OLD OAK AND PARK ROYAL
HERITAGE STRATEGY

Final report

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Urban Practitioners

OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

PARK ROYAL 1937

At the start of the 20th century Park Royal was no more than a modest rural area, albeit with railway lines woven across it and a workhouse in its midst.

During the First World War the area became a vital munitions supplier and thereafter it was utterly transformed, crammed with factories producing an extraordinary range of industrial and domestic products. At one time the main landowners, Allnatts, were building two factories a week at Park Royal. By 1932 there were 83 factories employing 13,400. The photo in 1937 shows how densely developed the area has become, with works producing goods of every variety; foodstuffs, packaging, electrical and mechanical engineering, radios, condensers, cosmetics and vehicles.

World famous products originated at Park Royal, from biscuits to buses, beans to magazines. The Vandervell factory on Western Avenue was the home of the Vanwall racing car, driven by Stirling Moss and Tony Brooks to win the World Championship in 1958. London Transport's celebrated Routemaster bus was made here. The biggest employers were Heinz, employing 3,500 at their peak in 1964 and producing a million tins of baked beans a day; Guinness, at one time the world's biggest brewery, and McVities in Waxlow Road, where by the Second World War 2000 workers were making 300 varieties of biscuit.

In the 1970s and 80s employment numbers declined, with a steady shift from manufacturing to distribution. Many of the old buildings were demolished to make way for large sheds, parking or open storage. To a surprising degree, however, the imprint of the area's heyday can still be sensed in the streets and industrial fragments.



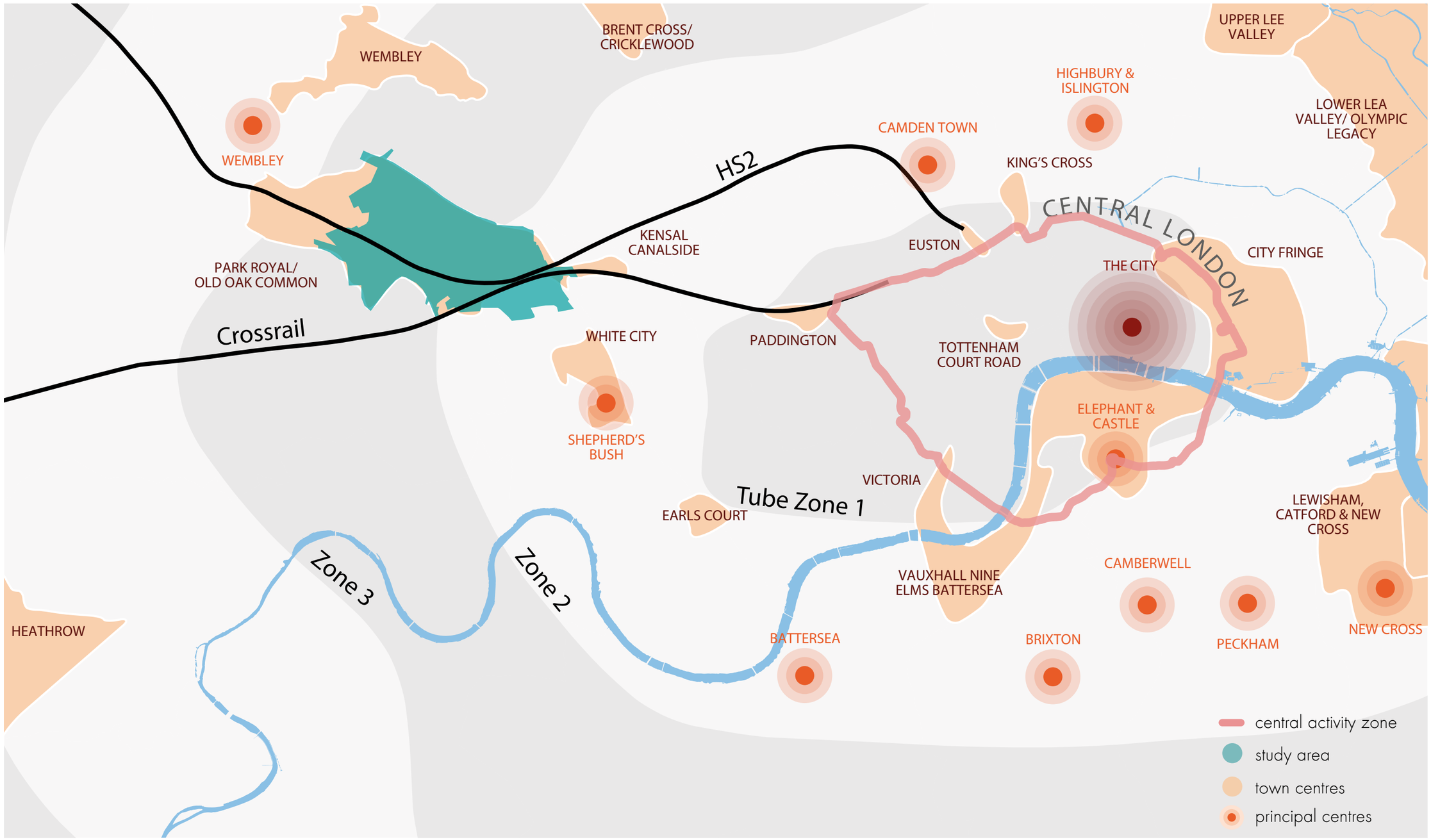
Opposite: 1937 aerial view of Park Royal
Reproduced with the permission of Historic England

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SECTION 1

INTRODUCTION



Strategic regional context

1 INTRODUCTION

1.1 OVERVIEW AND PURPOSE

Old Oak and Park Royal Development Corporation has commissioned the preparation of a Heritage Strategy for the entirety of the Old Oak and Park Royal Development Corporation area. The principal purpose of the study is set out as follows:

- Provide a deeper understanding of the historical development and significance of the Old Oak and Park Royal Area.
- Identify and describe broad historic character areas, assess their relative architectural and historic importance
- Provide an evidence base in support of recommendations relating to the retention of areas of distinctive character and heritage assets.
- Define recommendations to influence current and future masterplanning exercises, scheme development and application assessment from a heritage perspective.

The document forms part of the evidence base for the emerging Old Oak Park Royal Local Plan which is currently under preparation.

1.2 STUDY AREA CONTEXT AND LOCATION

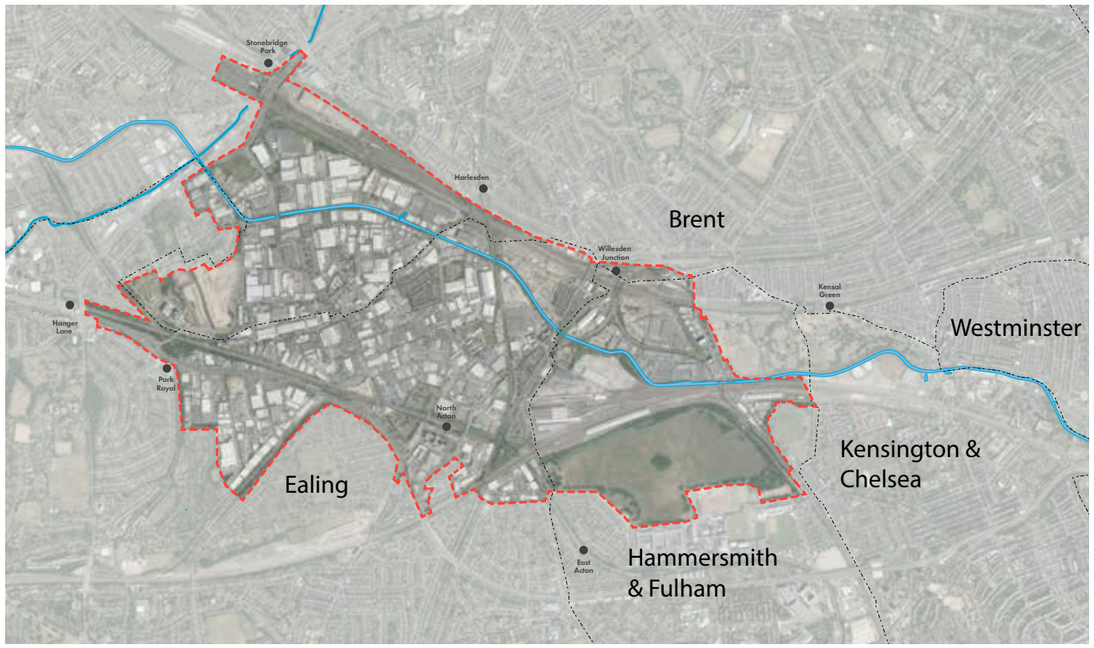
Study area boundary

The study area corresponds with the boundary of the Old Oak Park Royal Development Corporation and as such, transcends the boundaries of three Local Planning Authorities - LB Hammersmith & Fulham, LB Brent and LB Ealing.

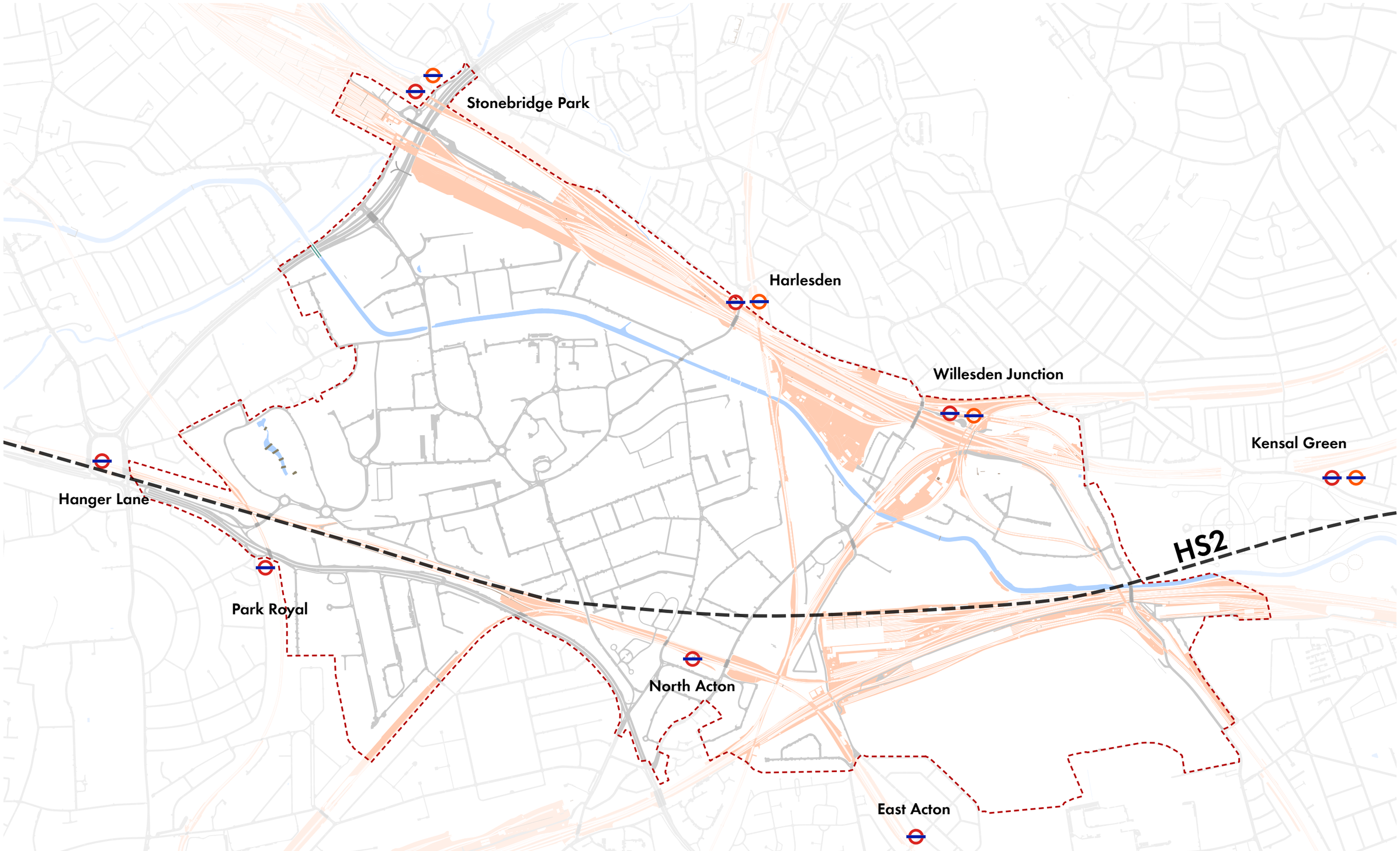
It is important to note that the Heritage Strategy considers a slightly wider area in relation to the setting of relevant heritage assets in the surrounding area and to enable an appropriate description of historic development and relationships between places.

Sub-regional context

The Opportunity Area status underlines the strategic significance of the area, with the establishment of a Mayoral Development Corporation highlighting the shift in focus towards more detailed planning, design and infrastructure considerations.



OPDC area


Stonebridge Park
Harlesden
Willesden Junction
Kensal Green
Hanger Lane
Park Royal
North Acton
East Acton
HS2

Study area

1.3 GROWTH CONTEXT

New infrastructure

Crossrail will connect Heathrow with Old Oak Common and Central London in 2018. HS2 is currently programmed to form a major point of interchange with Crossrail at Old Oak with development commencing on the interchange by 2020. The scheme envisages a significant programme of works for up to twenty years.

Proposed growth

The London Plan (Table A1.1) identifies minimum targets of 24,000 new homes and 55,000 new jobs in the Old Oak Common Opportunity Area, and 1,500 new homes and 10,000 jobs in the Park Royal Opportunity Area. These figures will be taken forward in OPDC's Local Plan.

Land ownership

Land owned by the rail bodies in the MDC area was transferred to OPDC in the Spring Budget 2016. The OPDC land, alongside the Car Giant and Penny Grove sites represents a major swathe of the area with a relatively small proportion of other sites with multiple private interests.

High Speed 2 context and wider impacts

Old Oak area will be transformed in 2026 by the opening of Old Oak Common Station which will connect Crossrail and National Rail services to HS2. Key benefits of this proposal are summarised as follows:

- The station is likely to accommodate 250,000 passengers a day.
- The proposals will result in a step change in accessibility: 8 minutes to Heathrow via Crossrail, 15 minutes faster from the north to Gatwick, and 10 minutes to the West End and Central London via Crossrail.
- A third of Londoners travelling on HS2 will board at Old Oak.
- The scheme is projected to deliver local benefits at a national and city scale in terms of jobs and investment, and access to wider employment opportunities.
- The proposals will deliver benefits for adjacent areas including Harlesden and Stonebridge Park. Other areas of change include East Acton, Harlesden/Acton town centre and Alperton Housing Zone.

The transformation of the area will form part of a wider regeneration story with other Opportunity Areas such as the Opportunity Areas of White City, Kensal Canalside and Wembley coming forward.

1.4 OLD OAK AND PARK ROYAL LOCAL PLAN

Process and statutory consultation

Regulation 18 consultation on the Draft Local Plan was undertaken from February to March 2016.

Consultation feedback is being analysed and will inform the next version of the draft OPDC Local Plan which is due to be published for consultation in Spring 2017.

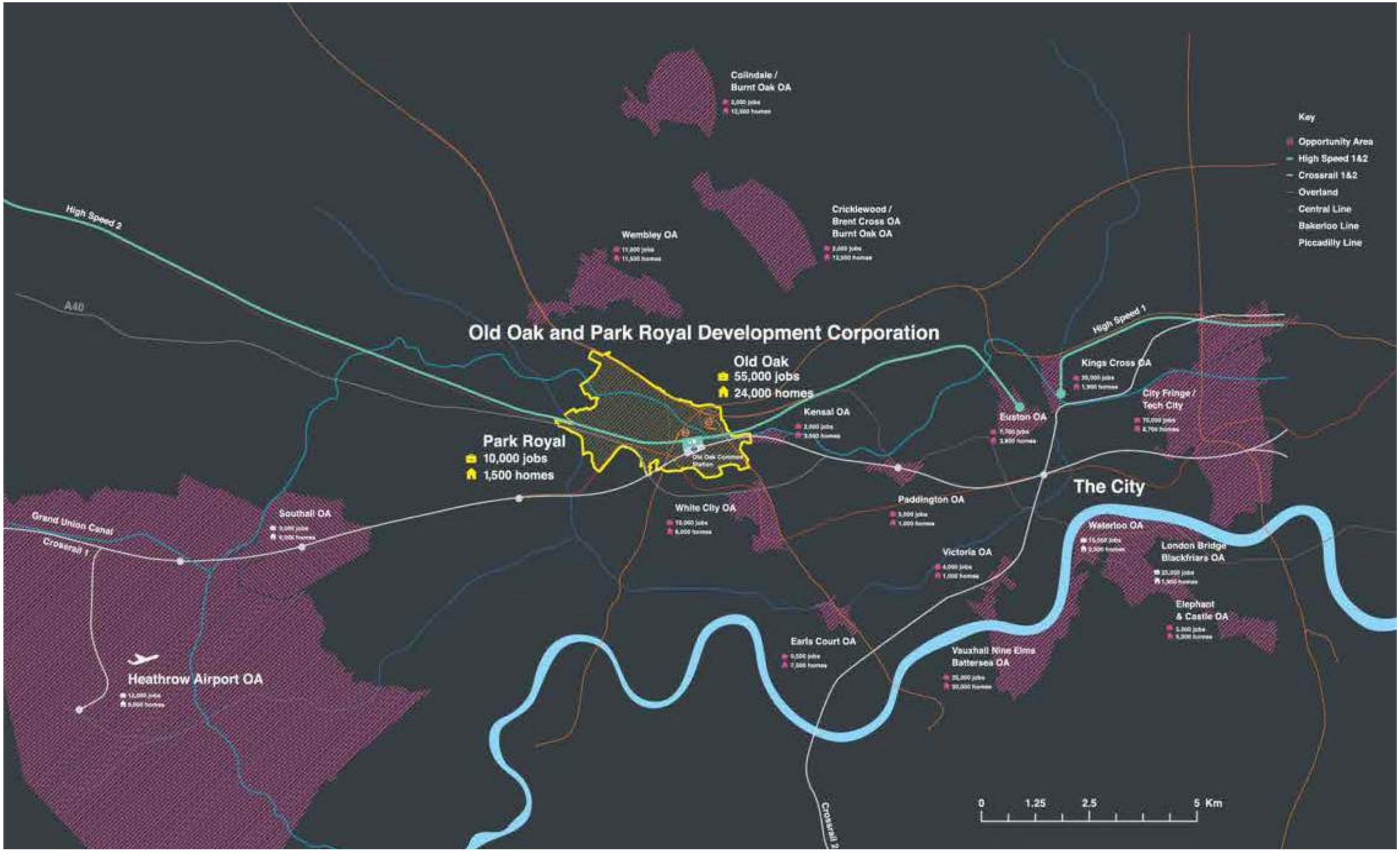
Relevant feedback has been received from a number of groups including local societies, the constituent Boroughs, the Greater London Authority, The Twentieth Century Society, Victorian Society, Canals and River Trust and the Railway Heritage Group.

Scope

The Local Plan establishes an overarching spatial vision and policies alongside guidance on key places, thematic policies and delivery and implementation.



Local Plan - regulation 18 consultation



OPDC growth context

1.5 WIDER STRATEGIES AND STUDIES

Cumberland Park Conservation Area Appraisal

OPDC proposed the designation of a new Conservation Area at Cumberland Park in February 2016 alongside the consultation on the Local Plan. Designation will be progressed in 2016.

Character study

OPDC is progressing a high level character study to assist in the definition of character areas for the Development Corporation area. There is broad correlation with the character area boundaries established in chapter 3 of this report.

Connections study

5th Studio and Alan Baxter have been commissioned by OPDC / TfL to prepare a walking, cycling and public realm strategy. The study incorporates strategic area modelling and will focus on past, present and future connectivity.

Views Study

OPDC is working with the boroughs in developing a views study to feed into the Local Plan, future masterplanning exercises and planning applications. Heritage views will also be outlined in OPDC's Views Study.

Scrubs Lane Development Framework

OPDC commissioned East to prepare a development framework for Scrubs Lane which focuses on a number of key issues including public realm, highways, set backs, massing / density, walking and cycling, and the identification of specific character areas to set a context for development.

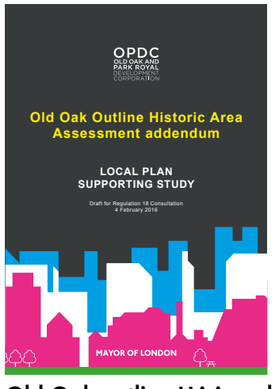
Victoria Road / Old Oak Lane Development Framework

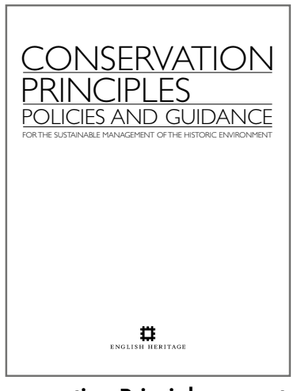
OPDC commissioned Hawkins Brown to prepare the Development Framework for the Victoria Road and Old Oak Lane area. Heritage inputs would be informed by the Heritage Strategy project. This study includes the area around the HS2 works zone.

Old Oak masterplan

OPDC has prepared a brief for the Old Oak masterplan which focuses on the core part of the OPDC area.

There has been a dialogue between the consultant teams for the Heritage Strategy, Scrubs Lane and Victoria Road / Old Oak Lane Development Framework. It is anticipated that the Heritage Strategy will form part of the evidence base for the wider Old Oak masterplan.





Old Oak outline HAA and Conservation Principles report

1.6 APPROACH AND METHODOLOGY

Overview

The Heritage Strategy commenced with a review of research and findings by Geraint Franklin of Historic England (2015) as set out in the Old Oak Outline Historic Area Assessment / Addendum. The team has also undertaken an assessment of Park Royal using historic map regression techniques, secondary research and site visits.

In parallel, area-wide analysis was undertaken to assist in establishing the context for the historic development and the definition of logical "character areas".

As part of the project, the team has reviewed representations on the Local Plan and undertaken stakeholder meetings with Historic England, LB Ealing, LB Brent and LB Hammersmith and Fulham. A stakeholder workshop with a selection of local residents and representatives of key groups also fed into the research in July 2016. The consultant team has met with OPDC officers and representatives of the Scrubs Lane and Victoria Road / Old Oak Lane masterplanning teams.

The significance of identified assets has been assessed drawing on advice from Historic England including the four value groups that can contribute to significance:

- Evidential value - yielding primary evidence of the past including archaeological potential.
- Historical value - showing connections between places and past people, events or aspects of life.
- Aesthetic value - the way people draw sensory and intellectual stimulation from a place.
- Communal value - the meanings of a place for people and their collective memories of it.

The Heritage Strategy has considered existing character including key features and legibility before focusing on specific assessments for each area including the following:

- Overall description;
- Positive features;
- Negative features;
- Historic assessment; and
- Opportunities and recommendations.

The strategy also distills a series of recommendations relating to heritage designations, and the integration of character area recommendations and key historic themes in the Local Plan, masterplanning exercises and planning applications. Heritage view are outlined in OPDC's Views Study.

Research

Thorough research has been undertaken to understand and interpret the heritage of each area. Information has been gathered from a wide range of sources. Primary sources are Ordnance Survey maps, books, newspaper articles and photographs gathered at the local archives. Other secondary sources include online specialist websites e.g. history of industry glossary, railway enthusiast blogs; company websites; and Britain from Above, providing a number of aerial photographs from the Aerofilms collection.

Structure

The Heritage Strategy is structured as follows:

- Chapter 1: Introduction;
- Chapter 2: Historical summary;
- Chapter 3: Character areas; and
- Chapter 4: Key recommendations.

A summary of the feedback received at the Stakeholder Workshop in July 2016 is also included for reference in Appendix 1.

SECTION 2

HISTORICAL SUMMARY

2 HISTORICAL SUMMARY

2.1 HISTORICAL DEVELOPMENT

For centuries the Old Oak area was an agricultural backwater to London, made up of a patchwork of common land and farmsteads, with small hamlets at its fringes. This remained the pattern up to the end of the 19th century, when the old villages were absorbed into the suburban growth of the city and Old Oak began its transformation into a vital part of London's manufacturing.

Before 1800 the study area was characterised by woodland, water courses draining to the Thames, common land for pasture and small arable plots. In the 1750s a source of spring mineral water was promoted for its health-giving qualities, but Acton Wells failed to establish itself as a spa resort and the area remained in agricultural use.

The first significant change came in 1801 with the Grand Junction Canal, and the opening of the Paddington Arm that threaded across the area. The canals were eclipsed by the railways in the 1840s but until then the network has a profound economic importance, bringing raw materials into the capital and enabling the export of goods to inland areas. The influence of the canal on the development of the Old Oak area was indirect: the positions of the bridges determining where future development would take place.

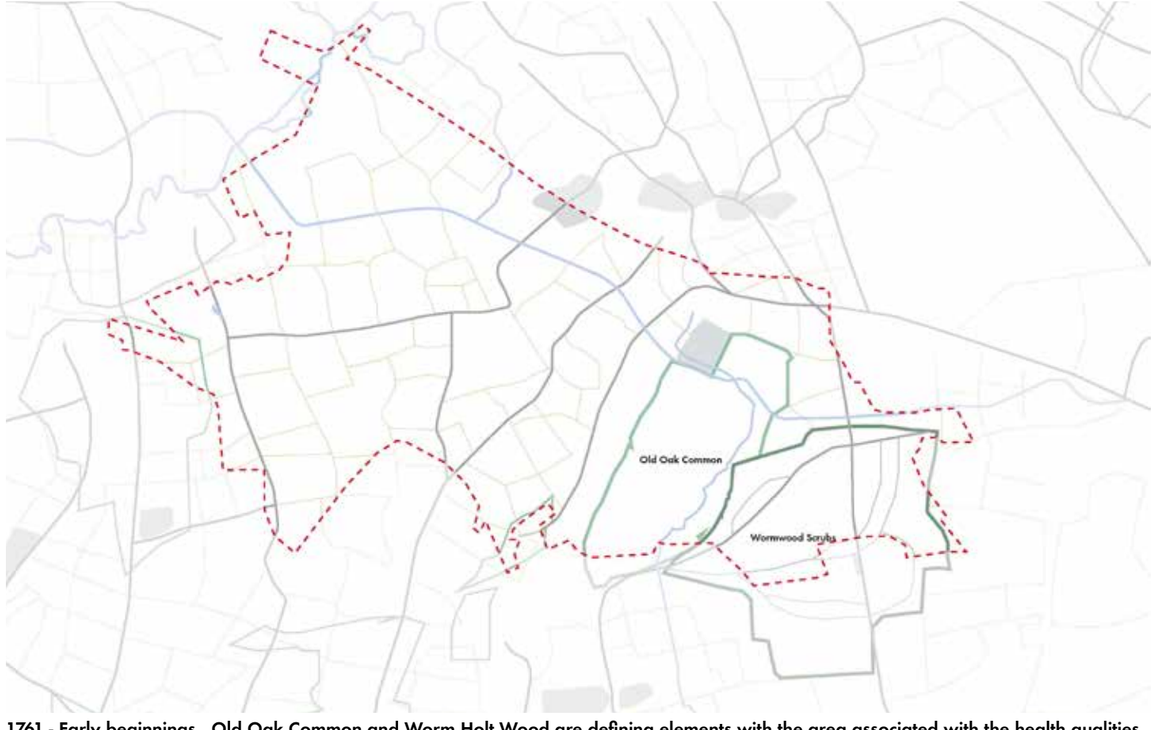
The first sign of the growing city was in the form of Kensal Green Cemetery, founded in 1832 and styled on Paris's Père Lachaise. Kensal Green was followed in 1855 by St Mary's Cemetery to the west, which remains one of only two cemeteries in London dedicated to the Roman Catholic faith.

Brunel's Great Western Railway of 1838 was the first of several railways to be built across the study area. It was followed by the London and North Western Railway and several other operators, creating a tangle of tracks, embankments, cuttings, sidings, shunting yards and bridges. The railways opened up the area but also provided formidable barriers to movement that are still experienced today, with limited crossing points. Of the stations, Willesden Junction became the most important interchange.

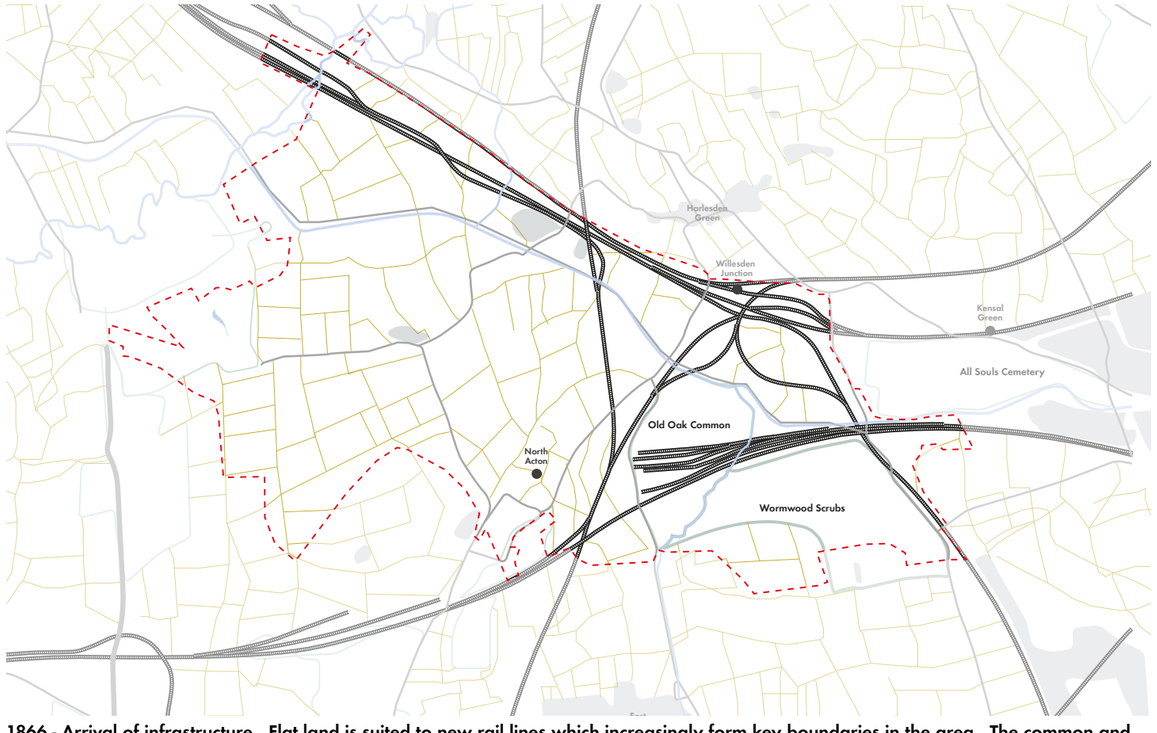
Brick and tile manufacturers took advantage of the new, cheap transport but livestock rearing continued, with an emphasis on pig rearing and dairying, supplying the expanding metropolis on its doorstep. In the latter decades of the 19th century development began to spread from the north (Willesden) south (Acton) and east (Kensington) and parts of Old Oak Common and Wormwood Scrubs were encroached.

