressed to help connect adjacent communities and enable access to services and employment.

4.92 It is envisaged that further detailed guidance for Park Royal will be provided within a Park Royal Supplementary Planning Document.

4.93 The combined indicative housing and jobs capacity for Park Royal and Park Royal Centre during the plan period is approximately 1,500 homes and 4,500 jobs. These figures do not include those for High Speed 2 construction sites in Old Oak West when considered in relation to the London Plan indicative 10,000 jobs employment capacity figure for Park Royal. The figures are still in development and further work is needed to inform the quantum and phasing including:

- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/sunlight, building heights and scale and the design of the street network, public realm and open spaces;
- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

Questions:

QP5a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP5b: Within Park Royal should the Local Plan identify a series of smaller scale places that could develop their own character? If so, where might there be areas within Park Royal that have their own character?

QP5c: Are there particular SIL compliant land uses that should be promoted in this place?

QP5d: Do you agree with the proposed modifications to the SIL within Park Royal?

QP5e: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how should these be amended, while still ensuring that London Plan targets are achieved?

You can provide comments directly through:

opdc.commonplace.is

Figure 43: Prop warehousing



P6: Park Royal Centre

EXISTING CHARACTER

4.94 Park Royal Centre sits at the heart of Park Royal and is surrounded by the Strategic Industrial Location (SIL) designation. The southern portion is currently designated as a neighbourhood centre by the London Borough of Ealing. The area currently lacks a defined character and its environment is dominated by the road network focused on the junction, which suffers from traffic congestion.

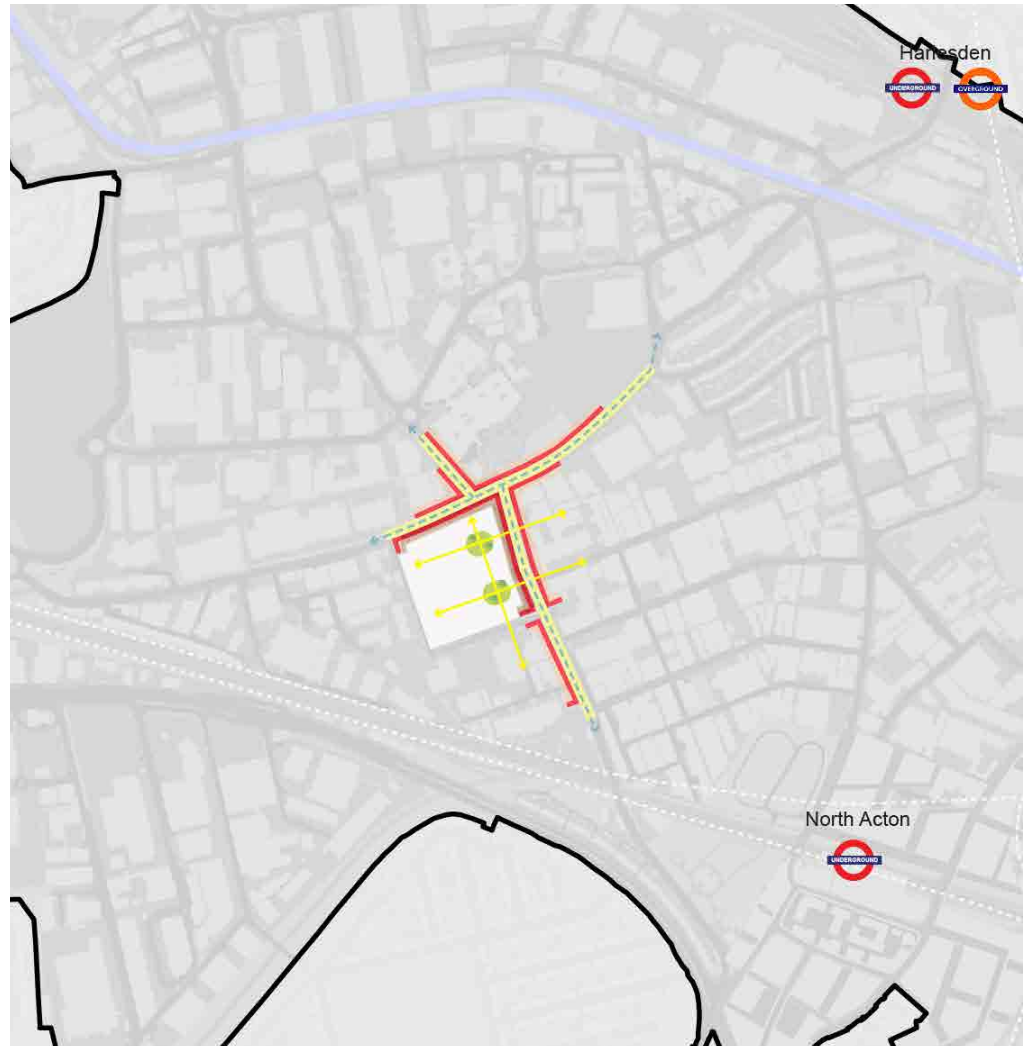
4.95 These streets are framed by a range of inactive building frontages and parking that creates a poor quality public realm. The existing services are dispersed within the area which weakens its role as a centre for business services. The majority of the area comprises the ASDA supermarket and the Central Middlesex Hospital. There are a range of local services that provides a much needed facilities for local residents and businesses.

