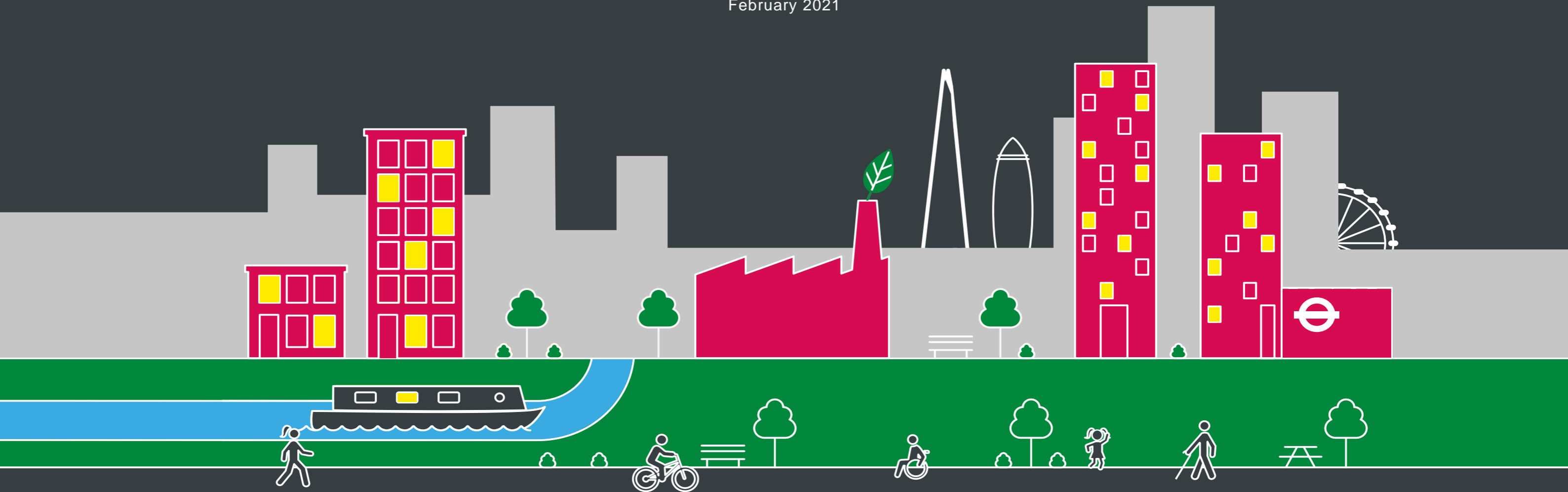


Channel Gate Development Framework Principles

LOCAL PLAN SUPPORTING STUDY

February 2021



MAYOR OF LONDON

Channel Gate Development Framework Principles (2021)

Document Title	Channel Gate Development Framework Principles (2021)
Lead Author	OPDC
Purpose of the Study	To provide a local vision and place guidance specific to the Channel Gate Place
Key outputs	Assesses the context and opportunities for development at Channel Gate, and provides a series of principles for: <ul style="list-style-type: none"> • Movement and connectivity • Green infrastructure and open space • Land use • Design and character • Phasing and delivery
Key recommendations	<ul style="list-style-type: none"> • Deliver a residential led mixed use development at Channel Gate, with potential for a minimum 3,100 new homes and an indicative 600 new jobs; • Delivery of Channel Gate Street through the area, including all modes crossing of the canal; • New town centres uses focused within Atlas Junction cluster and along new Channel Gate Street, and employment floorspace along Victoria Road and areas of transition between residential and industrial activity; • 30% publicly accessible open space, including new minimum 2 ha Local Park • Support retention and efficient operation of Willesden Freight Terminal • Support retention of Park Royal Bus Garage, and its potential relocation within Channel Gate in order to optimise mixed use development and improve place making; • Tall buildings appropriate in principle across most of the Channel Gate, with lower heights adjacent to sensitive locations, particularly the Old Oak Lane conservation area.
Key changes made since submission	Document is a new supporting study.
Relations to other studies	<p>Outputs interface with the Public Realm, Walking and Cycling Strategy, Environmental Standards Study, Integrated Water Management Strategy, Development Capacity Study, Bus Strategy, Grand Union Canal Massing and Enclosure Statement, Future Employment Growth Sectors Strategy, and Infrastructure Delivery</p> <p>Outputs supersede elements of the Victoria Road and Old Oak Lane DFP with respect to Channel Gate</p>
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • All strategic policies • Place Policies P9 (Channel Gate), P8C1 (Atlas Junction) and P8 (Old Oak Lane and Old Oak Common Lane) • Policy DI2 (Timely Delivery and Optimised Phasing)

Old Oak and Park Royal Development Corporation

**Channel Gate
Development Frameworks Principles**

February 2021



Grand Union Canal



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1 | Introduction

1.1. The Channel Gate Development Framework Principles (DFP) is a supporting study to inform OPDC's Draft Local Plan, and other relevant planning guidance.

1.2. The document sets out a clear series of principles for the future development of the Channel Gate place, and the key role development here will play supporting the overall regeneration of the OPDC area.

1.3. Whilst the Victoria Road and Old Oak Lane DFP was previously published and provided guidance for future development of the Channel Gate place, this DFP supersedes that study for elements covering Channel Gate.

1.4. The document structure is set out in in Figure 1.1.

Figure 1: Document Structure



- 1 | Introduction
- 2 | Context
 - 2.1: Wider Context
 - 2.2: Local Context
 - 2.3: Site Context and Constraints
- 3 | Vision and Opportunities
- 4 | Movement and Connectivity Principles
 - P1: Streets and Key Routes
 - P2: Walking and Cycling
- 5 | Green Infrastructure and Open Space Principles
 - P3: Urban Greening and Biodiversity
 - P4: Open Space
- 6 | Land Use Principles
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 - P6: Town Centre and Employment Uses
 - P7: Social Infrastructure
 - P8: Strategic Transport Uses
- 7 | Design and Character Principles
 - 9: Building Heights and Massing
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 - 11: Grand Union Canal
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 - 12: Phasing and Delivery
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2 | Context

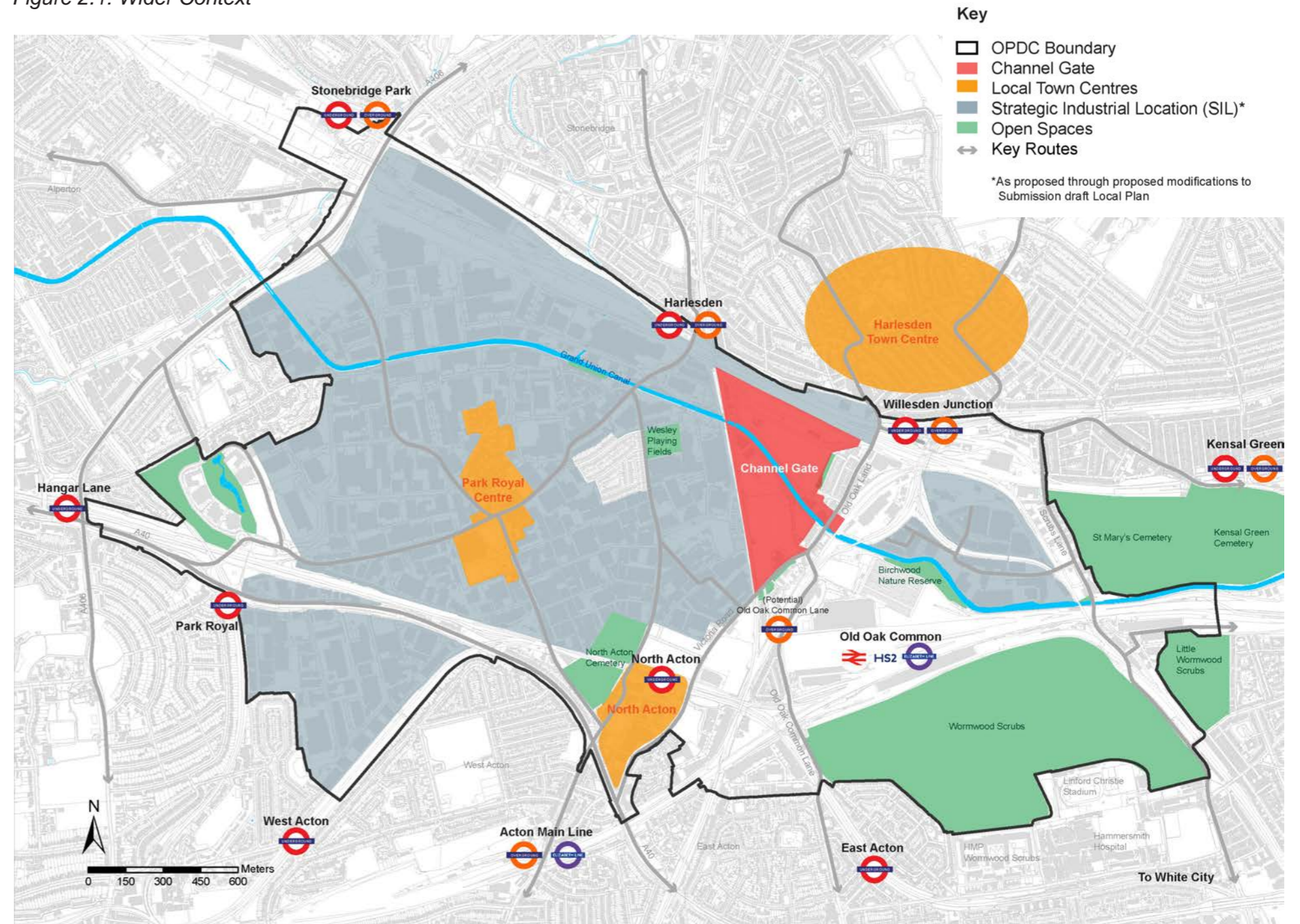
2.1. Channel Gate sits to the northern and southern edges of the Grand Union Canal, west of Old Oak Lane and Victoria Road, and east of Park Royal. The majority of the approximately 20 hectare site either side of the canal is required by HS2 Ltd to support the construction of Old Oak Common Station, though the site also includes other industrial uses which are not directly impacted by HS2 construction activities. Following completion of HS2 in the next decade, the area has the potential to play a key role in the overall regeneration of Old Oak and Park Royal.

