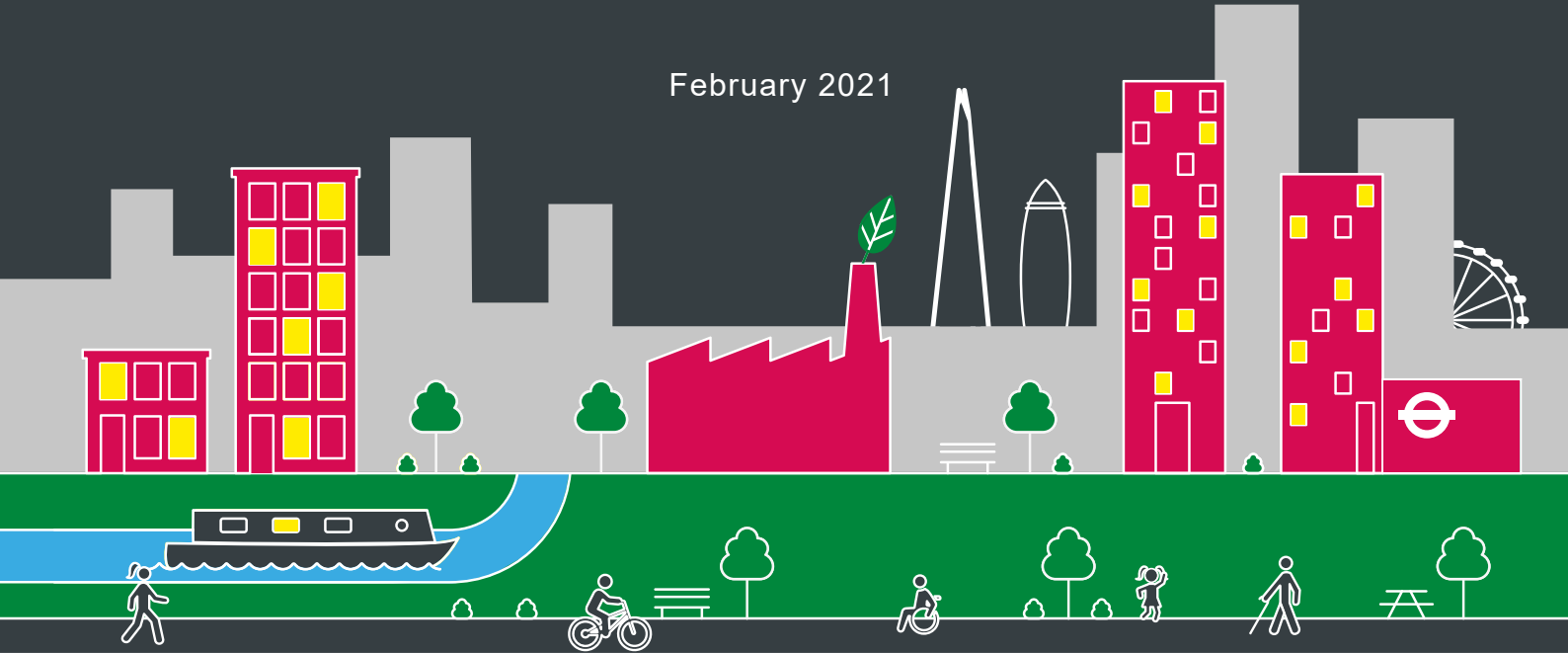


**OPDC**  
OLD OAK AND  
PARK ROYAL  
DEVELOPMENT  
CORPORATION

# Old Oak North Intensification Study

**LOCAL PLAN  
SUPPORTING STUDY**

February 2021



**MAYOR OF LONDON**

<b>Document Title</b>	<b>Old Oak North Intensification Study (2021)</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	Study explores the potential to intensify industrial land in Old Oak North.
<b>Key outputs</b>	An analysis of the likely uplift in floorspace that could be achieved across Old Oak North.
<b>Key recommendations</b>	Develops place making principles covering a range of issues (connections and movement, frontages and wayfinding, open space and green infrastructure, land uses, heritage assets, heights), to ensure that new development responds to current issues and opportunities as well as delivering industrial intensification. Based on applying the principles as part the development capacity testing, there is the potential for 212, 584sqm of new industrial floorspace to be delivered in Old Oak North.
<b>Key changes made since submission</b>	This is a new supporting study
<b>Relations to other studies</b>	Outputs from this study have been used to inform the Development Capacity Study and Industrial Land Review (addendum).
<b>Relevant Local Plan</b>	<ul style="list-style-type: none"> <li>• Policy SP5 (Resilient Economy)</li> <li>• Policy SP10 (Integrated Delivery)</li> <li>• Place policies P2 (Old Oak North)</li> <li>• All policies in the employment chapter</li> </ul>
<b>Policies and Chapters</b>	

## Old Oak North Intensification Study

### 1. INTRODUCTION AND SCOPE

- 1.1. The Planning Inspector examining the OPDC Local Plan issued Interim Findings related to the viability of development within Old Oak North on 10th September 2019. These Interim Findings identified that rapidly increasing industrial land values, coupled with infrastructure and policy requirements rendered parts of Old Oak North unviable and therefore undeliverable during the 20 year Local Plan period. The Inspector invited OPDC to prepare main modifications to remove Site Allocations 2 (Cargiant) and 3 (the Triangle Business Centre) from the draft Local Plan, but to continue with the de-designation of the Strategic Industrial Location (SIL). Through submissions to the Inspector, Cargiant has confirmed their intention to remain in the area indefinitely and their wish to expand and intensify their current operation. As part of the Interim Findings and through subsequent correspondence, the Inspector encouraged OPDC and Cargiant to work proactively to reach a mutually agreeable resolution in respect of the policies for Old Oak North.
- 1.2. In response to the Interim Findings, OPDC has developed proposed modifications to the Local Plan and these modifications seek to retain Old Oak North as part of the SIL. Further information on all of the modifications to the SIL boundary is included in the updated Industrial Land Review (ILR) Addendum (2021).
- 1.3. The Intend to Publish London Plan policy (E7) expects Development Plans and development proposals to be proactive and encourage the intensification of business uses on industrial land. As Old Oak North is now being retained as SIL, this requirement would apply to this area. The Intend to Publish London Plan is supported by evidence showing ongoing net demand for industrial land between 2016 and 2041. Given this policy context and OPDC's proposed modifications to retain SIL designations in Old Oak North, the amount of industrial intensification floorspace capacity previously identified in the Development Capacity Study (DCS) and the ILR Addendum for Old Oak North needs to be revisited.
- 1.4. This Study has been prepared to assess the potential for industrial intensification within Old Oak North (Figure 1). It has been developed as a new evidence base document to support the post submission modifications to the Plan and to update information in the DCS and ILR Addendum. This study is limited to the Old Oak North area and the intensification of industrial uses.
- 1.5. The rest of this report is structured as follows:
  - Section 2 - A high level summary of relevant policies and evidence base
  - Section 3 - An overview of Old Oak North to understand current context, opportunities and challenges
  - Section 4 – Key placemaking principles that should be applied to ensure that future change in the area delivers industrial intensification and a better quality place
  - Section 5 - An assessment of the intensification potential across Old Oak North