VISION

4.96 Park Royal Centre will be enhanced to provide a range of local services and amenities to support the Park Royal area, including shops, hotels and other business services. There is an opportunity for it to be an identifiable centre and a focal point for local businesses that offers local services for businesses and employees. The public realm will be improved and benefit from new public open spaces alongside active street frontages.

Figure 44: Park Royal Centre

- New and existing amenity space
- Public civic spaces
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ≡ Bridges and tunnels
- Trees



PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) deliver broad industrial type uses within existing SIL;
- b) deliver affordable 'open workspaces' for micro, small and medium businesses;
- c) deliver shared services that support business functions of wider Park Royal;
- d) contribute to the delivery of approximately 5,000 sqm of A class uses that are focused on convenience retail and services in a range of sizes that support the local business and existing residential and medical communities;
- e) deliver small scale 'walk-to' edge of centre uses along Acton Lane, Park Royal Road, Abbey Road and Coronation Road;
- f) support the functioning of the Central Middlesex Hospital;

Density

- g) intensify the use of sites by requiring proposals to demonstrate how they are optimising the use of sites with appropriate land uses to support greater employment densities and delivery of town centre uses;
- h) improve legibility to the surrounding businesses and destinations including stations, the Grand Union Canal and public open spaces;

Transport

- i) support improved frequency, capacity and connectivity in the local bus network to stations, Old Oak and the wider area;
- j) support improvements to the highway network to address

congestion on Acton Lane, Park Royal Road, Abbey Road and Coronation Road;

Streets

- k) Create a sense of place with improved walking and cycling usage with well-defined streets and spaces;
- l) deliver active frontages;
- m) contribute to and / or deliver high quality durable public realm;

Open spaces

- n) contribute to and / or deliver new public open spaces near to the junction of the four main streets;

Environment

- o) Overcome current surface water flooding issues experienced along Acton Lane, Abbey Road and Coronation Road.

JUSTIFICATION

4.97 Park Royal Centre is surrounded by, and includes portions of, sites designated as Strategic Industrial Location.

4.98 Policies for employment uses for both Park Royal and the Park Royal Centre are provided in the Employment Chapter. These provides guidance for:

- supporting the delivery of affordable, temporary and open workspaces;
- protecting and expanding the Park Royal Strategic Industrial Location designation; and
- intensifying the use of land for delivering more workspace.

4.99 Proposed new sites to be included in SIL are shown in figure 88.

4.100 OPDC is amending the designation of the neighbourhood centre to define the role and function of the centre in light the wider regeneration of Old Oak and Park Royal.

4.101 The Park Royal Centre should provide facilities to support the wider Park Royal. This is likely to result in a quantitative need for an additional gross 5,000sqm of A-class floorspace in Park Royal Centre. Currently, the centre includes a large ASDA superstore and a number of smaller services including banks, sandwich shops and cafes. Within the designated centre, proposals will be supported that further enhance the range of services provided that supports those living and working in Park Royal. Specifically for the business community this may include elements of the evening and night time economy. A range of town centre uses will be supported in the centre, including hotels and business services where a demand is demonstrated. Edge of centre uses will be supported where there is an identified need and should be focused along the

main thoroughfares into the centre - Acton Lane, Park Royal Road and Abbey Road. Proposals that have a negative impact on the functioning of the SIL will be resisted.

4.102 Intensification may include increasing building height and massing that will help to improve legibility within Park Royal.

4.103 There is likely to be a growing demand for flexible, affordable 'open workspaces' designed to support SME and micro businesses which will help to bring more people to the centre and drive the demand for additional business services. Alongside these non-traditional types of workspace, there will be an opportunity for the centre to deliver shared business support facilities such as meeting spaces, conference facilities and business orientated eating and drinking uses.

4.104 Park Royal Centre currently lacks a defined character. Its environment is dominated by the road network and framed by a range of inactive building frontages and parking that creates a poor quality public realm. Proposals that better frame the centre, provide active frontages and enhance the public realm will be supported.

4.105 In seeking to improve and create a sense of place in the centre, there is an opportunity to deliver new public open space that is well integrated within the wider public realm and whose functions responds to the surrounding character.

4.106 The four mains streets that meet in the centre suffer from traffic congestion. As such, uses that do not generate high levels of private vehicle commuting will be supported. To support this, OPDC will work with stakeholders to deliver new bus and emerging transport mode services. Through new development and improvements to the highway network, these

bus network in conjunction with highway improvements across Park Royal.

