

# Scrubs Lane Connectivity Information Note (OPDC-47)

## 21 January 2022

### Role of this note

1. This note has been produced in response to the Inspector's request under Matters 8 to 11 of the [Agenda 1 for Modifications Hearings \(ID-39v2\)](#) to provide a note of the matters stated verbally by officers at the hearing held on 11 January 2022 regarding the existing and future connectivity of Scrubs Lane.

### Current connectivity

2. In terms of current connectivity, existing PTAL levels for Scrubs Lane range from 1b to 3. However, it is important to note that existing PTALs should not be the only determinant of appropriate development capacities. The [London Plan 2021](#) sets out elements to consider in defining capacities within policies D1, D2 and D3. These consider:
  - suitable locations and scale of growth
  - connectivity and accessibility of sites
  - capacity of existing and future planned infrastructure
  - following a design-led approach to make the best use of land to establish optimised site capacities
3. London Plan policy D2 makes reference to the use of [TfL's 'Time Mapping' \(TIM\) tool](#) as a tool to help define connectivity. Current TfL Time Mapping modelling demonstrates that all of Scrubs Lane is at the most well-connected level, being within 15 minutes via public transport of employment, town centres, health services, and educational establishments. Please see document OPDC-48 Time Mapping Tool Information note for more information.
4. The Time Mapping modelling also reflects the updated contextual information stated within the [Scrubs Lane Development Framework Principles Update](#) document which demonstrates that people living, working or visiting Scrubs Lane will be served by buses and walking and cycling routes along and connecting to Scrubs Lane. This enables them to reach the following destinations, as measured from Mary Seacole Gardens, as follows:

Table 1: Current connectivity to local destinations

Destination	Walking	Cycling	Bus
<b>Willesden Junction Station</b>	14 minutes	6 minutes	12 minutes
<b>White City Station</b>	23 minutes	10 minutes	8 minutes
<b>Harlesden town centre</b>	15 minutes	7 minutes	13 minutes
<b>Primary Schools</b>	10 to 23 minutes	4 to 8 minutes	7 to 20 minutes
<b>Secondary schools</b>	12 to 24 minutes	3 to 8 minutes	7 to 16 minutes
<b>Health facilities</b>	14 to 21 minutes	5 to 7 minutes	8 to 13 minutes
<b>Wormwood Scrubs</b>	4 minutes	1 minute	4 minutes
<b>Little Wormwood Scrubs</b>	10 minutes	2 minutes	6 minutes

### Future connectivity

5. In terms of future connectivity, OPDC considers that Scrubs Lane will be well-connected by walking and cycling routes and public transport. Connectivity will be improved through new walking and cycling infrastructure including new and enhanced east to west routes and along Scrubs Lane. New and enhanced bus routes will also be delivered along Scrubs Lane and along the new Wormwood Scrubs Street (please see [OPDC-45 Public Transport Accessibility Level Forecast Information note](#)). These improvements will enhance connectivity with

surrounding destinations including Harlesden town centre, Kensal Canalside Opportunity Area, White City, Wormwood Scrubs and Old Oak Common Station.

6. In terms of Wormwood Scrubs Street, OPDC and the Royal Borough of Kensington and Chelsea (RBKC) have worked closely in the development of OPDC's proposed modifications and RBKC's [Kensal Canalside Supplementary Planning Document](#) (SPD). This ensures the delivery and phasing of Wormwood Scrubs Street (referred to as South Street in the SPD) is coordinated and deliverable within the plan period. [RBKC's Mains Modifications consultation response](#) confirms the road is deliverable in the plan period.
7. The Department for Transport (DfT) owns the North Pole East Depot which includes both portions of the site in OPDC and RBKC. The [Department's Main Modifications Consultation response](#) refers to DfT's intention "to bring forward the North Pole East Depot site for development in a holistic and coordinated approach". [DfT has signed a Statement of Common Ground](#) with OPDC confirming their support for the allocation of the North Pole East Depot site.
8. These improvements to connectivity are reflected in the PTAL modelling for the Local Plan period (2038). This shows that the majority of Scrubs Lane is at PTAL 3 and PTAL 4 with smaller portions above and below this. This range of PTALs is comparable to similar regeneration areas at Greenwich Peninsula, Wembley Park and East India Docks. Please see [OPDC-45 Public Transport Accessibility Level Forecast Information note](#) and [OPDC-49 Connectivity Comparison with Other Major Development Areas Information note](#) for more information.
9. In addition, Time Mapping modelling for 2031 continues to demonstrate that all of Scrubs Lane will be at the most well-connected level, being within 15 minutes via public transport of employment, town centres, health services, and educational establishments. Please see document [OPDC-48 Time Mapping Tool Information note](#) for more information.
10. Time Mapping modelling does not reflect the cluster policy proposals along Scrubs Lane that support the delivery of town centre and social infrastructure uses. Therefore, Time Mapping modelling would be expected to show further improvements.
11. The principle for delivering clusters of active walk-to town centre uses where east-west routes meet Scrubs Lane to support legibility, access to transport services and access to the active uses through the coordinated delivery of tall buildings is well established and defined in the Scrubs Lane Development Framework Principles. Within the Hythe Road cluster, two tall buildings are appropriate to reinforce the emerging spatial hierarchy of the local and wider context and aid legibility and wayfinding to Hythe Road as the existing route into Old Oak North that will be enhanced.
12. This approach to tall buildings is embedded within a comprehensive approach for building heights in the Scrubs Lane Development Framework Principles that ensures development responds to the surrounding context including lower heights adjacent to sensitive locations.
13. The updated Infrastructure Delivery Plan and Social Infrastructure Needs Study identifies what is required to support development and how this will be funded, including infrastructure needed along Scrubs Lane.
14. There are three extant planning permissions for three tall buildings along Scrubs Lane that follow the draft Local Plan guidance. Development has started on two of these comprising Mitre Yard and North Kensington Gate South site allocations.
15. Therefore, OPDC considers that future connectivity infrastructure and both PTAL and Time Mapping modelling demonstrate that Scrubs Lane will be well connected by walking, cycling

and public transport services to support the proposed development capacities and locations of proposed tall buildings.