Wider Context

2.2. Channel Gate is situated on a large tract of land at a key juncture west of Willesden Junction, south of Harlesden, and east of the Park Royal industrial estate. The site sits adjacent to the key Victoria Road, Old Oak Lane and Old Oak Common Lane axis which links areas to the north and south, while the Grand Union Canal, which runs directly through the site, provides linkages to the east and west.

2.3. The area is located within a network of places within OPDC and surrounding areas experiencing, or set to experience, major changes. The arrival of Old Oak Common Station, located to the south, will help to transform the area into a new, high density, mixed use part of London. North Acton to the south is already experiencing significant change with a new local centre emerging and large numbers of new homes being delivered.

Figure 2.1: Wider Context



Local Context

2.4. The local context surrounding Channel Gate is one of diverse activity and character.

2.5. The eastern boundary of Channel Gate includes established residential communities along Victoria Road and Old Oak Lane. The Old Oak Lane conservation area, including terraces of 19th century workers cottages, is a particularly sensitive location to the north-eastern boundary. There are also a number of smaller open spaces along this corridor, providing important play and recreational spaces for local residents.

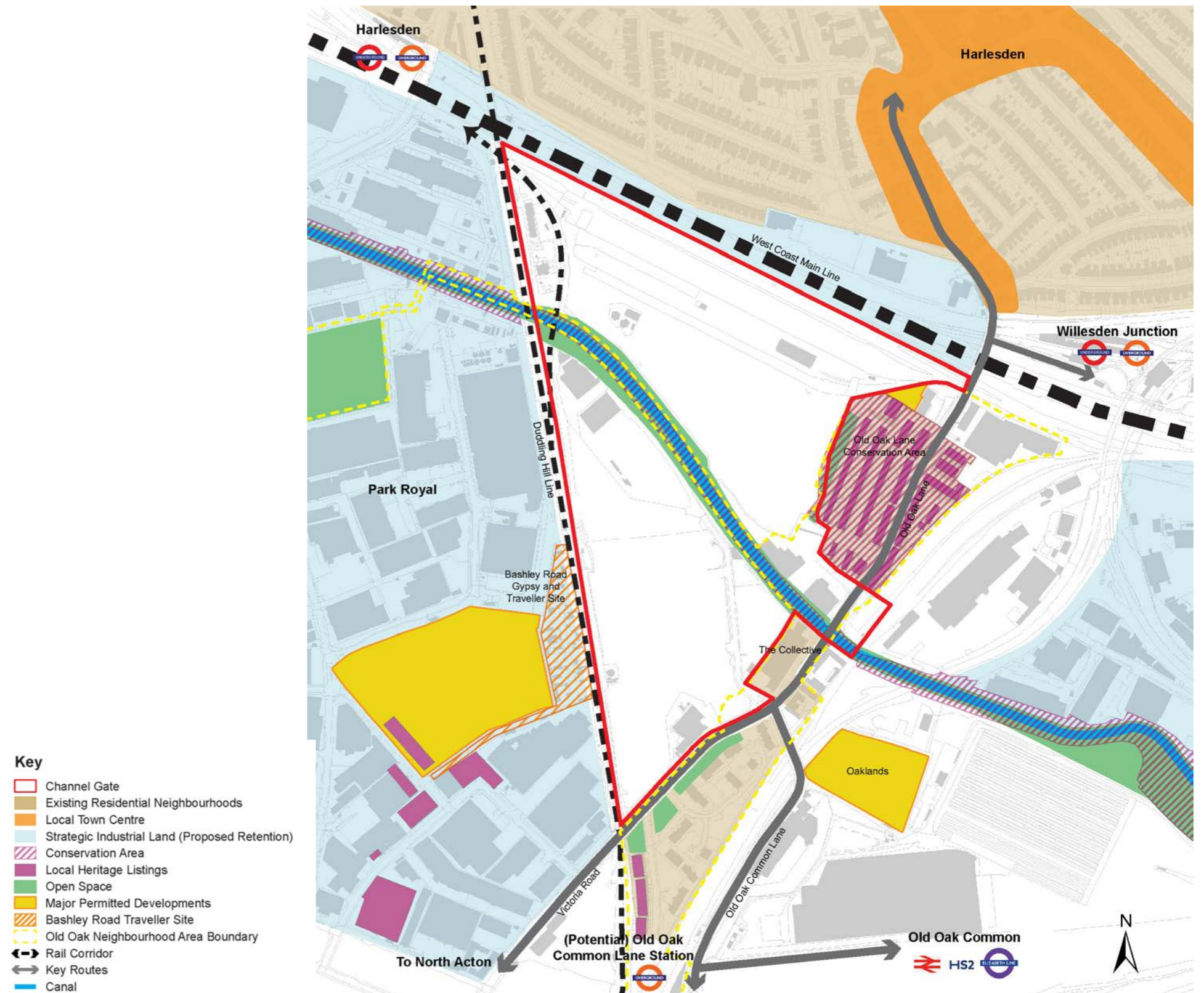
2.6. Channel Gate is bordered to the west by the Dudding Hill line, and beyond that the Park Royal Strategic Industrial Location (SIL), including a variety of industrial uses. The Bashley Road Gypsy and Traveller Site is situated on a strip of land just beyond the Dudding Hill line.

2.7. The West Coast Main Line (WCML) creates a barrier to the north of the area, with Harlesden Town Centre and surrounding residential neighbourhoods further north.

2.8. The site is currently well connected, located within less than 10 minutes walking distance of Willesden Junction Station, 15 minutes walking distance of North Acton Station, and served by bus routes along Victoria Road and Old Oak Lane. The arrival of Old Oak Common Station and the potential new Old Oak Common Lane Overground Station will add significantly to the accessibility of the site.

2.9. Change is already occurring in the local area. The Collective, a pioneering co-living development for over 500 residents, is located to the south east of Channel Gate, while Oaklands just further to the east is nearing completion and will deliver 605 new homes. In Park Royal, permitted and emerging schemes will result in significant industrial intensification.