Figure 1



## 2. SUMMARY OF RELEVANT POLICIES/EVIDENCE BASE

### *The London Plan*

- 2.1. The Publication Plan sets out the strategic approach to promoting and managing different categories of industrial land. Strategic Industrial Locations (SIL) are given strategic protection in the London Plan because their scale and relatively homogenous character means they can accommodate activities which elsewhere might raise tensions with other land uses.
- 2.2. Policy E5 requires Development Plans to explore opportunities to intensify and make more efficient use of land in SIL. Further to this, policy E7 expects Development Plans and development proposals to be proactive and encourage industrial intensification on all categories of industrial land through:
- introduction of small units
  - development of multi-storey schemes
  - addition of basements
  - more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary
- 2.3. It is noted that other policies in the Publication London Plan are also relevant to B use class employment related developments, such as the need to:
- *'...support the provision, and where appropriate, protection of a range of B use class business space, in terms of type, use and size, at appropriate range of rents, to meet the needs of micro, small and medium sized enterprises and to support firms wishing to start up or expand.'* (Policy E2)
  - *'...secure affordable workspace (in the B use class)...*' (Policy E3)
  - *'...protect existing cultural venues, facilities and uses where appropriate...'* this includes creative industries workspace (Policy HC5)

The amendments to the Use Class Order in 2020 revoked class B1 (including B1(a) Offices, B1(b) Research and development of products or processes and B1(c) Industrial processes) and subsumed them within class E. However, the B2 and B8 use classes remain as separate use classes. The typologies considered in this report will support industrial uses that are appropriate in SIL.

- 2.4. Further information is included in a number of technical documents<sup>1</sup> and an Industrial intensification and co-location through plan-led and masterplan approaches Practice Note (November 2018) published by the GLA. These provide additional detail related to the following:
- defining and measuring industrial intensification for planning policy purposes and the assessment of planning applications.
  - definitions of industrial space specifications, to ensure development results in genuinely “industrial” space.
  - Urban Scale Guidance, to provide design guidance on considerations that extend beyond the individual site boundary.
  - Testing Proposals, to test the broad viability of industrial intensification in London.
- 2.5. They consider that ‘the accepted measure of intensification is industrial floorspace in the existing and proposed conditions (sqm)’ and that mezzanines should not be counted as part of this.
- 2.6. The outputs of this work, particularly the definitions, typology and urban scale guidance information, are relevant to the approach and assumptions for this Study.
- 2.7. The strategic evidence supporting the Publication Plan identifies the need for additional industrial floorspace capacity within the Park Royal/Heathrow property market area to meet ongoing needs, including demand for warehousing.

#### *OPDC Park Royal Intensification Study (PRIS)*

- 2.8. The PRIS looked at the specific site conditions that make intensification feasible and identified those sites in Park Royal that match these conditions. It developed example intensified design typologies that are deliverable and commercially viable and calculated the likely uplift in floorspace and employment densities that these typologies could achieve across Park Royal SIL. This typology based approach is applicable for Old Oak North and informs later sections of this report.

#### *OPDC Future Employment Growth Sectors Study (FEGSS)*

- 2.9. A number of employment sectors were identified in the FEGSS that could be attracted to the OPDC area. The following sectors may require industrial settings and premises and therefore may be suited to Old Oak North:
- Manufacturing (particularly food)
  - Transport and logistics
  - Creative manufacturing
  - Advanced manufacturing
  - Motor trades
  - Business Support Services

- 2.10. There is an opportunity to support intensification typologies that help support the growth of the above sectors. We have researched other intensification case studies in order to select typologies appropriate to addressing potential demand from these growth sectors.

#### *OPDC Industrial Land Review (ILR)*

- 2.11. The overall approach to delivering additional industrial floorspace capacity across the OPDC area, taking into account all of the changes to the SIL boundary, is set out in the OPDC Industrial Land Review (ILR) Addendum (2021). Outputs from the Old Oak North Intensification Study and Park Royal Intensification Study feed into the calculations in the updated ILR Addendum.

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<sup>1</sup> Industrial Intensification and Co-location Study (2018) and the Industrial Intensification and Co -location Study Design and Delivery Testing document

### 3. OVERVIEW OF OLD OAK NORTH



#### Site context

- 3.1. Old Oak North is located within the London Borough of Hammersmith and Fulham part of the OPDC area. It is bounded by railway lines to the north, east and west and the Grand Union Canal to the south.
- 3.2. Old Oak North covers approximately 22ha of land and accommodates 102,163sqm<sup>2</sup> of industrial floorspace (see Appendix 1). Today, the range of uses include second hand car processing, warehousing, open storage, waste, general and light industrial activities and artist studios. It was a designated Strategic Industrial Location (SIL) in the London Borough of Hammersmith and Fulham Core Strategy (2011) and in Annex 2 of the adopted Mayor's London Plan (2016). The 2018 OPDC submission draft Local Plan proposed to de-designate this area from SIL, but in response to OPDC's Planning Inspector's Interim Findings (September 2019), OPDC is proposing modifications to the draft Local Plan which seek to retain Old Oak North as SIL.
- 3.3. The area is served by two vehicular routes (Hythe Road/Salter Street and Haul Road) that connect to Scrubs Lane, and further south via Scrubs Lane there is access to the strategic road network – the A40. Existing walking and cycling routes lead to Willesden Junction station, Scrubs Lane and the Grand Union canal, but they are of poor quality.
- 3.4. The area is characterised by medium and large scale industrial buildings, open areas (land used to store/park vehicles) as well as clusters of smaller scale, compact industrial units. Within this, there is a mixture of street oriented older industrial buildings and site oriented modern industrial uses. There are 5 non-designated heritage assets sited within the Old Oak North study boundary, including the Former Rolls Royce Factory which acts as a notable local landmark and an important historic emblem. The Grand Union Canal conservation area is a sensitive edge, where a more considered approach to development is required.

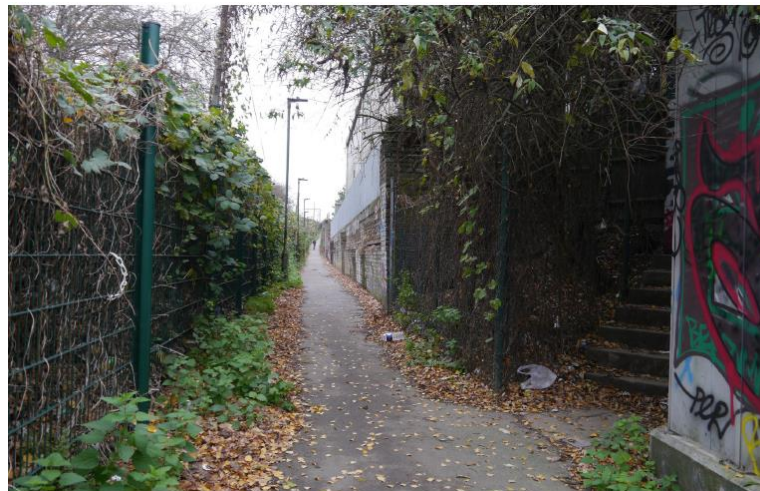
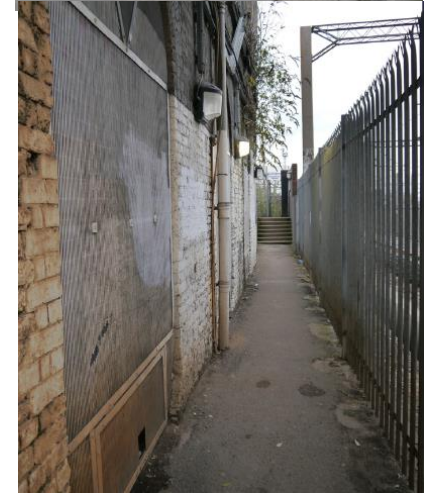
<sup>2</sup> 107,540sqm (GEA).