In 1889 rows of houses were built by the LNWR for its employees in Old Oak Lane, near Willesden Junction. Industry in the area developed sporadically, in pockets along the canal and on the east side of Scrubs Lane. Wormwood Scrubs Prison opened, followed by the Willesden workhouse at the heart of the study area. This later became Willesden Infirmary and the Central Middlesex Hospital.

In 1903 Twyford was chosen by the Royal Agricultural Society as the home for its first permanent showground, purchasing land from the Twyford Abbey estate. Hitherto the show had toured the country, but it was now given a new site and named Park Royal in honour of the Prince of Wales, who opened the first show. The showground was well served by train with two new stations opening on the Great Western Railway (Park Royal and Twyford Abbey) and the LNWR (Park Showground). The show was shortlived however; visitor numbers dwindled from 65,000 in the first year to 24,000 in 1905. The Society closed the lossmaking Park Royal ground in 1906, reverting to touring shows that continued into the 1960s before a final permanent home was made at Stoneleigh, Warwickshire.



1761 - Early beginnings. Old Oak Common and Worm Holt Wood are defining elements with the area associated with the health qualities of Old Oak and Acton Wells. The Grand Union Canal Paddington Arm was constructed between 1774 and 1801 following the 100ft contour. Small settlements are situated around the area including Acton, Willesden and Harlesden



1866 - Arrival of infrastructure. Flat land is suited to new rail lines which increasingly form key boundaries in the area. The common and woodland are increasingly enclosed. The area became a focus for piggeries and slaughter houses as well as brick and tile manufacture (Atlas Wharf)

During the First World War, Park Royal was requisitioned for military use and part of the showground became a large horse compound for the Royal Army Service Corps. Munitions factories, employing mainly Willesden residents, were built in Willesden Lane and Victoria Road as well as across much of Park Royal. The area was well situated between the Midlands and Woolwich Arsenal to provide small arms ammunition for troops on the way to France. Most factories closed towards the end of 1918, becoming derelict.

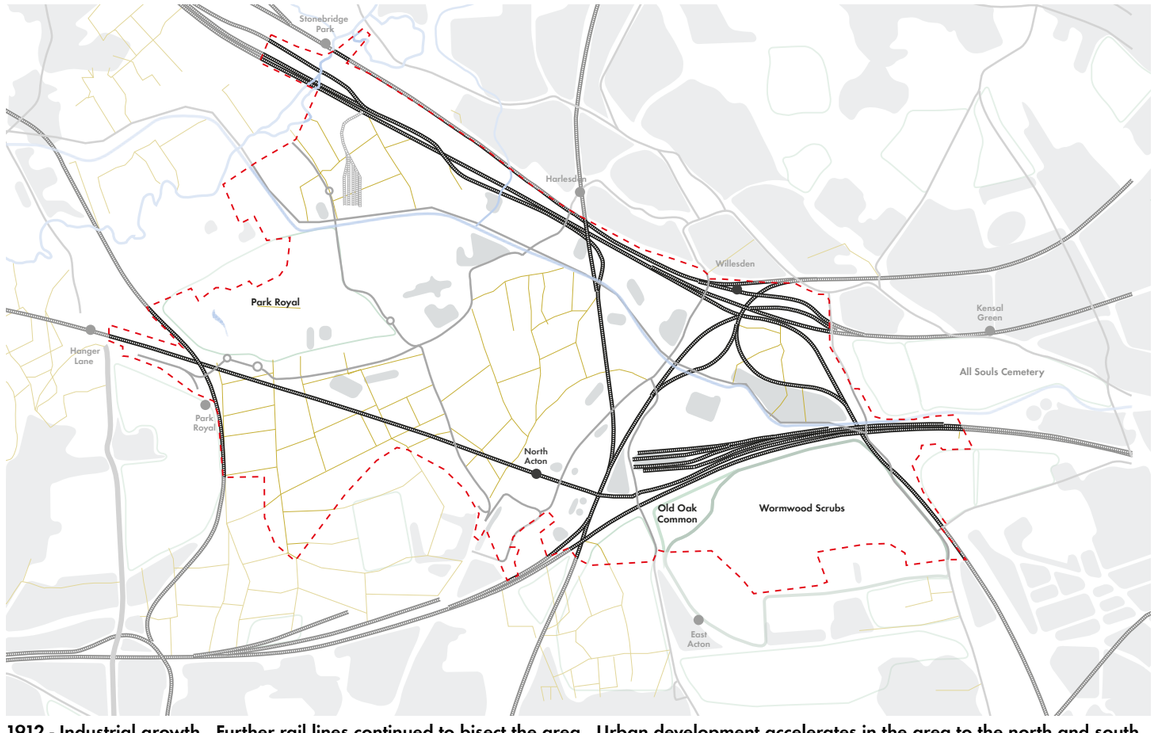
In the late 1920s the Government sold most of its Park Royal land to Allnatt Properties for factory and distributive trades, including food processing. By the Second World War the area was a major London employer, supported not only by rail and tube services but also improved arterial roads, notably the North Circular Road (1930s) and Western Avenue (1927).

Western Avenue in particular provided a good, fast route in and out of central London and encouraged many firms to move there.

Major employers included Guinness, Heinz, McVities, and Rolls Royce. For a time, the area had its own airfield at Acton aerodrome, to the east of the present Park Royal station.

In the Second World War some of Park Royal's factories were again put to military use, including Park Royal Coachworks, which turned from cars and buses to making wings and cowlings for Halifax bombers. The area's railway lines made it a target for enemy action and there was scattered destruction by aerial bombardment, but not on the scale of that experienced by London's east end.

After the war there was a gradual shift from manufacturing to distribution that has continued to this day; many old units have been replaced by their modern equivalents but the street pattern and block structure still preserves an element of the area's industrial heyday. Familiar landmarks like the Guinness and Heinz factories have now gone and the skyline is being reshaped by new development at Central Middlesex Hospital and Imperial College.

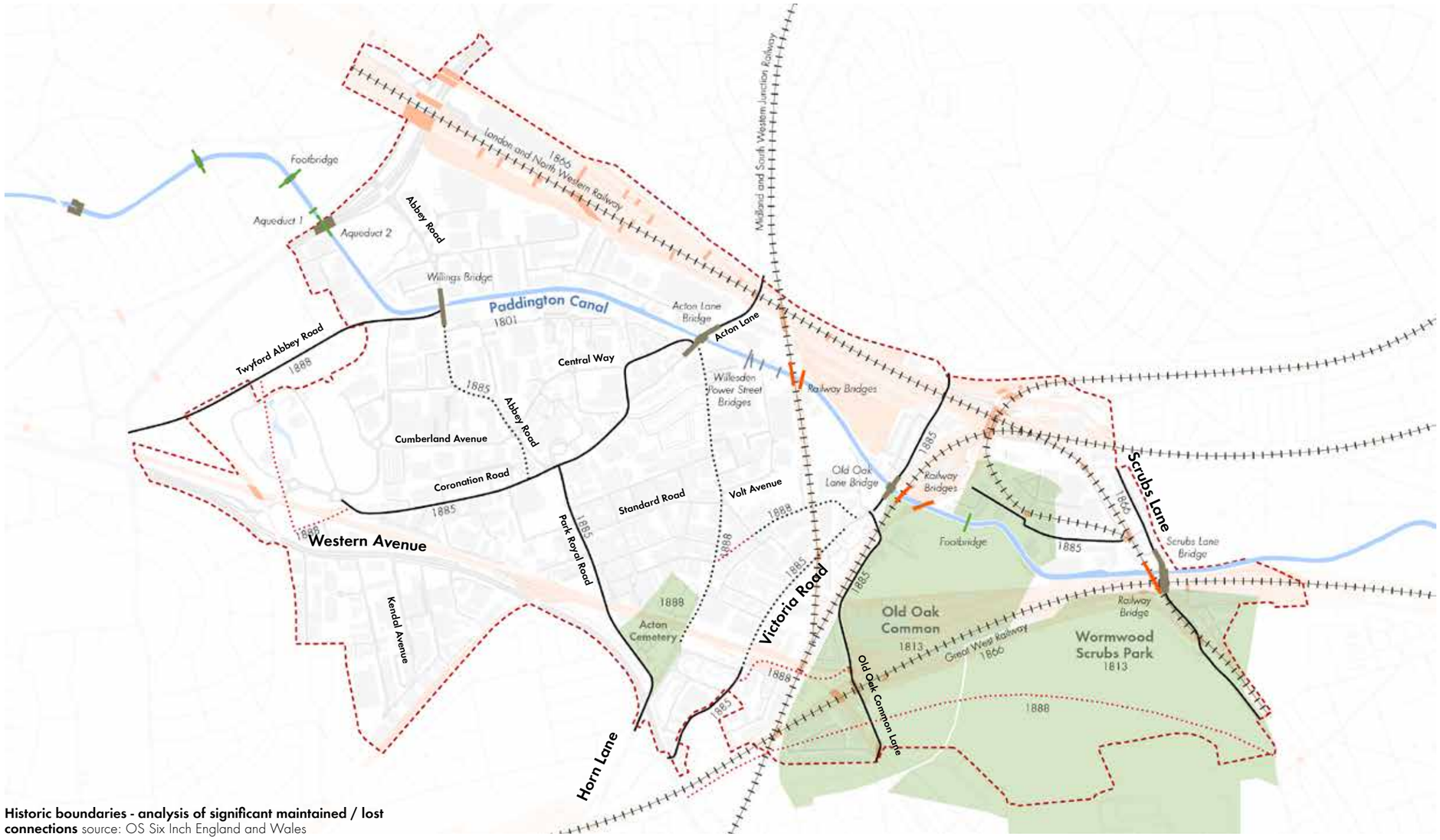


1912 - Industrial growth. Further rail lines continued to bisect the area. Urban development accelerates in the area to the north and south. Food production and the "offensive trades" become more prominent



1938 - Urbanisation. A lack of planning controls result in more uncoordinated growth. A wide array of industrial activities are now established

2.2 HISTORIC TRACES



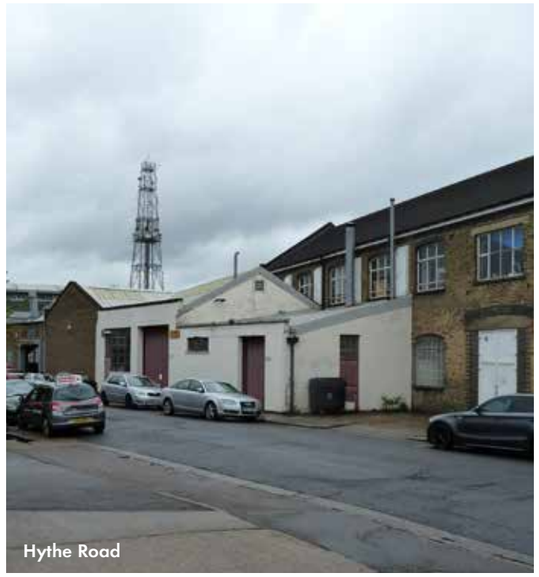
Historic boundaries - analysis of significant maintained / lost connections source: OS Six Inch England and Wales

2.2 HISTORICAL TRACES

The pace of change at Old Oak Common and Park Royal has not obliterated its past. The street pattern of the early industrial development has generally survived, and some of this itself is layered on much older routes and boundaries, dating back to the agrarian landscape of the 19th century or even earlier.

Although there are few designated assets, there are a substantial number of buildings which, even where altered, serve as reminders of the area's remarkable past.

These historical traces are explored in more detail in chapter 3.


Hythe Road


Acton Cemetery


Coronation Road


Twyford Abbey Road


Victoria Road


Goodhall street

2.3 INTRODUCING HERITAGE THEMES

In addition to the character area specific recommendations in the following chapter, the study has defined five over-arching heritage themes that require consideration in the development of policies and masterplans, and the development of schemes. These have been have been identified and developed through visits to the local archives, desktop based research and following a stakeholder event (see Appendix, page 218). Recommendations relating to each theme are set out in chapter 4, and build upon the more specific findings presented in the following chapter.

The themes are:

- Grand Union Canal;
- Rail heritage;
- Industrial heritage;
- Residential enclaves; and
- Scrubland and open space.

GRAND UNION CANAL





RAIL HERITAGE





INDUSTRIAL HERITAGE





RESIDENTIAL ENCLAVES





SCRUBLAND & OPEN SPACE














Nirb



cargiant









SECTION 3

CHARACTER AREAS

3 CHARACTER AREAS

3.1 CHARACTER AREAS

Overview

To assist an understanding of this large and diffuse area, it has been broken down into a number of much smaller parcels. These boundaries are for convenience and are not definitive; they have been drawn up on the basis of predominant land use, building type or historical associations.

Character areas

The character areas are summarised on the key plan opposite. The character areas are explored in turn on the following pages. In broad terms they are ordered from east to west with larger linear character areas which cross the area (e.g. the canal and rail corridors) dealt with at the end of chapter 3.

- Harrow Road Corner (3.2);
- Scrubs Lane (3.3);
- Metal Yard (3.4);
- Salter Street (3.5);
- Hythe Road (3.6);
- Railway South (3.7);
- Wormwood Scrubs (3.8);
- Westway Estate (3.9);
- Wales Farm Road (3.10);
- Acton Cemetery (3.11);
- St Leonard's Road (3.12);
- Victoria Road East (3.13);
- Wells House Road (3.14);
- Midland Terrace and Shaftesbury Gardens (3.15);
- Atlas Road (3.16);
- Railway cottages (3.17);
- Disraeli Road (3.18);
- Powergate Business Park (3.19);
- Wesley Avenue (3.20);
- Standard Road (3.21);
- ASDA (3.22);
- Central Middlesex Hospital (3.23);
- Abbey Road (3.24);
- Premier Park (3.25);
- Elveden Road (3.26):
- Former Guinness (3.27);
- First Central Business Park (3.28);
- Royale Leisure Park (3.29):
- Heron Road Trading Estate (3.30);
- Western Avenue (3.31);
- Grand Union Canal (3.32); and
- Railway North (3.33).

Scope

Each character area is structured as follows:

- Character area location;
- Overview of historic development;
- Analytical drawing highlighting key historic features as appropriate; and
- An overview of recommendations including a summary of the area's sensitivity, proposed buildings for designation on the local list or as other buildings of local heritage interest, and other opportunities.

Implications

The Heritage Strategy focuses on the assessment of the area and provision of strategic recommendations from a heritage perspective. In this context, the document should be read in conjunction with wider evidence base documents and research. It is important to note that some buildings or areas might be identified as having wider importance or as safeguarded sites for other strategic purposes through the plan-making process or future planning decisions.

Recommendations

Below summarises the proposed designations that form part of the recommendations for each character area:

- Proposed Conservation Areas - areas that on the basis of current information may potentially meet the general criteria for conservation area designation.
- Proposed Areas of Local Character - these have discernable architectural, historic or community interest, where the buildings of note have some group value, but are less exacting than the requirements for conservation area designation.
- Proposed locally listed buildings - these are buildings that on the basis of current information appear to meet the general criteria for local listing (see below), however internal inspection and thorough consultation is required. They are significant in their locality as part of the rapid development of the Old Oak and Park Royal area and are thus of greater historic interest than they might be elsewhere.
- Proposed other buildings of heritage interest: buildings of lesser interest, or which have been extensively altered, but are part of the Old Oak and Park Royal story.
- In addition to this, chapter 4 identifies a list of buildings that could be assessed for national listing. All the buildings recommended for designation will require internal inspection and thorough consultation with the public.

Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. At Old Oak and Park Royal, the conservation area boundaries are drawn around buildings and spaces of intrinsic interest or group value, and where the evidence of the area's past is manifest.

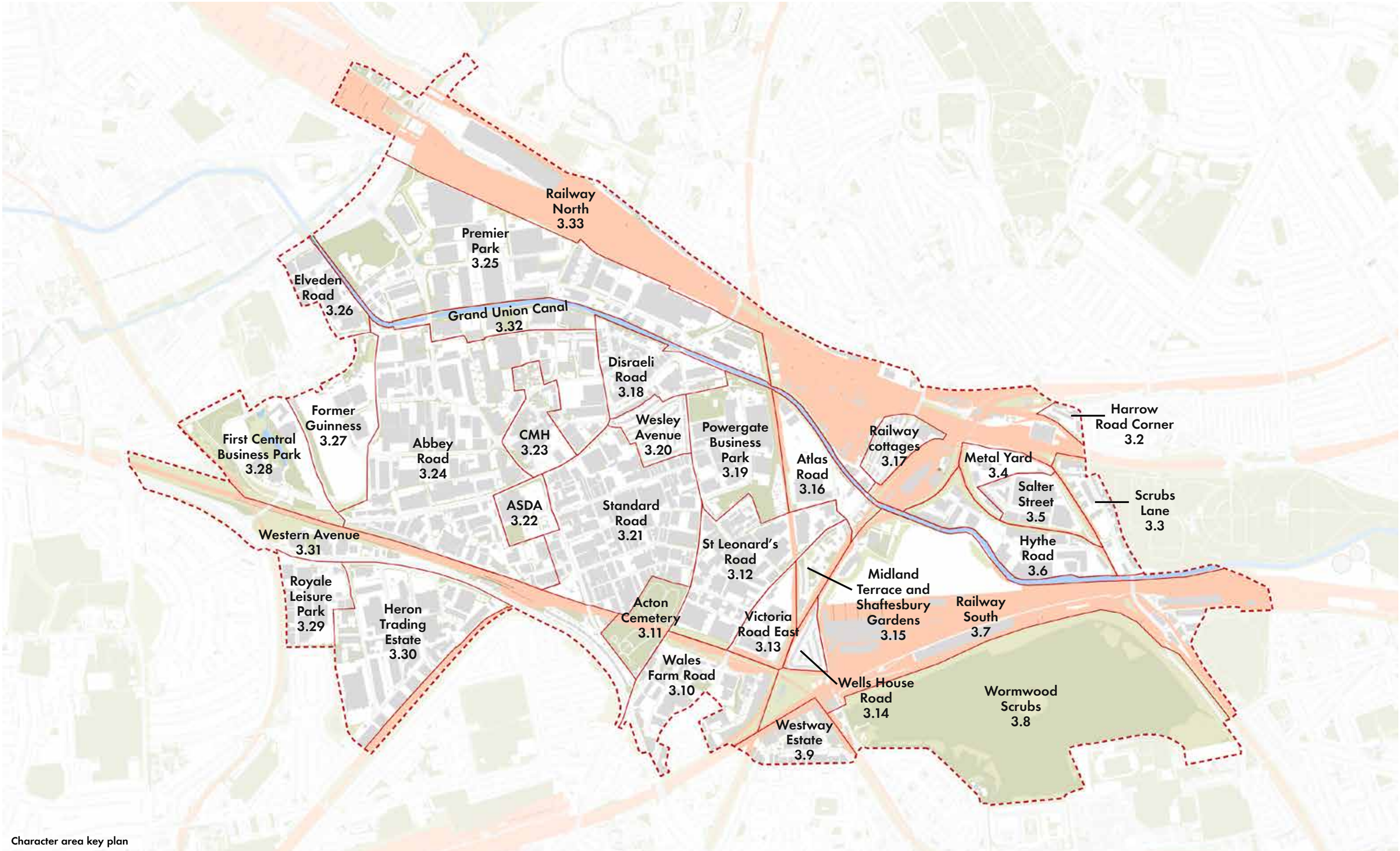
Historic England provide a useful criteria for considering the suitability of buildings and structures for local listing:

- Age
- Rarity
- Aesthetic interest
- Group Value
- Archaeological interest
- Archival Interest
- Historical Association
- Designated Landscape interest
- Landmark Status
- Social and Communal Value

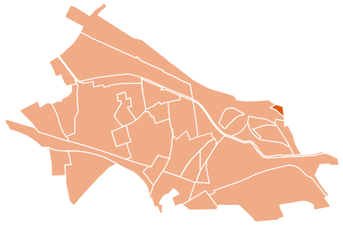
Buildings of local heritage interest are those that may not need to be preserved, but have the potential to be adapted or re-used to reinforce the special identity of the area. The criteria for assessing an area's level of sensitivity is as follows:

- Areas of high sensitivity – where there may be a concentration of heritage assets, or an intimacy of scale, that could readily be disrupted by out of scale redevelopment. All conservation areas would come under this category.
- Areas of medium sensitivity – where there may be one or more buildings of interest, but where the character is more disparate but still fine-grained and where change could either reinforce or harm its distinctiveness.
- Areas of low sensitivity – no heritage assets, a fragmented or incoherent townscape. Strong potential for improvement.

Chapter 4 summarises the spectrum of recommendations arising from the Heritage Strategy including cross-references to the character area assessments in chapter 3.



Character area key plan



3.2 HARROW ROAD CORNER

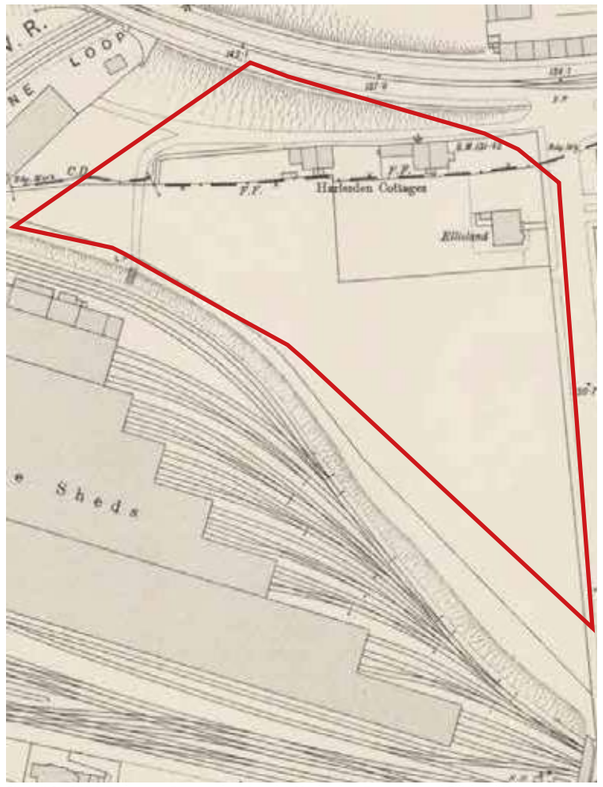


Fig 3.2.1 - 1894 Ordnance Survey showing the Harlesden Cottages and Ellisland House on Harrow Road Corner. The College Park Hotel is also labelled, located on the eastern corner of Scrubs Lane and Harrow Road. Reproduced with permission of the National Library of Scotland

Harrow Road Corner is the corner to the south-west of the Scrubs Lane and Harrow Road junction. It remained farmland up to the mid 1800s, when the expansion of the railways necessitated the development of housing for local railway workers. Harlesden Cottages appear on the 1865 Ordnance Survey, and were positioned close to Harrow Road, near to the carriage sheds and railway sidings to the west. These cottages would have housed railway and industrial workers and were accessed via an approach road from Scrubs Lane.

Ellisland House was also located here at the end of the 19th century. It fronted onto Scrubs Lane, near to the cottages, and was home to Frederick and Annie Dingley. It remained until the mid 1900s. The College Park Hotel is opposite (just outside of the OPDC area boundary) and was previously known as The College Park Tavern. It closed in the 1990s and is now a locally listed building adapted for re-use as residential; it still has the 'Saloon Luncheon Bar' signage on the outside. It is said to have inspired the look and setting of the famous Queen Vic pub in the BBC soap EastEnders.

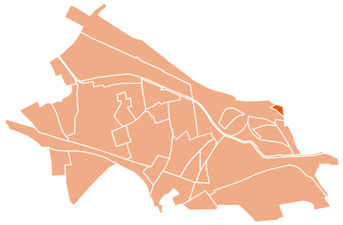
By 1913, the Harlesden Cottages had been demolished, and what replaced them was a mission room that fronted onto Harrow Road. Ellisland House still remained, and a footpath had been laid out to provide access to the carriage sheds to the south-east of the character area, from Scrubs Lane. The majority of the area remained undeveloped and unaltered for much of the 1900s, apart from the addition of a shelter, overlooking Scrubs Lane and shown on the 1954 Ordnance Survey.

Since the 1960s, the area has seen the construction of the Chandelier building, which was the former headquarters of Impex Glassware. The company were first established in 1870 in Bohemia as a glassworks specialising in chandeliers. The Light Factory is a row of small industrial units built around the same time, to the back of the Chandelier building.

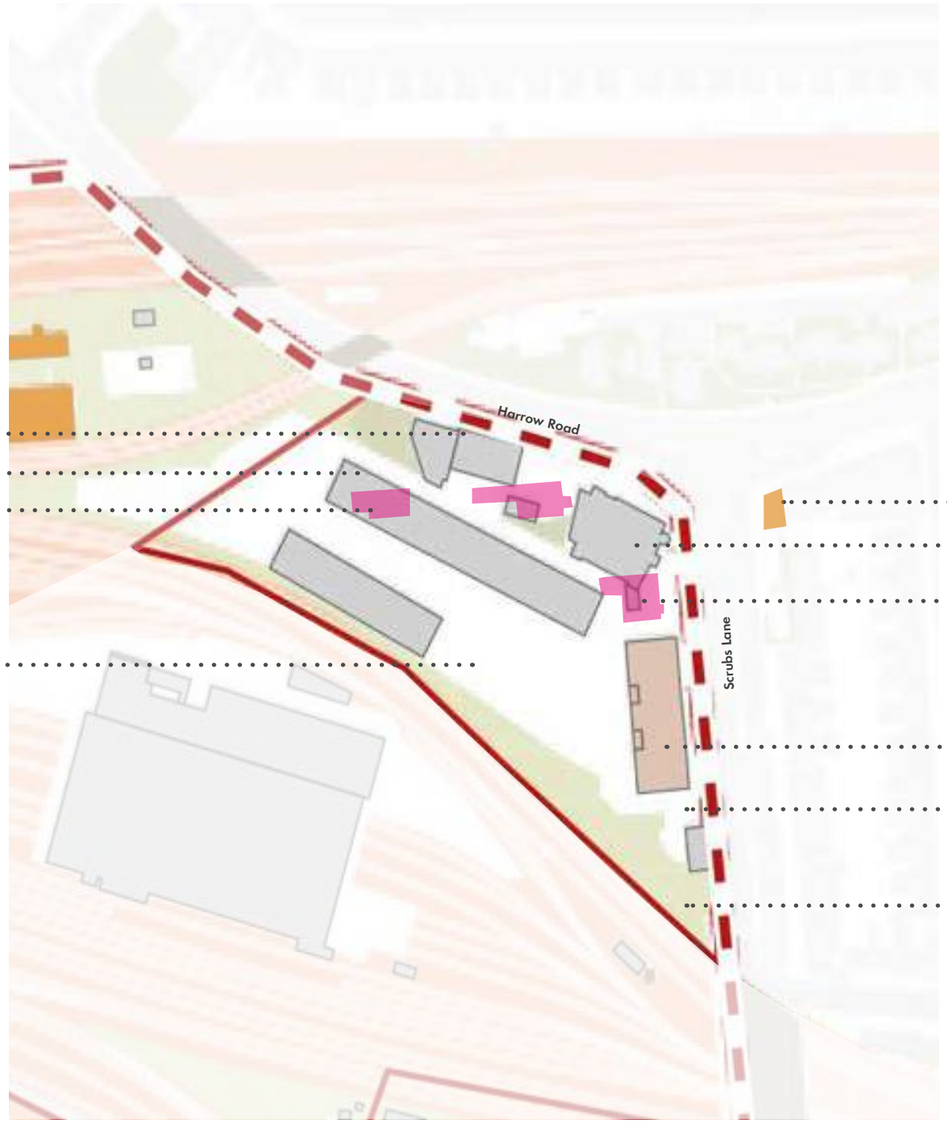
The Chandelier building and Light Factory are still located at Harrow Road Corner. The Light Factory is home to a number of artists and sculptors, some of whom have received several awards and commissions. The area is also the location of a church and nursery on the corner of Scrubs Lane and Harrow Road, and a petrol filling station off Harrow Road.