Figure 2.2: Local Context



Site Context

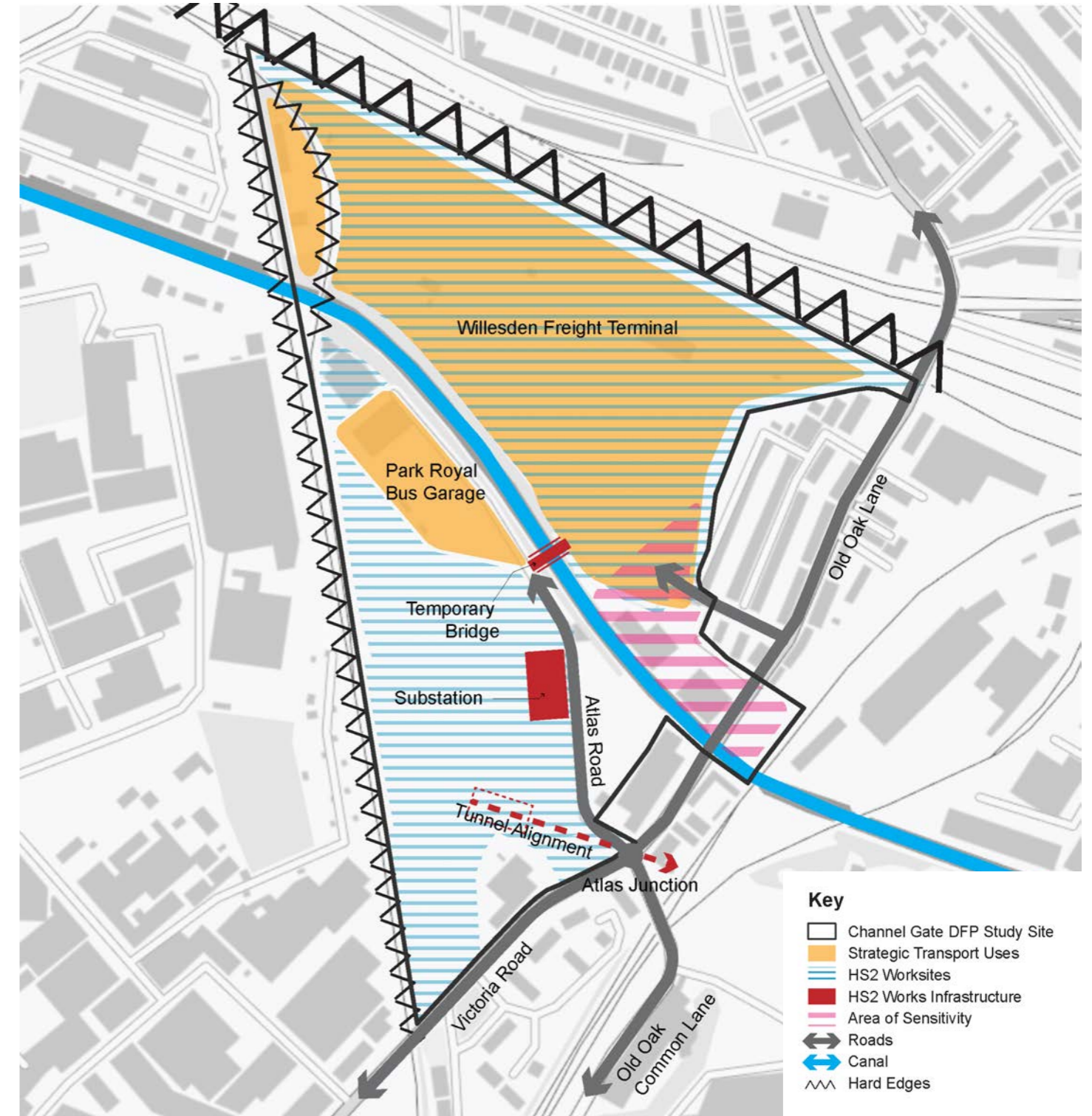
2.10. For most of the next decade, the majority of land within Channel Gate is being used by HS2 Ltd as a construction site to support the delivery of the new high speed rail line and Old Oak Common Station.

2.11. HS2 Ltd have acquired the lands required for construction activities, either on a permanent or temporary basis. While most of the land south of the canal has been acquired on a permanent basis, the Willesden Freight Terminal site north of the canal has been acquired temporarily for the duration of construction works and will be returned to Network Rail following this. This Network Rail land includes a freight depot, which is also designated as a waste site within the West London Waste Plan (2016).

2.12. HS2 construction activities will result in new infrastructure, which any future development will need to respond to. This includes the new Atlas Junction substation, a temporary bridge over the Grand Union Canal and a service tunnel which enters the site from Atlas Junction.

2.13. Some sites within Channel Gate have not been acquired by HS2 for construction, and though will be impacted by the works, will remain operational. This includes the Park Royal Bus Garage, and sites along Victoria Road and Atlas Junction. Some of these sites provide opportunities for early redevelopment.

Figure 2.3: Site Context



3 | Opportunity and Vision

Opportunity and Future Context

3.1. Channel Gate is currently designated as Strategic Industrial Location and this designation was initially proposed to be retained as part of OPDC's submission draft Local plan (2018). However, as part of the new approach to delivery set out in the Post Submission Modified Local Plan, OPDC is now proposing to remove the SIL designation from Channel Gate so that the site may support the delivery of new homes and jobs within the Local Plan period.

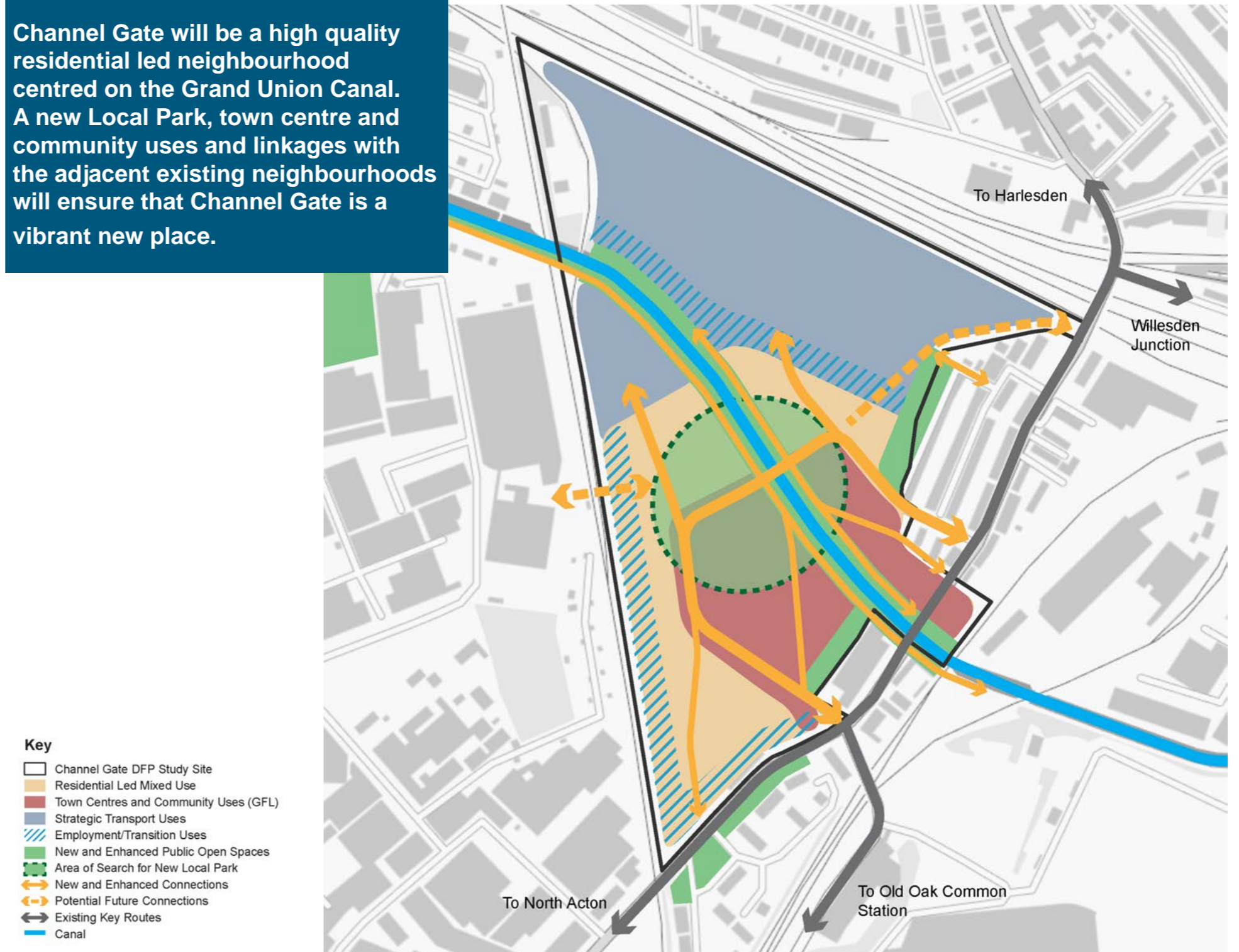
3.2. Channel Gate has the potential to play a key role in the regeneration of Old Oak and Park Royal. The size of the area at over 20 hectares, coupled with the arrangement of land ownership, its location near to existing neighbourhoods, Harlesden town centre, Willesden Junction and the future Old Oak Common station, access to existing key routes and setting on the Grand Union Canal makes it ideally suited to deliver a major new residential led, mixed use community in the heart of the OPDC area.