4.107 The combined indicative housing and jobs capacity for Park Royal and Park Royal Centre during the plan period is approximately 1,500 homes and 4,500 jobs. These figures do not include those for High Speed 2 construction sites in Old Oak West when considered in relation to the London Plan indicative 10,000 jobs employment capacity figure for Park Royal. The figures are still in development and further work is needed to inform the quantum and phasing including:

- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/sunlight, building heights and scale and the design of the street network, public realm and open spaces;
- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

Questions:

QP6a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP6b: Park Royal Centre may not be an appropriate location for new housing given the surrounding SIL designation and the potential impact new housing could have on the functioning of the SIL. Should the Local Plan be specific in prohibiting new housing within this area?

QP6c: Are there other land uses that should be supported in this place?

QP6d: Do you agree with the proposed modifications to the SIL within the Park Royal Centre?

QP6e: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how should these be amended, while still ensuring that London Plan targets are achieved?

You can provide comments directly through:

opdc.commonplace.is

Figure 45: ASDA in Park Royal Centre



P7: North Acton

EXISTING CHARACTER

4.108 The area is approximately 33 hectares in size and includes areas south of North Acton Central Line Station and the site immediately north of the Central Line, the referred to as the 'sword site'. The sword site currently has a mix of industrial and warehousing uses and is due to be cleared as part of High Speed 2 construction works.

4.109 North Acton Cemetery is immediately to the west with access provided from Chase Road and Park Royal Road. The A40 bounds the area to the south with busy road junctions at Savoy Circus and where the A40 meets Victoria Road and Wales Farm Road. Beyond this is West Acton, an established residential area comprised of interwar housing. To the east is a collection of interwar and late twentieth century housing.

4.110 The regeneration of this area is already underway with the London Borough of Ealing having led this regeneration for the past ten years. Existing and planned developments include residential, significant amounts of student housing and retail uses which are expected to be joined by the development of employment uses and hotels either side of Portal Way. A new public square is currently being delivered by the London Borough of

Ealing immediately south of North Acton station.

4.111 The design and layout of the existing road gyratory and public realm are currently uncoordinated and does not support deliver a high quality walking and cycling movement network.

4.112 West of Victoria Road is the Victoria Industrial Estate and Perfume Factory site. The latter is expected to be redeveloped as a residential-led mixed use development in the near future.

VISION

4.113 Future development at North Acton will continue to progress in a comparable manner to the recent regeneration in this area, providing substantial numbers of new homes and jobs and reinforcing North Acton's new designation as a neighbourhood town centre.

4.114 New and improved connections to Old Oak Common Station and the core development area will ensure that North Acton is integrated into the wider regeneration area. New development will deliver a mixture of new public and private open spaces. North Acton station will be upgraded to increase its capacity and access arrangements.

Figure 46: North Acton

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ≡ Bridges and tunnels
- 🌳 Trees
- 🌸 Potential catalyst for regeneration



PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) Demonstrate how any small, medium and / or large scale catalyst uses support placemaking and where relevant mitigates impacts on surrounding area;
- b) provide a mix of small-scale retail, leisure, community uses and eating and drinking establishments to serve local needs, focused close to North Acton station;
- c) deliver residential uses;
- d) deliver employment workspace for a range of businesses including flexible and affordable 'open workspaces' for SME and micro businesses;
- e) support the delivery of new education uses and community infrastructure;
- f) provide visitor accommodation close to North Acton station;

Density

- g) be high density in areas of high public transport access; such as close to North Acton station and on the 'sword' site; and
- h) be lower density in more sensitive locations close to existing residential areas and areas of open space;

Delivery

- i) bring forward the early development of the area;

Transport

- j) seek to address issues created by the existing gyratory;

- k) provide significant contributions towards and facilitates the delivery of improvements to North Acton station;
- l) provide improvements to the public realm and walking and cycling network, and in particular on the one-way system along Victoria Road and Wales Farm Road;

Streets

- m) provide active frontages in areas close to North Acton Station and along main streets;
- n) facilitate new and / or improved walking and cycling connections across the A40 to West Acton;
- o) support the delivery of Grand Union Street, connecting North Acton to the Old Oak area;

Social infrastructure

- p) Contribute to the delivery of a health centre;

Open spaces

- q) Contribute to and / or deliver a new public civic square to the north and south of North Acton station;
- r) support the delivery of new high quality public, communal and private open space.

JUSTIFICATION

4.115 North Acton has experienced major redevelopment in recent years and current indications show that this pace of regeneration and renewal is likely to continue with opportunities for growth across the wider area.