- 3.5. Key open spaces within and adjacent to Old Oak North include the Grand Union Canal, Mary Seacole Gardens, Birchwood Nature Reserve and St Mary's RC Cemetery with links to Kensal Green Cemetery. The canal is also a site of metropolitan importance for nature conservation, and the railway embankments are of borough level importance.
- 3.6. Old Oak North is adjacent to other places (Willesden Junction, Scrubs Lane and the Grand Union Canal) identified in OPDC's submission draft Local Plan. To the east of Old Oak North, separated by railway tracks, new homes are planned as part of the early delivery of development along Scrubs Lane and new clusters will provide access to amenities. To the north, but also separated by a span of railway tracks, new residential and commercial uses are expected to be developed in the longer term around Willesden Junction station. South of Old Oak North, the new HS2 station at Old Oak Common will provide access to the HS2, Crossrail (Elizabeth Line) and Great Western Main Line services. This will improve public transport accessibility in the local area, creating opportunities to better connect to the area to a wider customer and labour market catchment. The railway lines act as barriers to movement but they also separate Old Oak North from other existing and incoming sensitive residential uses.
- 3.7. Old Oak North will be largely unencumbered by activities associated with the construction of Old Oak Common station to the south. It also benefits from having a semi-consolidated land ownership with a limited number of land owners, including Cargiant. Cargiant's operational land includes properties located on Scrubs Lane that are used in conjunction with the main Cargiant operations in Old Oak North (on Hythe Road and Salter Street). The Scrubs Lane sites are proposed to be de-designated from SIL and allocated for residential led mixed use development. Therefore, there is an opportunity for the intensification of Old Oak North to mitigate for the loss of any industrial floorspace on the Scrubs Lane sites, as well as other industrial floorspace being de-designated across the rest of the OPDC area. Given the nature of land ownership, Old Oak North could have significant potential to contribute towards industrial intensification in the short and medium term.

#### 4. PLACEMAKING PRINCIPLES

- 4.1. Further information on key issues and opportunities given the site context are set out in Figure 4. These have been translated into placemaking opportunities (Figure 6). Placemaking precedents that show examples of how some of these objectives have been achieved in different settings are shown in Figure 5, however examples of industrial intensification are covered in Appendix 1. Embedding the place making principles as part of future change will ensure that new development responds to current issues and opportunities as well as delivering industrial intensification and a better quality place for businesses, employees and visitors. These principles shape the layout and form of development, assumed later in the assessment of future development potential within the Old Oak North area.

Figure 3: Photographs





### Grand Union Canal and open spaces

The Grand Union Canal is a defining feature in the character of this area. At the moment, it is largely neglected or inaccessible but intensification and future development would provide opportunity to enhance the canal side.

Limited parts of the northern (south-facing) canalside landscape are informally used by workers, other areas are underused and fenced off. There is the potential to increase access, provide more attractive active and/or positive frontages and create new publicly accessible open spaces along the canalside, where these would be compatible with existing or proposed industrial operational requirements, which would deliver local amenity for the growing workforce.

### Economic Resilience and Growth

The existing 1,700 businesses across Old Oak North and Park Royal employ around 43,100 people. Applying the priorities to protect, strengthen and intensify industrial capacity across Old Oak North could provide new training and employment opportunities for local people across a range of skills and industrial sectors. It could also create additional economic value and add to the £2.1 billion Gross Value Added already generated in the OPDC area.

There are vibrant and established clusters of small businesses and artist/creatives uses occupying buildings in Old Oak North. Given the increasing pressure that these types of businesses face across London and the value and diversity they add to the local economy, there are opportunities for SME and affordable business space to be protected and /or reprovided -as part of future development.

New intensified industrial typologies can provide additional floorspace capacity whilst also allowing greater flexibility to adapt and accommodate a range of industrial sectors. The diversity of space would both help attract new, emerging industrial sectors and allow existing business to remain and grow. It could also provide a platform to attract innovation sectors such as clean tech and advanced manufacturing.

### Poor quality routes for walking and cycling

All of the existing routes need further improvements to support walking and cycling. Key challenges include the following:

- the route through the Hythe Rd underpass is restricted in terms of its visibility and width.
- the cycle/pedestrian route to the canal as well as the approach to Bulls Bridge approach is unclear and does not support inclusive access. Relocating the bridge towards the west would mean that the route would connect into the new mixed use residential led Oaklands development and people using the route could benefit from access to ground floor active uses and activity as a local 'walk to destination' in its own right, or as part of their journey to the station or elsewhere.
- the route up to the Trainspotting bridge from Willesden Junction station is illegible and does not provide inclusive access. The bridge itself is narrow and has a poor surface treatment and shallow steps down onto the route between the railway towards Salter Street (referred to as embankment walkway).
- Embankment walkway is a narrow, fenced-in route sandwiched between the backs of industrial buildings and the overgrown railway embankment leading towards Salter Street. The walls and fences are covered in graffiti and the length, lack of natural surveillance and limited access off the path, make this stretch feel unsafe during day and at night.
- The above are exacerbated by inadequate wayfinding infrastructure. These factors make navigating this area challenging.

### **Phasing and deliverability**

Due to the limited number of land owners and impacts from the construction of Old Oak Common station, there is significant potential for delivery to occur in the short and medium term. Cargiant has already indicated their desire to intensify operations on their land.

### **Local character**

Although the non designated heritage assets do not benefit from statutory protection, proposals that seek to conserve and enhance these assets will be supported. They act as landmarks and mark the historic industrial legacy of Old Oak North. Opportunities, where feasible, to retain and celebrate these assets, as well as the successful integration of new industrial developments, would help deliver positive contributions to place making, local character and identity. The sequential approach set out in the policy D8 should be undertaken to manage the impact of proposals on an asset's significance.

### **Limited connections**

Access into Old Oak North is limited to a vehicular access along Hythe Road/Salter Street and Haul Road as well as low quality walking/cycling routes.

An additional vehicular connection from Scrubs Lane may need to be explored to ensure that the area will be able to support industrial intensification and the level of vehicle movements. There are opportunities to safeguard land for this purpose.

### **Public transport**

The arrival of Old Oak Common Station will improve public transport accessibility locally. This will complement access to Willesden Junction station and local bus routes on Scrubs Lane.