3.3. With the majority of the site being in public ownership, and the acquisition and clearance of this land for the construction of HS2, there is an exciting opportunity for a coordinated comprehensive approach to the delivery of this new neighbourhood. In advance of this, the delivery of privately owned development sites provides the opportunity to create a strong sense of place.

Vision

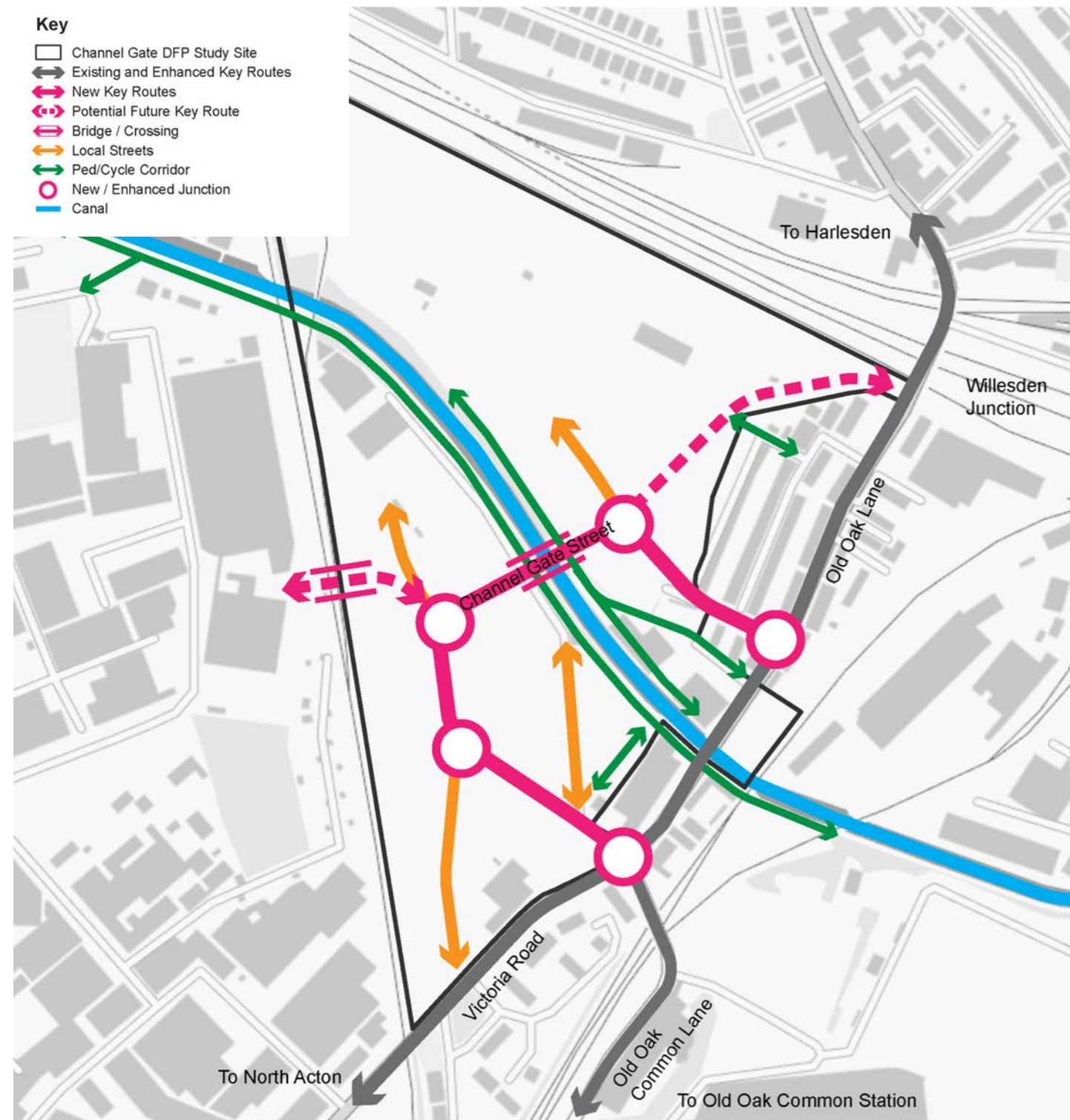
Channel Gate will be a high quality residential led neighbourhood centred on the Grand Union Canal. A new Local Park, town centre and community uses and linkages with the adjacent existing neighbourhoods will ensure that Channel Gate is a vibrant new place.

Figure 3.1: Future Opportunities for Development of Channel Gate



4 | Movement and Connectivity Principles

Figure 4.1: Indicative Future Movement Network



PRINCIPLE 1: Streets and Key Routes

Proposals should support delivery of a high quality, legible and accessible street network by delivering and/or contributing towards:

- Channel Gate Street, a new key route through Channel Gate and crossing of the Grand Union Canal, providing for all transport modes, including for double decker buses;
- a network of local streets which provide local access to new development alongside opportunities for green infrastructure and public realm;
- ensuring the design and function of all new streets contributes to the delivery of Healthy Streets;
- appropriate site servicing provided off street within development plots, wherever possible;
- safeguarding potential future connections to Park Royal in the west, and to Old Oak Lane in the north subject to a need for a connection being required to support the optimised use of the Willesden Freight Terminal;
- retaining existing and /or providing sufficient alternative access capacity to the Willesden Freight Terminal and Park Royal Bus Depot; and
- supporting opportunities for freight consolidation.

Supporting Text

4.1. Channel Gate will require a new high quality movement network that provides access into and through the area, and supporting and/or safeguarding access to surrounding areas. This new network will be underpinned by Channel Gate Street, a new key route, allowing all modes access through the site from Atlas Junction to Old Oak Lane, including a bridge crossing of the Grand Union Canal. New streets should deliver the requirements for Healthy Streets by providing high quality walking and cycling environment and integrating urban greening with the streetscape.

4.2. There is also the potential of a new connection to be delivered from Channel Gate Street to Old Oak Lane, north of the Old Oak Lane conservation area. Delivery of this is subject to it being required to support the optimised use of the Willesden Freight Terminal and technical constraints, particularly at its connection onto Old Oak Lane. This connection would allow for through traffic currently using Old Oak Lane to instead be routed via Channel Gate Street, allowing Old Oak Lane to operate as a local access street with priority for pedestrian and cyclists. In advance of any such connection, sufficient access should be provided for the continued operation of Willesden Freight Terminal and Park Royal Bus Garage.

4.3. While not currently envisioned to be delivered within the plan period, proposals should also safeguard land for a future crossing of the Dudding Hill Line, connecting Channel Gate to Park Royal in the West.

PRINCIPLE 2: Walking and Cycling

Proposals should deliver and/or contribute to a high quality, accessible, legible and well-connected walking and cycling network which delivers:

- a) new and improved walking and cycling routes that are integrated with the wider street network, including key routes;
- b) street widths that ensure that high levels of comfort and safety for pedestrians and cyclists;
- c) cycle routes that are segregated, shared with pedestrians, or on-carriageway, as appropriate for the level of demand;
- d) improvements to the Grand Union Canal towpath, and a new continuous walking and cycle route along the north of the canal.