Postcard of College Park Hotel & Shops, Harrow Road, 1906
Courtesy of Brent Archives



3.2 HARROW ROAD CORNER



Petrol filling station

Light factory buildings
Artists studios

Former site of Harlesden
Cottages

Outdoor storage /
utility space

Locally listed building at 873 Harrow Road, former College Park Hotel Public House and now residential

Church and nursery building

Ellisland House previously located here at 2 Scrubs Lane

Chandelier Building, five storey building, built in 1960s with a pre-cast concrete frame

Access to Light Factory industrial units to rear of Chandelier building

Railway sidings

KEY
- Historic land-use
- Locally listed building
- Other buildings of local heritage interest (proposed)
- OPDC boundary



View looking north up Scrubs Lane, with the Chandelier building to the left, built in the 1960s near the site of Ellisland House



View of Chandelier building, five-storey 1960s building, of positive importance to townscape and suitable for re-use



873 Harrow Road, this locally listed building lies outside the Old Oak and Park Royal area but forms part of its immediate setting



View of Light Factory building to the rear of the Chandelier building, single-storey brick warehouse space



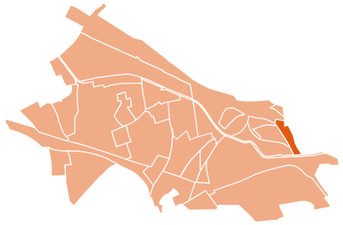
View of petrol filling station looking west along Harrow Road



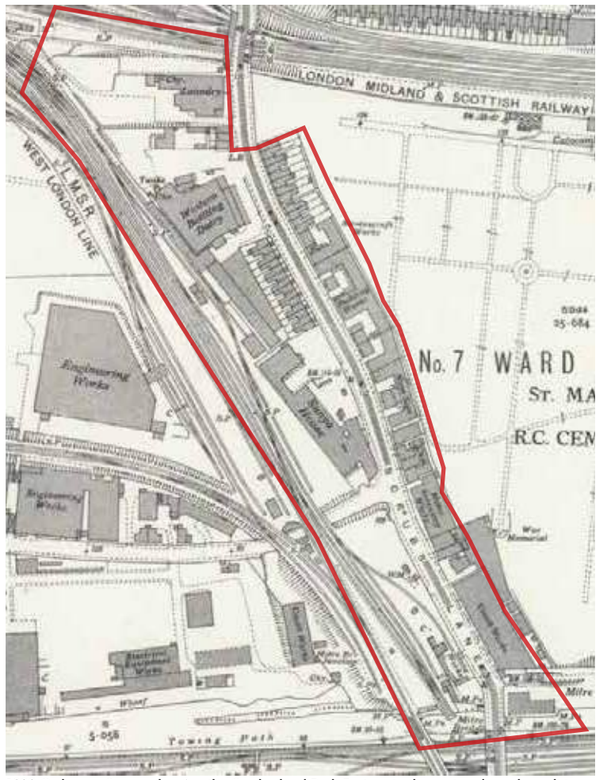
View of the church and nursery building at the junction of Harrow Road and Scrubs Lane, the Light Factory warehouse buildings can be seen in the background

Recommendations

- This area is of low sensitivity and the buildings are of neutral importance. There are few buildings in the area that need to be retained beyond their current working life.
- The Chandelier building is of a simple and functional design that seems capable of having a new lease of life. It does not have any evident group value but like many of the more recent buildings in the study area, it represents an investment in embedded energy that could be recycled. It is recommended as an 'other building of local heritage interest' and is suitable for retention.
- Any development should respond sensitively to the locally listed building opposite, outside of the OOPR area at 873 Harrow Road.
- Two potential heritage views have been identified in relation to this character area and are outlined in OPDC's Views Study.



3.3 SCRUBS LANE



1933 Ordnance Survey showing the Cumberland Park Factory to the east and coach work to the south-east. The Willesden Laundry, which closed in the 1980s, is also identified to the north-west of the map, and the Western Bottling Dairy is just below it, close to the railway line.
Reproduced with permission of the National Library of Scotland

The Scrubs Lane character area extends from the Grand Union Canal to the south, to the railway tracks to the north. The eastern boundary is framed by the edge of St. Mary's Catholic Cemetery. Overground trains run along the western boundary.

Scrubs Lane was previously known as Turvens Lane until the 18th century. The construction of the Grand Union Canal in 1801, together with the development of the West London Railway in 1844, supported the growth of a variety of industries within the area, including chemical processing and manufacturing. These took advantage of the improved road links, railway sidings and canal-side wharfs. Mitre Bridge carried Scrubs Lane over the railway and canal and continues to be an important contributor to the identity of the area. On the north bank of the canal was located the Mitre Tavern, described as a 'house of entertainment of some celebrity' in 1840 and later converted into a decorated cottage. St. Mary's Catholic Cemetery opened in 1858.

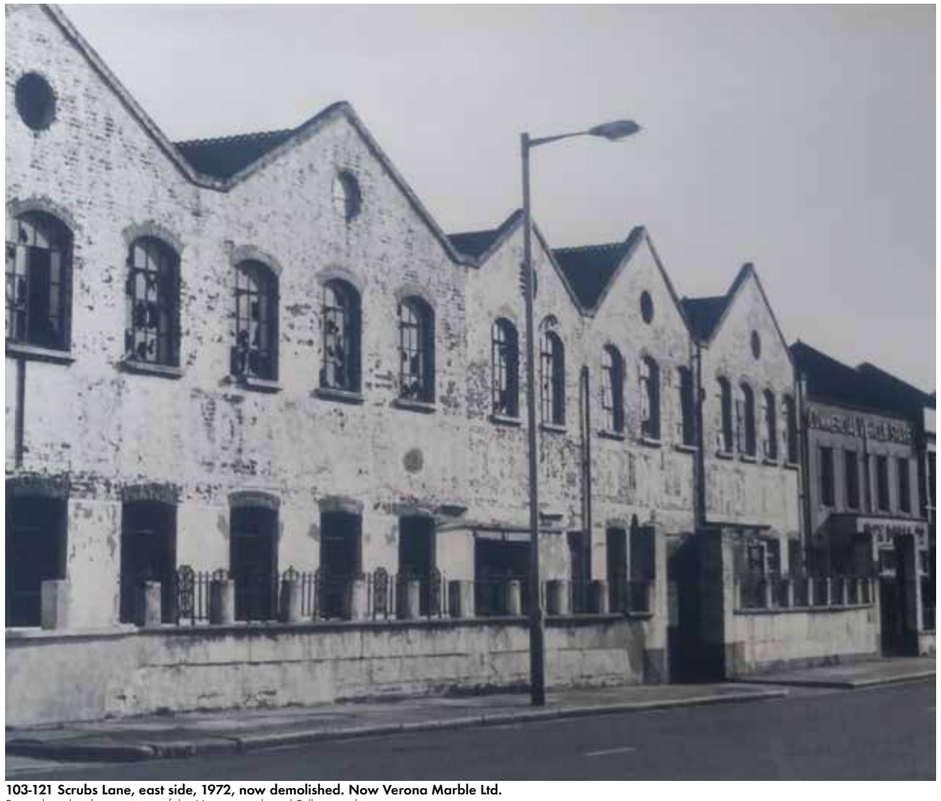
Industry along Scrubs Lane grew in the early 1900s. By 1902, there were 137 laundries employing 2,046 women in Willesden alone, serving hotels in the West End. The Ordnance Survey in 1915 shows Willesden Laundry to the north-west of the area. The laundry was part of the British Transport Hotels and closed in the early 1980s having lost British Rail contracts. It employed over 100 workers. A small group of red-brick buildings south of the laundry are shown on the 1894 Ordnance Survey and still remain today. The stone plaque denotes a former manufacturing use before they were supposedly the location of The Cumberland Park pub. Today they are shop units with accommodation above.

Cumberland Park Factory was located on the east side of Scrubs Lane and was built between 1894 and 1913. It comprised a number of diverse industries, including J.G. Matthews who specialised in making beds and bedding and Lamplough and Son, motor car manufacturers and general engineers who specialised in petrol motors. The motor manufacturers Legros and Knowles were also based at Cumberland Park c.1906, and invented the well-known Iris car. Other companies include Odoni Equipment, who invented the Odoni Machine Bed Clamp at 79-85 Scrubs Lane, and Albany Manufacturing Co.

The Simplex Works, a rubber company who made tyres here before WWI, was located to the west of Scrubs Lane close to the railway line. Adjacent to this was the Western Bottling Dairy company, where milk was distributed by rail around London in milk tank wagons. To the south-east, by Mitre Bridge, were foundries that produced metal castings.

By 1933, the area had experienced further industrial expansion. Sunya House had been constructed and was home to Symbol Biscuits, later to become Bee Bee Biscuits, and then Lyons Bakery Ltd. They made forty different sorts of biscuits sold under a variety of labels, including Maryland Cookies in 1956 and the Viennese Whirl in 1976. Other industries at this time included the neon sign works, motor accessory works, coach works and stone works, the latter located at a site to the south-west of Scrubs Lane.

Today, Scrubs Lane remains a key connector route from White City to Harlesden. A Conservation Area has been proposed to the east of Scrubs Lane, formerly the Cumberland Park Factory, a remarkably intact group of industrial buildings built between 1894 and 1913. The buildings that exist today along the east side of Scrubs Lane reflect the early 20th century development which tended to occupy forecourt-style plots along new roads.



103-121 Scrubs Lane, east side, 1972, now demolished. Now Verona Marble Ltd.
Reproduced with permission of the Hammersmith and Fulham archives



111-115 Scrubs Lane, east side, 1972, now demolished
Reproduced with permission of the Hammersmith and Fulham archives

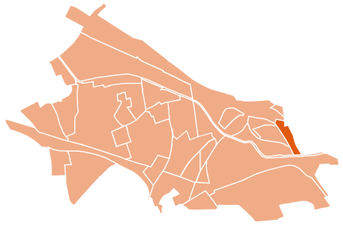


119 Scrubs Lane, east side, 1973, now demolished
Reproduced with permission of the Hammersmith and Fulham archives



December 1906 advert for Legros & Knowles Ltd.'s Iris car, located at Cumberland Park
Reproduced with permission of Grace's Guide to British Industrial History

3.3 SCRUBS LANE





Willesden Laundry previously located here

26-30 (even) Scrubs Lane make a positive contribution to the area

The Western Bottling Dairy Company was located here in the early 1900s

Historic location of late 19th century workers housing

Cumberland House, 11 storeys

Former location of Sunya House, biscuit factory

Large car parking space

Recycling plant

45-67 (odd) Scrubs Lane is the remaining terrace of late 19th century workers' housing

St. Mary's Conservation Area directly adjacent to character area - numerous listed structures and buildings of merit, designated in 1989

Positive relationship between buildings and pavement edge

Sensitive edge to cemetery

Late 19th century development of small factories and workshops

Views to the east of Scrubs Lane from St. Mary's and Kensal Green Cemeteries

A low warehouse building now replaces the former industrial buildings of the late 19th century

Still in use as a coachworks since early 1900s

Possible location of Mitre Tavern on north bank of former Grand Junction Canal

Mitre Bridge, reconstructed in 1905, name derived from the Mitre Tavern, important gateway to the area

West London Line overbridge carries the West London Line over the Great Western main line and Grand Union Canal

KEY

- Draft Cumberland Park Factory CA area
- Positive frontage
- Historic land-use
- Other buildings of local heritage interest (proposed)
- Rail bridge
- OPDC boundary



26-30 Scrubs Lane, three late-nineteenth century shop units with stone plaque reading 'Cumberland Park'



Terraced housing to east of Scrubs Lane which used to be housing for local workers at the beginning of the 19th century



East side of Scrubs Lane, former Cumberland Park Factory, recommended for designation as a Conservation Area



Mitre Bridge (from the west), constructed in c.1905 and carries Scrubs Lane over the Grand Union Canal



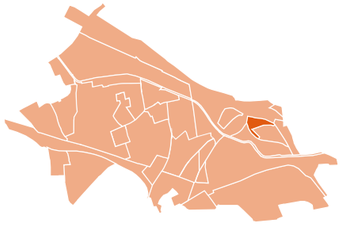
Towards of Scrubs Lane looking north, with Cumberland House to the west and Cumberland Park Factor on east



View of east side of Scrubs Lane from St. Mary's Cemetery

Recommendations

- The area is of high sensitivity, a well preserved enclave of late Victorian/Edwardian industrial buildings.
- It is recommended that the Cumberland Park Factory Conservation Area be designated, to reflect the rich history of the site and to preserve and enhance the character of the area.
- The recommendations in the Cumberland Park Conservation Area Appraisal are supported.
- New development should have a coherent built form and respond sensitively to adjacent buildings, to St. Mary's Cemetery and to the Conservation Areas' relationship to the street.
- 26-30 (even) Scrubs Road are three late-nineteenth century shop units with accommodation above, with a stone plaque reading 'Cumberland Park'. There is an opportunity to restore these buildings and enhance their settings.
- Improving the street environment on Scrubs Lane could further enhance the setting of the proposed Conservation Area and create a positive relationship between new and old.
- There is an opportunity to calm traffic and encourage a more pedestrian and cycle-friendly street environment to improve the setting of the Cumberland Park Factory Conservation Area.
- A further opportunity exists to create better connections into St. Mary's Cemetery to improve access to this valued heritage asset.
- Views from St. Mary's and Kensal Green Cemeteries should be acknowledged. The buildings to the east of Scrubs Lane provide a backdrop to these views and so any new development must be completed to a high standard and be sensitive to the cemetery edge. Heritage views identified in relation to this character area and are outlined in OPDC's Views Study.
- Mitre Bridge, Scrubs Lane Overbridge and West London Line overbridge, all to the south of Scrubs Lane character area, are recommended for local listing. More information can be found in their relevant character areas (3.7 Railway South and 3.32 Grand Union Canal for Mitre Bridge).



3.4 METAL YARD



1914 Ordnance Survey shows the area relatively undeveloped compared to the flourishing of industry south along Hythe Road. The Gate and Shutter works can be seen to the south, the first building to be constructed in the character area. The red curved outline looks to be a contour line which could represent a ditch or water hole. Reproduced with permission of the National Library of Scotland

The Mitre Bridge railway loop forms the southern and western edge of the Metal Yard, and the West London Railway forms the northern boundary, resulting in an area cut off from its wider surroundings. Access to the Metal Yard is from Scrubs Lane, via a private road that runs over the railway tracks. Its main entrance is 400m down the road.

The area remained farmland until the early 20th century. Hythe Road had been constructed, but Salter Street had yet to be built. A road underpass connecting Hythe Road to the north of the Mitre Bridge Loop allowed for the emergence of industry, and the 1914 Ordnance Survey shows the gate and shutter works, the earliest building in this area and occupied by Bostwick Gate and Shutter Co. They established themselves in 1880 and moved to Salter Street in 1907. The company specialised in collapsible gates and a number of other goods invented and patented by entrepreneur Jabez Bostwick. Bostwick gates are still used today; the gates are lattice type gates that are often used at station openings and lifts. The company ended their operations in the 1970s, but the original buildings still remain.

The 1914 Ordnance Survey also shows a footpath that connected Hythe Road with Willesden Junction, and ran along the northern edge of the Mitre Bridge Loop. The path is still there today, and is enclosed by a high wall on one side, and railway sidings on the other.

During the inter-war years, carriage sheds had been constructed to serve the railway lines alongside, and these occupied the majority of the character area. A 1955 Ordnance Survey shows a scrap metal yard occupying the site to the south-west of the Scrubs Lane and Hythe Road junction, but an access road across the railway lines to the Metal Yard area was yet to be built, and so the area remained as carriage sheds. The exception was a small cluster of buildings to the southwest of the area, including the gate and shutter works and engineering works.

Today, the carriage sheds no longer remain, and European Metal Recycling (EMR) are the current occupiers of the Metal Yard. Established in the 1940s, the company recycles scrap metal from a range of sources and produces recycled materials that are distributed via a sizeable road and rail network.

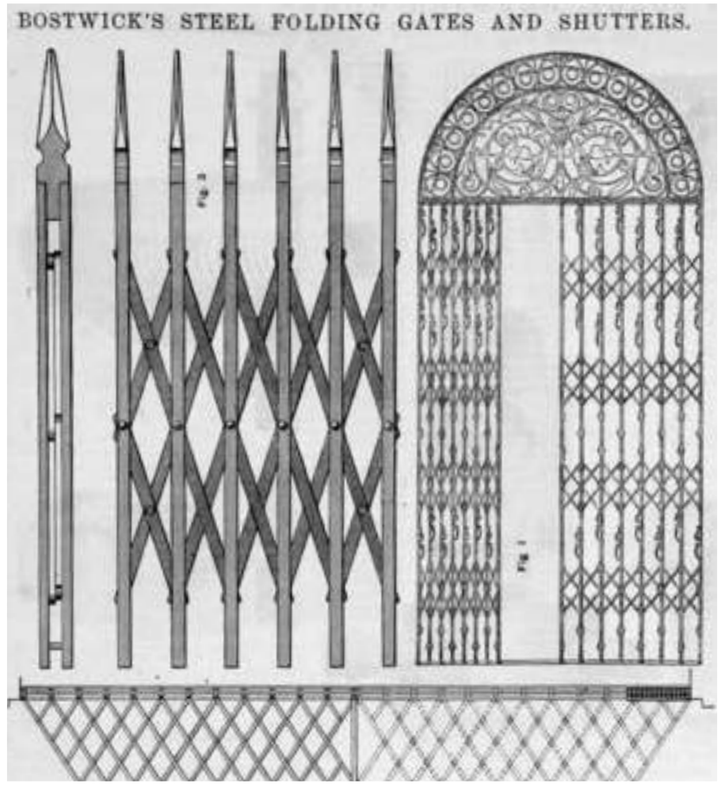
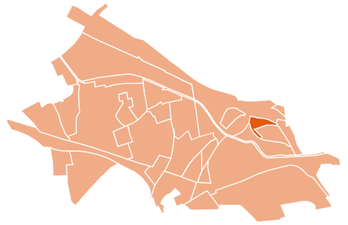


Illustration of Bostwick's steel folding gates and shutters, accompanied with a description in The Engineer, 23rd September 1887 edition Reproduced with the permission of Grace's Guide to British Industrial History



3.4 METAL YARD

The majority of the area is outdoor storage and utility space for scrap metal recycling

A footpath still remains that runs along the eastern edge of the railway, linking Willesden Junction with Hythe Road

Previously the location of carriage sheds that served Willesden Junction

Views of the back of the building can be seen from the Overground train from Clapham Junction to Willesden to the south of the area



The West London Line forms the northern edge of the area, constructed in the 1870s

A few light industrial shed buildings occupy the site

Access to metal scrap yard from Scrubs Lane over railway line

KEY
- Proposed locally listed building
- Historic land-use
- Footpath
- Rail bridge



Metal scrapyard, viewed from the footbridge linking Willesden Junction to Hythe Road footpath



The scrapyard is used for outdoor storage for sorting out a variety of different metals



A view of the footpath looking south, linking Hythe Road to Willesden Junction, sidings on the right and a high wall separating industrial activity from the path



Former gate and shutter works, south of 1-10 Enterprise Way, recommended for local listing



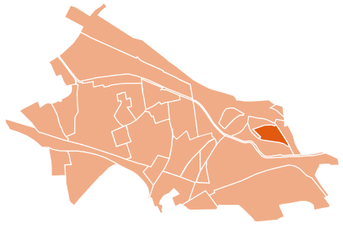
Backs of former gate and shutter works, from London Overground train



Signage showing public footpath at Hythe Road linking the area to Willesden Junction. Gate and shutter works in the background

Recommendations

- The Gate and Shutter Works, south of 1-10 Enterprise Way, is recommended for local listing. It was built between 1894 and 1913 and is one of the earliest buildings constructed in the character area.
- This area is of medium sensitivity with scope for retaining the building recommended for local listing and improving their settings through appropriate new development.
- There is an opportunity for development to reflect the railway heritage of the area in future proposals, through public realm strategies and building design.



3.5 SALTER STREET



1933 Ordnance Survey showing industry beginning to emerge, although allotments occupy a significant portion of the site. Reproduced with permission of the National Library of Scotland

Access to Salter Street is from Hythe Road, to the south of the character area. The road was built in the mid 1900s to support industrial expansion of the Hythe Road Industrial Estate, and runs parallel to Hythe Road to the north of the Mitre Bridge Loop which forms the southern edge. The West London Line forms the eastern boundary. To the north is the Metal Yard, its main entrance accessed from a private road off Scrubs Lane. The result is an area distinguished by its rail boundaries and cut off from its surroundings.

The development of railway infrastructure in the 1800s tended to permit industrial growth. However, Salter Street is an exception; the railway lines inhibited industrial expansion as access was severely hindered. For this reason, the area remained fields during the late 1800s and early 1900s. By 1913, a road underpass connected Hythe Road to the fields to the north of Mitre Bridge Loop, enabling industry to grow on previously undeveloped land. The first to emerge was the junction works, which backed onto the Mitre Bridge Loop. The works had a number of occupants, including the New Engine Co. which made cars and aeroplane engines designed by G.F. Mort.

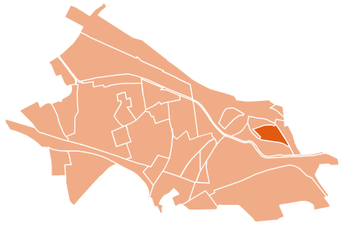
By 1933, the majority of the area was used for allotment gardens. To the east of the site, a large north-light factory, used as an engineering works, had been constructed at 45 Salter Street. Industry continued to emerge during the mid 1900s, and a number of small industrial units had been constructed along the northern edge of the Mitre Bridge Loop. The engineering works had extended to occupy these buildings, coupled with two larger factories adjacent to the original building shown in the 1933 Ordnance Survey. The 1955 Ordnance Survey shows that the allotment gardens still remained at this time, a puzzling location considering its proximity to near-by industry.

Today, the layout and use of the area remains considerably unaltered. There are three larger warehouse buildings with outdoor storage and car parking space. A number of smaller industrial units are located to the south of Salter Street. Enterprise Way and Fortune Way were built to the west of the site, replacing the allotment gardens with modern industrial and trading units.



1980 photograph of the back of no. 3 Hythe Road from Salter Street, now demolished
Reproduced with the permission of Hammersmith and Fulham archives

3.5 SALTER STREET





Triangular collection of small modern industrial units

Large warehouse units - used by Car Giant as a service centre

Former site of Junction Works, shown in 1933 Ordnance Survey

Red brick building with chimney makes a positive contribution to the local context

Former allotment gardens during 1900s, now some space is used as outdoor car storage

West London Line constructed in 1870s

Original triangular saw-tooth roofs indicate a rich industrial past, former location of engineering works, constructed by 1933

Buildings back onto the Mitre Bridge Loop railway line

KEY
- Historic land-use
- Other buildings of local heritage interest (proposed)
- Rail bridge



View north along Salter Street. Car parking dominates the area.



View north-east at junction of Salter Street, showing parked cars and a low-level brick warehouse building



View at junction of Fortune Way and Enterprise Way, looking south at the modern units backing onto the older industrial buildings to the rear



View of the Car Giant service centre on Salter Street, tarmac and concrete surfaces dominate the area



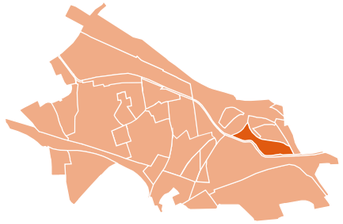
View of triangular saw-tooth building at 2 Salter Street; previously occupied by the engineering works



View east along Salter Street, access to this stretch is private but a number of industrial units can be viewed, including a saw-tooth roofed white brick building straight ahead

Recommendations

- This area is of low sensitivity and the majority of buildings are of neutral importance.
- The former engineering works at 2 Salter Street makes a positive contribution to the townscape and is a building of local heritage interest, as one of the few remaining original 1930s buildings in the area.
- There may be an opportunity to re-provide allotment space within future development proposals to reflect previous land-use in the area.
- Views from St. Mary's and Kensal Green Cemeteries should be acknowledged in future development. The buildings to the east of the area may provide a backdrop to these views and so any new development must be completed to a high standard.



3.6 HYTHE ROAD



1895 Ordnance Survey showing Hythe Road built and industry emerging, including the engineering works backing onto the canal, and the white lead works. The railway lines, constructed in the 1870s, form the edge of the character area.
Reproduced with permission of the National Library of Scotland

The character area is bounded by the North Western railway line; the Mitre Loop forms the northern boundary and the Acton Wells Loop runs along the west of the character area. The Grand Union Canal forms the edge to the south, resulting in an area which is severed from its wider context. Hythe Road runs through the centre of the area with access via Scrubs Lane. The road curves to the north underneath the railway line and leads to Salters Road, Enterprise Way and Fortune Way.

The construction of the Paddington arm of the Grand Union Canal in 1801 made way for consequent development, as industries located near the canal to take advantage of water transport. Development was supported by the railway lines, which were constructed in the 1870s and form the edges of the character area to the north, east and west. Hythe Road was laid out between 1870 and 1895, and the first industries emerged, including the engineering works and whiteland works. They backed onto the canal and faced onto Hythe Road.

Small-scale engineering and manufacturing flourished in a piecemeal fashion along Hythe Road from the 1890s and was fully developed by 1913. The 1938 Ordnance Survey shows an increase in the construction of warehouses, including the tyre works to the west. By 1946, the south-east section had become a motor works, and Salter Street had been built to extend Hythe Road across the railway line. Industries included a glass works and a metal window factory. In addition to manufacturing, Hythe Road (9-13) was also home to the Wellcome Foundation Historical Medical Museum and Library between 1928 and 1946. Sir Henry Wellcome did not want the location of the museum to be widely publicised, and staff commented on its general unpleasantness, partly due to the smells from adjacent factories.

Industry peaked in the early 1970s. The 1966 Ordnance Survey shows a variety of industries located along Hythe Road, including a textile works, printing works, stationary works, engineering works and chemical manufacturing. By 1978, there were signs that industry was in decline.

In 1979, the Hythe Road / Scrubs Lane Improvement Area was the first industrial Improvement Area in the borough and one of the first in London. It recognised Hythe Road as an older industrial area characterised by a poor physical environment with uses that are unsuited to modern industrial needs. A large number of sites and premises were vacant, under used or of poor appearance. Firms located at Hythe Road Industrial Estate, commented that there was unreliable and infrequent public transport, unattractive surroundings, recruitment difficulties, traffic congestion and a shortage of space. This led to proposals to extend the Hythe Road industrial area to the north-west of the site. Other proposals included improving pedestrian access to the canal, improved sign-posting, planting and landscaping, and the provision of a shop or cafe for local workers.

The area today remains widely industrial, with a mix of large warehouse buildings with ribbed profile steel cladding, and space for outdoor storage. A large amount of land is used for car parking for industrial use. There are now also a couple of cafés for local employees. There are a number of buildings with historical significance that have a positive impact on the surrounding landscape. They include the former Rolls Royce building which has been altered but remains a notable landmark and an important historic emblem of Old Oak Common's manufacturing legacy. Other buildings include the former engineering works, at 18-19 and 44 Hythe Road, and the electricity sub-station.



19 and 22 Hythe Road, 1980
Reproduced with the permission of Hammersmith and Fulham archives



Rolls Royce Motors Ltd, 1980
Reproduced with the permission of Hammersmith and Fulham archives



1938 aerial view of Hythe Road Industrial Estate, looking east
Reproduced with the permission of Historic England



1938 aerial view of Hythe Road Industrial Estate, looking north
Reproduced with the permission of Historic England



Backs of factories on south side of 44 Hythe Road from Grand Union Canal, 1980
Reproduced with the permission of Hammersmith and Fulham archives

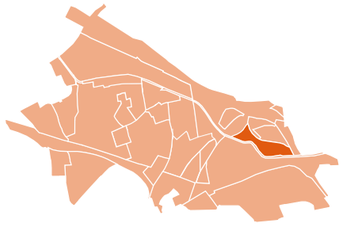


39 Hythe Road, 1980 Reproduced with the permission of Hammersmith and Fulham archives



View along Hythe Road looking west towards Rolls Royce building from Scrubs Lane, 1971 Reproduced with the permission of Hammersmith and Fulham archives

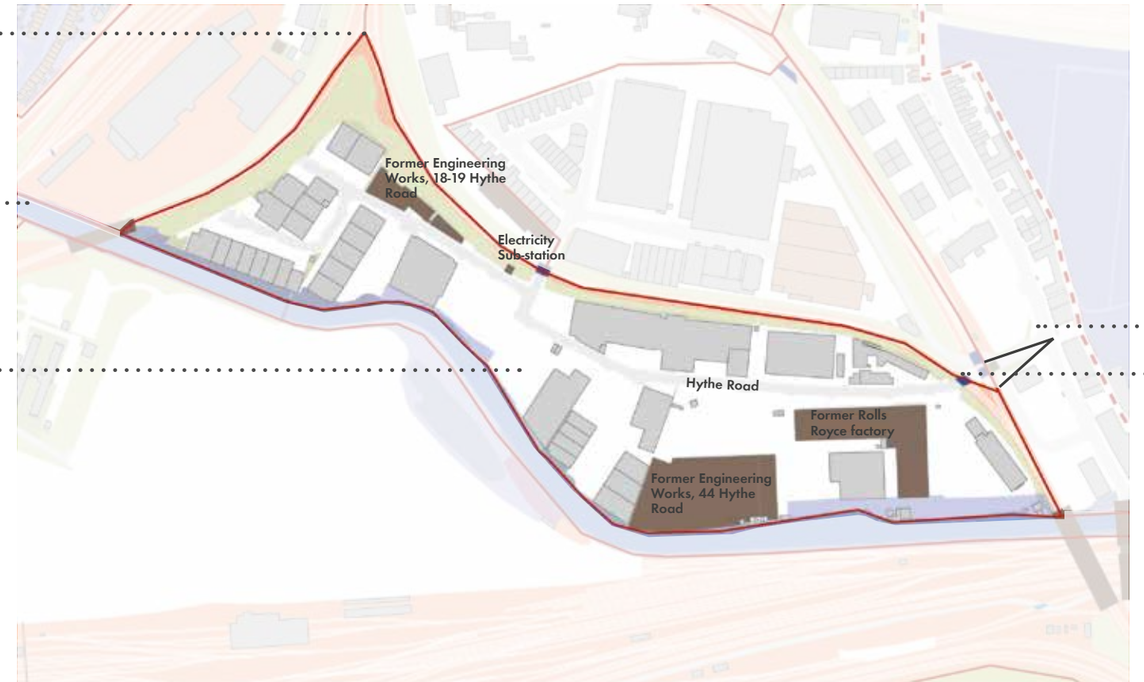
3.6 HYTHE ROAD



The area is bounded by the North Western railway line, constructed in the 1870s

Paddington arm of Grand Union Canal constructed in 1801. Buildings back onto the canal so little active relationship with the waterway.