4.116 In the last 5 years an additional 2,000 homes and 1,200 student homes have been built in the area and these proposals have been supported by ancillary town centre uses including convenience retail, eating and drinking establishments and leisure facilities. North Acton will see continued growth during the Local Plan period. OPDC is developing evidence base to further explore what the capacity of North Acton to accommodate new homes and jobs might be.

4.117 It is proposed to designate North Acton as a Neighbourhood Centre to provide a range of town centre uses to meet local need. Town centre uses should be focused on serving the local needs of the population in North Acton, providing convenience retail, eating and drinking establishments and catalyst culture, sports and leisure facilities. Further information relating to catalyst uses is found in OSP5 (chapter 3). Views are sought on the proposed boundary for this new centre (see Question



Figure 47: Cycling & walking tunnel in Amsterdam

QP7e below).

4.118 As North Acton's population grows, so will the level of ancillary services and town centre uses it requires. The existing and future population is likely to give rise to a quantitative need for approximately 5,000sqm of gross A-class floorspace. North Acton Neighbourhood Centre will be capable of accommodating some of this growth but it will be necessary for new edge of centre sites to bring forward town centre uses once the capacity of sites in the existing centre have been exhausted. Edge of centre town centre uses should be focused in areas anticipating high levels of footfall, in particular, along routes connecting North Acton to the Old Oak area.

4.119 North Acton has two existing hotels and is a popular location for visitors to stay. Proposals for additional visitor accommodation will be supported in areas of high public transport accessibility and where the proposals do not result in increased pressure on the highway network (see policies TC6 and T6). Residential uses on upper floors will also be supported in the centre to add vibrancy and vitality to the centre.

4.120 North Acton currently suffers from a poor quality public realm. New eating and drinking establishments from recent schemes in North Acton have started to improve the public realm and add more vibrancy and vitality to the area's streets. Proposals for town centre uses should continue to improve this vitality and vibrancy, by providing active uses at ground floor levels and where feasible, providing outdoor activities that activate the public realm. New and improved walking and cycling connections to West Acton are needed to help integrate development with the wider area.

4.121 Proposals should provide a range of flexible workspace typologies in North Acton for B1 uses which do not negatively impact on residential amenity and deliver active frontages. North Acton has the potential to deliver new flexible and affordable workspace for a range of employment uses to support the creation of new jobs and to contribute to the sense of place and activation in the local area.

4.122 North Acton station improvements should include step free access, a new access from the north, improved entrances and ticket hall, a new footbridge, new stairs and lift access to accommodate the predicted increase in passenger numbers. A study is underway looking into potential options for improvement and the potential for over station development. This study can be found as a supporting evidence document to this draft Local Plan.

4.123 North Acton currently lacks public open space. A new civic square is currently being delivered south of North Acton Station and there is an expectation that this may be amended in light of improvements to the station alongside delivering an additional square to the north. New development will need to deliver high quality new public, communal and private open space and will also need to demonstrate how it is contributing to a joined up network of public open spaces.

4.124 Securing the delivery of social infrastructure is fundamental to delivering successful place making. A health centre is identified to be delivered. In addition to this, North Acton may also be suitable for an all-through school.

4.125 In recent years there has been significant amounts of new student accommodation built and/or permitted with additional proposals currently in the process. Within North Acton, it will be important to secure a broader mix of residential types.

Given the amounts of student accommodation delivered, this may represent an over concentration.

4.126 The indicative housing and jobs capacity for North Acton during the plan period is approximately 4,300 homes and 4,000 jobs. These figures are still in development and further work is needed to inform the quantum and phasing including:

- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/sunlight, building heights and scale and the design of the street network, public realm and open spaces;
- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

Questions:

QP7a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP7b: Are there other land uses that should be supported in this place?

QP7c: Policy H10a)v in the Housing Chapter states that proposals for student accommodation will not be supported where it would result in an over concentration. Do you consider that North Acton currently has an over concentration of student accommodation? Could there be benefits in restricting additional student accommodation here to deliver a mixed and balanced community?

QP7d: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how should these be amended, while still ensuring that London Plan targets are achieved?

QP7e: What might the boundary be for the newly designated North Acton Neighbourhood Centre?

You can provide comments directly through:

opdc.commonplace.is



Figure 48: North Acton

P8: Scrubs Lane

EXISTING CHARACTER

4.127 Scrubs Lane is approximately 1.6km long. It crosses from north to south the West Coast Main Line, the Grand Union Canal and the Great Western Main Line. It is a key connector road between Harlesden and White City. Heavily used by vehicles, the street provides a poor walking and cycling experience.

4.128 To the north of the canal, Scrubs Lane is fronted by employment uses and car parking with the former Cumberland Park Factory (currently proposed to be a Conservation Area in light of the buildings' special historic interest) leading onto residential Victorian terraces. The former Cumberland Park Factory provides the opportunity to inform new development's character on Scrubs Lane. To the south, there are a mix of heavier industrial uses, including a waste management facility and a tyre factory on the north edge of the Grand Union Canal with industrial and rail sheds immediately to the south.