Figure 4.2: Passeig de Sant Joan, Barcelona



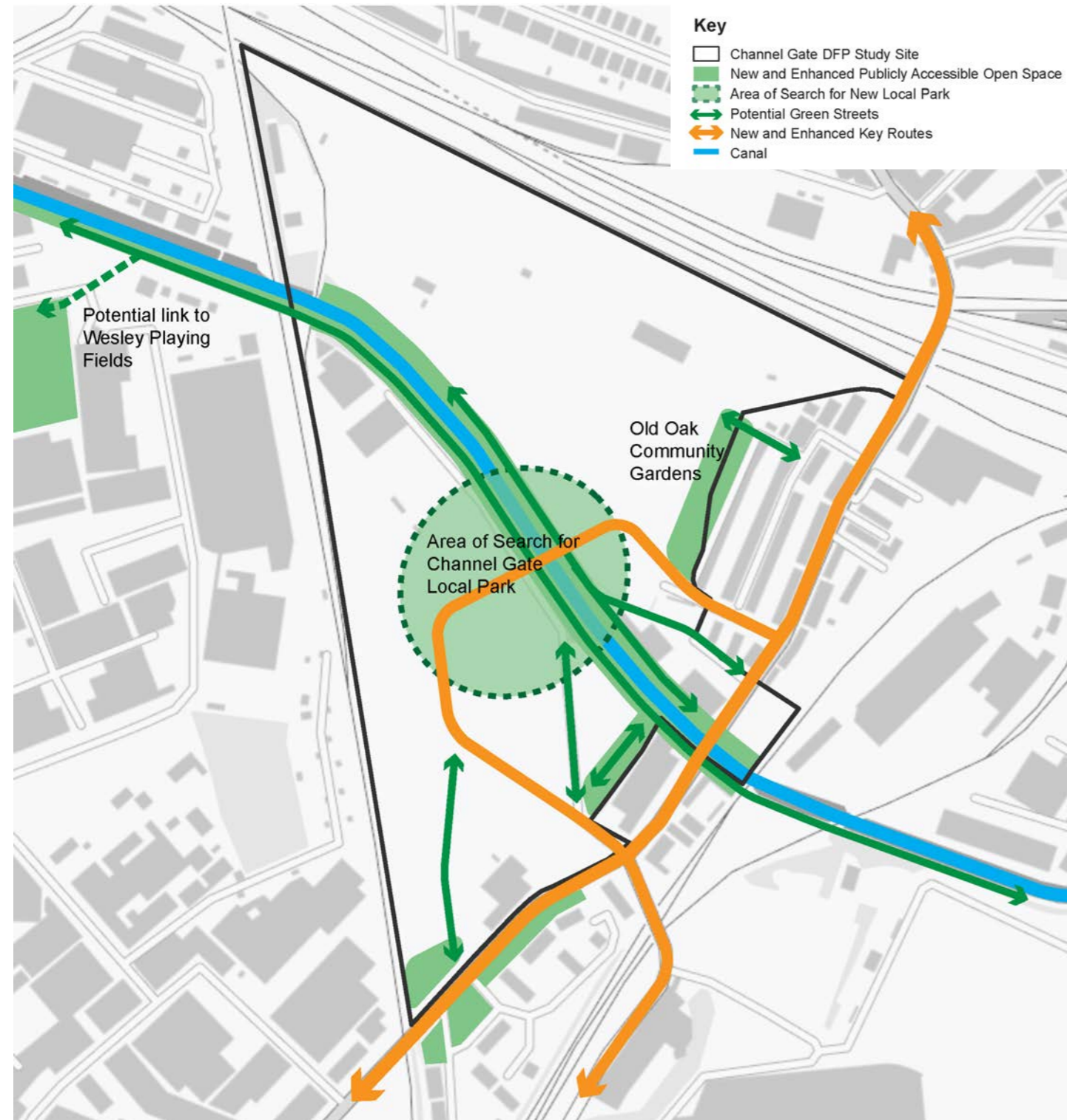
Supporting Text

4.4. The future movement network for Channel Gate will need to deliver a series of high-quality pedestrian and cycle routes to ensure permeability within the site and to nearby destinations including Old Oak Common, Willesden Junction, Harlesden town centre and North Acton.

4.5. The Grand Union Canal will be an important pedestrian and cycle corridor throughout the site. Improvements to the canal towpath will support increased connectivity to the east and west, while a new continuous walking and cycling route north of the canal will provide valuable connectivity within the site.

5 | Green Infrastructure and Open Space Principles

Figure 5.1: Green Infrastructure and Open Space Network



PRINCIPLE 3: Urban Greening and Biodiversity

Development at Channel Gate will deliver a multifunctional network of green infrastructure that:

- compromises of a series of green and open spaces, connected by green links which optimise the role of the Grand Union Canal;
- supports ecological connectivity and habitat provision as part of the All London Green Grid,
- forms an integrated part of the street network, connecting new and existing publicly accessible open spaces, and supporting the Healthy Streets Approach to improve health and well being and facilitate a modal shift to walking and cycling;
- ensures urban greening and opportunities for biodiversity are optimised in areas of open space and public realm where green landscaping cannot be achieved.
- Delivers measurable improvements for biodiversity by achieving and, where possible, exceeding, OPDC's targets for biodiversity net gain and the Urban Greening Factor.

Supporting Text

- Well designed, planned and managed green infrastructure can help improve health and well-being, whilst helping to manage storm water, improve air quality and reduce the urban heat island effect. High quality green infrastructure has also been shown to support place making and improve community cohesion.
- With the exception of the Grand Union Canal, ecological value within Channel Gate is currently very low. Future development provides the opportunity to build upon the ecological value of the canal and deliver a significant net gain in biodiversity.
- High quality, resilient urban greening that is suited to its context should be embedded within the street network and new spaces being delivered within Channel Gate. Individual developments should utilise OPDC's Urban Greening Factor (UGF) to optimise green infrastructure within their schemes, supporting the creation of patchwork of habitats across the area.

Figure 5.2: Portlands Lake, East Village, Olympic Park



PRINCIPLE 4: Open Space

As part of a comprehensive green infrastructure strategy, development at Channel Gate should ensure that at least 30% of all developable land is provided as publicly accessible open space by delivering and/or contributing towards:

- a) a new Local Park of a minimum 2 hectares in size, across the Grand Union Canal;
- b) a series of smaller spaces of different types and sizes, which provide opportunities for recreation, amenity, play, access to nature and other informal activities;
- c) local Green Streets that are fully accessible, designed predominantly for high pedestrian and cycle flows, have embedded green infrastructure, have very restricted access for motorised vehicles and form part of a wider grid of connected green routes
- d) expansion of, and sensitive enhancements to, Old Oak Community Gardens to support in creating a gentle transition from the Railway Cottages and new development at Channel Gate.

Supporting Text

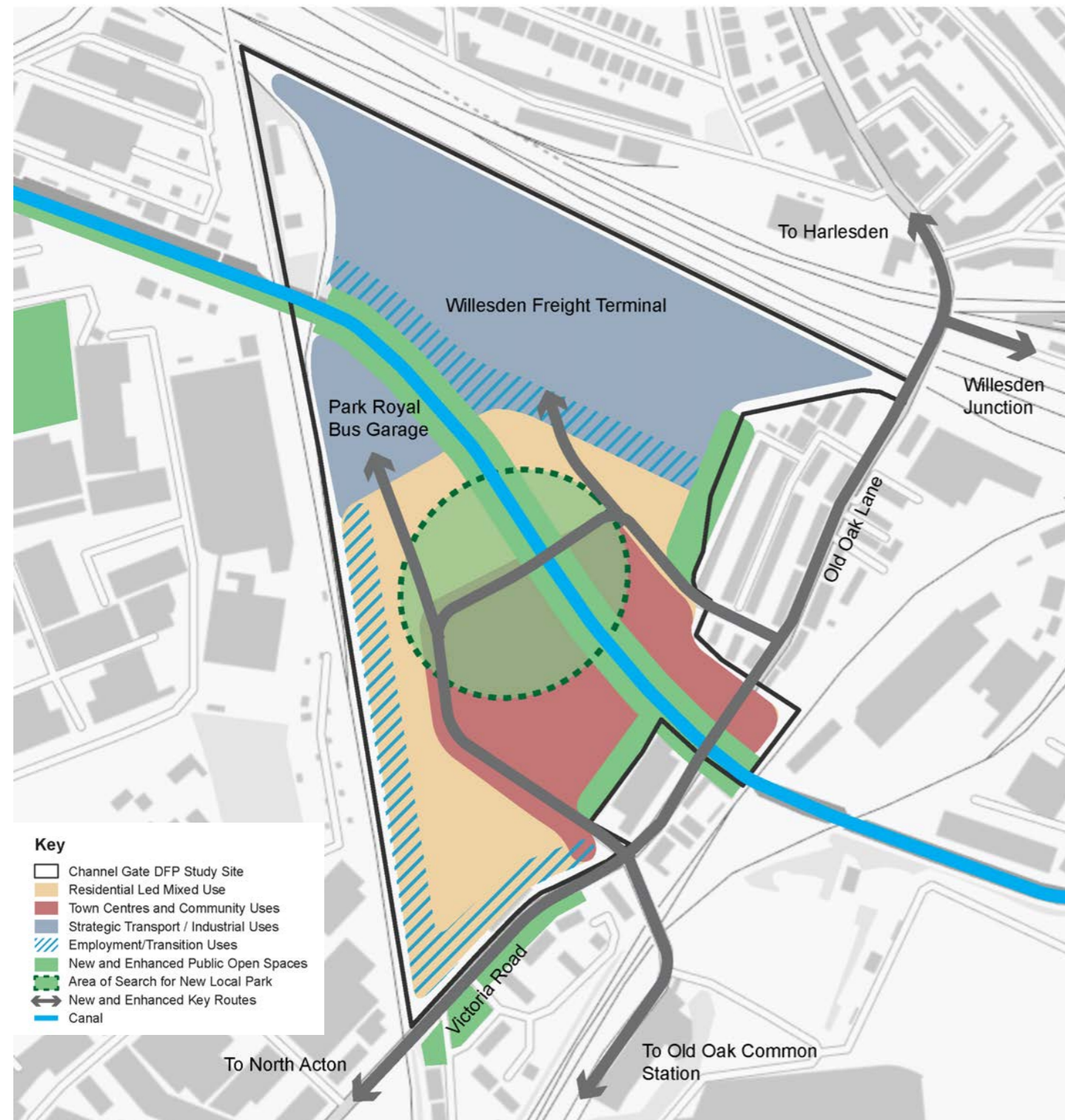
5.4. Within Channel Gate, 30% of the area brought forward for mixed use development should be provided as publicly accessible open space. This should include the delivery of the new Channel Gate Local Park, of a minimum 2 hectares in size, located either side of the Grand Union Canal. An area of search is currently identified for this Local Park recognising that further detailed work is required to define its precise boundaries.