Large amount of land used for outdoor storage and car parking



Single access point from Scrubs Lane onto Hythe Road

Painted wall murals on railway bridge depicting the construction of the railways and the Grand Union Canal

KEY

Proposed locally listed building

Key views



Former Rolls Royce factory, now Car Giant, proposed locally listed


Painted murals on west wall of railway bridge crossing over Hythe Road, depicting the Grand Union Canal


View of Former Engineering Works, 18-19 Hythe Road, proposed locally listed


View of electricity Sub-station, Hythe Road, proposed locally listed

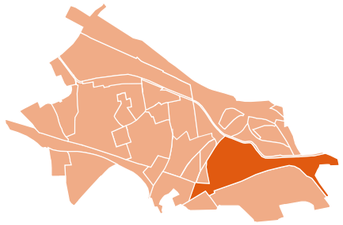

View of Former Engineering Works, 44 Hythe Road, proposed locally listed


View of Former Engineering Works, 44 Hythe Road, proposed locally listed

Recommendations

This area is of medium sensitivity with scope for retaining the better buildings and improving their settings through appropriate new development. There are a number of buildings in the character area that are of heritage value and should be considered as locally listed buildings. These are:

- Rolls Royce Service and Repair Depot building: a purpose-built maintenance depot of 1939-40 in Moderne style.
- Former Engineering Works, 18-19 Hythe Road: built between 1894 and 1913, no. 18 comprises several phases, the earliest of which is probably the two-storey, double fronted house to the west (now Beck's Cafe).
- Electricity Sub-station, Hythe Road: a red brick, three-storey high tower-like building with recessed bays and reinforced concrete sills.
- Former Engineering Works, 44 Hythe Road: built in 1913, these two-storey red brick factory buildings back onto the canal.
- There is potential to explore the relationship with the canal and to improve the appearance of the canal setting, considering its close proximity to the Grand Union Canal Conservation Area. Some of the older industrial buildings could be re-purposed as part of the regeneration of the area.
- Views from St. Mary's and Kensal Green Cemeteries should be acknowledged in future development. The buildings to the east of the area may provide a backdrop to these views and so any new development must be completed to a high standard.
- Heritage views have been identified in relation to this character area and are outlined in OPDC's Views Study.



3.7 RAILWAY SOUTH



1866 Ordnance Survey showing Old Oak Common, prior to the development of the area as railway sidings. The map shows Stamford Brook to the east of the common, distinguishing it from Wormwood Scrubs to the south-east. Reproduced with permission of the National Library of Scotland

Railway South is located north of Wormwood Scrubs and includes the Old Oak Common railway sidings and depot to the west, bound by Old Oak Common Lane. It also encompasses Mitre Industrial Estate and the railway lines to the east of Mitre Bridge by Scrubs Lane.

The Great Western Railway (GWR) opened in 1838 and was one of the earliest railway lines in operation in the area. It connected Paddington in the centre of London with western England. Prior to its construction, the area to the west was known as Old Oak Common. Stamford Brook ran along the east side of Old Oak Common and the area was used mainly for grazing. A footpath ran through the common, linking Old Oak Common Lane in the south to Willesden Junction. Today's Old Oak Common Lane follows this path. By 1905, a large chunk of Old Oak Common had been lost to make way for the Old Oak Common railway sidings, and the rest of the common was eventually incorporated into Wormwood Scrubs to the south. Between 1870 and 1907, it is thought that there was a People's Garden near the site of the railway sidings that later became a German beer garden, with supposedly the biggest dancing platform in the country.

The Old Oak Common depot, known locally as 'The Factory', was built in 1905 and housed hundreds of locomotives until its closure in 2009 for the Crossrail project. George Jackson Churchward was the GWR's Locomotive Superintendent at the time and supervised its construction. The depot was designed to repair and service the GWR's growing steam fleet with large engine sheds, workshops, stores and offices. A 15.25m turntable was located in the centre of the main yards and was used for turning locomotives and carriages, later replaced by a larger turntable to accommodate longer trains. The Old Oak sidings were modernised in the 1960s with electrification of the line and the switch from steam to diesel. Newer trains required the expansion and rearrangement of the sidings, including a new repair depot and carriage shed.

By the mid 1900s, 600 staff were employed at the Old Oak Common sidings and it was the largest passenger marshalling yard in England.

Crossrail's new train depot required the demolition of many of the GWR buildings and sidings. The carriage shed of 1906 and a smaller carriage repair depot of the late 1930s still survive, although both have been heavily altered.

The railway directly influenced the development of the area in the early 1900s, including the construction of the Great Western Railway Garden Estate alongside the marshalling yard, and the British Railway Hostel which opened in 1949. This provided high-class housing for staff of the GWR, many of whom were drivers from the Old Oak Common depot.

To the east of the area around Scrubs Lane, exploitation of the river brick earth was first recorded in the fields around Red House Farm and may have been dug between 1835 and 1850 for the manufacturing of ceramic building materials. This is now the Mitre Industrial Estate and is accessed from Scrubs Lane, via Mitre Way. The site was a former gas works in the late 19th century until it was exchanged for five acres at the south east corner of Little Wormwood Scrubs in 1870, for use as a wagon works for the West London Railway. Today, the area is characterised by a small number of low, shallow warehouses for industrial use.

To the north of the Mitre Industrial Estate is the North Pole depot which was redeveloped in 1991-92 for maintenance and servicing for the Eurostar passenger service.



Old Oak Common engraving, date unknown
Reproduced with the permission of Hammersmith and Fulham archives



Mitre Bridge, 1980
Reproduced with the permission of Hammersmith and Fulham archives



1923 aerial view of Wells House Road and the Old Oak Common sidings and carriage sheds looking east. A portion of Old Oak Common can be still be seen to the left of the GWR carriage shed, perhaps used as allotments. Wormwood Scrubs is to the right.
Reproduced with the permission of Historic England



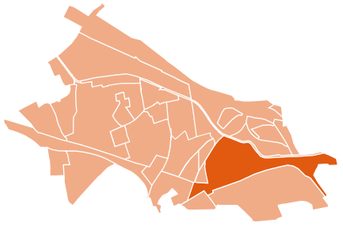
1949 aerial view of the British Railways Hostel, Engine Shed and Carriage Sheds at Old Oak Common Sidings, Old Oak Common, 1949
Reproduced with the permission of Historic England



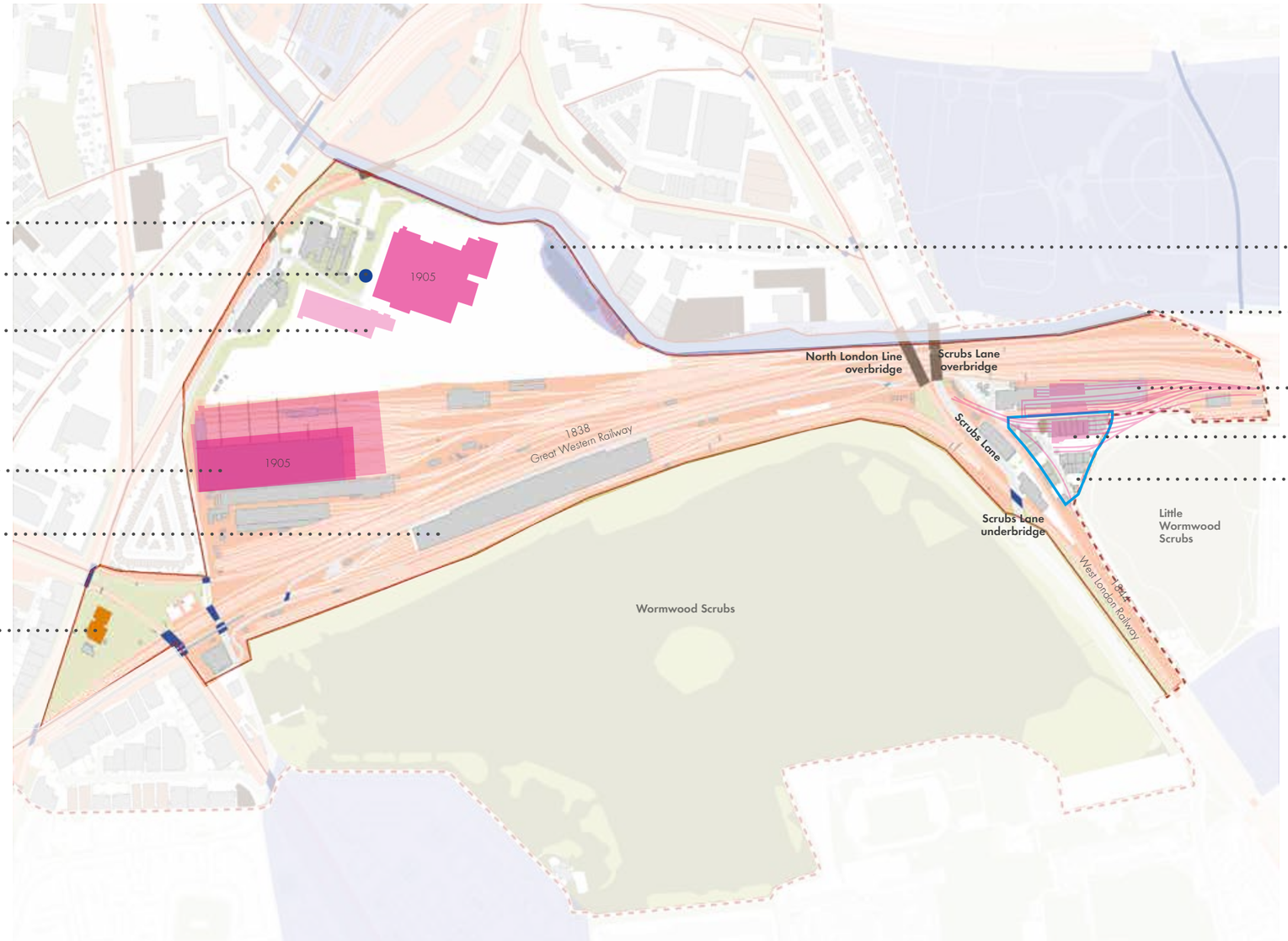
1980 Old Oak Common sidings from Grand Union Canal looking west
Reproduced with the permission of Hammersmith and Fulham archives



1986 Railway depot from footbridge over Grand Union Canal
Reproduced with the permission of Hammersmith and Fulham archives



3.7 RAILWAY SOUTH



Railway Hostel, opened in 1949, one of the nationalised railways earliest building projects

Turntable location

Former location of Engine Sheds, shown on 1955 Ordnance Survey, now construction site of Crossrail depot

Great Western Railway Old Oak Common Depot, original carriage shed building of 1905 although largely altered

Hitachi depot, six roads wide and a quarter of a mile long

Electricity Sub-station, built between 1894 and 1913, with later additions. Presently overgrown and derelict. Monitor roof structure with parallel 'aisles'

Old Oak sidings nature reserve, known locally as the Silver Birch Forest

Railway lines run adjacent to canal

North Pole Depot, constructed in 1991

Former West London Railway wagon works, in operation from 1870s to late1950s

Mitre Industrial Estate, low, wide warehouses with shallow pitched roofs, few windows and ribbed profile steel cladding

KEY
- Locally listed building
- Proposed locally listed building
- Mitre Industrial Estate
- Road bridge
- Rail bridge
- Positive feature
- Historic landuse
- OPDC boundary



View of Old Oak Common sidings, looking east from Old Oak Common Lane



Existing Great Western Railway Old Oak Common Depot, one of the few remaining building from the early 1900s, although heavily altered



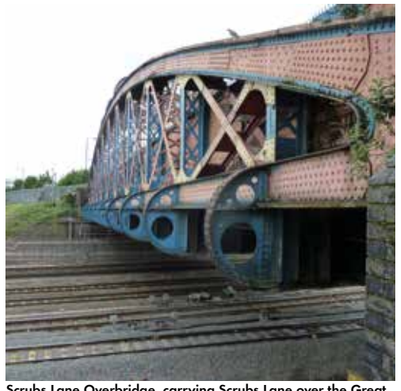
View of the backs of the industrial buildings at Mitre Industrial Estate



View of red brick building from Old Oak Common Lane, former British Railways Hostel



View looking south at the construction site of the new Crossrail depot for the Bombardier trains, which can be seen in the background



Scrubs Lane Overbridge, carrying Scrubs Lane over the Great Western main line and reconstructed in 1905, recommended for local listing



West London Line overbridge, a single-span skew bridge composed of braced steel trusses spans the Great Western main line, c. 1908, recommended for local listing



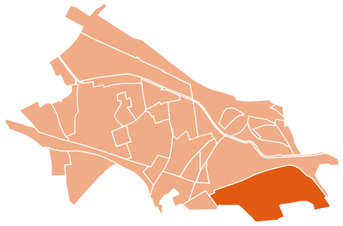
View looking east from Mitre Bridge, the Great Western Railway lines run adjacent to the canal



Scrubs Lane underbridge

Recommendations

- This area is of medium sensitivity with scope for retaining the better buildings and improving their settings through appropriate new development.
- West London Line overbridge carries the Clapham Junction branch of the North London Line over the Great Western main line. It is a single-span skew bridge with braced steel trusses and is part of a group of bridges (Scrubs Lane overbridge and Mitre Bridge) within a small section of the canal and railway area. It supposedly dates to c.1908 and was likely to have been constructed by the L&NWR. It replaces a four-arched bricked bridge. It should be considered for local listing.
- Scrubs Lane overbridge, constructed in c.1905 is also recommended for local listing. It is a single-span bowstring truss bridge, constructed of steel with purple and red engineering brick abutments. The structure has a degree of aesthetic value and is a local landmark.
- Mitre Bridge, just north of the character area, is also recommended for local listing - more detail can be found in the Grand Union Canal character area (3.32).
- There are a number of interesting historic bridges that could be restored or celebrated for their positive contribution to the identity of the area as heritage landmarks. Creative ways of achieving this could be explored (e.g. painted/lit bridges).
- Views from St. Mary's and Kensal Green Cemeteries should be acknowledged in future development. The buildings to the east of the area may provide a backdrop to these views and so any new development must be completed to a high standard.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.8 WORMWOOD SCRUBS



1914 Ordnance Survey showing Wormwood Scrubs bound by the Great Western Railway to the north. To the west is the remaining Old Oak Common which later becomes part of the Scrubs.
Reproduced with permission of the National Library of Scotland

Wormwood Scrubs is a large open space of 180 acres to the south east of the study area, comprising playing fields, small areas of woodland and a large section of grassland. Railway lines form its edge to the north and east.

The Scrubs were first recorded in the twelfth century as Wormeholte, then Wormholtwode, and later known as Wormewood. The name has its origins in Old English words wyrm and holt, probably describing a wood infested by snakes. The poor soil caused by the felling of trees resulted in wasteland that made it only suitable for grazing.

Formerly, Wormholt Scrubs stretched as far as Harrow Road. In 1801, the construction of the Paddington branch of the Grand Junction Canal cut off the northern section, which by that time had been mostly enclosed. From the late 1830s, railway lines detached other parts of the common, which were later built on except for an area to the east, known as Little Scrubs.

In the mid and late 1800s, Wormwood Scrubs was the site of many activities. In 1859, volunteer forces conducted rifle shooting exercises on the Scrubs. On August 18, 1873, the Times reported on the Willesden People's Garden, 50 acres of land which occupied the west of the Scrubs. The article reads:

"The gardens are well laid out, not in the perfection of the Crystal Palace...but still in excellent taste and most creditable considering the short time the company has been at work. The old-fashioned bowling-green and quoit grounds have been established, together with croquet lawns, a gymnastic ground, cricket fields, a dancing platform, and a small theatre."

By 1907 the People's Garden was no longer in use.



The Peoples Garden
Reproduced with the permission of the Ealing Local History Centre

In the mid 1870s, the War Office received complaints from clergy about the way Wormwoods Scrubs was being used:

"I have just returned from my farm adjoining the 'Scrubs' and there cannot be less than a thousand people congregated... there are...a number of people throwing sticks and cocoa-nuts and other games, and hundreds of boys and men gambling for pence, and the noise and halloing can be heard for nearly a mile off, and the filthy language used is shocking in the extreme..."

"On Sundays the Scrubs are the scene of the most fearful disorder, and have been for a very long time, being a moral and social pest to all decent inhabitants. Races are run by men in a nearly nude state, booths get erected, cricket is played, it is the place of attraction for low people who carry on the game called 'three-a-penny', and such like. Indeed it would be almost impossible to describe the disorder and immorality that is carried on there...."

In 1879, partly in response to the way Wormwood Scrubs was being used, the Wormwood Scrubs Act was created and formally designated the Scrubs as a "metropolitan exercising ground' for the armed forces. It continued to be available for use by locals for exercise and recreation when not in military use.

From 1910, the Scrubs played a significant part in early aviation history; there was an airship hangar on the Scrubs during WWI and the earliest trials for the predecessors of the tank were also held here. After WWI, it nearly became the first London Airport. During WWII, the main use of Wormwood Scrubs was as a site for four anti-aircraft guns. The remains of these were not cleared until the 1950s. Further use was for parachute training and training of the King's Troop of Royal Horse Artillery for the Royal Tournament in the 1970s and 80s.

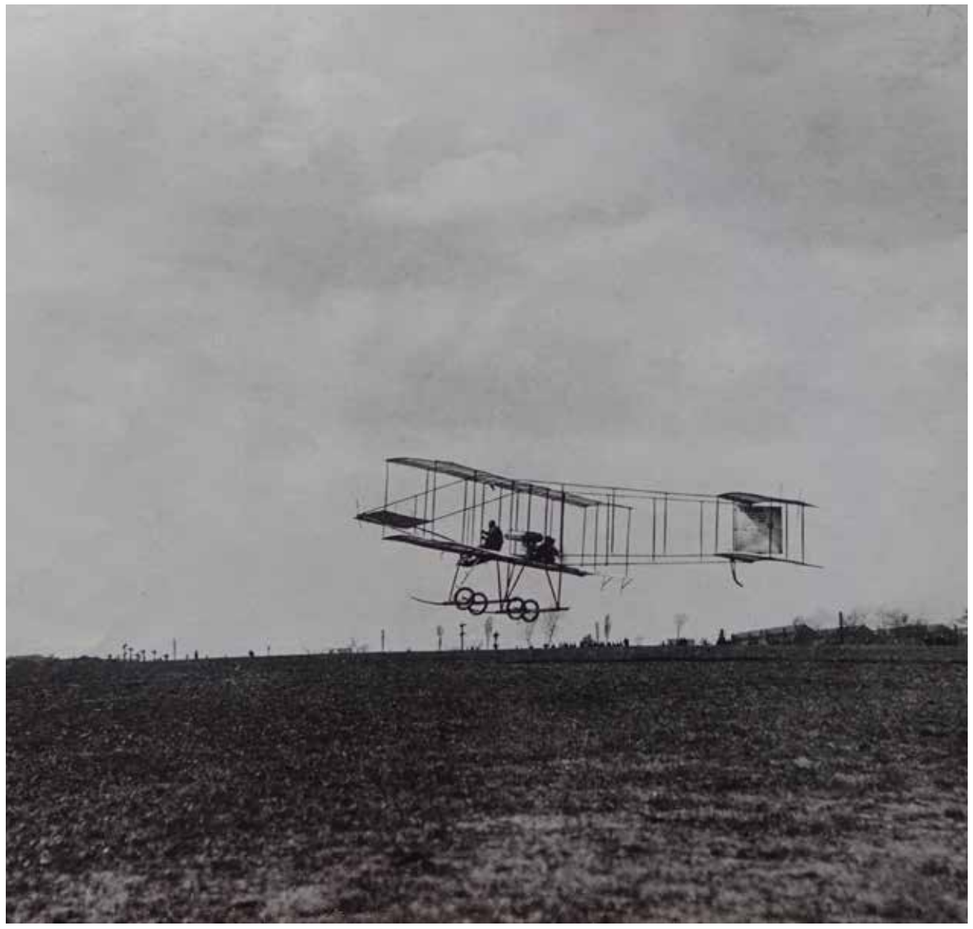
In 2002, seven areas of woodland and coarse grassland were designated as a Local Nature Reserve because of the variety of plants and animals they support. Today, the Scrubs remain a place of exercise and recreation, and contributes significantly to the identity of the area.



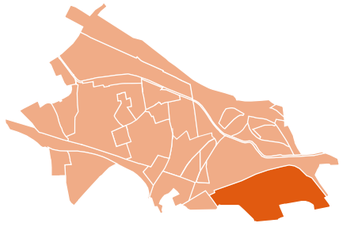
1908 haymaking, Old Oak Lane with prison in background
Reproduced with the permission of Hammersmith and Fulham archives



1907 Wormwood Scrubs August Bank Holiday
Reproduced with the permission of Hammersmith and Fulham archives



London-Manchester aeroplane race at Wormwood Scrubs, 1910
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3.8 WORMWOOD SCRUBS

1761

Old Oak Common and Wormwood Scrubs was only suitable for grazing, and in the 18th century, incorporated Acton Wells, now the site of Wells House Road.

1813

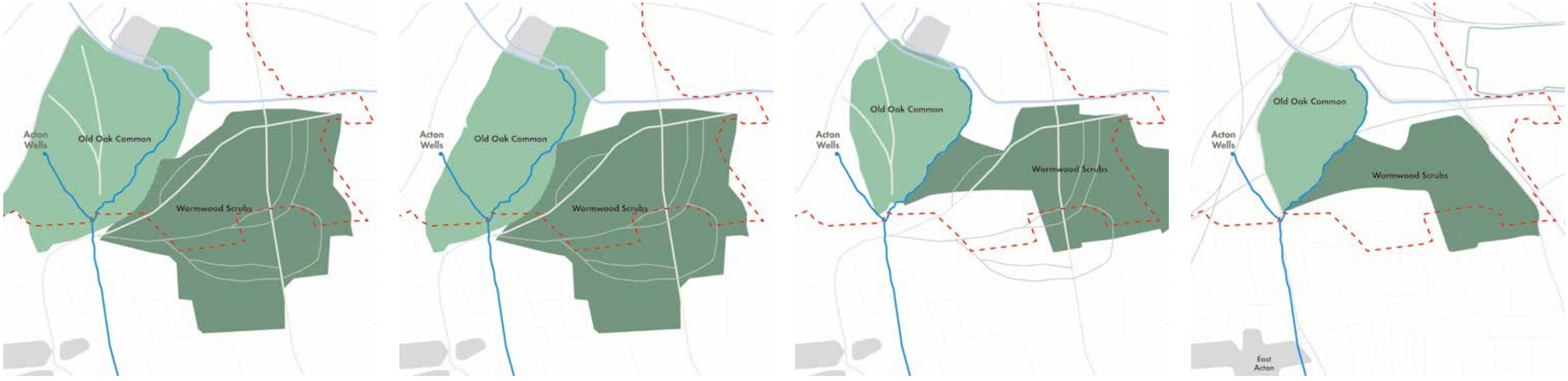
The construction of the Paddington branch of the Grand Junction Canal in 1801 cut off the northern section of the Scrubs and over time, this gave way to development.

1849

The arrival of the Great Western Railway in 1838 led to the loss of part of the northern section of the Scrubs. It was one of the earliest railway lines in operation in the area.

1866

When the railway embankment of the West London Line was built, part of the Scrubs to the east was separated to form Little Wormwood Scrubs.



LANDSCAPE HISTORY

The sequence of diagrams above shows the landscape evolution of Wormwood Scrubs from the late 18th century to the 1970s. The Scrubs was once much larger, including Old Oak Common and Little Wormwood Scrubs. The arrival of road and rail infrastructure changed the landscape completely. The following page shows Wormwood Scrubs as it is today.

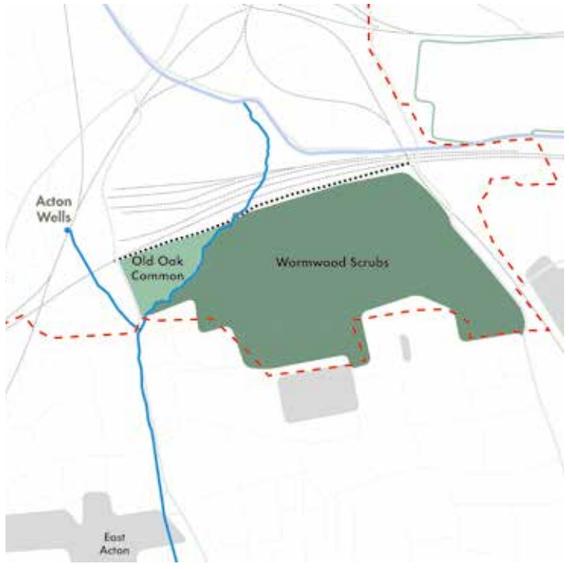
1885

The extent of the Scrubs grew over this period, and a route across connected North Acton with Scrubs Lane.



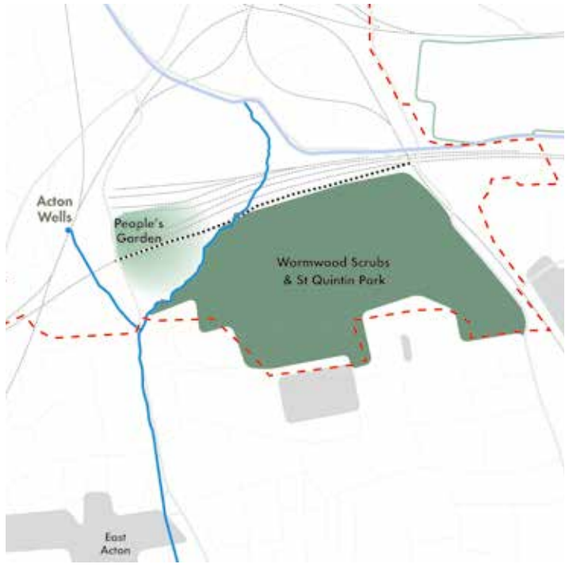
1905

The arrival of the railway sidings shrunk the extent of Old Oak Common to the more familiar size that is evident today.



1907

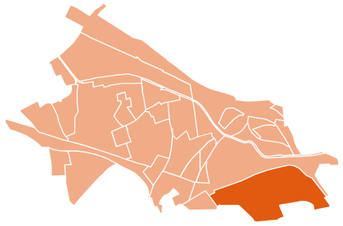
The People's Garden was 50 acres of reclaimed land from the scrubbiest part of Wormwood Scrubs and included a bowling-green, croquet lawns, gymnastic ground, dancing platform, cricket fields and a small theatre.



1961

By the 1960s the Scrubs was similar to how it is today and Stamford Brook was no longer visible.





3.8 WORMWOOD SCRUBS





Wormwood Scrubs signage giving a background to the history of the open space



There is still a strong aviation link at Wormwood Scrubs, people fly their model aircrafts in a zone to the north of the Scrubs



Model Aircraft Flying sign, giving the times that people can fly their model aircrafts



Looking west towards Central Woodland Corpse



Entrance to the Scrubs from Scrubs Lane



View of Wormwood Scrubs looking south close to Scrubs Lane north entrance



Plants and shrubbery characterise the Scrubs



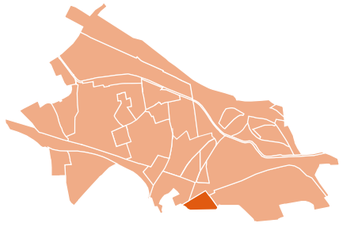
View north-east of the new developments around North Acton station



Plants and shrubbery characterise the Scrubs

Recommendations

- The nature and identity of Wormwood Scrubs should be protected.
- Broader recommendations are set out under the key themes heading in chapter 4.
- Heritage views have been identified in relation to this character area and are outlined in OPDC's Views Study.



3.9 WESTWAY ESTATE



1913 Ordnance Survey of Westway Estate, showing the golf course that opened in 1907 and existed till its closure in 1920 Reproduced with permission of the National Library of Scotland

Westway Estate is a small but long-established industrial estate to the south of Park Royal and is bounded by the railway lines to the north and west and Old Oak Common Lane to the east. To the south of the area is residential.

The area was mainly fields during the 18th and 19th century, its boundaries defined by the Great Western Railway to the north, which opened in 1838, and the North and South West Junction Railway, which opened in 1853. Old Oak Common Lane, which runs along the eastern edge of the area, was one of the first roads laid out, linking Harlesden Green with Friars Place and East Acton. The 1894 Ordnance Survey shows a footpath that cut across the character area horizontally from Friars Place Lane in the west to Old Oak Common and Wormwood Scrubs in the east. It crossed a former stream that joined Stamford Brook at Old Oak Common. It later was redirected along the southern edge after the construction of the industrial park. A building is also shown to have been located to the east of the area, which may have been the Six Elms Public House c.1895, located a short distance from the junction of Old Oak Common Lane and Brunel Road.

By 1913, the area to the north remained as fields, but to the south was a golf course which extended north into the character area. The golf course existed from 1907 to 1920 and occupied old pasture lands. The putting greens were reported to be large and of good quality. It closed its doors for the final time on 30th April 1920; the majority of the area to the south was developed for housing and today has golf related names. The Westway Estate replaced the northern side of the course.