4.129 The sole eastern access point into Old Oak North is located opposite the former Cumberland Park Factory.

4.130 The area north of the canal is bounded

by St. Mary's Cemetery and Conservation Area to the east, railway lines servicing the London Overground to the west and the Grand Union Canal Conservation Area to the south.

4.131 To the south of the canal, the North Pole Depot, Mitre Bridge Industrial Park and Little Wormwood Scrubs sit to the east of the road with Wormwood Scrubs on the western side for the remainder of the road.

VISION

4.132 Scrubs Lane will be transformed into a pleasant street, respectful of surrounding heritage assets with a high quality public realm. New residential-led development, sitting alongside the retained heritage buildings of the former Cumberland Park Factory will offer a mix of employment and community spaces to provide workspaces for current and future businesses. New development will provide high levels of overlooking onto the street with passive surveillance and active frontages at lower levels. This will include commercial space, access to residential and small amounts of

retail and community use.

4.133 New and improved connections into Old Oak North, Wormwood Scrubs, Little Wormwood Scrubs, St. Mary's Cemetery to Grand Union Canal and Kensal Canalside will improve the area's connectivity and accessibility.

4.134 Development will be designed to respond to heritage assets, their setting and existing residential communities. New buildings on the eastern edge of Scrubs Lane will be mindful for the surrounding heritage context, responding sensitively in their design and management.

Figure 49: Scrubs Lane



- New and existing amenity space
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ⌋ Bridges and tunnels
- Trees

PREFERRED POLICY OPTION

New development will be required to:

Land uses

- a) deliver a range of flexible workspace typologies for:
 - i. B1 uses as part of new mixed use developments with housing on upper floors;
 - ii. B1 uses within the Cumberland Park Factory for micro and SMEs; and
 - iii. B1(b) and B1(c) uses with housing on upper floors at locations adjacent to railways servicing the London Overground and the West Coast Main Line.
- b) deliver a mix of housing including well designed access to residential above ground floors;
- c) deliver small amounts of local convenience retail and community uses;

Density

- d) recognise the areas adjacent to St. Mary's Conservation Area, Wormwood Scrubs, Little Wormwood Scrubs and the Grand Union Canal Conservation Area as sensitive locations suitable for lower and medium densities;
- e) recognise the areas north of the canal and on the western side of Scrubs Lane as having opportunities for high and medium densities;
- f) recognise that there will be opportunities for taller elements on Scrubs Lane where they achieve highest standards of design, are mindful of the surrounding context and deliver a coordinated approach to placemaking;

Heritage

- g) conserve and / or enhance the proposed Cumberland Park Factory and existing St. Mary's Cemetery, Kensal Green Cemetery and Grand Union Canal Conservation Areas and their setting;

Streets

- h) contribute to and / or deliver new and improved walking and cycling routes to the Grand Union Canal, St. Mary's Cemetery, Wormwood Scrubs, Little Wormwood Scrubs and the North Pole depot;
- i) contribute to and / or deliver two new vehicular routes into Old Oak North;
- j) contribute to and / or deliver new and improved high quality coordinated public realm and street greening;
- k) support highways improvements,
- l) deliver a continuous cycle route along the length of Scrubs Lane;
- m) support any required improvements to the Mitre Bridge and West London Line Bridge;
- n) improve access to Wormwood Scrubs and Little Wormwood Scrubs from Scrubs Lane;

Environment

- o) Overcome current surface water flooding issues experienced to the north of the Grand Union Canal.

JUSTIFICATION

4.135 Development along Scrubs Lane should contribute to the creation a mixed-used area informed by surrounding heritage assets. The continued use of Cumberland Park Factory for micro, small and medium enterprises (SME) will be supported. Other locations along Scrubs Lane will be suitable for a mix of employment, housing and other uses including small amounts of retail and community uses. For locations adjacent to railway infrastructure, research and development and light industry uses could provide a useful buffer to mitigate impacts on residential amenity. Opportunities for delivering affordable open workspace for innovative SMEs, with stakeholders such as Imperial College, will be supported and will play a role in informing the sense of place. In the early years, lower level units may need to be flexibly designed to mitigate the existing environment.

4.136 Scrubs Lane is within the setting of St. Mary's Conservation Area and other designated heritage assets within Kensal Green Cemetery and includes an element of the Grand Union Canal Conservation Area. Alongside this draft Local Plan, OPDC is consulting on the proposed designation of a Conservation Area for the former Cumberland Park Factory (69 to 91 Scrubs Lane). These properties are currently used for a range of employment uses and have the potential to continue to provide employment floorspace in buildings that positively contribute to local placemaking through their heritage value. In light of these existing and proposed heritage assets and their setting, development should respond sensitively in scale and density while recognising that sites west of Scrubs Lane should also respond to the changing scale and context within Old Oak to the west. Public realm improvements should also reflect the historic character and special interest of these assets.