### **Comprehensive approach**

Comprehensive development provides significant opportunities to create a better place. This will require a holistic approach integrating new intensification typologies alongside heritage assets, a diverse ecosystem of sectors and business types supporting greater collaboration and innovation, embedding sustainability principles, access to open space, amenities and improvements to the movement network.

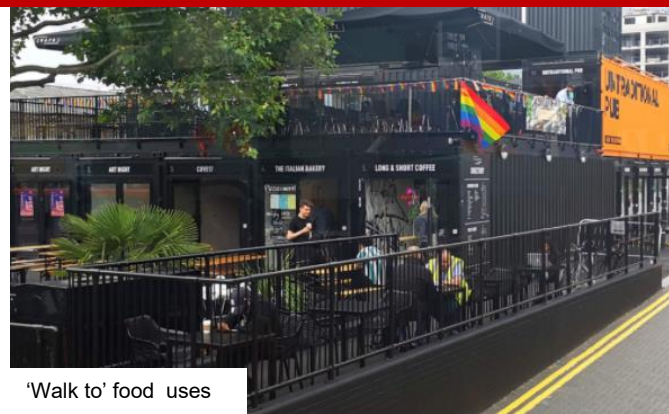
### **Public realm and amenities**

New amenities to support employees, visitors and the existing mooring communities could deliver active frontages to the street and canal to enhance the vibrancy of area. All other industrial frontages can deliver positive frontages onto walking and cycling routes and adjacent to the canal.

Figure 5: Placemaking precedents



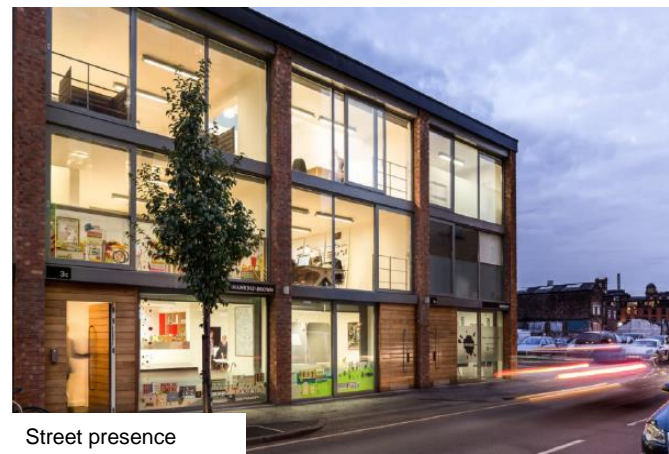
Retaining original buildings



'Walk to' food uses



Signage



Street presence



Positive frontage



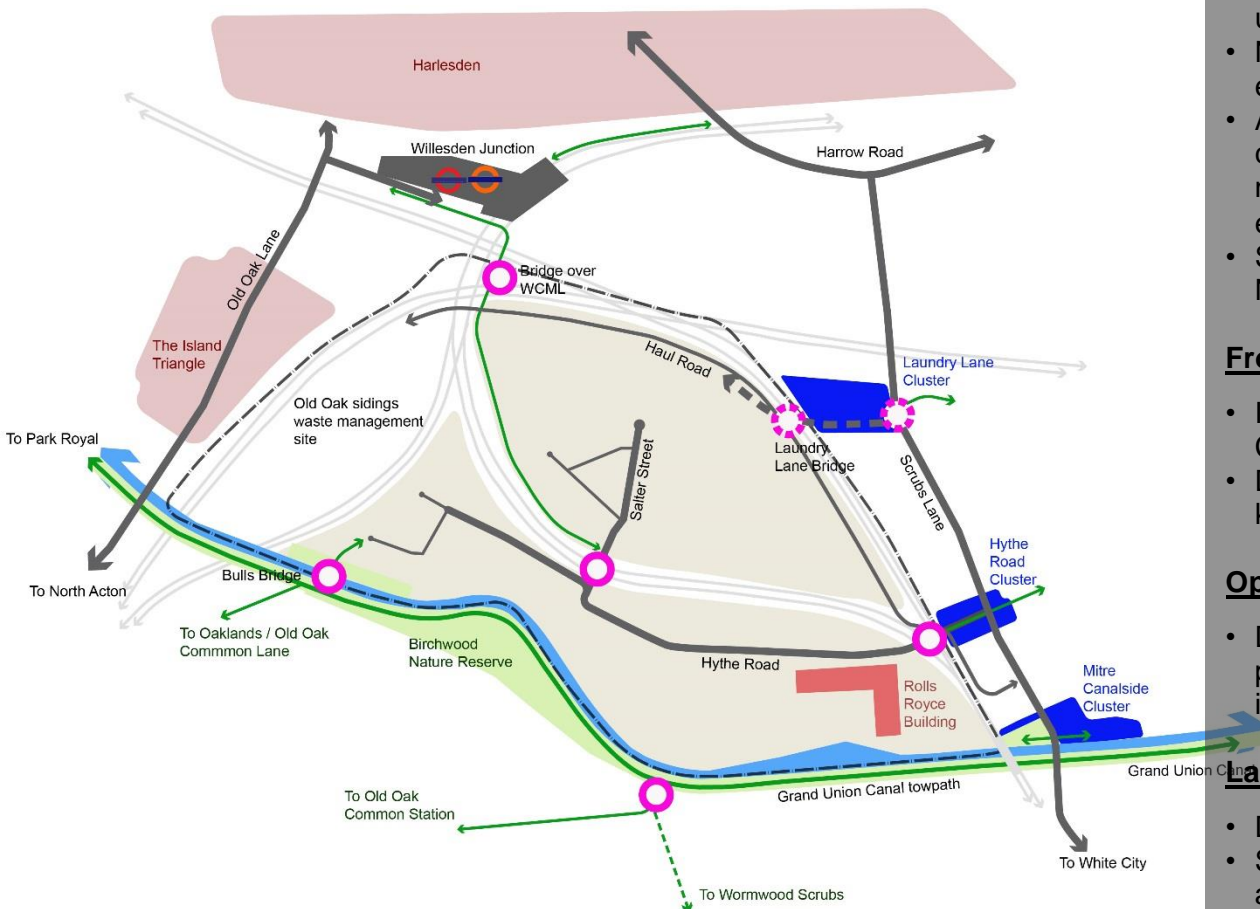
Space for SMEs



Creative spaces



Materials



### **Connections and movement**

- Improvements to existing walking and cycling routes, bridges and underpasses, including from Old Oak North to Willesden Junction station
- New segregated cycle lanes and more generous pavements widths along existing routes where possible
- A new, high quality inclusive access pedestrian and cycle bridge connection over the canal to replace and relocate Bulls Bridge or, if this is not feasible or agreeable with landowners, upgrading the existing bridge to ensure inclusive access for all users;
- Safeguard for a new vehicular connection from Scrubs Lane into Old Oak North;

### **Frontages and wayfinding**

- Improved legibility and wayfinding to Willesden Junction, Old Oak Common, Old Oak Common Lane stations and the Grand Union Canal
- Deliver active and/or positive frontages onto the Grand Union Canal and key routes

### **Open space and green infrastructure**

- Delivering new publicly accessible open spaces, including new canalside public open spaces where compatible with existing and/or proposed industrial operational requirements

### **Land uses**

- Deliver a range of SIL compliant industrial floorspace and uses
- Support the delivery of ancillary uses for employees along key routes and/or open spaces where this is in accordance with other policies.