The Westway Factory Estate was planned in 1927 by Hillier, Parker and May for Old Oak Factories Limited. Acton Council granted permission for a layout provided by the estate agents, and they also designed, or commissioned the design of individual factories in Art Deco style. The 1936 Ordnance Survey shows Telford Way and Brunel Road with a few buildings on either side. Interestingly, another map at this time (25 inch, 1936 revision Ordnance Survey), shows the area as allotment gardens. During WWII, there was supposedly a pillbox disguised as a 'Coal Office' which guarded the Brunel Road entrance to the Westway Estate and survived for many years. The Estate and adjacent housing to the south was severely damaged in the February 1944 bomb raid.

By the mid 1950s, an array of small industrial companies located here, including John Broadwood and Sons, piano makers who owned a moderate scale factory at 2 Brunel Road under the direction of Captain Evelyn Broadwood. It opened in 1939. Wilkinson Sword Co. moved to Brunel Road in 1972, where around 40 craftsmen made up to 8,000 swords a year. At the time of its closure in 2005, it employed 14 craftsmen. They previously occupied a site in Southfield Road, where they manufactured swords and razors. Wilkinson Sword is believed to have created the Sword of Acton, which was part of the civic insignia of Acton Borough Council and can be seen on display at Ealing Town Hall.

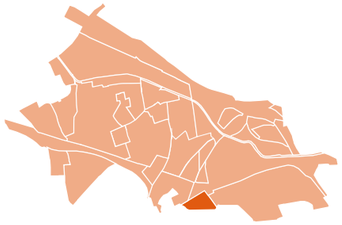
Westway Models Ltd. were located at 15/17 Brunel Road from the mid-1960s, manufacturing small-scale aircraft models. Other companies included a cabinet works, car servicing works, camera works, and Adrema, manufacturing addressing machines for repetitive clerical work. An electricity substation was also located to the east of the site.

Today, the area is characterised by mainly modern industrial units that step back from the road. The majority of the 1930s buildings have been replaced in recent years. Access to the Estate is from Old Oak Common Lane via Brunel Road, and is well connected in close proximity to Western Avenue (A40) to the south.



1953 advert for Westway Models, named after its location at Westway Estate
Reproduced with the permission of Grace's Guide to British Industrial History

3.9 WESTWAY ESTATE





Great Western Railway, opened in 1838

Informal outdoor car parking

North and South West Junction Railway, opened in 1853

The majority of the buildings are of neutral importance and either large red brick buildings with shallow pitched roofs or modern steel-framed sheds and warehouses with ribbed profile cladding

Old Oak Common Lane, one of the earliest roads in the area, shown in 1865 Ordnance Survey

Now many of the industrial units step back from the road, compared to the original warehouses that fronted directly onto Brunel Road and Telford Way

Much of this footpath still remains today

KEY

- Proposed locally listed building
- Other buildings of local heritage interest (proposed)
- Former path or track
- Former stream
- OPDC boundary



Entrance to Brunel Road from Old Oak Common Lane



1-17 Brunel Road, a curved red brick building with art-deco influence built in the late 1920s and part of the original group of buildings that located here



View looking north along Telford Way. Many of the original 1930s buildings have been replaced by modern industrial units that step back from the main road



There are a few 1930s buildings that remain and should be considered as other buildings of local heritage interest



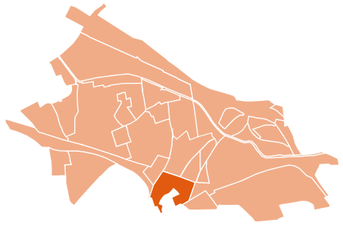
The area is dominated by hard concrete surfaces and there is negligible greenery



View north up Old Oak Common Lane towards the entrance to Westway Estate on the left

Recommendations

- This area is of medium sensitivity with scope for retaining the better buildings and improving their settings through appropriate new development.
- 1-17 Brunel Road should be considered for local listing. It is a well preserved symmetrical red-brick building with a strong presence on the corner of Old Oak Common Lane and Brunel Road. The building retains its Flemish bond brickwork, original metal windows and walls and steps.
- Other buildings of local heritage interest are 23-25, 27-29, 31-33, 43-45 and 49 Brunel Road. They are the few remaining 1930s red-brick buildings that were constructed at the same time as the Estate, and represent the intended unity and coherence of the Estate's original design, in contrast with the piecemeal development and lack of unity in the wider area.



3.10 WALES FARM ROAD



Ordnance Survey, 1914, showing the Old Brick Works to the east, St. Leonard's Farm and Edward Road, later to become Victoria Road. Wales Farm Road was an important route to East Acton. Reproduced with permission of the National Library of Scotland

The Wales Farm Road area is framed by the railway lines to the north and east, and Western Avenue to the south-west. Wales Farm Road cuts through the middle of the area vertically; to the east is Victoria Industrial Estate, and to the west is an evolving mix of commercial, residential and industrial uses bounded by Park Royal Road and the eastern edge of Acton cemetery.

The area was farmland for much of the 1700s and 1800s; a few moated houses existed but had disappeared by the early 1800s. St. Leonard's Farm, formerly Wales Farm, was an early farm holding in the area. In 1853, the North & South Western Junction Railway was built, connecting Willesden with Brentford. The construction of the Midland & South Western Junction Railway in 1884, and the joint New North Main Line between 1903 and 1906, supported the growth of industry in the area. North Acton railway station was built by the Great Western Railway and opened in 1904. It still retains its red brick ticket office building and timber platform canopy and is a fine example of an Edwardian suburban railway station.

The road network followed the expansion of railway infrastructure. Wales Farm Road existed long before its surrounding roads and was built in 1894, following a main route shown in the 1866 Ordnance Survey from East Acton to Wales Farm. A footpath existed from here that crossed the railway line and linked Wales Farm with Wells House Farm and Old Oak Common Lane. Willesden Lane ran along the west of the area, following today's Park Royal Road. Edward Road connected these two roads in 1914, to support growth of industry in the area and to provide access to North Acton station. It later became an extension of Victoria Road, built in 1902. The 1914 Ordnance Survey shows the Kellett & Sons' Willesden & Acton Brickworks that operated to the east of Wales Farm Road from 1894 to 1910. It was nearby to the Metropolitan Electricity Supply company and a dust destructor. The destructor was built near the Friars in Wales Farm Road, and opened in 1909.

The area experienced rapid industrial development in the early and mid-1900s. The coach-builders Strachan and Brown moved into the area in 1921, having previously owned a large factory in Park Royal, and manufactured bus bodies and horse boxes. The Dubilier Condenser Company factory was built just before 1925 to the east of Wales Farm Road and backed onto the railway line. In 1927, Landis & Gyr Ltd. (Elgee Works) built their premises to the west of Victoria Road by Acton Cemetery. It was originally used for making electricity meters but from 1972 the factory also made heating and ventilating controls. By 1979, most of the company's 1,000 UK employees worked in Acton. Dunlop Rubber Co., Victoria Paper Mills and the Corporation Depot were also located here for many years in the mid 1900s.

The Elizabeth Arden Factory was constructed at 140 Wales Farm Road in 1939, and was designed by Wallis, Gilbert & Partners. It was constructed on previously undeveloped land but in an area that was growing rapidly. The building still exists today, and is locally listed, although it has been heavily altered throughout the years.

The north-east area of Victoria Road (Gypsy Corner) was first acquired by the Telegraph Condenser Company (TCC), also designed by Wallis, Gilbert & Partners in the 1950s, in order to produce printed circuits. The site was bought by the BBC and the building was opened in 1970 with 18 rehearsal rooms. The Castle pub, built in 1938, at the junction of Victoria Road and Wales Farm Road, was a popular place for actors to gather and socialise. The Television Rehearsal Rooms was later sold off for new development and is now student accommodation.

Today, the local character of the area continues to evolve. Older industrial buildings have been replaced by light industrial units and more recently, high residential (mainly student) accommodation with commercial floors below. Commercial use has continued to dominate, with hotels and commercial storage facilities, alongside offices and warehouses. Little remains of the original industrial use of the area; The Castle pub at the junction of Victoria Road and Wales Farm Road, and North Acton Station, are some of a few character buildings remaining.



1931 Aerial image looking north over Victoria Industrial Estate
Reproduced with permission of Historic England



1935 Aerial image facing west showing Landis & Gyr Elgee Works
Reproduced with permission of Historic England



Dubilier Condenser Company factory, to east of Wales Farm Road, 1925
Reproduced with permission of the Ealing Local History Centre



1939 Aerial image facing east showing Elizabeth Arden Factory under construction, with Monarch House and Dubilier Condenser Company behind
Reproduced with permission of Historic England



1948 Aerial image showing industry looking north (Western Avenue to south)
Reproduced with permission of Historic England



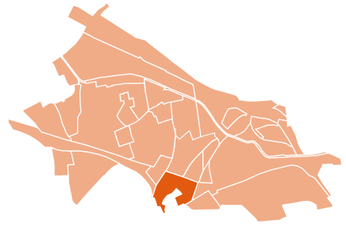
1949 Dubilier Condenser Co. advert
Reproduced with the permission of Grace's Guide to British Industrial History



1928 advert for Strachan & Brown
Reproduced with the permission of Grace's Guide to British Industrial History



pre 1925 photo of Dubilier Condenser Co. building fronting Victoria Road with factory in background Reproduced with permission of the Ealing Local History Centre



3.10 WALES FARM ROAD

New North Main Line (now Acton to Northolt Line) constructed in 1903 to link Old Oak Common with the Chiltern Main Line at Northolt Junction

North Acton station, an attractive example of an Edwardian Great Western Railway London suburban station, opened in 1904

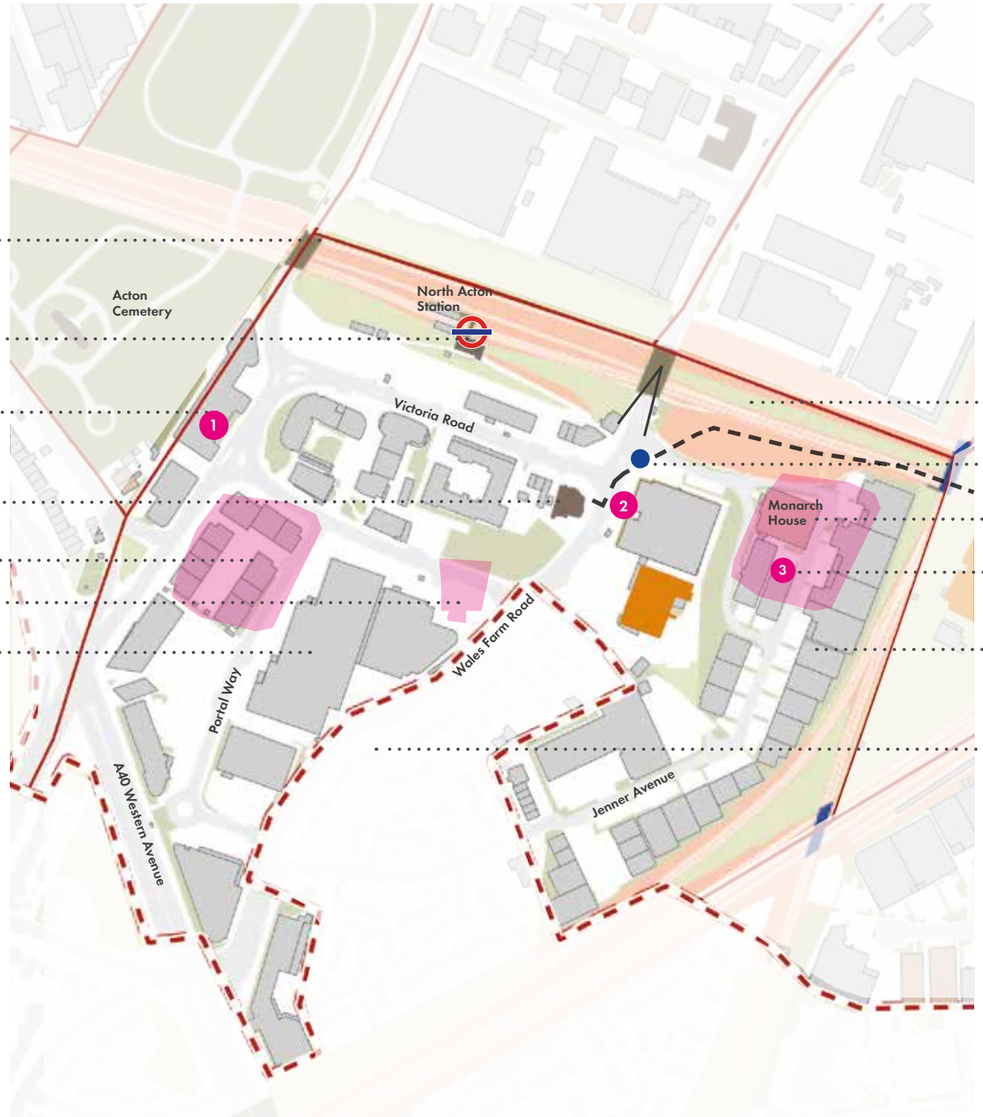
Sensitive edge with Acton Cemetery

The Castle pub, built in 1938, the turret is a familiar landmark

Victoria Paper Mills located here in 1950s

Actana Biscuit Works were located here in 1950s

Large warehouse buildings on site previously occupied by Telegraph Condenser Works in 1950s



Railway sidings, presumed association with Old Brick Works

Remaining pillar from the original entrance to the Elizabeth Arden Factory

Monarch House, a c.1970s concrete brutalist style office building, distinctive in style

Site of the old brick works and Dubilier Condenser Company in 1930s

Low warehouse/shed buildings

Friars Estate, a mix of two-storey blocks of flats and semi-detached housing, laid out in 1932 for Acton Urban District Council

KEY
- Locally listed buildings
- Proposed locally listed buildings
- Former path or track
- Historic land-use
- Positive features
- OPDC boundary



Back of The Costume Store, student accommodation for UAL students



Holiday Inn



Monarch House, Victoria Road Estate, an example of c. 1970s concrete brutalist style architecture



The Castle pub, Victoria Road, recommended for consideration for local list



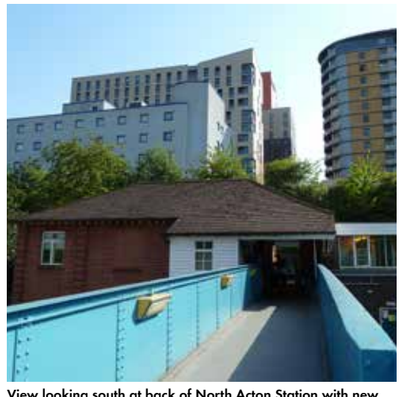
Locally listed Elizabeth Arden factory



Largest Carphone Warehouse in Europe accessed from Victoria Road



North Acton Station



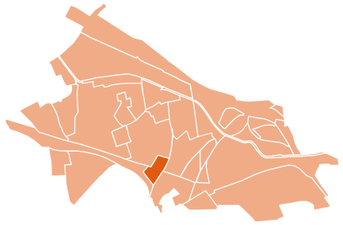
View looking south at back of North Acton Station with new developments in the background



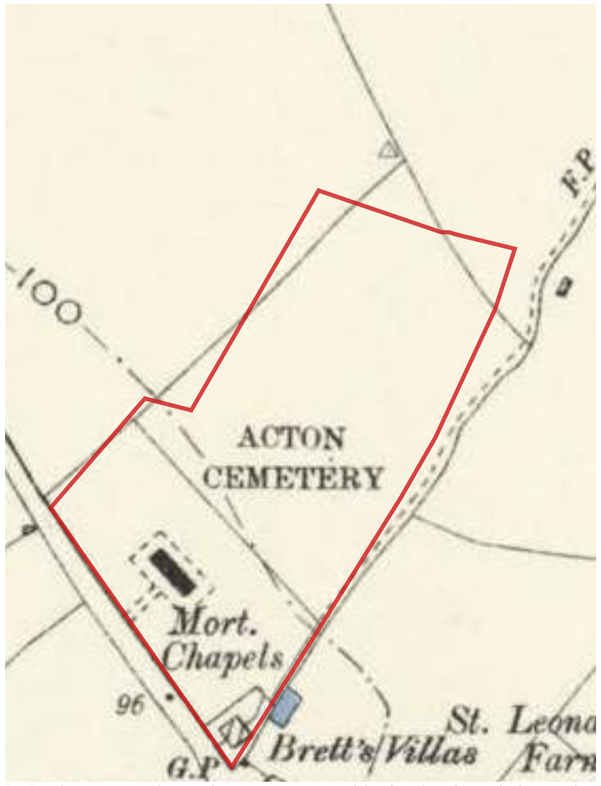
View of Friars Estate housing

Recommendations

- From a heritage perspective, given the extent of change in the area, most of the townscape is of low sensitivity and the buildings are of neutral importance. However, there are few buildings in the character area that need to be retained beyond their current working life.
- The Castle pub, Victoria Road, should be considered a building worthy of local listing. It is notable as a successful example of the application of a Victorian 'free style' to a public house. Built during the inter-war period to serve the surrounding industrial area of North Acton, it is one of the few character buildings remaining in the area. It also has a rich social history as the popular destination for actors from the BBC Television Rehearsal Rooms adjacent, to meet and socialise.
- North Acton Station should be considered for local listing, as an example of a Great Western Railway suburban railway station with Edwardian features and which opened in 1904.
- Monarch House has been identified as a building of local heritage interest, as an example of 1970s brutalist style architecture.
- Original elements of the Elizabeth Arden Factory could be retained in its redevelopment.
- There is an opportunity to celebrate and enhance the buildings of heritage interest (i.e. Elizabeth Arden Factory, The Castle pub, North Acton Station) through improvements to the public realm, such as attractive landscaping, better lighting and wider pavements.
- Future development to the west of the character area presents an opportunity to strengthen the identity of the historic Wales Farm Road by recreating the relationship between building fronts and streets.
- Investigate the feasibility to reinstate the historic route from Wales Farm Road/Victoria Road junction across the railway line to Old Oak Common Lane.
- There is an opportunity for the redevelopment of the warehouse buildings to engage better with their surroundings.



3.11 ACTON CEMETERY



1895 Ordnance Survey showing the Acton Cemetery and the chapels to the south, the year that it opened. It later extended over the railway when the New North Main Line opened in 1906.
Reproduced with permission of the National Library of Scotland

Acton Cemetery fronts onto Park Royal Road to the south and extends north over the New North Main Line. The area to the south-east is experiencing rapid development with the construction of a number of high rise residential developments. The cemetery is enclosed by industry to the north.

In 1893 Acton Local Board purchased 13 acres of farmland at the junction of Horn Lane and Willesden Lane, a section of land owned by Lower Place Farm to the north, and now known as Park Royal Road. Two years later, Acton Cemetery opened in 1895, designed by Daniel Ebbetts, and provided more facilities for burial as the population of the parish grew. The 1895 Ordnance Survey shows the cemetery and Brett's Villas to the south-east fronting Park Royal Road which still remain today.

The cemetery was extended on the northern side of the railway line in 1915, and the 1920 Ordnance Survey shows the cemetery divided by the New North Main Line, which opened in 1906 to improve access to Birmingham and north-west England. The two sections of the cemetery were connected by a footbridge, with the main cemetery entrance on the south side of the cemetery. A short distance away is a pair of Early English Gothic style stone chapels, one Anglican and the other a Non-Conformist chapel.

Among those buried here is George Lee Temple, known as "The Baby Airman" due to his youthful appearance. He flew regularly at the Acton Aerodrome in the early 1900s, and was the first British man to fly upside down, and the youngest pilot to fly from Paris to London. He died at the young age of 22 in a flying accident, and a memorial in the cemetery celebrates his life. Albert Perry, a passenger on the SS Lusitania, which went down in 1915 due to a German submarine torpedo, is also buried here.

A Cross of Sacrifice was placed in the cemetery by the Imperial War Graves Commission to honour those who lost their lives in WWI and WWII.

The layout of the cemetery has remained similar to when it was built in 1895; there is a basic arrangement of paths and planting. However, it has been hemmed in by rapid industrial development to the east of the cemetery during the early and mid 1900s, and now new residential developments characterise its edges to the east. The cemetery also suffered bomb damage during WWII, when three high-explosive bombs exploded to the north and west of the area.

Today, at the Chase Road entrance on the northern part of the cemetery, there is a small garden that was created on the site of a previous cemetery building. Presently, the cemetery is now closed to new burials; however it is still used for burials in re-opened family owned graves. The cemetery is often overlooked by the nearby Kensal Green and St. Mary's Cemetery which are of national significance, but it remains an important part of the area's character, history and identity for those who live and work in the area.

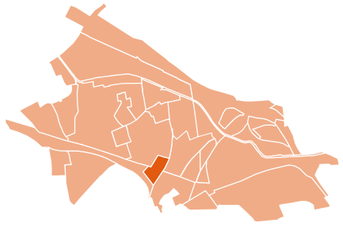


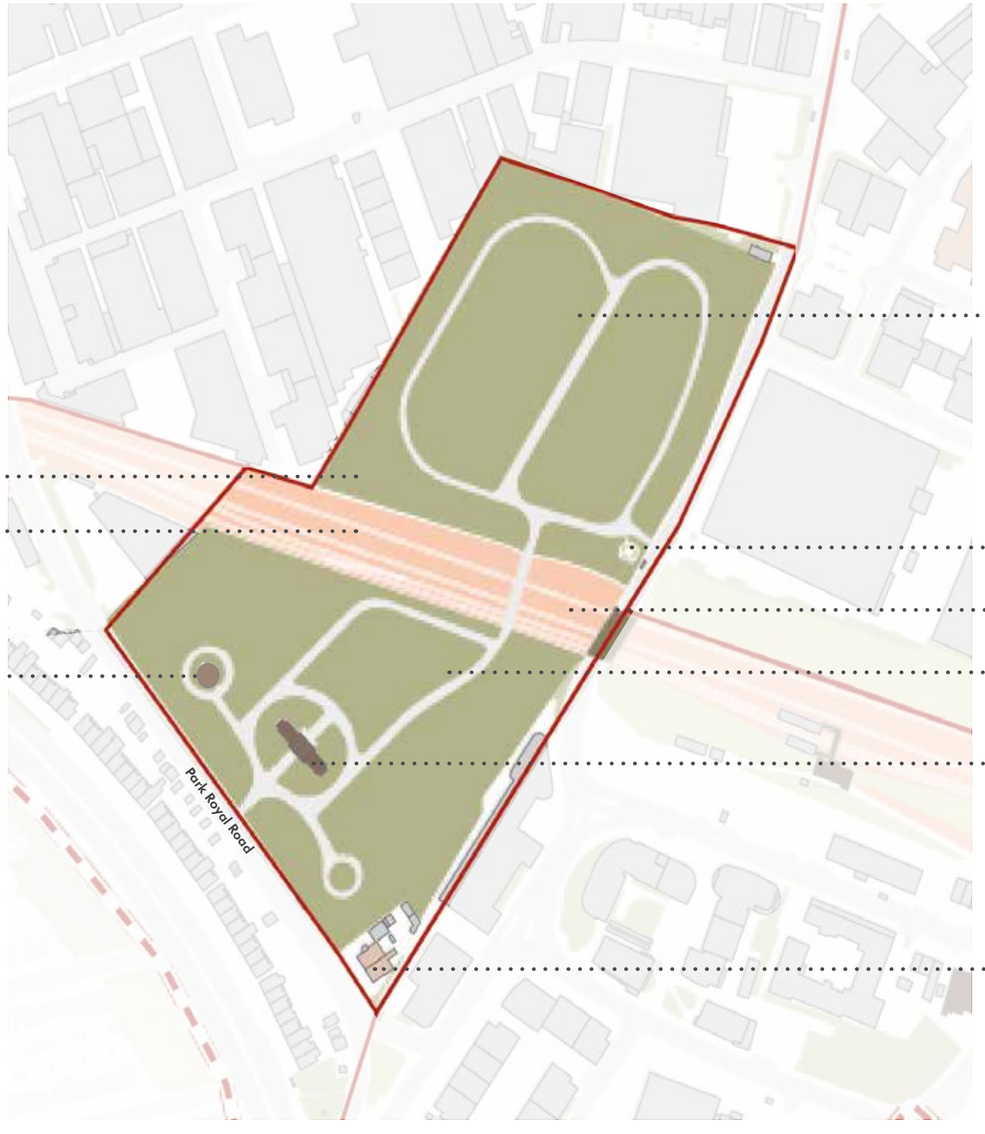
1935 aerial view of the southern section of the Acton Cemetery looking west
Reproduced with permission of Historic England



The place where George Lee Temple is buried. It reads "He was the first British airman to fly upside down in this country, 24 Nov 1913, and the youngest to fly from Paris to London, Oct, 1913. Loss of consciousness in mid-air owing to recent illness during an ordinary flight at Hendon caused his untimely death on the 25 January 1914, in his 22nd year. Now callant boy, pursue thy happy flight with swifter motion haste to purer light."

3.11 ACTON CEMETERY





Site of a high-explosive bomb, dropped here during 1940 and 1941

Site of a high-explosive bomb, dropped here during 1940 and 1941

'A cross of sacrifice' honouring those who lost their lives during WWI and WWII, recommended for local listing

Site of a high-explosive bomb, dropped here during 1940 and 1941

Small garden created at site of previous cemetery building

This section of New North Main Line opened in 1906 and linked North Acton with West Acton

The place where George Lee Temple is buried

Pair of early Gothic style stone chapels, one is Anglican and the other a non-conformist chapel, recommended for local listing

No. 1 and 2 Brett's Villas, Park Royal Road, shown on 1895 Ordnance Survey, makes a positive contribution to the townscape

KEY

Proposed locally listed building

Other buildings of local heritage interest (proposed)



View of graves at Acton Cemetery



The two chapels at the southern entrance to the cemetery were constructed at the same time as the cemetery was laid out in 1895 and are recommended for local listing



Cross of sacrifice, a memorial honouring those who lost their lives in WWI and WWII, recommended for local listing



New high-rise student accommodation near North Acton station forms the backdrop to the cemetery to the south-east



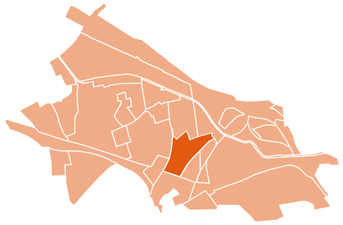
View north down a lane in Acton Cemetery



Brett's Villas, a late Victorian symmetrical pair of villas in stock brick with original sash windows and a hipped slate roof

Recommendations

- This area is of high sensitivity and it is recommended that the chapels are listed locally. They were constructed in the late 19th century and Early English Gothic style stone chapels, one Anglican and the other a Non-Conformist chapel. They are connected by a porte-cochere with a picturesque turret and were designed by Daniel Ebbetts.
- The 'cross of sacrifice' war memorial, located to the west of the chapels, should also be considered for local listing.
- In addition to consideration for local listing, it is recommended that both chapels and the war memorial are considered for statutory listing. Further research would be required, including an internal inspection of the chapels and consultation with the public.
- Brett's Villas, located on Park Royal Road, are a pair of Victorian buildings that have remained despite considerable change nearby, and therefore proposed as buildings of local heritage interest.



3.12 ST. LEONARD'S ROAD



Ordnance Survey, 1920, showing the area before the construction of Bashley Road and Chase Road. Only a few buildings exist at this time; the soap works and rotax works, Acton Wells Infant & Junior School (1909), and the London Geographical Institute to the east of Victoria Road. Reproduced with permission of the National Library of Scotland

St. Leonard's Road character area is framed by the railway line and North Acton railway station to the south, Chase Road to the west, Victoria Road to the east, and includes the metal refinery on Bashley Road to the north. It extends across the railway line to the north-east to encompass the A+M building.

The area was mainly fields until the early 20th century. Green Lane, now Victoria Road, led from Fishermans Arms to Friars Place. A footpath (1888) ran through Old Oak Common to the south of Fishermans Arms through the north-west of the character area.

In 1901, Victoria Road was built connecting the Park Royal area to East Acton. Chandos Road, School Road, Bethune Road and St. Leonard's Road were also laid out around this time. In 1909, the Acton Wells Infant & Junior School was built on School Road on a 4.5 acre site. By 1920, the Ordnance Survey shows industry beginning to emerge. The Rotax Works, located on Chandos Road, specialised in aircraft equipment. Other industries include a printing works on Bethune Road, and a soap works, which later became The Torpedo Factory.

The inter-war years saw frenetic expansion. Bashley Road and Chase Road were built between 1921 and 1925, following an existing footpath. The Metal Refinery was built in 1925, after post-war building restrictions were lifted in 1923. Eight acres of greenfield land was purchased, having been designated by the government for industrial development. Major Johnson was the first refinery manager at the Bashley Road site. Houses were built on Canada Road to house the employees, and the site operated during WWII to produce 'strategic metals' for the war effort.

By 1935, there were many buildings constructed for industrial use. This included an engineering works, alpax works, radio works, mattress factory, rubber works, cable works, press cap works and Vaseline works. The Olympic Kinematograph Laboratories also located here on School Road. There was a sports ground and pavilion to the south of the site, to the east of the cemetery, which provided local workers with a space to exercise and to socialise.

In 1941, several air-raid shelters were built around the Metal Works site on Bashley Road and the Mayor of London visited the metal refinery in recognition of its importance. The refinery expanded in the late 20th century, with the construction of a rhodium building, packing and dispatch building, electricians shop and reductions building.

Adjacent to the metal refinery is the entrance to the Bashley Road travellers' site, developed in 1985 and which is owned by Ealing Council. The site houses travellers of Irish heritage and comprises of 24 pitches, just to the north of the character area.