4.137 Scrubs Lane is currently a harsh environment generated by traffic and a lack of enclosure created by incomplete street frontages. A significant amount of traffic is generated by the waste sites located on Scrubs Lane and in Old Oak North. Following the regeneration of Old Oak, these activities will no longer negatively impact on the area's environment. To support the delivery of active frontages, development should deliver front doors for housing facing onto streets.

4.138 Securing a high quality street that provides legible and well-designed public realm needs to be coordinated with the White City Forum to ensure improvements to Scrubs Lane will link effectively with emerging proposals for Wood Lane to the south of the A40. Securing this as a well-designed connection with additional bus capacity will help to connect both Opportunity Areas.

4.139 To the south of Grand Union Canal, new development should provide a new or improved access to North Pole East that should also enable a connection to Kensal Canalside Opportunity Area alongside improved access for pedestrians and cyclists into both Wormwood Scrubs and Little Wormwood Scrubs.

4.140 The indicative housing and jobs capacity for Scrubs Lane during the plan period is approximately 2,600 net additional homes and 2,000 net additional jobs. These figures are still in development and further work is needed to inform the quantum and phasing including:

- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/

sunlight, building heights and scale and the design of the street network, public realm and open spaces;

- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

Questions:

QP8a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP8b: Within Scrubs Lane should the Local Plan identify a series of smaller scale neighbourhoods that could develop their own character?

QP8c: Are there other land uses that should be supported in this place?

QP8d: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how should these be amended, while still ensuring that London Plan targets are achieved?

You can provide comments directly through:

opdc.commonplace.is



P9: Old Oak West

EXISTING CHARACTER

4.141 Old Oak West comprises areas along Old Oak Lane, Victoria Road and industrial areas to the west, to the north and south of the Grand Union Canal. It is approximately 23 hectares comprised of industrial uses, student housing and established residential areas of the Old Oak Lane Conservation Area, Midland Terrace and Shaftesbury Gardens. The industrial areas north and south of the canal are due to be cleared for High Speed 2 construction works. Access to the canal is restricted, with improvements delivered through the recent student housing development.

4.142 The area is bounded by the West Coast Main Line to the north, with railways serving the London Overground to the east and Park Royal industrial estate to the west.

4.143 The current public realm along Old Oak Lane is dominated by vehicular transport providing a poor walking and cycling experience. High Speed 2 works are likely to result in large numbers of HGV movement that needs to be carefully planned and where possible improved upon. Land is in a mix of private and public ownership.

VISION

4.144 Old Oak West will be a diverse area reflecting its location between Old Oak and Park Royal. This place will be centred on an improved and busy street environment of Old Oak Lane and Victoria Road. A new industrial innovation area located on the HS2 work sites adjacent to the Grand Union Canal could act as a buffer between existing residential areas in the Island Triangle, as well as future mixed use development at Old Oak and with the heavier existing industrial uses within Park Royal.

4.145 Existing residential areas will benefit from improved access to the wider area, public realm improvements and improvements to amenity. The HS2 construction sites will provide a space for industrial innovation that integrates with Old Oak and Harlesden. Other locations will provide opportunities for new housing development. New and improved connections to Old Oak and the Grand Union Canal will be provided.

Figure 51: Old Oak West

- New and existing amenity space
- Public civic spaces
- Main streets
- Pedestrian routes
- Sensitive edges
- ≡ Bridges and tunnels
- Trees



PREFERRED POLICY OPTION

New development would be required to:

Land use

- a) deliver broad industrial type uses on the HS2 construction sites appropriate for SIL, such as an Industrial Business Park, once no longer required for HS2 construction;
- b) deliver employment and commercial uses with active frontages outside of existing residential areas along Victoria Road and Old Oak Lane;
- c) not have adverse negative impacts on the amenity of existing residential communities;
- d) support residential uses in areas outside of the SIL designation where it supports the functioning of industrial uses within the SIL;

Density

- e) intensify the use of sites within SIL by requiring proposals to demonstrate how they are maximising the use of sites, including the provision of smaller units, to support greater industrial employment densities;
- f) deliver housing densities that are mindful of their surrounding context;

Heritage

- g) conserve and / or enhance Old Oak Lane and the Grand Union Canal Conservation Areas and their settings;

Transport

- h) seek to minimise impacts of construction traffic on the street network for existing residents and businesses;
- i) support the potential to use the High Speed 2 works sites as temporary consolidation centre to support the construction of Old Oak;
- j) explore the potential to deliver a longer term consolidation centre on the HS2 construction sites to assist with the transportation of construction materials and waste for the wider area;

Streets

- k) support Old Oak Lane's function as an important north-south connection connecting Harlesden and North Acton;
- l) contribute to and /or deliver a vehicular bridge over the Grand Union Canal to link the HS2 construction sites;
- m) contribute to and / or deliver public realm and highways improvements, specifically along Old Oak Lane and Victoria Road and to Willesden Junction Station;
- n) support the delivery of new vehicle connections to Old Oak, Park Royal and Harlesden;
- o) support the delivery of new walking and cycling routes to the Grand Union Canal and Old Oak;

Environment

- p) enhance existing biodiversity assets along the Grand Union Canal;
- q) address risk of potential surface water flooding on Old Oak Lane, Goodhall Street, Channel Gate Road and Stephenson Street.