5.5. The new Local Park should be supported by a network of smaller open spaces across the area, including the delivery of “green streets” that give priority to pedestrian circulation and green infrastructure. These spaces also provide an opportunity for doorstep play space to be delivered.

5.6. Proposals should support the expansion and enhancement of the existing Old Oak Community Gardens to help to provide a buffer between industrial activities on the Willesden Freight Terminal and deliver an appropriate level for existing residents.

6 | Land Use Principles

Figure 6.1: Land Use Principles



PRINCIPLE 5: Housing

- Proposals should contribute towards a new residential led mixed use community in Channel Gate by:
- delivering a minimum 3,100 new homes including 1,000 new homes within the first ten years of the Local Plan.
 - delivering a range of locally distinctive residential neighbourhoods;
 - accord with the latest Mayor of London design guidance for residential uses;
 - deliver a mix of housing at a range of affordabilities in accordance with London Plan and OPDC Local Plan policies;
 - deliver family housing and London Affordable Rent housing at lower levels, and ensure front doors on streets to support activation of the public realm;
 - deliver private residential open spaces:
 - at different levels in accordance with the London Plan;
 - as winter-gardens within tall buildings on upper storeys and as inset balconies facing key streets and railways in accordance with the recommendations of OPDC's Energy, Overheating and Daylight in Tall Buildings Study;
 - deliver residential ancillary uses including bike storage, waste management, utilities infrastructure and parking within the envelope of development.

Supporting Text

6.1. Development at Channel Gate will deliver a high quality, mixed use 'Lifetime Neighbourhood' of a minimum 3,100 new homes. This new neighbourhood should be fully supported by a range of open spaces, accessible amenities, and development should cultivate connections, a quality of life and health and wellbeing.

6.2. The new neighbourhood at Channel Gate should be fully inclusive with a range of accessible and affordable housing for a vibrant mix of people, including families. To contribute to the delivery of a successful neighbourhood, family housing and London Affordable Rent housing should be delivered on lower floors of the blocks.

6.3. To support successful delivery of higher density residential developments, careful consideration will need to be given to amenity. Proposals should refer to guidance set out in OPDC's draft Passive Energy Performance, Daylight and Overheating in High-Density Development SPD to reduce risk to occupier comfort, improve environmental performance and overall health and wellbeing.

Figure 6.2: Trafalgar Place, Elephant and Castle



PRINCIPLE 6: Town Centre and Employment Uses

Proposals should deliver a range of uses to support creation of a vibrant new community, with capacity for a minimum 10,700 sqm in economic floorspace and an indicative 600 new jobs, by:

- a) contributing to the delivery of a portion of the Old Oak major town centre, including retail, leisure and cultural uses, primarily comprising the following focus areas:
 - i) Atlas Junction, where uses will interface with delivery of the Old Oak major town centre in other places;
 - ii) Along Channel Gate Street, where active ground floor uses should help to establish its role as a key route;
 - iii) along the Grand Union Canal, where town centre uses should address topographical changes to ensure activation of the canal and deliver a vibrant food and beverage quarter;
- b) delivering a range of employment workspaces across Channel Gate, including:
 - i) within the Old Oak major town centre;
 - ii) at ground floor along Victoria Road;
 - iii) areas of transition between primarily residential character and primarily industrial character.

Supporting Text

6.4. Development at Channel Gate has the capacity to deliver a minimum 10,700sqm of economic floorspace, and support the creation of an indicative 600 new jobs, as part of a dynamic mixed use new neighbourhood.

6.5. New town centre uses will be needed to support new communities in Channel Gate and surrounding areas, and development should help deliver part of Old Oak major town centre. The town centre within Channel Gate should primarily be focused within the Atlas Junction cluster, where the intersection of key routes, Grand Union Canal and new Channel Gate Local Park provide the opportunity to deliver a vibrant new quarter for leisure, eating and drinking uses.

6.6. A range of employment workspaces should also be delivered to create a complete neighbourhood where people can work, live and play. Areas of transition between primarily residential character and industrial character may provide opportunities for different types of workspaces to be delivered, supporting the delivery of a truly mixed-use community.

PRINCIPLE 7: Social Infrastructure

Proposals should help deliver Lifetime Neighbourhoods in Channel Gate and surrounding areas, comprising of high quality social infrastructure, by:

- a) delivering, contributing towards and/or safeguarding for new on-site social infrastructure facilities as identified by OPDC's most up to date modelling. At time of writing these include:
 - i) one super-nursery; and
 - ii) one community hub
- b) where necessary to support development within Channel Gate, contributing to the delivery of new or improved social infrastructure in the surrounding area;
- c) locating new social infrastructure in areas with good access to public transport, including:
 - i) within the Old Oak major town centre;
 - ii) where appropriate for the nature of facility, in areas of transition between primarily residential character and primarily industrial character; and
- d) supporting the co-location of social infrastructure uses.

Supporting Text

6.7. Good quality social infrastructure that meet the needs of communities is an essential part of delivering Lifetime Neighbourhoods. Social infrastructure can also play an important placemaking role and helps to encourage social integration between new and existing communities.

6.8. The social infrastructure requirements identified are based upon the development capacity and resultant envisaged population of Channel Gate and surrounding places. Further information is set out in OPDC's Social Infrastructure Needs Study and Sport Courts and Swimming Pools Study.

6.9. Where contributions to delivering social infrastructure will be via in-kind infrastructure or secured by planning obligations, an equitable equalisation mechanism for such provision or contributions will be required by the relevant landowning interests to allow development to proceed.

PRINCIPLE 8: Strategic Transport Uses

Proposals should support the effective operation of strategic transport activity and related industrial uses by:

- a) Supporting the retention of Willesden Freight Terminal, and the optimisation of freight activity;
- b) Supporting the retention of the Park Royal Bus Depot, and where possible it's relocation within Channel Gate where this supports a comprehensive approach to redevelopment elsewhere on the site;
- c) Ensuring that industrial uses deliver an appropriate level of amenity for residential neighbourhoods and activate the public realm by delivering appropriate uses, positive, and where possible, active frontages at ground and lower floors and high quality façade design elsewhere:
 - i) adjacent to residential led development, and existing residential neighbourhoods;
 - ii) facing the Grand Union Canal; and
 - iii) along existing and enhanced key routes and pedestrian and cycle routes.