Today, the sports ground and school no longer remain, the latter having been replaced by warehouse buildings, occupied by car companies with outdoor storage space. The sports ground has also been replaced with warehouse buildings. However, much remains of the area's rich industrial heritage and there are a number of buildings that are recommended for local listing.



In 1978, Chesebrough-Pond made Vaseline and Q-tip products, employing c 350 people. Reproduced with permission of Grace's Guide to British Industrial History



1921 aerial view of the Rotax Works, with fields in the background
Reproduced with permission of Historic England



1931 aerial view of Bashley Road, soon after it was constructed
Reproduced with permission of Historic England

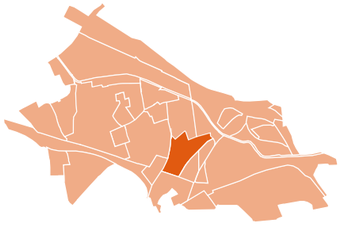


1937 aerial view of the Metal Refinery on Bashley Road
Reproduced with permission of Historic England



1950 aerial view of St. Leonard's Road character area
Reproduced with permission of Historic England

3.12 ST. LEONARD'S ROAD





Bashley Road constructed between 1921 and 1925 to support expansion

Three-storey building with art deco features and a striking tiled facade, 1960s?

Typical industrial triangular roofing at Wimpole House

The Print House; an early 20th century commercial building

Acton Business Centre, representative example of 1930s manufactory

Chimney, positive feature and local landmark

Large warehouse buildings - weak relationship with the street

Bashley Road Travellers Site - developed in 1985, owned by Ealing Council

Midland and South Western Junction Railway opened in 1868 for goods and in 1875 for passengers

Positive relationship between buildings and pavements creates order and a legible edge

Attractive view along road from Schools Road

Buildings front directly onto narrow streets, creating a series of intimate spaces

Trees in the forecourt contribute positively to the streetscene

KEY

- Proposed locally listed buildings
- Other buildings of local heritage interest (proposed)
- Positive frontage
- Historic land-use
- Positive features
- Key views



The Old Torpedo Factory building, St. Leonard's Road


Former Rotax Works, Chandos Road


The Metal Refinery building, Bashley Road

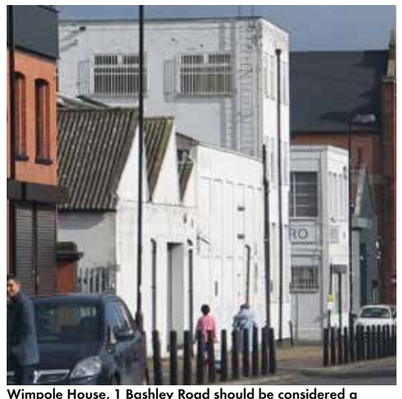


A+M building on Victoria Road to the north of the character area, worthy of local listing


Europa Studios building has a strong and positive presence on Victoria Road and should be retained


Chimney, part of the Acton Business Centre on School Road, could be incorporated into future development proposals. The building is an example of 1930s manufactory and is of local heritage interest.


Early 20th century commercial building on St. Leonard's Road should be considered for local listing


Wimpole House, 1 Bashley Road should be considered a building of local heritage interest for its distinctive triangular roofing


5 Bashley Road has art-deco features of local architectural interest and should be considered for local listing

Recommendations

The area is of high sensitivity, characterised by a notable cluster of early 20th century industrial buildings. There is potential for exploiting its history through compatible infill development. It is recommended that part of the area could be designated as a Conservation Area, subject to further assessment This is outlined in more detail in Chapter 4.

There are a number of buildings in the character area that are of local architectural interest and should be considered as locally listed buildings. These are:

- The Old Torpedo Factory, St. Leonard's Road: at the former site of a soap works, the symmetrical red brick building is three storeys and is a local landmark. The factory should also be considered for statutory listing.
- Former Rotax Works, Chandos Road: a three-storey red brick building constructed before 1920.
- Metal Refinery building, Bashley Road: a two-storey, symmetrical red brick building constructed in 1925.
- A+M building, Victoria Road: dates to the 1930s, a steel framed, brick clad building with original large steel windows. The Chesebrough Manufacturing Co moved here in 1923.
- Europa Studios building, Victoria Road: a former confectionery works, the 1930s steel framed, red brick building is three storeys high and is a positive contributor to the street scene.
- The Print House, an early 20th century commercial building on St. Leonard's Road and distinctive from the other buildings in the character area.
- 5 Bashley Road, a 1960s(?) building with art-deco features and a striking tiled facade.

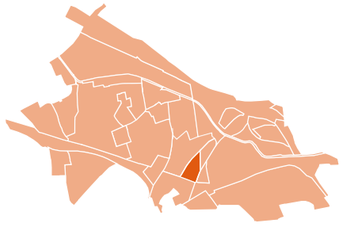
There are also a couple of buildings that are recommended as other buildings of local heritage interest. These are:

- Wimpole House, 1 Bashley Road, an example of early saw tooth triangular roofing; and
- Acton Business School, School Road, a representative example of 1930s manufactory.

There is an opportunity to incorporate the retention of the chimney, part of the Acton Business Centre building on School Road, into plans for future development. There is also an opportunity to improve the relationship between buildings and pavements to reflect the historic character of St. Leonard's Road where the buildings form a legible edge against the pavement.

The building to the south of the character area fronting Victoria Road and Bethune Road has a negative visual impact and forbidding presence at pavement level. Future development presents an opportunity to improve this.

- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.13 VICTORIA ROAD EAST



Ordnance Survey, 1913, showing the area relatively underdeveloped, except for the Engineering Works to the south and Geographical Institute to the north.
Reproduced with permission of the National Library of Scotland

The area is characterised by its triangular shape, framed by Victoria Road to the west, and railway lines to the south and east.

The area remained largely farmland for much of its history until the beginning of the 20th century. However, it has historical significance as the site of Acton Wells spa, which was located here during the 17th and 18th century. Daniel Lysons, writing in 1795, reported that East Acton and the hamlet of Friar's Place (to the south of the character area), had been a very fashionable resort, and that people came to reside there during the summer season. Doctors would recommend Acton to wealthy patients, due to the fine quality mineral springs open there. They spoke of the health-giving properties of Acton, evidenced by the longevity of many of its inhabitants. A footpath from Wales Farm Road to Old Oak Junction followed the route of today's Victoria Road, connecting East Acton with the spa. A public house adjoined the spa, serving dinners and offering accommodation, and was owned by Mr Gardner.

The last record of Acton Wells was in 1876, by James Thorne. He wrote: "The Wells are in the garden, and what remains of the Wells house now forms part of the outbuildings of a farmhouse, which stands on the Western side of the Great Western Railway."

The North and South Western Junction Railway to the east of the area, was opened in 1853, and Victoria Road was built in 1901, linking Wales Farm Road (and East Acton) with Old Oak Junction and Willesden Junction. This accelerated growth in industry; the 1932 Ordnance Survey shows a pump works in the centre of the area and an engineering works to the south. The New North Main Line, forming the southern edge, was constructed in 1906.

The London Geographical Institute was located to the north of the site and was built between 1896 and 1913 with later extensions. This was also the location of George Philip & Son of Fleet Street, who were publishers of maps and atlases at 98 Victoria Road. The majority of their production was commercial, although they also produced important scientific maps, notably of the Arctic, Pacific Northwest and of the West Indies. It remained a flourishing family firm but was sold in 1988 to the Octopus Publishing Company. The building has since been replaced, and the area to the north is vacant.

The area today is characterised by a few large warehouse and storage buildings for large companies. Considerable space is given over for outdoor storage, utility and car parking. It is in an important location by Victoria Road, a key connector route from Acton to Willesden Junction.



1921 aerial view of Victoria Road, the east side remains largely undeveloped
Reproduced with permission of Historic England



1921 view of the London Geographical Institute and George Philip & Sons Co.
Reproduced with permission of Historic England



1921 aerial view of the Geographical Institute, facing north west
Reproduced with permission of Historic England

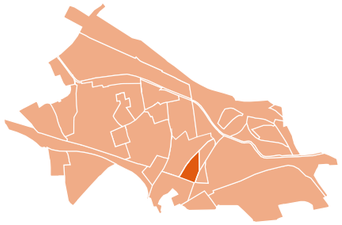


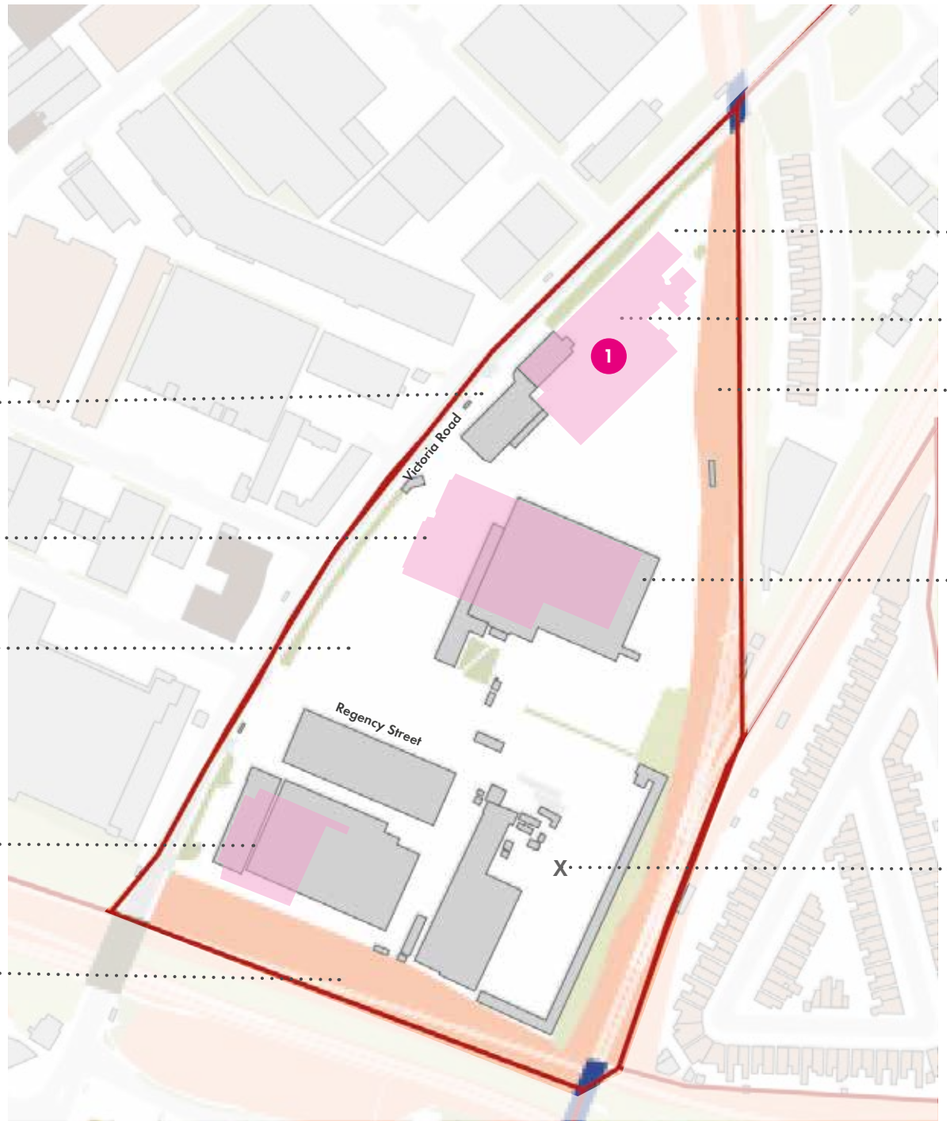
1934 aerial view of the east side of Victoria Road, Midland Terrace in background
Reproduced with permission of Historic England



Sketch of Acton Wells, date unknown
Reproduced with permission of the Ealing Local History Centre

3.13 VICTORIA ROAD EAST





The area generally characterised by neutral buildings

Pump works located here, shown on 1932 Ordnance Survey

Large amount of land used for outdoor utility, storage and car parking space

Engineering works located here, shown on 1932 Ordnance Survey

Railway sidings

Scrapyard

Site of former London Geographical Institute

Railway line opened in 1853 and forms eastern edge to area

Large warehouse buildings for storage and distribution

Historic site of Acton Wells spa

KEY
Historic land-use
Rail bridge



Boden building


Entrance to Regency Street from Victoria Road


Poor relationship between spaces outside buildings and the pavements



View of the Waitrose Dotcom Fulfillment Centre


The area is dominated by large car parking space

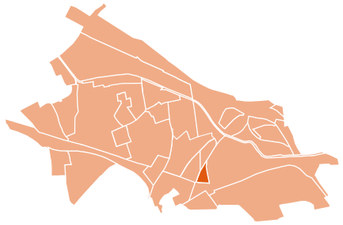


View of building at north of site

Recommendations

- The area is of low sensitivity and has high potential for improvement.
- There is an opportunity to interpret the history of Acton Wells through public art or building design.
- There is an opportunity to improve the relationship of buildings with Victoria Road by reinstating the historic characteristic of a common building line along the road, establishing a legible and ordered edge along the road.
- There is an opportunity to improve the overall permeability of the area by enhancing current east-west routes, including Regency Street.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.

3.14 WELLS HOUSE ROAD





1865 Ordnance Survey of Wells House Farm and gardens. A footbridge existed that crossed the railway linking the house with Acton Wells. Reproduced with permission of the National Library of Scotland

Wells House Road is a triangular cul de sac of around 125 homes, hemmed in by the railway line to the west and to the south-east. Access to the area is from Old Oak Common Lane to the east.

From the mid 1700s, the area was the site of the Assembly Rooms, a fashionable spot for those visiting the three springs located nearby to the west. Horse races were held at Acton Wells in the second half of the 18th century. It later became a private dwelling known as Wells House farm, and was occupied by Thomas Church, who bought the Duke of Devonshire's right in Old Oak Common. Later, in the early 1900s, it was the site of a boarding school. The North & South Western Junction Railway opened in 1853, and a footpath crossed over the railway, linking Wells House to Wales Farm.

The 1865 Ordnance Survey shows Old Oak Common Lane that had yet to extend north over the Great Western Railway. Instead, a footpath continued on the other side north to Wells House. By 1895, Old Oak Common Lane had been constructed past Wells House Farm.

The New North Main Line opened in 1906, crossing the North & South Western Junction railway to the south, giving the area its distinctive triangular shape. Wells House Road was laid out on the triangular site c.1908 and is shown in the 1914 Ordnance Survey. Housing in the area was often piecemeal and fragmentary in character, and often developed by companies for their own workers. Wells House Road was built for senior management workers who were employed at the Great Western Railway company. Carriage sheds on the east side of Old Oak Common Lane, close-by to Wells House Road, can be identified on the 1914 Ordnance Survey.

The area has remained largely the same since the 1920s. Jimmy Cooper, the lead character in The Who's film version of Quadrophenia supposedly lived in Wells House Road. The house was left derelict, and keen fans of the movie supposedly stripped the house of its fittings and fixtures. The residential enclave also had some historic quirky features, including a lighthouse that was atop 1 Wells House Road for many years and was only recently demolished.

Today, local residents celebrate the distinctiveness and relative isolation of Wells House Road. Coupled with the fact that many of the residents have lived here for several years, this has helped forge a strong sense of community among local people. 45 of the 125 homes are occupied by people who have lived in the street for 25-70 years. In addition to the community feel and distinctive character, the area has exceptional views across London to London Eye and The Shard.



1921 aerial view of Wells House Road looking north
Reproduced with permission of Historic England



Acton Wells Farm, drawn by G. J. Fookes, 1890
Reproduced with permission of Ealing Local History Centre

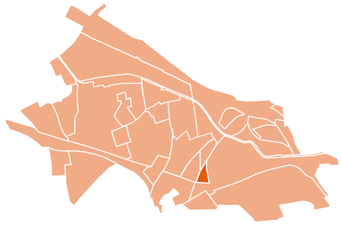


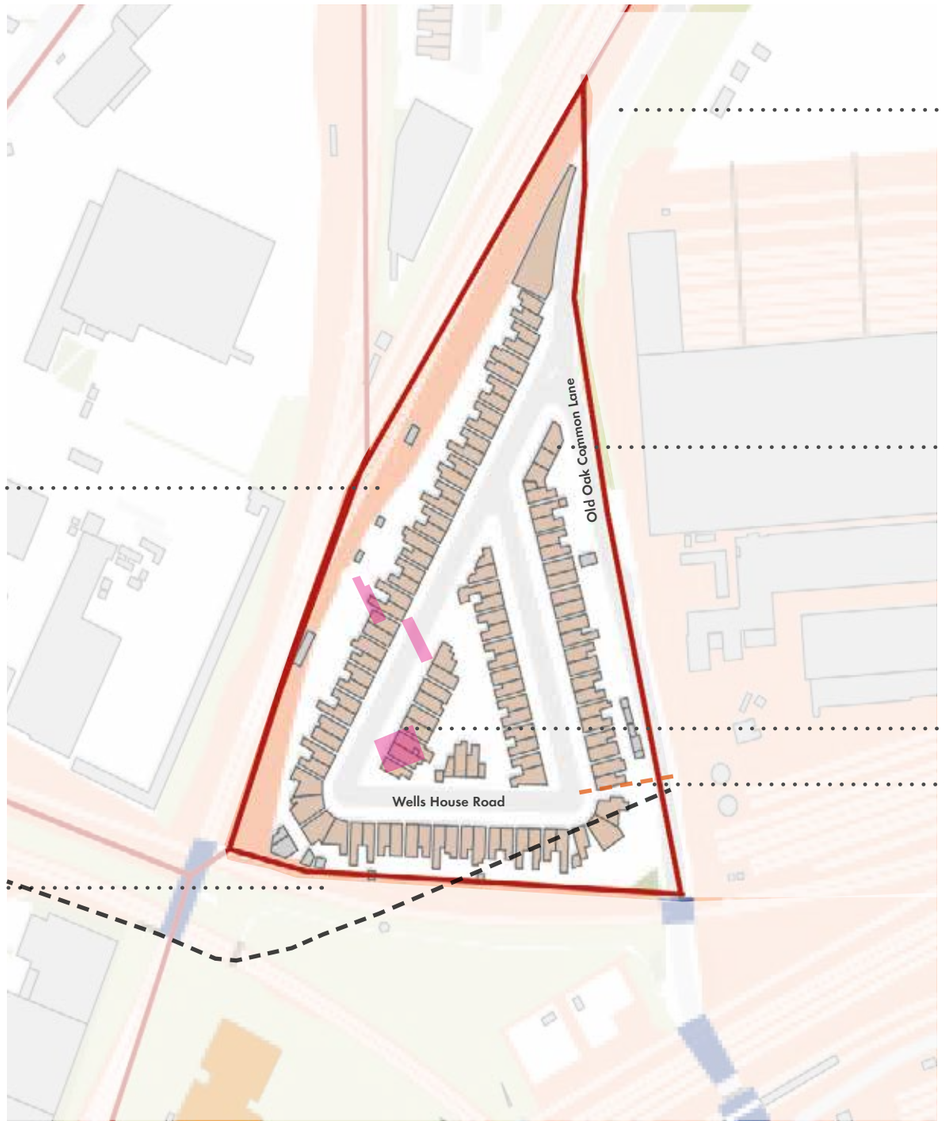
Residents of Wells House Road playing with a snowman, image taken 70 years ago
Reproduced with permission of Amanda Souter, Old Oak Park Royal Community



The lighthouse that was on the corner of Wells House Road until a few years ago
Reproduced with permission of Amanda Souter, Old Oak Park Royal Community

3.14 WELLS HOUSE ROAD





Old Oak Common Lane, built by 1895 following an existing footpath through Old Oak Common

Former location of the Lighthouse at 1 Wells House Road

The North & South Western Junction Railway, completed in 1853

Wells House Farm and outbuildings, shown on 1865 Ordnance Survey remained until early 1900s

Existing footpath with access via steps from Old Oak Common Lane

The area is bounded by the New North Main Line to the south which opened in 1906

KEY

- Other buildings of local heritage interest (proposed)
- Historic land-use
- Former path or track
- Current path



1-5 Wells House Road



View looking west along Wells House Road, trees and landscaping contribute positively to the public realm



The fencing helps to create a neat edge along the road and a mix of colours contributes positively to the street-scene



No. 1 Wells House Road was the location of the former Lighthouse that was a permanent feature of the area for many years



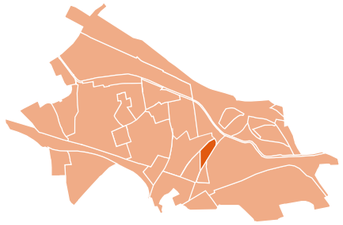
Terraces along Wells House Road



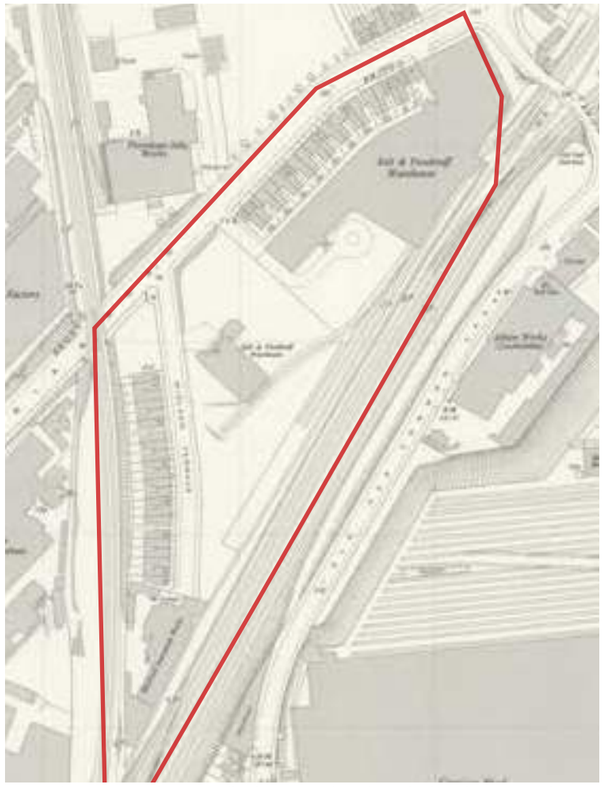
View of Wells House Road road sign from Old Oak Common Lane look north-west

Recommendations

- This area is of high sensitivity and the group of buildings should be considered as other buildings of local heritage interest.
- In addition to this, it is recommended that consideration is given to the potential identification of the Wells House Road area as an Area of Local Character. The area is a largely intact enclave of Edwardian terraces in a distinct triangular plan form. Its character does not prevent (or place any special requirements) on domestic extensions or alterations nor does it prevent development in its setting.
- 1 Wells House Road is a visually prominent and familiar local landmark.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.15 MIDLAND TERRACE AND SHAFTESBURY GARDENS



1955 Ordnance Survey showing Midland Terrace and Cerebos Ltd salt works. Terraces also fronted Victoria Road at this time, although these were later demolished.
Reproduced with permission of the National Library of Scotland

Midland Terrace is a row of early 20th century housing, accessed from Victoria Road and in close proximity to the Midland & South Western Junction Railway that runs behind. The North and South Western Junction Railway runs to the east of the area. To the north is Shaftesbury Gardens, a residential area laid out in the 1960s.

The area remained farmland till the late 1800s; the 1895 Ordnance Survey shows a footpath ran from Wales Farm Road to Old Oak Common Lane which crossed the Midland & South Western Junction Railway, later to become Victoria Road. Although the railway lines existed at either side, the area remained a blank canvas for development.

Midland Terrace was the first of the residential areas to be built. It was laid out in the early 1900s, soon after the construction of Victoria Road in 1901, and is an example of middle management housing for railway employees in Park Royal. Another row of terraced housing fronted onto Victoria Road to the north of the area. It was built around the same time but was later demolished in the 1960s.

At the southern end of Midland Terrace was The Cottage, occupied by Harry Partridge, a foreman finisher, who lived there in the early 1900s. Partridge applied to local military tribunals for exemption from joining the army during the First World War but his appeal was refused. A small dye works was located adjacent to The Cottage and was later replaced by an electrical instrument works in the 1950s.

Cerebos Ltd, who owned brands such as Saxa salt, Bisto gravy, Paxo stuffing and Sharwood's sauces, occupied the site which later became Shaftesbury Gardens. Apparently French in origin, their headquarters were in Greatham, Stockton-on-Tees, but expanded by opening a factory in London. They moved to 10 Victoria Road in 1923 from Tower Hill and stayed there until the mid 1900s. The company was purchased by Rank Hovis McDougall (RHM) in 1968, who owned a number of leading brands including McDougall's, Mr Kipling cakes, Hovis, Atora, Cadbury's cakes and Robertson's jams. By 1978, the site was used as offices, garages and warehousing, employing around 420 people. It was later demolished and replaced by Shaftesbury Gardens, a modern housing development built c. 1995.

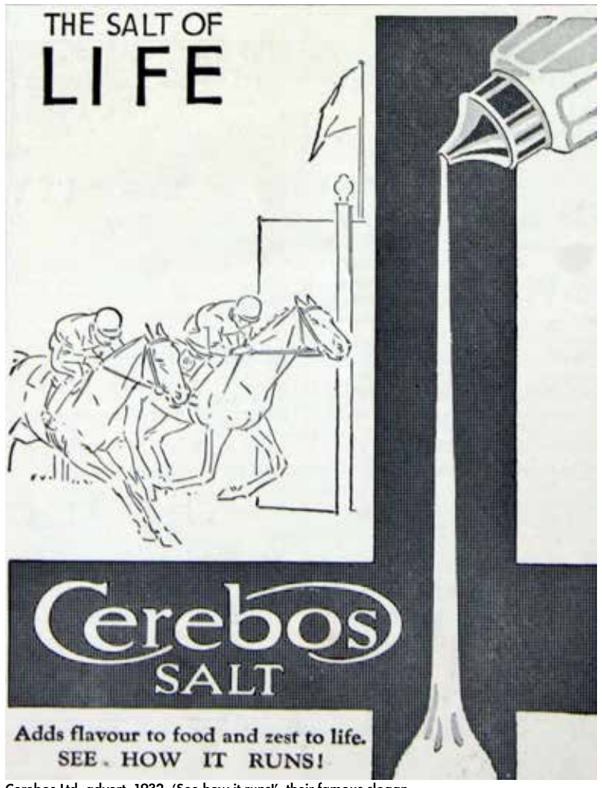
Today, the residential enclave remains surrounded by industry. There are two compact open spaces; Victoria Gardens is a pocket park located at the junction of Midland Terrace and Victoria Road by the railway bridge, and Cerebos Gardens fronts onto Victoria Road to the north-east and is named after the legendary salt company that was previously located here.