Figure 52: Homes in Old Oak West



JUSTIFICATION

4.146 The location of Old Oak West will enable it to develop a diverse range of complementary uses that help to integrate Old Oak, Park Royal, North Acton and Harlesden.

4.147 The High Speed 2 (HS2) construction sites are designated as a Strategic Industrial Location (SIL) with uses currently considered to accord with the Preferred Industrial Location (PIL) SIL sub-category. The pressing demand today for industrial land in Park Royal suggests that the HS2 construction sites adjacent to the canal should remain as SIL and be designated as Preferred Industrial Land (PIL). However, given the timeframes, a more intensive form of SIL development, in line with Industrial Business Park sub-category (IBP) to support the 'Innovation Economy' could be considered in how these sites become available in the run up to 2026 to reflect the opportunities generated by the development of Old Oak. This would also help create a buffer between mixed use regeneration in Old Oak and the PIL uses in Park Royal. The Innovation Economy refers to the economic sectors associated with entrepreneurship and innovation. This work should take place in future versions of the Local Plan.

4.148 A west London example of IBP SIL is Chiswick Park. IBP uses will help to support the economic growth of both Old Oak and Park Royal while benefiting the amenity of adjacent existing residential areas.

4.149 Any proposals within and adjacent to existing Conservation Areas will need to be sensitive in scale and respond in their character to these heritage assets and their settings.

4.150 In developing the HS2 construction sites as IBP SIL, new north-south routes across the canal should be required

to improve local accessibility and help to manage traffic congestion within the wider area.

4.151 To further help address existing and potential future congestion, the potential for delivering consolidation centres for coordinating transport of construction material and waste will be an important element to minimise impacts on the road network and amenity of existing communities. The location of the north construction site adjacent to the West Coast Main Line provides a key long-term opportunity for sustainable freight and/or waste transport by rail.

4.152 Old Oak Lane and Victoria Road will continue to be a key north-south route for the wider area, connecting Harlesden, Old Oak, Park Royal, North Acton and the A40 in the south. To support improvements to the public realm and built environment along these streets, active frontages alongside street greening will be supported. At Willesden Junction, there will be substantial improvements to connectivity allowing for better access from Old Oak Lane.

4.153 To the south of the West Coast Main Line, development of the Savoir Beds site may provide opportunities to provide pedestrian/cycle and vehicular access into Old Oak through the Powerday site, although there are substantial levels to overcome in order to achieve this.

4.154 OPDC will continue to work with Historic England to identify any additional heritage assets along this route.

4.155 The indicative housing and jobs capacity for Old Oak West during the plan period is approximately 50 net additional homes and 7,500 net additional jobs. This is based on the assumption that employment space is represented as Industrial Business Park (IBP) space, which is a SIL compliant

use. However, if the land is reused as Preferred Industrial Location (PIL) land, the employment densities are likely to be lower. The final arrangement could also be a mix of PIL and IBP. As with the other places figures, these figures are still in development and further work is needed to inform the quantum and phasing including:

- Consideration of comments received as part of public consultation (Regulation 18 and Regulation 19);
- Transport accessibility and local connectivity analysis;
- Further consideration of environmental impacts of development in relation to amenity, micro-climates, daylight/sunlight, building heights and scale and the design of the street network, public realm and open spaces;
- Assessing need for the amount and location of amenity and social infrastructure; and
- Development of locally distinctive places and character areas.

4.156 For the next stage of consultation on the draft Local Plan, there may be benefit from having more specific policies in Old Oak South, providing requirements for specific sites. Please see question QP9g.

Questions:

QP9a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP9b: Within Old Oak West should the Local Plan identify a series of smaller scale neighbourhoods that could develop their own character?

QP9c: Are there other land uses that should be supported in this place?

QP9d: Should the Local Plan promote industrial business park (IBP) uses on the HS2 construction sites?

QP9e: Would the HS2 work sites be a suitable location for a construction and freight consolidation centre?

QP9f: Do you agree with the early indicative capacity for the net additional homes and jobs? If not, how should these be amended, while still ensuring that London Plan targets are achieved?

QP9g: Are there sites in Old Oak West that would benefit from site specific policies?