### **Heritage assets**

- Conserve and enhance heritage assets including the Grand Union Canal Conservation Area, the Rolls Royce Building and other heritage assets; and
- Ensure future local character is informed by the area's existing heritage including the railways, Grand Union Canal and industrial heritage

### **Heights**

- Supporting increased building heights and multi-storey development where this will deliver industrial intensification and SIL compliant broad industrial type activities

## 5. INTENSIFICATION OPPORTUNITIES AND CAPACITY ASSESSMENT

- 5.1. The purpose of this part of the report is to understand the future potential for the intensification of SIL floorspace capacity in Old Oak North.
- 5.2. Development capacity is shaped by the suitability of the site for particular uses, its availability and achievability (or economic viability). The Government's National Planning Practice Guide (NPPG) sets out a range of considerations related to these<sup>3</sup>. On the first point, suitability of the site, Old Oak is designated as SIL in the extant Development Plan (London Plan (2016) and LB Hammersmith and Fulham Core Strategy (2011)), so all sites within this area are assumed to be suitable for industrial uses. However, any specific site constraints need to be considered as they could affect the future development capacity.
- 5.3. The NPPG also states that the development capacity of each identified site should be "guided by the existing or emerging plan policy including locally determined policies on density. Where the plan policy ...does not provide a sufficient basis to make a judgement then relevant existing development schemes can be used as the basis for assessment, adjusted for any individual site characteristics and physical constraints" (NPPG paragraph 17 Reference ID: 3- 017-20140306). Industrial intensification is a new concept in the UK, and therefore an understanding of associated densities or plot ratios is still emerging. As a consequence and for the purpose of this exercise, we will draw information on relevant typologies from the GLA evidence base but also through examples of existing development schemes from the UK and elsewhere.

*What methodology is being used to identify opportunities and capacity?*

- 5.4. The methodology incorporates all the above considerations into an assessment framework that follows 3 key stages:
- **Step 1** - High level assessment of individual site parcels to identify opportunities for intensification and understand the potential scale of change and transformation. This uses site assessment criteria derived from the NPPG and other considerations.
  - **Step 2** - Typology derived plot ratios and development capacity based on precedent typologies in order to understand what forms of development, plot ratios and development capacity could be delivered in Old Oak North.
  - **Step 3** - Viability Assessment to test the whether the outputs from step 2 are economically viable.

*Step 1 – High level site assessment*

- 5.5. The following criteria have been developed for the high level assessment of site parcels in Old Oak North:

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<sup>3</sup> The PPG states that a site's suitability, availability and achievability for development should be assessed against the factors set out PPG paragraph 19 Reference ID: 3-019-20140306, Paragraph: 020 Reference ID: 3-020- 20140306 and Paragraph: 021 Reference ID: 3-021-20140306.

Table 1: Assessment criteria

Criteria	Application
A. Low density sites/plot ratios	Lower density sites have higher potential for transformation
B. Land ownership patterns	Consolidated/limited land ownerships could make future delivery more likely
C. Proximity to other land uses	Sites in close proximity to sensitive use(s) may be more difficult to develop more intensively
D. Constraints	Physical limitations such as access, the presence of infrastructure, size and shape of site etc. Constraints could reduce the potential to deliver more comprehensive change.
	Policy designations. The number/presence of policy constraints could reduce the potential to deliver more comprehensive change.
	Environmental issues such as ground conditions, flood risk, hazardous risks, pollution or contamination. Constraints will reduce the potential to deliver more comprehensive change.
E. Other opportunities (for information only, criteria is not rated)	Potential to deliver other opportunities:
	High levels of public transport accessibility could create potential for industrial sectors with higher employment densities
	Access to the strategic road network and sustainable transport modes will create opportunities for sectors which have a range of servicing needs

5.6. The sites are assessed against the criteria using a Red/Amber/Green (RAG) rating based on the potential for intensification, ranging from green which represents sites that could have a higher potential (less constrained) and red which represents sites that may have a lower (more constrained) potential.

5.7. A summary RAG rating by individual site parcels is included in Table 2, further site assessment notes are set out in Appendix 2. Based on this assessment, the majority of sites could have potential to contribute towards industrial intensification.