1921 view north at Midland Terrace. A row of terraces can also be seen fronting Victoria Road, demolished in 1960s Reproduced with permission of Historic England



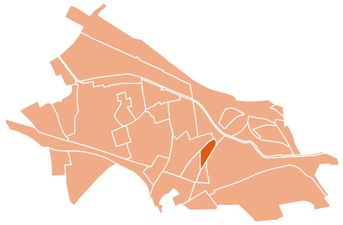
1934 aerial view to back of Midland Terrace, facing north-east
Reproduced with permission of Historic England



Cerebos Ltd. advert, 1932, 'See how it runs!', their famous slogan
Reproduced with permission of Grace's Guide to British Industrial History

CEREBOS LIMITED, Manufacturers of Table Salt, Bisto (for gravies), Pepper, &c. *Head Office and Works :* Cerebos Works, Greatham, County Durham. *Branches and Depôts :* Tower Hill, London, E.C.; Bristol; Glasgow; Sydney; New York; Paris. Agencies all over the world. *Established* in 1894 by George Weddell, the present Managing Director. *Incorporated* as The Cerebos Salt Co., Ltd., in 1894, and reconstituted as Cerebos, Ltd., in 1903. *Directors :* Sir W. H. Stephenson (Chairman), A. Nicholls, J. R. Stewart, B. Tillier, George Weddell (Managing Director). *Specialities :* Table Salt, Bisto, Pepper, Health Saline, Baking Powder, &c. *Connection :*

Who's Who in Business, published in 1914 before Cerebos Ltd's relocation from Tower Hill to Victoria Road
Reproduced with permission of Grace's Guide to British Industrial History



3.15 MIDLAND TERRACE AND SHAFTESBURY GARDENS

Cerebos Gardens, a small pocket park named after the salt company that was located here

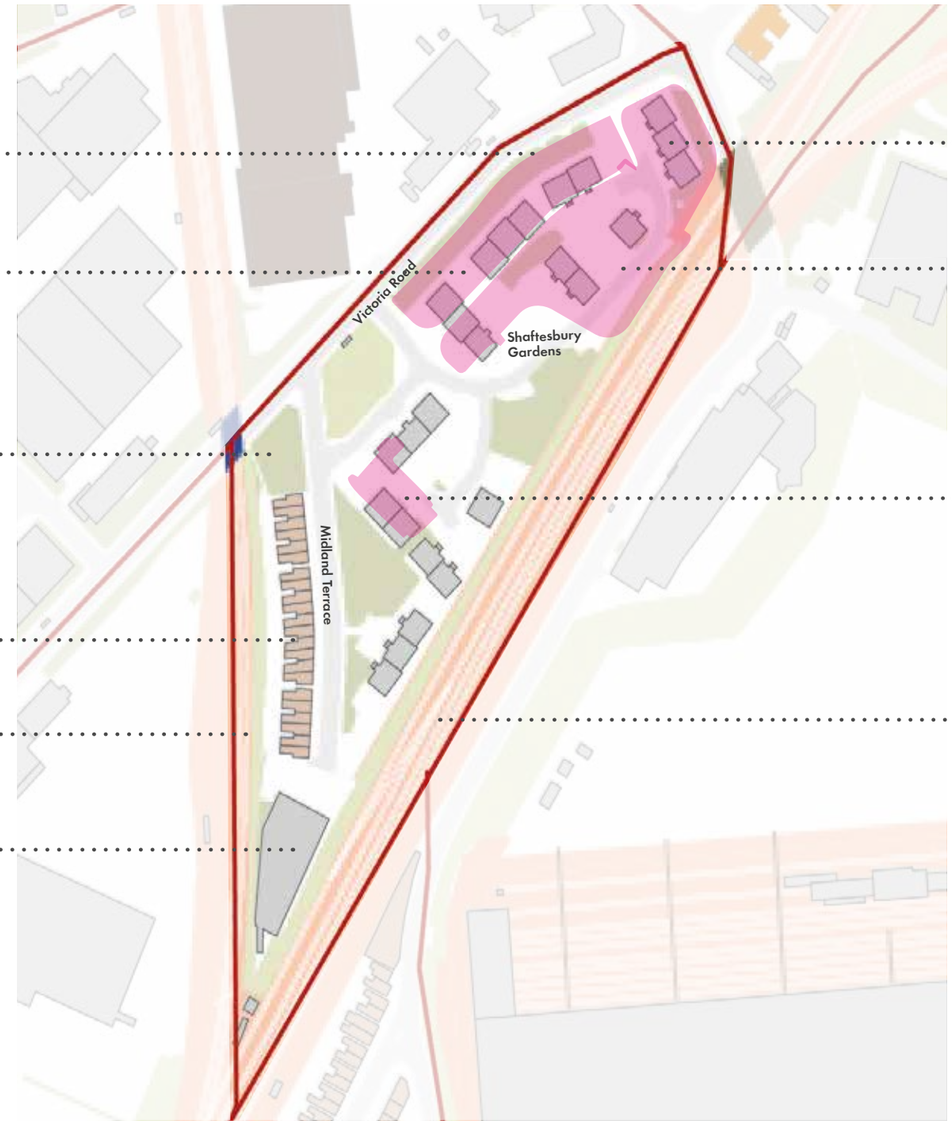
Site of a row of 22 terraced houses, shown in the 1914 Ordnance Survey, similar to Midland Terrace and demolished in the 1960s, replaced by Shaftesbury Gardens

Victoria Gardens, a pocket park with play equipment by the railway bridge

Group of late Victorian terraced houses with back gardens, constructed for middle management railway employees

Midland & South Western Junction Railway, opened in 1884

Previous site of a dye works and electrical instrument works, now a two-storey industrial unit



Shaftesbury Gardens, built in 1960s and comprises 11 typical red brick three storey blocks, set apart from each other with planting and car parking space. Accessed via Midland Terrace or Victoria Road

Former site of Cerebos Ltd, salt manufacturers, until 1950s

Southern site of Cerebos Ltd salt manufacturers who were formerly located here until 1950s

The North and South Western Junction railway, opened in 1853

KEY

Other buildings of local heritage interest (proposed)

Historic land-use



Midland Terrace, a group of late Victorian terraces with two storey flat fronted bay windows with flat columns, and scalloped decorative plasterwork



Victoria Gardens, a pocket park on the north-western edge of Midland Terrace by the railway bridge



The area is enhanced through the use of planting and landscaping around the building edges



Shaftesbury Gardens, three-storey modern development built c. 1995



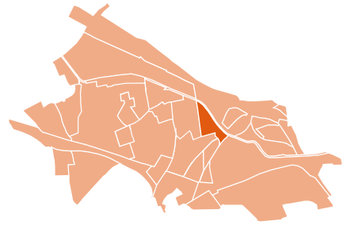
Car parking spaces at Shaftesbury Gardens



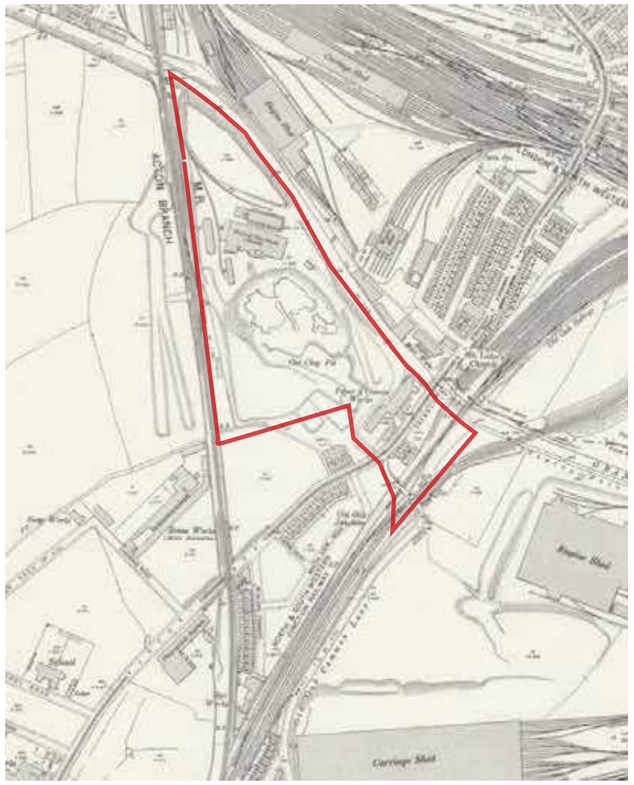
The pocket park is named after the salt company who were once located here

Recommendations

- This area is of medium sensitivity with scope for retaining the better buildings and improving their settings through appropriate new development.
- The group of terraces along Midland Terrace are recommended as buildings of local heritage interest. They are an example of middle-management housing for employees of the near-by railways.
- There is an opportunity to celebrate the area's association with the near-by railways through future place-making strategies.
- There is scope in incorporating the area's food heritage in future place-making opportunities.



3.16 ATLAS ROAD



1913 Ordnance Survey showing the Atlas Brick and Tile Works, the clay pit, and the paper and canvas works to the south. Victoria Terrace can be seen to the south of Old Oak Lane.
Reproduced with permission of the National Library of Scotland

Atlas Road is a no-through road that is located just off Victoria Road, at the junction where Old Oak Common Lane meets Victoria Road and Old Oak Lane. The area is enclosed by the Grand Union Canal to the north-east, and the Midland and South Western Junction Railway to the west. The railway and canal meet at the area's northern tip.

The area was first defined by the Paddington Branch of the formerly known Grand Junction Canal. The canal opened in 1801 to improve communications between Birmingham and the Midlands and London. Railway expansion soon followed during the 19th century, and the opening of the Midland and South Western Junction Railway in October 1868 for goods, and August 1875 for passengers, allowed for industry to emerge that took advantage of the extensive rail and canal network for transportation.

The 1866 Ordnance Survey shows the area as mainly fields at the time, but by 1893, a footpath had been built that followed a field boundary across the railway line to the south-west of the area, connecting Lower Place and Friar's Place to the south, to Victoria Road and Willesden Junction to the north.

Around the same time, a road had been laid out to provide access to the Atlas Brick & Tile Works which had strategically located between the railway and canal. They had made a railway sidings agreement with the Midland Railway Company in 1885, and the works and kilns, together with a large clay pit to the south, operated from 1886 to 1909 under James Knox. The company utilised the clay deposits to make bricks and tiles, and used the railways to transport their commodities around London, fuelling development in the city. It was one of many brick and tile works in the area, exploiting Acton's extensive brickearth and was one of the largest brickworks in the area at its peak, although operations had stopped by 1913 and the site was redeveloped after WWI. Atlas Road and Atlas Wharf commemorate the works that were once located here.

Willesden Paper and Canvas Works also located to the south of the area and fronted onto Old Oak Lane. It is said to be the first company to patent the method used to waterproof paper through the use of cupro-ammonium solutions, and was used to waterproof tents during the First World War. The company remained until the late 1920s and was replaced by Associated Brassfounders, a brass foundry specialising in door handles and locks.

The inter-war years saw industrial and residential development in the area; the site of the former brickworks had become a sillimanite works, and a small number of houses were built to the south of Old Oak Lane, named Victoria Terrace and which still remain today.

In 1936, Walls company built a bacon factory for slaughtering and processing at Atlas Road. It was one of the largest of its kind and in 1949, employed 350 people, 200 of which were in production. The company had other factories at Friar's Place, manufacturing the sausages and ice-cream for which the firm became famous, although by 1956, all the meat business moved to Atlas Road, and in 1964, 514 were employed at Atlas Road. Walls House (also known as Nash House) was later constructed on Old Oak Lane, a 1960s office block that was recently replaced by new development. The factory was closed c.1978.

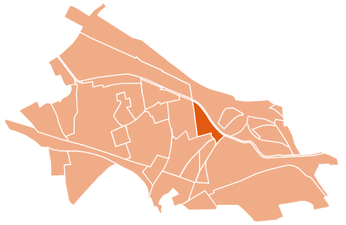
The 1955 Ordnance Survey shows that the sillimanite works remained to the north of the area, and also shows a L.M.S. Cottage close to the railway line which was later demolished.

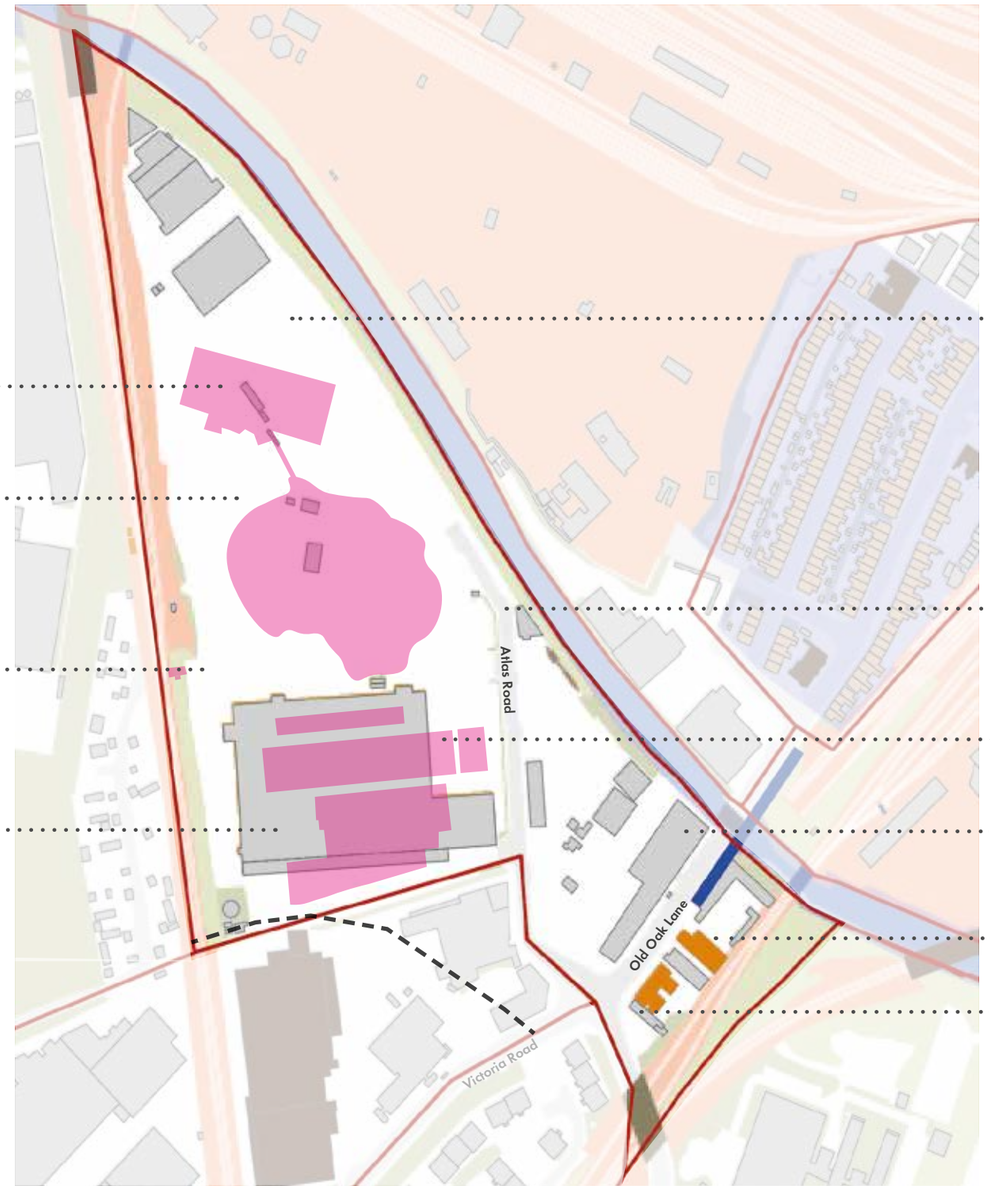
Today, the area is characterised by a bus depot to the north with outdoor storage and utility space, and a large free-standing superstore in the centre, with ample car parking space. To the east of Atlas Road, the re-development of Nash House has taken advantage of its canal setting, engaging with the waterway by providing outdoor seating and attractive landscaping. Victoria Terrace remains to the south of Old Oak Lane, alongside a number of other free-standing buildings with various functions.



1951 advert for Associated Brassfounders, located at Willesden Works on Old Oak Lane from the 1930s
Reproduced with permission of Grace's Guide to British Industrial History

3.16 ATLAS ROAD





Former location of Atlas Brick and Tile Works, disused by 1914

Much of the area is for outdoor car parking for visitors to the superstore

LMS Cottage, shown in 1955 Ordnance Survey

Large free-standing superstore with minimal active frontage and large steel cladding panels

A bus depot now characterises the northern end of the area

Atlas Road, laid out between 1866 and 1891 to support brick and tile works

Former location of Wall's meat processing factory and slaughterhouse which moved to Atlas Road in 1938 until 1978

Modern new development, formerly a 1960s office block called Nash House, and previously known as Walls House

Former Willesden Junction Maintenance Depot, an auxiliary building, c. 1960s and designed by British Railways Architect's Department. Brutalist style.

Victoria Terrace, locally listed, a group of four late Victorian terraced houses with original Flemish bond brickwork

KEY

- Locally listed building
- Historic land-use
- Former lane



The recent development takes advantage of its location by the canal with steps to the towpath, landscaping, and outdoor eating and recreation spaces



Makro superstore, large free-standing structure with blank frontage



A small number of single free-standing buildings were constructed in a piecemeal fashion in the mid 1900s to the south of Old Oak Lane adjacent to Victoria Terrace



Locally listed Victoria Terrace



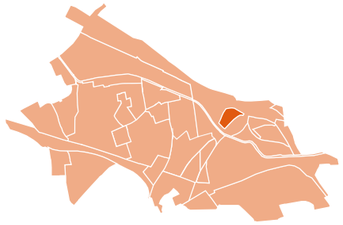
View south-east along Old Oak Lane towards Victoria Road with new development on right and older residential terraces on left



View of bus depot at north of area

Recommendations

- The townscape is of medium sensitivity. The majority of buildings are of neutral importance although an exception is the locally listed Victoria Terrace, which contributes positively to the streetscape.
- There is an opportunity for more active engagement with the waterway.
- There is an opportunity to build on the brick and tile work history of the site by promoting development that uses similar materials.
- Reflect on the food heritage of the area through an integrated public realm strategy.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.17 RAILWAY COTTAGES



1913 Ordnance Survey showing the neatly arranged through terraces, the railway institute to the north and St. Luke's Church to the south Reproduced with permission of the National Library of Scotland

The area encompasses the roads of Stephenson Street, Goodhall Street, Channel Gate Road, Old Oak Lane, Stoke Place, Webb Place and Crewe Place. It follows similar boundaries to that of the Old Oak Lane Conservation Area but also includes buildings to the south-east of the Old Oak Lane road bridge to the north. The area is distinguished for its enclosed streets and fine grain terraces, contrasting with the swathe of industry surrounding it.

The Old Oak Lane Conservation Area comprises 194 late-Victorian terraced workers' cottages near Willesden Junction, built in 1889 by the London and North Western Railway for its employees. The housing is labelled 'Railway Cottages' on the 1894 Ordnance Survey.

Before the construction of the cottages in 1889, the area was farmland. The London and North Western Railway to the north was established in 1846, connecting London with Birmingham, Liverpool and Manchester, and Hampstead Junction Railway had been built to the east of the character area and was opened in 1860.

The housing was laid out as 'through terraces', with neat edges and more informal back alleys, today gated and overgrown. Coal was unloaded at these alleys into outhouses. The construction of housing was accompanied by a railway institute and St. Luke's Church, important social infrastructure that supported those who lived and worked near-by. The Fishermans Arms Public House was an inter-war addition and helped foster a sense of community.

Today, St. Luke's Church has been demolished, along with 8 houses on Goodhall and Stephenson Street and a school that fronted Old Oak Lane. Channel Gate Road has been constructed that provides access for lorries servicing a Channel Tunnel Freight Depot. The remaining group of terraced housing, coupled with the Fishermans Arms and former railway institute, are the last of its kind in North Ealing and should be considered for local listing.



Photograph of Goodhall Street in 1990 Reproduced with permission of Ealing Local History Centre



Railway Cottages, 1969 Reproduced with permission of Ealing Local History Centre



8-12 Stoke Place, 1976 Reproduced with permission of the Hammersmith and Fulham archives

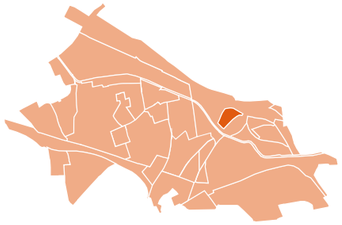


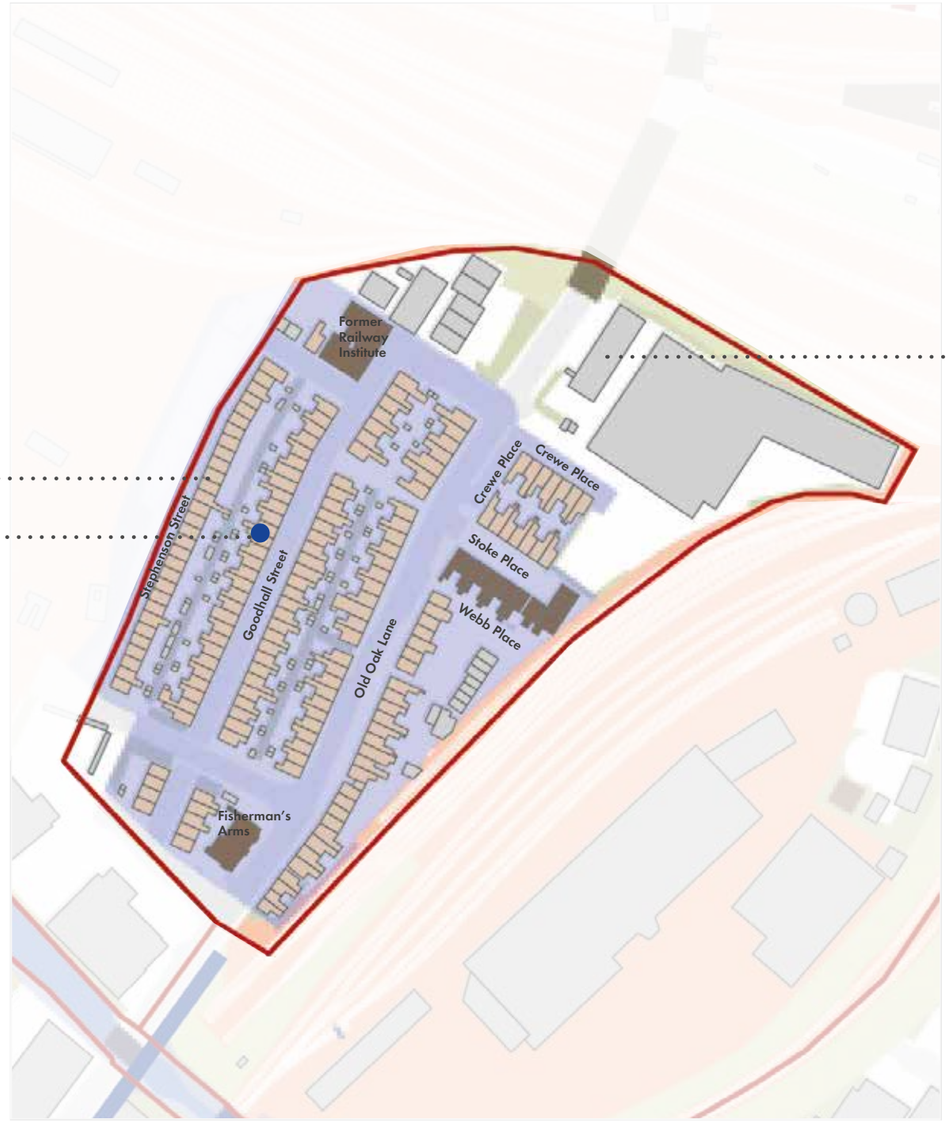
1-6 Crewe Place, Old Oak Lane, 1976 Reproduced with permission of the Hammersmith and Fulham archives



7 Crewe Place, Old Oak Lane, 1976 Reproduced with permission of the Hammersmith and Fulham archives

3.17 RAILWAY COTTAGES





Red-brick building formerly occupied by Carlsberg and of neutral importance

Flemish bond brick with red/orange brick

Filming location of Our House (Madness) music video

KEY

- Proposed locally listed building
- Other buildings of local heritage interest (proposed)
- Positive feature
- Old Oak Lane Conservation Area



Former Carlsberg building fronting onto Old Oak Lane



Former Railway Institute is a positive contributor to the townscape



Housing fronts directly onto the pavement creating a neat edge along Stephenson Street



Old signage



Many of the houses have been altered and differ greatly from their original appearance



Access to a depot site via Channel Gate Road



The narrow alleyways are now disused



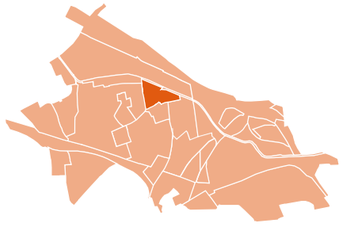
Fisherman's Arms, constructed during the inter-war years



View of housing looking south along Old Oak Lane

Recommendations

- This area is of high sensitivity as a designated Conservation Area. There are a number of buildings that should be considered for local listing.
- Stoke Place is an attractive cul de sac and one of the most preserved streets in the area. Its attractive red brick frontage and uniform identity makes it worthy of local listing.
- Fisherman's Arms should be considered for local listing as a well-preserved example of an inter-war public house.
- The former Institute is a key building of local interest and is worthy of local listing. It has a significant physical presence on the street and an interesting architectural form.
- Any proposed development in the backdrop should be considered for their possible effect on the setting and character of the conservation area, and managed accordingly.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.18 DISRAELI ROAD



1914 Ordnance Survey showing the pocket of housing to the north and the school and laundry fronting Barret's Green Road Reproduced with permission of the National Library of Scotland

The Disraeli Road area is a triangle of land to the south of the Grand Union Canal. The land was purchased by United Land in 1897 and built as a complex of terraced houses on Disraeli Road and Steele Road, known by the local community at the time as Lower Place. Prior to the construction of housing, the only feature to mark the agrarian landscape was the Paddington Branch of the Grand Junction Canal, constructed in 1801.

The Lower Place community has a rich social heritage which is well documented. The Good Shepherd Mission Church was located at Disraeli Road in 1890 and was used as a youth club in the 1950s, and Lower Place School was located close-by on Barretts Green Road, constructed in 1915 and demolished in 1997. Many of the children who lived at Lower Place attended Lower Place School, which accommodated children up to the age of 11. The school had its own football team and would regularly perform plays.

Pitts Store was a local newsagent, owned by Mr Long, which fronted the corner of Steele Road and Barretts Green Road, directly opposite the school. A greengrocers shop, Keech's bakery and a post office were located on Barrett's Green Road. A laundry can also be seen adjacent to the school on the 1914 Ordnance Survey.

The residents would often come together for street parties and celebrations along Corby Road and Disraeli Road, as shown in the photos opposite, fostering a sense of community.

The south side of Acton Lane developed later, after 1896. Many of the factories that emerged were damaged from a high explosive bomb that went off close to Acton Lane during WWII. Mabie, Todd and Co. manufactured the Swan pen and for a short while were located on Barretts Green Road, until their factory was severely damaged. After WWII, bomb damage necessitated regeneration and rapid industrialisation, with mass manufacturing companies pushing development.

Heinz opened a factory between 1920 and 1925 which backed onto the Grand Union Canal. The building was demolished in 2000 and replaced by a large modern warehouse unit. Other industries that located in the Acton Lane area included an electrical engineering works and metal plating works, shown in the 1935 Ordnance Survey. An ambulance depot was also located on Barretts Green Road, with links to the Central Middlesex Hospital.

Today, none of the houses along Disraeli, Steele, Corby and Barrett's Green Road survive, but remarkably the street layout is still intact. Small industrial warehouses now front these roads and industry remains along Barretts Green Road and Acton Lane.



Barretts Green Road photograph, date unknown
Reproduced with permission of John Moone



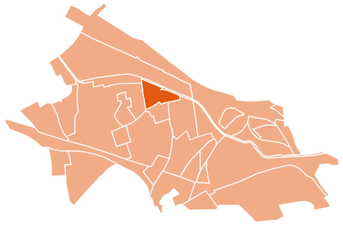
Pitts Store on the corner of Barretts Green Road and Steele Road
Reproduced with permission of John Moone



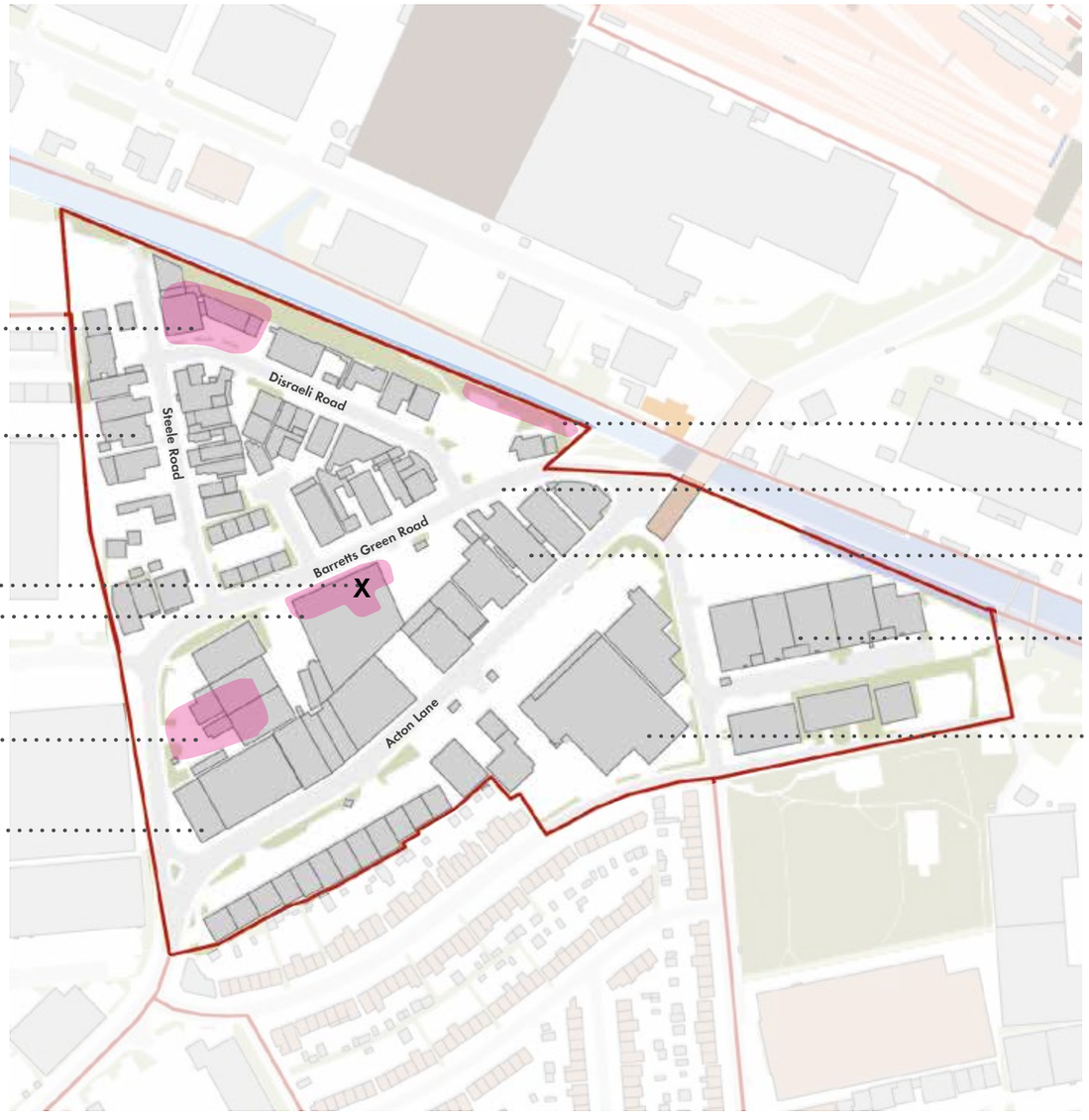
Street party at bottom of Disraeli Road in 1945
Reproduced with permission of John Moone



Coronation Party along Corby Road
Reproduced with permission of John Moone



3.18 DISRAELI ROAD



Sheet metal works, shown in 1955 Ordnance Survey

Site of Mission Hall, c.1900

Site of WWII bomb explosion

Former site of Swan Works (pens) and ambulance depot; now Park Royal Studios, used for film shoots

Former location of Lower Place School, shown in 1955 Ordnance Survey

Varnish works used to be located here

Boat house shown in 1935 Ordnance Survey

Barretts Green Road was formerly Acton Lane in 1896 Ordnance Survey

Utilitas works (down quilts), shown in 1935 Ordnance Survey

Former site of metal plating works shown in 1935 Ordnance Survey

South side of Acton Lane developed after 1896, became engineering works

KEY

- Other buildings of local heritage interest (proposed)
- Historic land-use



The area is characterised by warehouses with corrugated steel cladding



Alleyways to the back of buildings allow access for servicing



View west down Barretts Green Road showing free-standing red-brick structures



184 Acton Lane makes a positive contribution to the townscape and is one of the earliest buildings in the area, occupied as a utilitas works in 1930s onwards



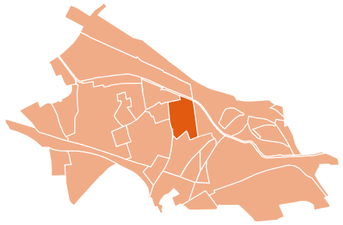
View south down Steele Road, on-street car parking dominant



View east along Barretts Green Road

Recommendations

- This area is of medium sensitivity. Most of the buildings in the area are of neutral importance.
- Acton Lane road bridge over the canal, just to the north of the Disraeli Road character area, is recommended for recognition as an 'other building of local heritage interest'. It was known as "The Red Bridge" by former residents of the Lower Place Community. See Character Area 3.32 for more information.
- There is an opportunity to celebrate the former Lower Place community through future public-realm interventions.