You can provide comments directly through:

opdc.commonplace.is

P10: Wormwood Scrubs

EXISTING CHARACTER

4.157 Covering almost 68 hectares, Wormwood Scrubs is the largest open space in the London Borough of Hammersmith & Fulham and is a green lung that provides people and wildlife with the opportunity to enjoy green open space. The Wormwood Scrubs open space is managed by the Wormwood Scrubs Charitable Trust. It is protected by the Wormwood Scrubs Act 1879, the Commons Act 2006 and as Metropolitan Open Land in the London Plan, which affords the Scrubs the same level of protection as Metropolitan Green Belt. This protection will continue. The Ministry of Defence also have rights to access and use the Scrubs.

4.158 The area's north boundary is the IEP depot with the Old Oak core development area to the north. The Linford Christie Stadium, HM Prison Wormwood Scrubs and Hammersmith Hospital bound the area to the south with White City and Shepherds Bush both to the south of these.

4.159 Portions of Wormwood Scrubs are designated as Local Nature Reserves and Sites of Borough Importance within the Sites of Importance for Nature Conservation hierarchy. Over half of the Scrubs comprises a mix of young and established woodland,

scrub, grassland and tall herbaceous vegetation, which gives the Scrubs a sense of wildness that is a unique characteristic, in particular given its proximity to central London. There is a combination of diverse habitats across Wormwood Scrubs that support a diverse range of native plants, breeding birds and insects, including species not usually found in more formal parks and open spaces. The site also supports a large population of common lizards and attracts a wide variety of migrant birds in spring and autumn. There are a number of legally protected animals, plants and fungi resident on the Scrubs.

VISION

4.160 Wormwood Scrubs will continue to be a cherished public open space and important ecological asset. New sensitive connections to the north and carefully considered improvements will bring Old Oak and White City together and make the Scrubs more accessible to all Londoners. These would be carried out in agreement with the Wormwood Scrubs Charitable Trust, the London Borough of Hammersmith and Fulham and in discussion with the local community.

Figure 53: Wormwood Scrubs

- New and existing amenity space
- Public civic spaces
- New and existing rail stations
- Main streets
- Pedestrian routes
- Active frontage
- Sensitive edges
- ⌘ Bridges and tunnels
- Trees



PREFERRED POLICY OPTION

OPDC will work with stakeholders and agree any proposals with the Wormwood Scrubs Charitable Trust and London Borough of Hammersmith and Fulham to protect and/or enhance Wormwood Scrubs by:

- a) sustaining the existing Local Nature Reserve and sites of borough importance for nature conservation so that there is no net loss;
- b) supporting Wormwood Scrubs as a public open space for exercise and recreation for all Londoners;
- c) improving access to and from Old Oak, Little Wormwood Scrubs, North Kensington, Old Oak Common Estate and other areas to the south;
- d) securing resources for its long-term management and maintenance;
- e) addressing current surface water flooding issues experienced along its edge and in locations in the eastern and western areas; and
- f) carrying out sensitive enhancements.



Figure 54: Wormwood

JUSTIFICATION

4.161 The existing valuable biodiversity assets within the Local Nature Reserve and Sites of Borough Importance for Nature Conservation will be protected reflecting their relevant levels of importance.

4.162 Walking and cycling access to Wormwood Scrubs is currently restricted from its northern edges. The Wormwood Scrubs Act 1879 identifies that the area should be maintained and where appropriate, enhanced as an area for exercise and recreation for the inhabitants of the metropolis. As such, any development to the north of the area should deliver coordinated sensitive new walking and cycling connections to the Scrubs to help connect communities.

4.163 Retaining Wormwood Scrubs as a public open space that is more wild than tamed, will inform how the regeneration of Old Oak relates to the Scrubs. Given the scale of development planned in Old Oak, it is recognised that there will be an increase in users and in the interest of coherent planning and to ensure that local people have access to the Scrubs, there is a need to consider the potential impacts on Wormwood Scrubs of these new users.

4.164 OPDC will work closely with stakeholders, including the Wormwood Scrubs Charitable Trust, London Borough of Hammersmith and Fulham, local residents and interest groups, including the Friends of Wormwood Scrubs in developing guidance and exploring potential sensitive improvements for the Scrubs. Any enhancements would need to be consented by the Wormwood Scrubs Charitable Trust. There are existing drainage and surface water flooding issues which should be addressed to support the functioning and enjoyment of the Scrubs as a public open space and which could also fulfil a more strategic water management role (see Policy EU3,

chapter 12).

4.165 Housing and employment development is not proposed for Wormwood Scrubs and therefore no figures are proposed.

Questions:

QP10a: Do you agree with the approach set out for this preferred policy option? If not, what might you change?

QP10b: Do you have any other comments/observations about the proposed approach for sustaining and enhancing Wormwood Scrubs?

QP10c: How could Wormwood Scrubs be made more accessible for all Londoners?

You can provide comments directly through:

opdc.commonplace.is



Figure 55: Wormwood Scrubs