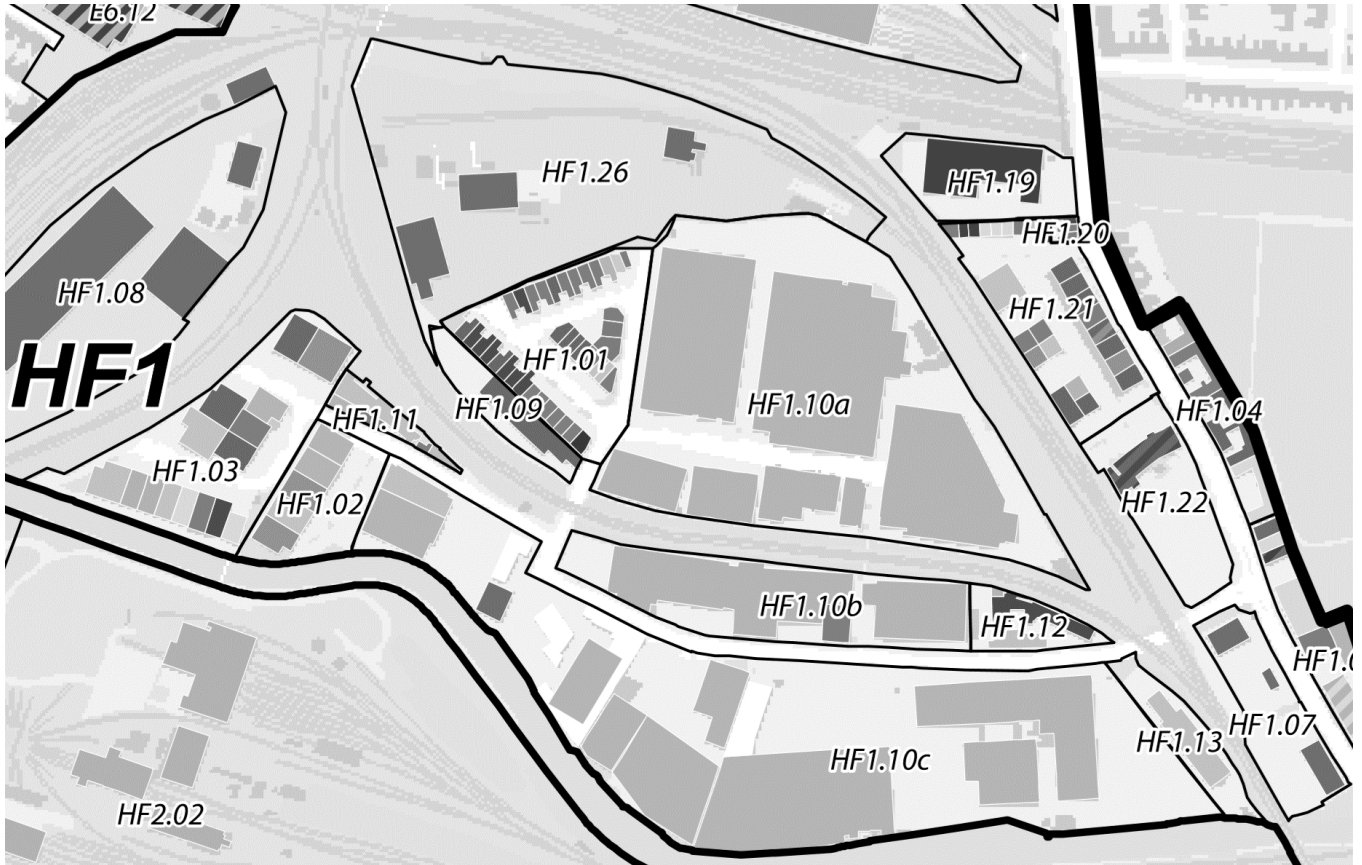


Table 2: Summary results

Landowner	Site ID	RAG
LBHF (CarGiant)	HF1.01	Green
CarGiant	HF1.10a	Green
CarGiant	HF1.10b	Green
CarGiant	HF1.10c	Orange
CarGiant	HF1.02	Green
CarGiant	HF1.03	Green
CarGiant	HF1.09	Orange
Other private	HF1.11	Red
CarGiant	HF1.12	Green
CarGiant	HF1.13	Orange
Network Rail	HF1.26	Green

*Step 2 - Typology derived plot ratios and development capacity*

5.8. Precedent industrial intensification typologies have been identified from existing evidence base studies, namely:

- GLA Industrial Intensification and Co-location Study and the Industrial Intensification and Co-location Study Design and Delivery Testing document
- OPDC Park Royal Intensification Study

5.9. We have also selected real world case studies. Precedent typologies are included in Appendix 4. These typologies were considered appropriate because:

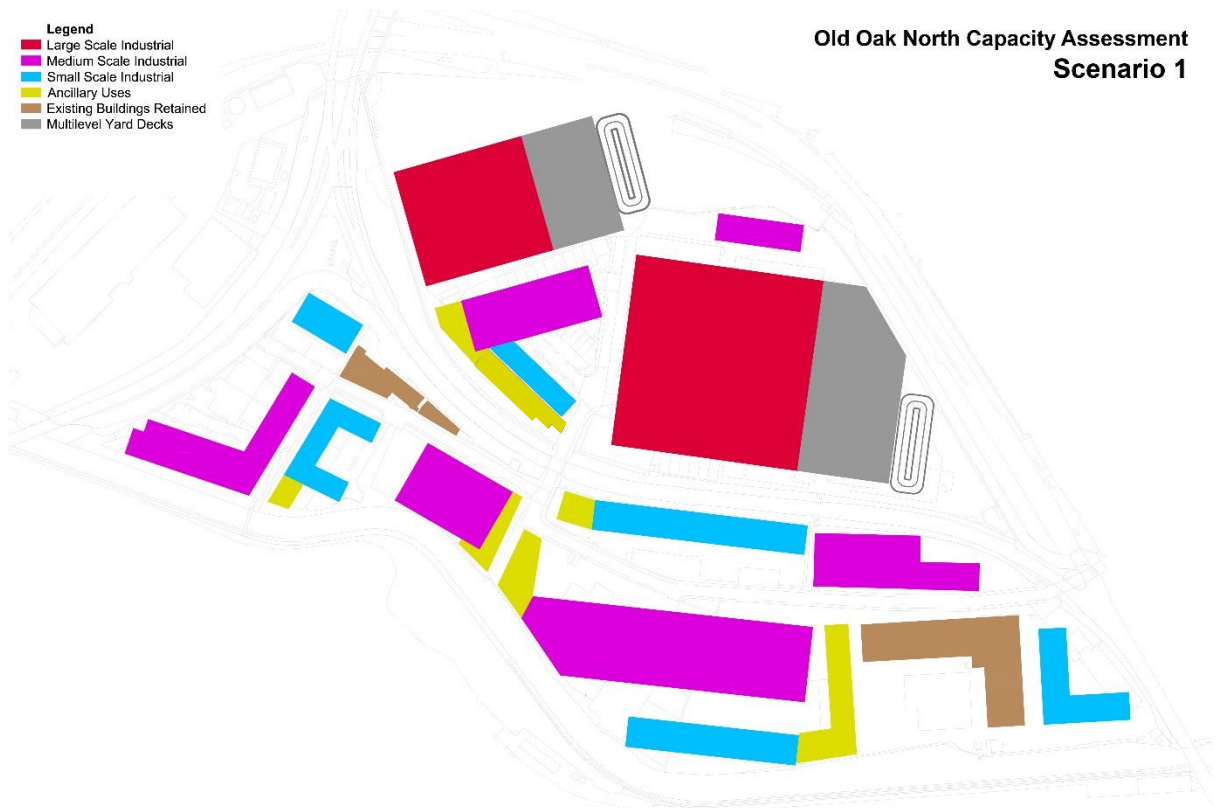
- they should be able to accommodate relevant identified growth industrial sectors
- they could accommodate different unit sizes
- they could be physically accommodated within the Old Oak North area

5.10. The typologies have been used to develop indicative layouts showing ways (but not the only way) in which development could come forward. The indicative layouts are hypothetical and developed for the purposes of development capacity testing only. They do not represent a scheme or masterplan proposal and should not be interpreted as being appropriate for of development for planning application purposes. Two examples of indicative layouts are shown below for information. The testing process has been used to arrive at a development capacity figure for Old Oak North.

5.11. As part of redevelopment, there is an anticipated loss of approximately 102164sqm of existing industrial floorspace<sup>4</sup> across Old Oak North. Implementing the similar intensified typologies to those set out in Appendix 4 across Old Oak North would deliver 212,584sqm. This is a significant uplift, that would help contribute towards the wider intensification across the OPDC area.

Table 3: Intensification capacity

	Floorspace (sqm)
Existing industrial baseline	102.164
Capacity delivered through intensification of sites.	212,584



<sup>4</sup> 107,541sqm (GEA).