Supporting Text

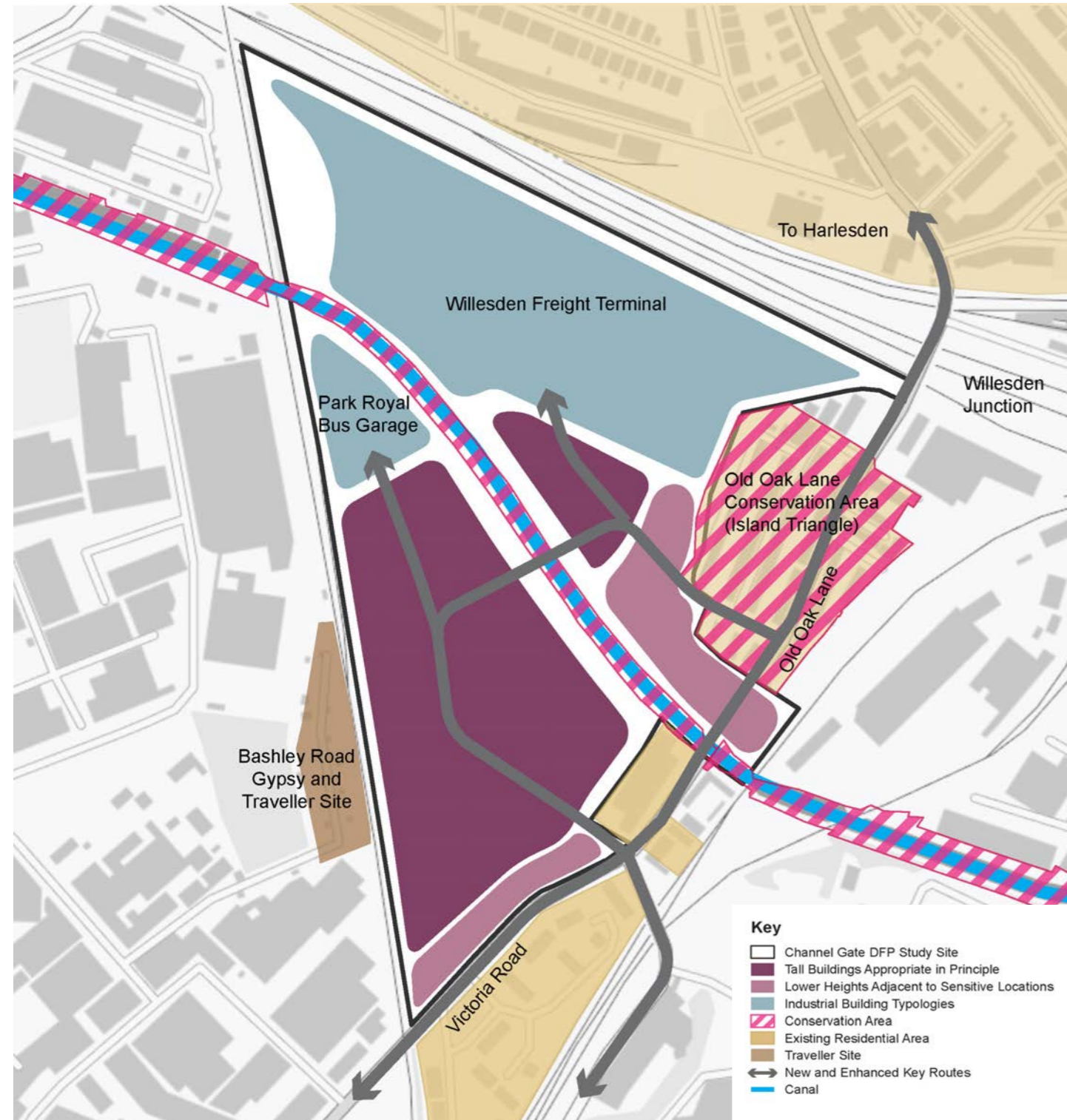
6.10. The Willesden Freight Terminal, located north of the Grand Union Canal, has been acquired to support construction of HS2, but the freight use will need to be reprovided following completion of construction works. In doing so, there are opportunities for the rationalisation and intensification of freight operations and to design the facility as a modern freight terminal that better serves the needs of regional and national freight networks. Proposals should support its continuing operation and development adjacent to it should support its functioning as a terminal in terms of its design, land use and access. OPDC would support opportunities for freight consolidation uses on the site, subject to agreement of terminal operators and other stakeholders. OPDC would also support use of the terminal as a means of moving goods and construction material to and from the area with a goal of removing additional vehicle traffic from the street network.

6.11. To the south, OPDC will support the retention and effective operation of the Park Royal Bus Depot. A comprehensive approach to the redevelopment of Channel Gate would allow for the relocation of the bus depot within the site and optimise the delivery of mixed-use development in a coordinated manner. Subject to the agreement of Transport for London, should the bus depot no longer be required or is located to a suitable alternative site outside of Channel Gate, then OPDC would support delivery of the site for mixed use development.

6.12. The relationship between retained transport or industrial and new or existing residential neighbourhoods will need to be carefully considered. Light industrial and other employment uses could assist in providing an effective transition from areas of a primarily residential character to those of a primarily industrial character. The impacts of freight operations on the Island Triangle neighbourhood and surrounding areas will need to be effectively mitigated to deliver a high-quality environment.

7 | Design and Character Principles

Figure 7.1: Design and Character Principles



PRINCIPLE 9: Building Heights and Massing

Proposals should deliver the place vision by contributing a variety of building heights across Channel Gate that respond to sensitive locations and optimise development capacity by delivering:

- a) generally, 6 to 10 storeys along Victoria Road;
- b) generally, 6 to 8 storeys fronting the Grand Union Canal;
- c) lower heights and appropriate massing adjacent to the Island Triangle;
- d) increased heights and massing adjacent to rail lines and freight activity to mitigate impact on residential amenity;
- e) tall buildings at appropriate locations throughout Channel Gate, including key junctions and spaces, where they assist with legibility and place making; and
- f) heights appropriate to support intensified / multi-storey industrial uses on the Willesden Freight Terminal.

Supporting Text

7.1. A range of building heights and typologies will be needed to deliver the spatial vision for Channel Gate. Proposals should respond appropriately to The Island Triangle and Grand Union Canal which are identified as sensitive locations, while heights along Victoria Road should provide an appropriate sense of enclosure to the street while responding to existing residential areas to the south. Canalside level changes will also need to be appropriately considered in building heights and massing, with the potential for taller buildings at key junctions.

7.2. In less sensitive locations, there is the scale and opportunity for development to deliver increased building heights. Tall buildings would be considered appropriate in principle throughout most of Channel Gate, where they assist with legibility and place making. Tall buildings may be supported at key crossings of the Grand Union Canal, subject to site specific considerations.

PRINCIPLE 10: Heritage and Character

Proposals should celebrate the heritage and character of the local area by:

- a) conserving and enhancing the Grand Union Canal Conservation Area, the adjacent Old Oak Lane Conservation Area and their settings; and
- b) utilising elements within the wider industrial heritage, canal and railway heritage to inform the design of new development and help deliver a locally distinctive neighbourhood.

Supporting Text

7.3. Channel Gate benefits from a number of adjacent heritage assets including the Grand Union Canal and the Old Oak Lane Conservation Area. The wider industrial heritage, canal and railway heritage, including elements of lost heritage, are identified as heritage themes in the OPDC Heritage Strategy. OPDC's Character Areas Study also identifies positive elements of industrial character. Together these elements, should be used to inform the design of new development in Channel Gate to help deliver a locally distinctive neighbourhood.

Figure 6.2: Old Oak Lane Conservation Area / Island Triangle



PRINCIPLE 11: Grand Union Canal

The Grand Union Canal will be the heart of the new community at Channel Gate. Proposals should celebrate the canal as a key place making asset within the area by:

- a) supporting the recreational value of the canal and its role in creating high quality publicly accessible open spaces;
- b) ensuring the canal is a safe haven for biodiversity, and a core part of the wider ecological network;
- c) providing new and improved moorings facilities, supporting residential and community moorings and safeguarding opportunities for commercial moorings within town centre locations;
- d) appropriately managing topographical changes to ensure activation of the canal; and
- e) supporting the canal's role as a movement corridor, including as a walking and cycling route along the towpath, and for water borne transport including freight.