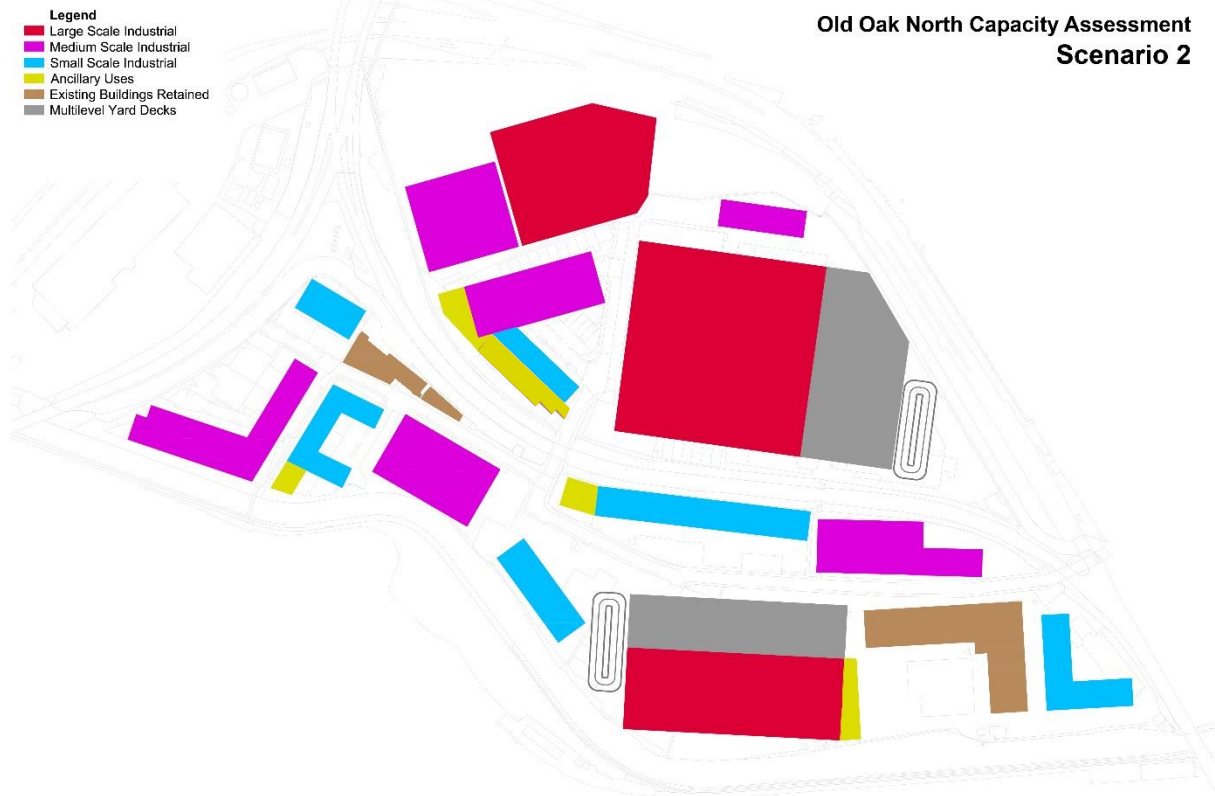


Table 4: Intensification capacity by site

Place policy	Site	Existing floorspace (sqm) (NIA) <sup>5</sup>	New floorspace (sqm) (NIA)
P2	Cargiant	95,422	170,768
P2	The Triangle Business Centre	4,244	20,536
P2	EMR	2,498	21,280
	Total	102,164	212,584

## 6. VIABILITY ASSESSMENT

6.1. Viability testing has been undertaken on the Cargiant and EMR site allocations as these are both key sites which will deliver a significant uplift in industrial floorspace. The viability outputs for these two sites can be viewed in the separate sites viability supporting study (2021).

## 7. ENGAGEMENT

7.1. As part of the Interim Findings and through subsequent correspondence, the planning inspector encouraged OPDC and Cargiant to work proactively to reach a mutually agreeable resolution in respect of the policies for Old Oak North. OPDC has been engaging with Cargiant and other landowners in Old Oak North to discuss the proposed modifications to the Plan as well as the findings arising from this report.

<sup>5</sup> GEA (sqm) figures are included in Appendix 1

## 8. CONCLUSION AND NEXT STEPS

- 8.1. This report concludes that there is potential for 212,584sqm of new industrial floorspace to be delivered in Old Oak North. The outputs of this study will be used to update the Development Capacity Study and Industrial Land Review Addendum.
- 8.2. The placemaking principles will also inform modifications to the Old Oak North place policy (P2). The site development capacities will be used to prepare modifications to the site allocations for the Cargiant, Triangle Business Centre and EMR sites.

**APPENDIX 1 – Existing industrial floorspace capacity in Old Oak North**

ILR Site ID	Redevelopment area	Site Area (m2)	Existing gross external building floor area (m2)	Land use category
HF1.01	Triangle	11635	4468	B Light industry
HF1.02	CarGiant	5765	2401	B Light industry
HF1.03	CarGiant	15148	8807	B Light industry
HF1.09	Triangle	3010	1751	C Warehouses
HF1.10a	CarGiant	47568	33863	A General industry
HF1.10b	CarGiant	12960	9468	C Warehouses
HF1.10c	CarGiant	57718	39741	A General industry
HF1.11	CarGiant	1570	2397	C Warehouses
HF1.12	CarGiant	2797	2015	K Vacant Industrial
HF1.26	EMR	35837	2629	
			<b>107,540</b>	

## **APPENDIX 2 – Site Assessment comments**

Landowner	Site ID	Criteria	Commentary	RAG
LBHF (Cargiant)	HF1.01	A	Site has an estimated plot ratio of 0.38. This plot ratio is significantly lower than other sites in Park Royal, so there could be potential to increase floorspace capacity.	
		B	Cargiant have a long lease on the site. Cargiant has confirmed desire to intensify current operations on their land <sup>6</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is surrounded by SIL	
		D	The site has a triangular shape which may affect redevelopment potential if the site was developed independently. However, Cargiant also own surroundings site so there is potential for this site to form part of a comprehensive scheme. No policy designations. No known environmental issues	
		E	The site is within 3 miles of access to strategic road network There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

Landowner	Site ID	Criteria	Commentary	RAG
CarGiant	HF1.10 a	A	Site has an estimated plot ratio of 0.71. The buildings appear to be low or single storey structures so there is potential to increase the plot ratio further.	
		B	Cargiant has confirmed desire to intensify current operations on their land <sup>7</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by railway lines to the south and east and SIL to the north and west. Residential led mixed use development is planned along Scrubs Lane, to	

<sup>6</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

<sup>7</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

			the east of this site, but the railway lines and land would separate these uses and there is potential for mitigation and agent of change measures to be implemented.	
		D	Large, relatively regular size site. One of the buildings is identified as a Building of Local Heritage Interest. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

Landowner	Site ID	Criteria	Commentary	RAG
CarGiant	HF1.10 b	A	Site has an estimated plot ratio of 0.73, but this includes some low or single storey buildings so there is potential to increase the plot ratio further.	
		B	Cargiant has confirmed desire to intensify current operations on their land <sup>8</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by railway lines to the north and is surrounded by SIL	
		D	Long rectangular site, but reasonable site size. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

Landowner	Site ID	Criteria	Commentary	RAG
Cargiant	HF1.10 c	A	Site has an estimated plot ratio of 0.69, but this includes some low or single storey buildings. There are sizeable areas of open car storage. Therefore, there is potential to increase the plot ratio further.	

<sup>8</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

		B	Cargiant has confirmed desire to intensify current operations on their land <sup>9</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by the canal to the south, but is otherwise surrounded by SIL	
		D	Large, long rectangular site. Two of the buildings identified as locally listed heritage assets but the site is large enough to allow development to happen around these. The site is adjacent to the Grand Union Canal conservation area. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station. The western part of the site parcel is near to an existing bridge across the canal that provides access to the towpath. The westerly direction leads to Old Oak Lane and access to bus routes.	