Supporting Text

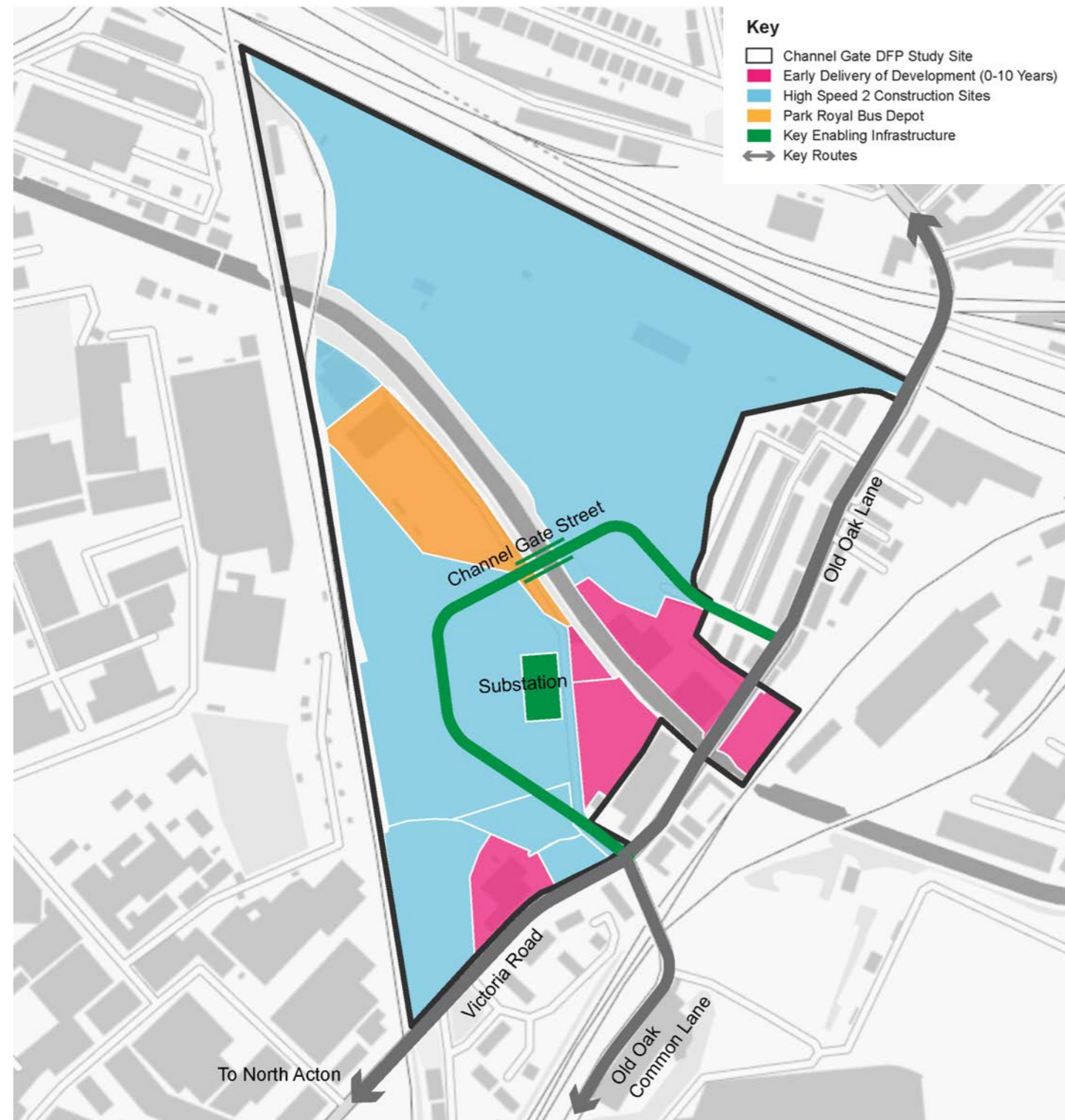
7.4. The Grand Union Canal runs directly through Channel Gate and will be a key defining feature in the character and function of the area. Proposals should help to deliver improvements to the canalside environment, particularly the widening of the canal towpath to support its importance as a walking and cycling corridor.

7.5. Careful consideration should be given to how level differences are managed to support the activation of the canal, particularly where town centres uses are being delivered and at Channel Gate Local Park. Proposals should aim to celebrate this element as a defining landscape feature which helps to deliver a locally distinctive place.

7.6. Where industrial uses are retained adjacent to the canal, natural surveillance should be provided through active and positive frontages along the length of the canal.

8 | Delivery Principles

Figure 8.1: Phasing and Delivery of Development



PRINCIPLE 12: Phasing and Delivery

Proposals should work positively with stakeholders to deliver comprehensive development of Channel Gate by supporting:

- delivery of a minimum 3,100 new homes and 10,700 sqm economic floorspace and indicative 600 new jobs;
- use of the area to facilitate High Speed 2 construction activities as secured by the High Speed London – West Midlands]Act (2017);
- early delivery of development on lands not required to facilitate High Speed 2 construction activities, supporting delivery of 1,000 new homes;
- retention of Park Royal Bus Garage and Willesden Freight Depot while optimising opportunities for mixed use development; and
- opportunities for a variety of meanwhile uses to establish a sense of place in early phases of development.

Supporting Text

8.1. Channel Gate has the capacity to deliver a minimum of 3,100 new homes and 600 new jobs during the Local Plan period, alongside the retained or reincorporated Park Royal Bus Depot and Willesden Freight Terminal, which could also be rationalised subject to operational requirements. Given the size of the Channel Gate area and links to Old Oak Common Station, Willesden Junction and North Acton, there is the potential for these minimum homes and jobs targets to be exceeded through a co-ordinated and comprehensive approach to redevelopment of the site.

8.2. While the majority of the area will be required by HS2 Ltd as a construction site for the Old Oak Common station, there is the potential for earlier delivery of development on other sites within Channel Gate, particularly along Victoria Road and within the Atlas Junction cluster. This will provide early place making opportunities by helping to establish Old Oak major town centre and providing improved connections to surrounding areas. Early delivery of development within Channel Gate will need to mitigate the impacts from HS2 construction activity and should support a comprehensive approach to redevelopment of the area in later years.

8.3. During the use of Channel Gate for HS2 construction activities, there may be opportunities to deliver meanwhile uses which provide natural surveillance and support the early activation of the area in conjunction with the early delivery of new development.

8.4. There is an operational waste site at Atlas Wharf, while the Willesden Freight Terminal is identified as a waste transfer site in the West London Waste Plan. Waste uses will need to be retained unless compensatory provision can be found elsewhere in accordance with Policy EU6 of OPDC's Local Plan.

Figure 7.2: Meanwhile Uses, Kings Cross



PRINCIPLE 13: Infrastructure

Proposals should:

- a) Deliver and / or contribute towards infrastructure projects necessary to enable development of Channel Gate;
- b) optimise the use of existing infrastructure within Channel Gate, including infrastructure which has been delivered to support HS2 construction activity;
- c) work positively with OPDC and other stakeholders to deliver a comprehensive network of utilities infrastructure to support redevelopment of Channel Gate;
- d) connect to, or safeguard for future connection to, a district heat network;
- e) support potential for heat recovery from adjacent industrial uses within Channel Gate or in surrounding industrial areas; and
- f) support a comprehensive approach to waste management.

Supporting Text

8.5. A large, strategic development site on the scale of Channel Gate will require strategic infrastructure to support its delivery. HS2 construction activities have helped to enable the delivery of some infrastructure which can support future development, including the new Atlas Road substation and tunnelling which may support utilities. However development proposals will need to deliver, or contribute towards to the delivery, of important infrastructure projects including Channel Gate Street and Channel Gate Bridge.

8.6. A coordinated utilities network will need to be delivered to facilitate connections of heat, electricity, potable water, foul water drainage and telecommunications services for future development within Channel Gate. Significant upgrades are being undertaken as part of HS2 construction activities, including the delivery of upgraded electricity substation and Atlas Road.

8.7. The scale of development at Channel Gate means that a strategic, area wide district energy network may be required. OPDC's Utilities Study demonstrates that the OPDC area has access to a number of low carbon heat sources including heat from the Grand Union Canal, heat from sewage networks, aquifers, industrial uses and potentially heat from Energy from Waste (EfW). The work has also demonstrated that the available low carbon heat sources could meet much of the baseload heat demand.

8.8. Proposals should enable a comprehensive and optimised approach to waste management in Channel Gate, including innovation in communal waste collection facilities. Further guidance on appropriate approaches is set out in OPDC's draft Waste Management at High Density Development SPD.

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