Landowner	Site ID	Criteria	Commentary	RAG
Cargiant	HF1.02	A	Site has an estimated plot ratio of 0.42. This plot ratio is significantly lower than other sites in Park Royal, so there could be potential to increase floorspace capacity.	
		B	Cargiant has confirmed desire to intensify current operations on their land <sup>10</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by the canal to the south, but is otherwise surrounded by SIL	
		D	Small site but it is under the same ownership as adjacent land parcels. The site is bounded by the Grand Union Canal conservation area. There are no policy other designations and no known environmental issues affecting this site.	

<sup>9</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

<sup>10</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station. An existing bridge across the canal provides access to the towpath. The westerly direction leads to Old Oak Lane and access to bus routes.	
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Landowner	Site ID	Criteria	Commentary	RAG
Cargiant	HF1.03	A	Site has an estimated plot ratio of 0.58. This plot ratio is lower than other sites in Park Royal, so there could be potential to increase floorspace capacity.	
		B	Cargiant has confirmed desire to intensify current operations on their land <sup>11</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by the canal to the south, but is otherwise surrounded by SIL	
		D	Small site but it is under the same ownership as adjacent land parcels. The site is bounded by the Grand Union Canal conservation area. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station. An existing bridge across the canal provides access to the towpath. The westerly direction leads to Old Oak Lane and access to bus routes.	

<sup>11</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

Landowner	Site ID	Criteria	Commentary	RAG
Cargiant	HF1.09	A	Site has an estimated plot ratio of 0.58. This plot ratio is lower than other sites in Park Royal, so there could be potential to increase floorspace capacity.	
		B	Cargiant has confirmed desire to intensify current operations on their land <sup>12</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by railway lines to the south/west, but is otherwise surrounded by SIL	
		D	Small site but it is under the same ownership as adjacent land parcels. The existing building that covers most of the plot is identified as a local heritage asset. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

Landowner	Site ID	Criteria	Commentary	RAG
Private	HF1.11	A	Site has an estimated plot ratio of 1.53. The high plot ratio suggests that the site is already intensified and there is therefore limited scope for intensification	
		B	The landowner has given no indication that they would like to develop their site.	
		C	Site is bounded by railway lines to the north, but is otherwise surrounded by SIL	
		D	Very small site, so the scope for significant change is limited. The existing building is identified as a local heritage asset. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station. An existing bridge across the canal provides	

<sup>12</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);



			access to the towpath. The westerly direction leads to Old Oak Lane and access to bus routes.	
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Landowner	Site ID	Criteria	Commentary	RAG
Cargiant	HF1.12	A	The site is an open area of car storage. There is potential to make more efficient use of the open land.	
		B	Cargiant has confirmed desire to intensify current operations on their land <sup>13</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by railway lines to the north, but is otherwise surrounded by SIL	
		D	Small site but it is under the same ownership as adjacent land parcels. The existing building is identified as a local heritage asset. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

Landowner	Site ID	Criteria	Commentary	RAG
Cargiant	HF1.13	A	Site has an estimated plot ratio of 1.47. The high plot ratio suggests that the site is already intensified and there is therefore limited scope for intensification.	
		B	CarGiant has confirmed desire to intensify current operations on their land <sup>14</sup> . Therefore, it is considered that there is potential for this site to come forward for intensification.	
		C	Site is bounded by railway lines to the east and the canal to the south, but is otherwise surrounded by SIL	

<sup>13</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

<sup>14</sup> [https://www.london.gov.uk/sites/default/files/rep-42-005\\_dp9\\_obo\\_old\\_oak\\_park\\_ltd\\_response\\_to\\_matter\\_13\\_1.pdf](https://www.london.gov.uk/sites/default/files/rep-42-005_dp9_obo_old_oak_park_ltd_response_to_matter_13_1.pdf);

		D	Small site but it is under the same ownership as adjacent land parcels. The site is bounded by the Grand Union Canal conservation area. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

Landowner	Site ID	Criteria	Commentary	RAG
Network rail	HF1.26	A	Site has an estimated plot ratio of 0.07. This plot ratio is significantly lower than other sites in Park Royal, so there could be potential to increase floorspace capacity.	
		B	The freehold landowner has confirmed that they would support the intensification of this site	
		C	Site is bounded by railway lines to the north and west, but is otherwise surrounded by SIL	
		D	Large site. It is currently operating a waste site. There are no policy other designations and no known environmental issues affecting this site.	
		E	The site is within 3 miles of access to strategic road network. There is access to bus routes via Scrubs Lane and the nearest train station is Willesden Junction station.	

## APPENDIX 3 – Typologies overview

### Large Scale Industrial



### Smaller Scale Industrial



### Medium Scale Industrial



### Active Ancillary Frontages



## Old Oak North Intensification Study

# Appendix | Precedent Analysis

**DRAFT**

# Paris Air2 Logistique

Paris, France

**Floorspace:** 63,000 sqm

**Site Area:** 60,000 sqm

**Plot Ratio:** 1.05

## Typology:

- 2 storey logistics warehouse
- IKEA chief tenant
- HGV access to upper level
- Location allows for waterborne and rail delivery distribution



# G-Park London Docklands

Silvertown, London

**Floorspace:** 40,000 sqm

**Site Area:** 24,150 sqm

**Plot Ratio:** 1.7

## Typology:

- 3 storey distribution hub
- HGV access to upper levels
- Proposals seek to minimise proportion of trips from HGVs compared to other modes



# Sunset Industrial Park

Brooklyn, NYC

**Floorspace:** 120,000 sqm

**Site Area:** 47,750 sqm

**Plot Ratio:** 2.5

## Typology:

- 4 storey industrial warehouse
- HGV access all levels



# Manhattan 1/2/5 Garages

## Manhattan, NYC

**Floorspace:** 28,000 sqm\*

**Site Area:** 7,602 sqm

**Plot Ratio:** 3.7

*\* Assumed at 70% of total building footprint to discount vehicular access to upper levels*

### Typology:

- 5 storey bespoke industrial building to house and service NYC's fleet of street salting vehicles.
- Allows upper level access for heavy service vehicles, but not designed for HGV access to upper levels





# Gewerbehöfe Laim

Munich, Germany

**Floorspace:** 11,000 sqm

**Site Area:** 5,800 sqm

**Plot Ratio:** 1.9

## Typology:

- 4 storey building for smaller scale light industrial uses
- LGV access and servicing to lower levels with shared good lifts to upper levels
- Floor loadings on upper levels can accommodate forklift trucks



# Meistermeile, Hamburg

Hamburg, Germany

**Floorspace:** 13,400 sqm

**Site Area:** 11,600 sqm

**Plot Ratio:** 1.2

## Typology:

- 4 storey light industrial building for small scale workspaces
- LGV access and servicing to lower levels with shared good lifts to upper levels
- Site area includes 3,000 sqm for car parking



# Albert Island

Royal Docks, Newham



## Typology:

Mix of industrial uses:

- Storage and distribution 28,000sqm
- Ideas Factory 20,836sqm
- Café 313sqm