3.19 POWERGATE BUSINESS PARK



1933 Ordnance Survey showing Wesley Playing Fields to the north and a sports ground to the east. A number of industries have emerged to the south, along with the H.M. Office of Works Stores. Reproduced with permission of the National Library of Scotland

Powergate Business Park is located to the east of North Acton Road, the Midland South Western railway forming the eastern edge. To the north is the Grand Union Canal, and the Metal Refinery site on Bashley Road forms the southern boundary.

The area was first defined by the Grand Junction Canal (Paddington Branch), constructed in 1801 to connect London with Birmingham and the Midlands. The Midland South Western Railway line was built in 1884 to the east and a locally listed signal box is located on the west side of the railway line. The rest of the area was farmland during the 18th and 19th century. A footpath connected The Grange Farm on Acton Lane to the south of Willesden Lane, near Brett's Villas and Friars Place Farm. This connected Acton Station with the Stonebridge Park area. Later, North Acton Road follows the route of this footpath.

The 1913 Ordnance Survey shows a road part constructed from Acton Lane east into the character area. Later maps show that this is Wesley Avenue. By 1920, the area remained relatively undeveloped compared to its surrounding environs which saw growth of industry and pockets of housing emerge.

However, the inter-war years brought much change, and by the mid 1930s, North Acton Road had been built, and Wesley Playing Fields had been laid out for employees who lived and worked nearby. It was, and still is, a haven of green public open space among a predominantly industrial landscape. Harold Wesley's stationary works moved to an 11 acre site just off Acton Road in 1925. By this time, a number of bridges had been built that crossed the canal and connected industries to the north, and a sports ground, pavilion and tennis courts for recreational use were located to the east.

Chase House fronted onto North Acton Road and housed a cardboard, boxes and printing company. Everitt Road had also been built which supported the kapok works, used for filling in mattresses, pillows and soft toys. A millbank works (slate slabs), joven works (confectionery) and joinery works also moved to Everitt Road. The H.M. Office of Works Stores, which stored army records, had originally leased the Percy House school but relocated to this site. Cunard Road had been built that supported a cosmetic works and a car service depot and car works site.

By 1955, houses had been built that fronted onto North Acton Road and backed onto Wesley Playing Fields. Chase House had been extended but was still the location of the stationary company. The confectionery works was replaced by the joven and millbank works, and the H.M. Office of Works Stores had closed down. Cunard works was an engineering and car servicing depot just off Cunard Road, situated next to a Timber Yard. Expandite Ltd. company had located to Chase Road and specialised in the manufacturing of rubber and plastic extrusions, extruded sealing strips and hot poured sealing compounds.

The 1955 Ordnance Survey shows a building under construction to the east of the site by the railway line. This was to become the Acton Lane B power station and coal stockyard, and is shown being constructed in the 1953 aerial image opposite. The station had three concrete cooling towers, and coal was supplied by rail from the adjacent sidings to the north. The station closed on 31 October 1983.

Today, the area remains industrial. There are an array of different building types, including the basic large warehouse with ribbed profile steel cladding, and older original brick buildings and triangular saw-tooth units that date back to the 1930s. It is in a prominent position by North Acton Lane, although the east of the site is cut off by the railway line and the lack of east-west connections.



1931 aerial view looking east at factories along North Acton Road
Reproduced with permission of Historic England



1947 aerial view of the character area looking north
Reproduced with permission of Historic England



1953 aerial view of industrial premises along Chase Road looking north
Reproduced with permission of Historic England

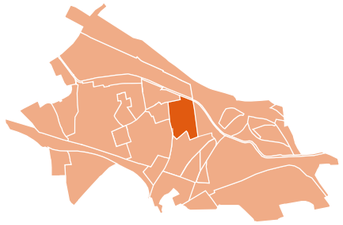


1953 aerial view of the Expandite Ltd Works and other factories, looking east
Reproduced with permission of Historic England



1955 Expandite Ltd. advert Reproduced with permission of Grace's Guide to British Industrial History

3.19 POWERGATE BUSINESS PARK





Wesley Playing Fields opened between 1920 and 1935 to provide a space for recreation for locals

Formerly known as Chase House, occupied by a cardboard and printing company, shown in 1933 Ordnance Survey and extended in 1950s, front facade may have been retained

One of the earliest buildings to be constructed here, example of saw-tooth roofed building

Three storey building with original steel framed windows to the rear and an unusual entrance with a cut away corner

Outdoor car parking

Modern warehouse units with corrugated steel cladding

Grand Union Canal Paddington Branch, opened in 1801
Bridges connect industry

Midland South Western Railway line, opened in 1884

Large modern warehouse

Former site of H.M. Office of Works store, shown in 1933 Ordnance Survey

Locally listed Acton Canal Wharf signal box, built c.1895 and recently refurbished

Main vehicular entrance to Powergate Business Park

Bashley Road traveller site

KEY
- Locally listed building
- Other building of local heritage interest (proposed)
- Historic land-use



Entrance to Wesley Playing Fields, a green open space in the heart of a predominantly industrial area



Locally listed Acton Canal Wharf signal box, built c.1895



Three-storey brick building fronting onto corner of Everitt Road and North Acton Road



Saw-tooth roof buildings to north of area have remained since their construction in the early 1930s and were one of the first buildings in the area



Outdoor car parking onto North Acton Road creates an uneven edge and disjointed edge along the road

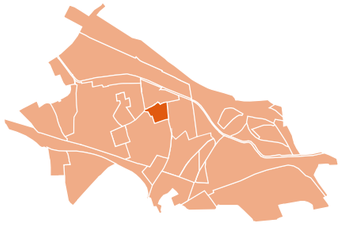


Red brick building, formerly known as 'Chase House', facade may have been retained

Recommendations

- This area is of medium sensitivity with scope for retaining the better buildings and improving their settings through appropriate new development.
- There are a number of buildings of local heritage interest including the former Chase House, 55-61 North Acton Road, 63 North Acton Road and 65 North Acton Road.
- There is an opportunity to explore the relationship and improve connections with the canal.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.

3.20 WESLEY AVENUE





1913 Ordnance Survey showing the area as fields before it turned to housing in the early 1930s
Reproduced with permission of the National Library of Scotland

The area is characterised by three east-west parallel roads of terraced housing, to the west of North Acton Road. There are 230 houses, hemmed in by the industrial premises in Park Royal and North Acton Road. Wesley Avenue connects with Acton Lane to the west.

The area was farmland until the construction of Wesley Avenue in 1913. Before that, the only route was a footpath which followed the route of today's North Acton Road connecting Lower Place with North Acton. Wesley Avenue initially extended all the way from Acton Lane in the west into the adjacent character area to the east, across North Acton Road.

The housing was built in the early 1930s for employees of stationary manufacturer Harold Wesley. Harold Wesley began making envelopes in Finsbury in the early 1900s, and by 1925, he moved to an 11 acre site in Acton Lane. Part of the land was used for company housing, built by a subsidiary company called Wesley Estates. The roads; Wesley Avenue, Harold Road and Newark Crescent, were named after Harold Wesley. Playing fields, a sports ground, bowling green, tennis ground and Wesley Social Hall provided a space for exercise and recreation for workers who lived here, located just outside the character area. The nearby factory made stationary and plastic articles and at its peak, employed 1,000 people.

The terraces were later sold to private owners and the relatively cheap housing in this area led to the early development of a multi-cultural community, particularly those from the Caribbean in the 1960s and 1970s, reflecting the broad diversity of the neighbouring communities of Acton, Harlesden and Shepherd's Bush.

Today, the residential community remains enclosed by surrounding industrial buildings. Its distinctiveness is celebrated and a strong sense of community has been established. Vehicular access to the area is from North Acton Road only, although pedestrians can access Wesley Avenue from Acton Lane.



1946 aerial view north of the workers housing along Wesley Avenue, Harold Road and Newark Crescent Reproduced with permission of Historic England

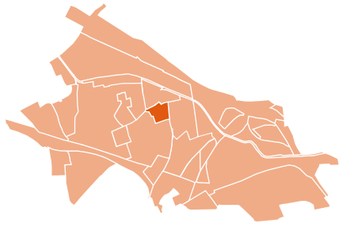


1946 aerial view looking east, showing housing laid out for Harold Wesley employees
Reproduced with permission of Historic England



1951 advert for Harold Wesley Ltd., located on Acton Lane
Reproduced with permission of Grace's Guide to British Industrial History

3.20 WESLEY AVENUE





Large mature trees line the pavements contributing to an attractive public realm

Vehicular access is from North Acton Road only via Wesley Avenue or Harold Road

Building constructed post 1950s

Rows of terraced housing with off-road private car parking at front and private gardens at back

Series of parallel roads laid out in late 1920s

Most of the houses have been altered, and only a few retain their original windows and brick frontage

KEY

Other buildings of local heritage interest (proposed)



Four storey building on the corner of Wesley Avenue and Acton Lane, built post 1950s



View east along Wesley Avenue - access to Wesley Avenue from Acton Lane is pedestrian only



View east along Wesley Avenue, tree planting makes a positive contribution to the streetscape and high fencing to the left separates residential with nearby industrial units



The area is characterised by blocks of terraced housing, many of which have a rough cast finish



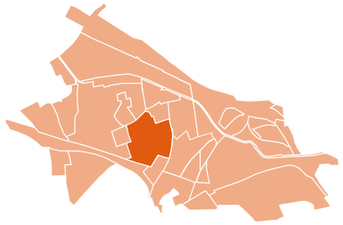
Blocks of terraced housing with private off-road car parking



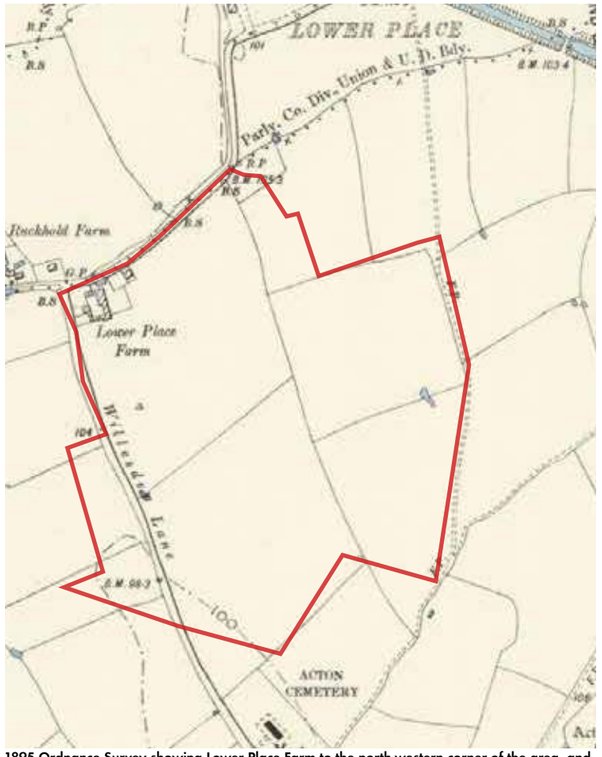
Many of the houses have two storey double height bay windows

Recommendations

- The townscape is of medium sensitivity. The terraced housing comprise buildings of local heritage interest that contribute positively to the streetscape and have an interesting history as housing original laid out for employees of Harold Wesley.



3.21 STANDARD ROAD



1895 Ordnance Survey showing Lower Place Farm to the north-western corner of the area, and a footpath that ran horizontally from Lower Place to Acton Cemetery and Wales Farm Road in south, later to become Chase Road Reproduced with permission of the National Library of Scotland

The Standard Road area is densely packed with warehouses and small factories bounded by Park Royal Road, Acton Lane to the north and Chase Road to the east. The area is characterised by four parallel roads with factories laid out perpendicular to the street, with gable ends at the front.

For much of the 18th and 19th century, the land was undeveloped. Lower Place Farm was the only dwelling and was located at the junction of the former Willesden Lane (now Park Royal Road), and Norwood Lane, which follows today's Acton Lane. The 1896 Ordnance Survey shows Chase Road is yet to be built at the eastern edge; instead, a footpath links Lower Place in the north to Willesden Lane and Friar's Place in the south.

The area remained undeveloped at the start of the 20th century, starkly contrasted with adjacent areas to the east which were beginning to see industry flourish along Hythe Road and Scrubs Lane, taking advantage of the extensive railway network.

The series of parallel roads had been laid out during the inter-war years, and the area had become densely packed with small industrial firms. Some of the street names (Minerva, Sunbeam, Standard) were derived from makers of cars produced locally. A wide array of products were manufactured here, including parquet flooring, toys, electrical appliances, safety glasses and furniture. One of the most celebrated names at Park Royal was John Compton, the country's leading maker of cinema organs. A new factory was built on Chase Road in 1930 and some 261 cinema organs were built, including the giant five manual instrument at the Odeon, Leicester Square (1937). The Compton works also made church organs, including those installed at Derby and Southwark Cathedrals. They traded until the 1970s.

The Britannia Electric Lamp works, makers of Excelsior lamps, was also established here in 1934, and a Government Training Centre (Ministry of Labour) moved to Gorst Road in the 1930s and remained there until the 60s. The northern tip of the area was the site of Wesley Social Hall, tennis ground, sports ground and bowling green, adjacent to the housing set out for employees of the stationary manufacturers, Harold Wesley Ltd Harlesden, one of Park Royal's principal employers.

Today, the area remains industrial, with a number of small and medium-sized firms located here. Many of the buildings are simple, unadorned structures.



1949 advert for the Compton Electrone, manufactured at Chase Road, North Acton
Reproduced with permission of Grace's Guide to British Industrial History



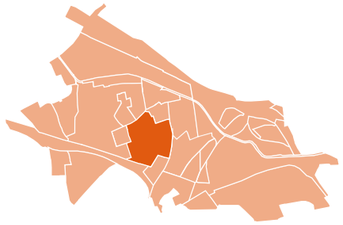
1946 view north of Acton Cemetery of The Government Training Centre and the surrounding industrial area Reproduced with permission of Historic England



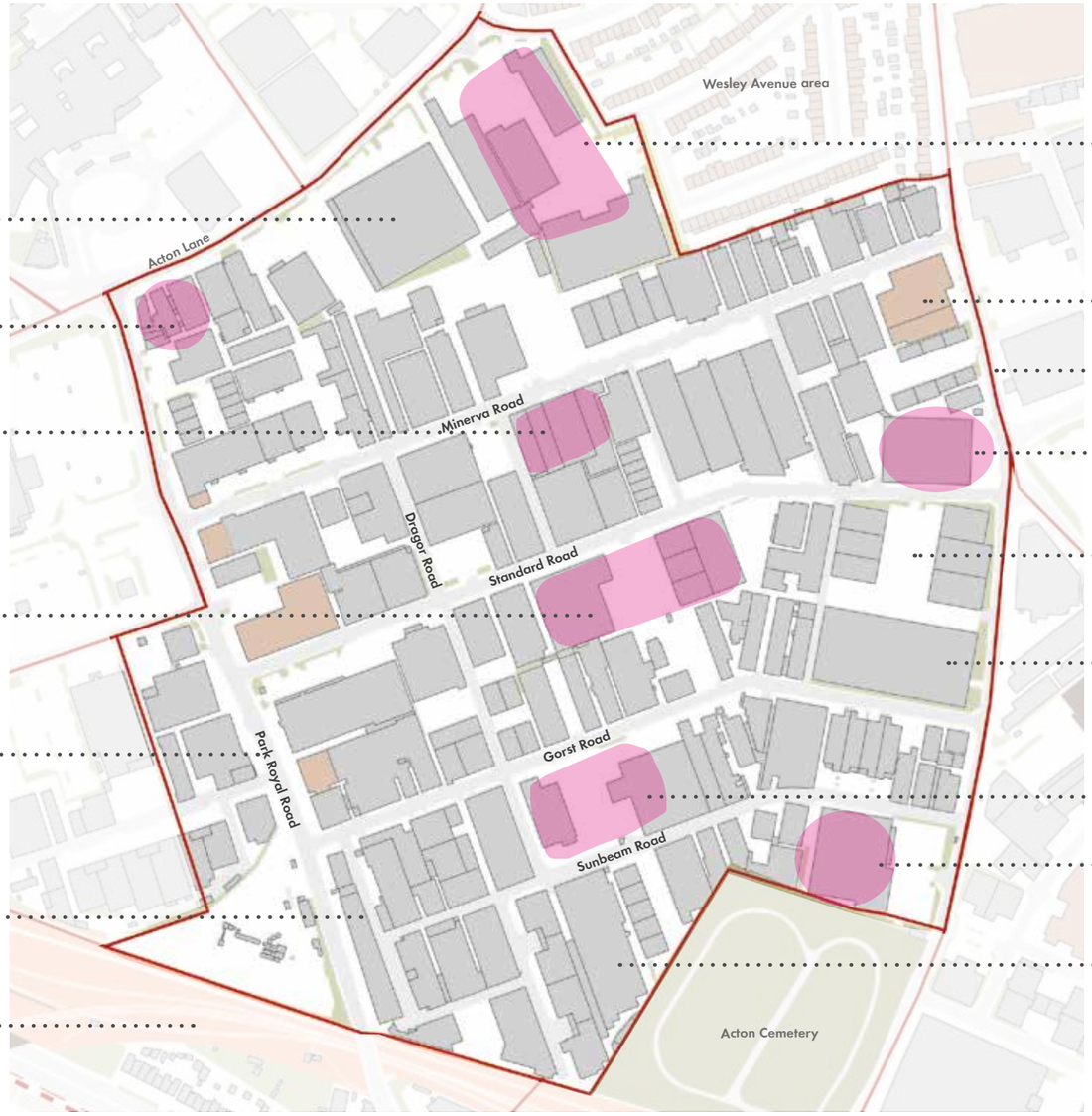
1946 aerial view south of the industrial works off Gorst Road and adjacent cemetery Reproduced with permission of Historic England



1947 aerial view looking north, showing Gorst Road and the surrounding industry in the area
Reproduced with permission of Historic England



3.21 STANDARD ROAD



Former Harold Wesley factory (Harlesden Stationary Mill), built 1927

Site of Lower Place Farm in 19th century, later an ice-cream works in 1930s

Former paper bag works

Book binding works shown in 1955 Ordnance Survey

Park Royal Road, formerly Willesden Lane and shown in 1896 Ordnance Survey

Park Royal Business Centre, c.1960

Great Western Railway, opened in 1838

Wesley Social Hall, sports ground and bowling green

Former organ works, John Compton Organ Co., Chase Road

Chase Road followed line of footpath shown in 1896 Ordnance Survey

Former bottling works and stores, mid-1900s

Uphosma House, phosphate products shown in 1955 Ordnance Survey

Former location of Acton Bolt Ltd., Chase Road, 700 employees in 1961

Crookes Laboratories, halibut oil and makers of vitamin products

Rotax aircraft engines

Britannia Electric Lamp Works, electric lamps, shown in 1934 Ordnance Survey

KEY

Other building of local heritage interest (proposed)

Historic land-use



47-49 Park Royal Road, building of significant heritage interest


39-43 Park Royal Road, building of local heritage interest



39-43 Park Royal Road, building of local heritage interest


Striking building on corner of Minerva and Park Royal Road


Carrara Marble, Standard Road



Warehouse building of neutral merit, Standard Road



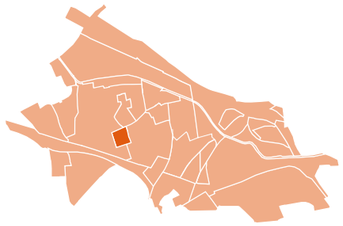
Cafe Ola, brightening up the public realm with planting on Chase Road


View looking east along Gorst Road, showing the variety of buildings reflecting the piecemeal development in the 1900s

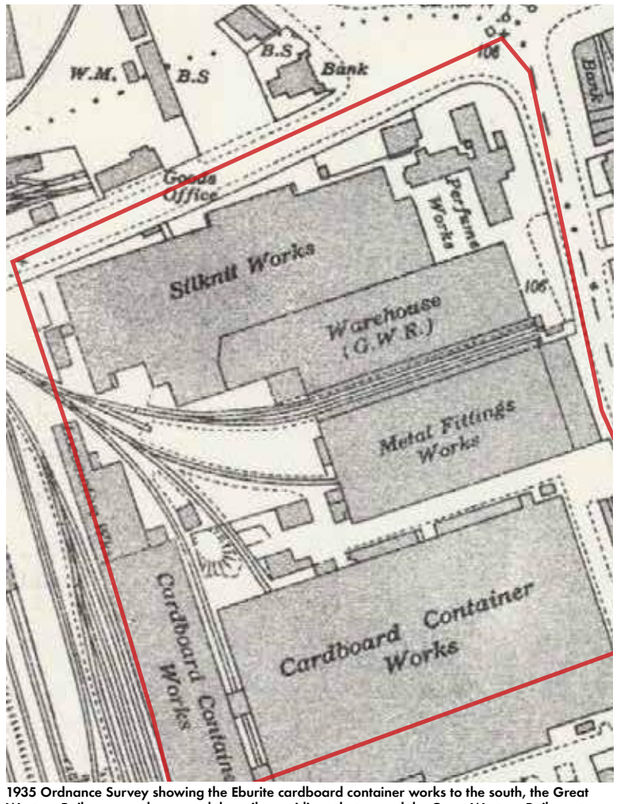

Former premises of John Compton Organ Makers, Chase Road. Rebuilt after bomb damage in the Second World War.

Recommendations

- It is recommended that the Standard Road area is identified as an Area of Local Character. The fine-grained nature of the area, regular street pattern and small plot sizes are distinctive to this area and perhaps more significant than the preservation of the individual buildings themselves. The area is therefore of medium sensitivity.
- Opportunities exist to retain the broad positive relationship between streets and buildings. Many of the buildings directly address the street and this should be encouraged and enhanced where possible.
- Opportunities should be taken to improve the poor street scene in places, particularly areas predominated by street clutter and littering.
- Several buildings on Park Royal Road have attractive brick façades, mostly in a loosely classical idiom. They have some group value and should be identified as buildings of local heritage significance.
- The former Compton works is relatively plain but it is of local historical interest and similarly should be considered as a building of local heritage significance.



3.22 ASDA



1935 Ordnance Survey showing the Eburite cardboard container works to the south, the Great Western Railway warehouse and the railway sidings that served the Great Western Railway to the west Reproduced with permission of the National Library of Scotland

The character area is enclosed by Coronation Road to the north, Park Royal Road to the east, and Western Road forms the western and southern boundary.

The area is distinguished by its historic road connections, which form the northern and eastern border. Coronation Road follows the route of the former Norwood Lane, which was one of the earliest east-west connections in the area, and linked Mason's Green Lane and Hanwell with Willesden Lane and Lower Place. It is shown in the 1866 Ordnance Survey, accompanied by Willesden Lane, which met Norwood Lane at the north-eastern corner of the character area, and connected Lower Place Farm and Ruckhold Farm with North Acton and Friar's Place to the south.

Apart from the road infrastructure, the area was undeveloped until the early 1900s. Although the area gives no evidence today of the extensive railway network that characterises the wider area so considerably, the site became the location of a group of buildings and sidings, in the 1930s, that served the Great Western Railway. These included the Great Western Railway warehouse, a metal fitting works and a small locomotive works to the west. Railway sidings appear to the west of the area, that connected the main rail network with the warehouses. Other industrial buildings were constructed in the early to mid 1900s and are shown on the 1935 Ordnance Survey. They included a silknit works located to the north of the area which fronted Coronation Road, a perfume factory at the junction of Coronation Road and Park Royal Road, and the Eburite cardboard container works which occupied a large area to the south.

An advert for the Eburite Corruguated Containers Ltd. in a ceramics trade magazine, dating back to 1953, reads:

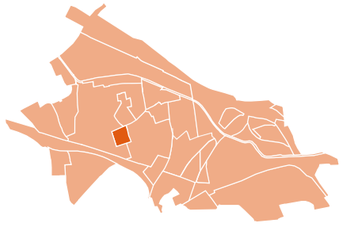
"A farewell to the heavy and cumbersome tub, an end to dirty straw: in their place a made-to-measure container that delivers the most fragile goods cleanly and efficiently anywhere in the world. That is the case for EBURITE, THE case for modern pottery."

Their headquarters remained on Park Royal Road until the mid 1950s, along with the locomotive works and metal fittings work which expanded to the north of the site. None of these buildings now remain.

Today, the supermarket occupies a large block to the north-west of the area, and car parking dominates the majority of the rest of the character area. There is a petrol filling station to the south-east, which is part of the supermarket complex. Main vehicular access to the site is from Park Royal Road, although bus-stops serve the supermarket on Coronation Road and Park Royal Road. Western Road runs through the site at a right-angle, and connects Coronation Road with Park Royal Road. There is a derelict site to the south-west cornering Western Road.



1934 aerial view, looking west at the Eburite cardboard container works and Coronation Road to the top right
Reproduced with permission of Historic England



3.22 ASDA



The former site of the perfume works, shown in the 1935 Ordnance Survey

Former location of the silk knit works, building demolished by 1955

Historic site of the Great Western Railwaywarehouse, shown in 1935 Ordnance Survey but demolished by 1955

Large superstore

Former location of the metal fitting works during the mid 1900s

Former locomotive works, shown in 1935 and 1955 Ordnance Survey

Cardboard Container works remained here from the 1930s to the 1960s

The majority of the area is now characterised by concrete surfaces and outdoor car parking

Derelict site

KEY

Historic land-use



The majority of the area is characterised by a large, paved parking lot



Access to the superstore favours vehicles, rather than pedestrians



View west towards the superstore, a large free-standing rectangular building with a flat roof



The effect of a concrete dominated environment is reduced by the ample tree-planting in the car-park



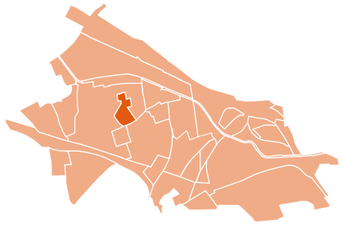
View north-east of the car-park



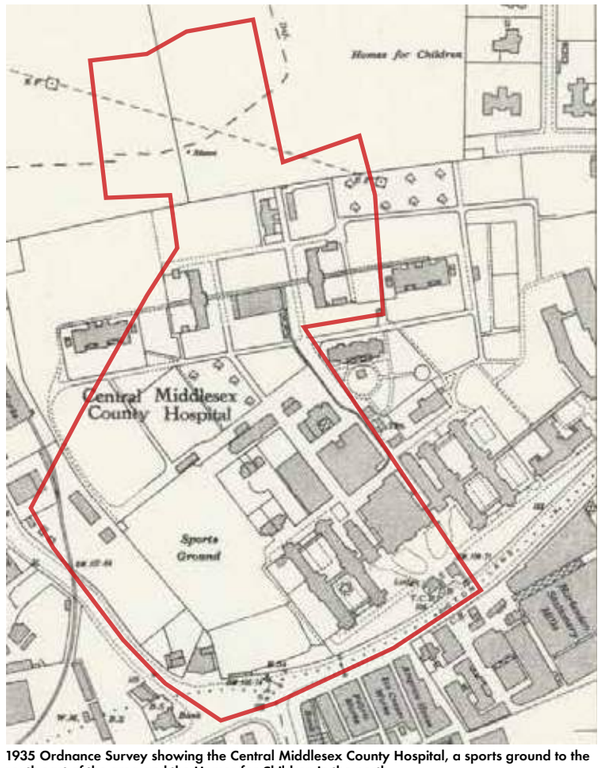
View south from the junction at Coronation Road and Park Royal Road, planting hides the store from sight

Recommendations

- The townscape is of low sensitivity and the buildings are of neutral importance. There are no buildings in the character area that need to be retained beyond their current working life.
- There is an opportunity to exploit the railway heritage of the area through future development.



3.23 CENTRAL MIDDLESEX HOSPITAL



1935 Ordnance Survey showing the Central Middlesex County Hospital, a sports ground to the south-east of the area and the Homes for Children in the north
Reproduced with permission of the National Library of Scotland

The Central Middlesex Hospital is a large complex of buildings providing general and specialist medical care. All the buildings have been completed in recent years, replacing the late Victorian structures and their many additions. The entrance frontage is set back from Acton Lane behind a large elliptical forecourt.

In 1897 the Willesden Board of Guardians bought 64 acres of land at the site in Acton Lane from the Twyford Abbey estate. The old hospital buildings were built as the Willesden workhouse and later the Willesden infirmary between 1900 and 1903 to designs by architect A. Saxon Snell, with parallel linked pavilions in the Jacobean style. The infirmary provided beds for 400 people and included a chapel and Children's Home. Additions were made in 1908 and 1914 and the infirmary was renamed the Willesden Institution, and in 1921, was known to locals as the Park Royal Hospital. The hospital was opposite to Harold Wesley's in Acton Lane, and both the hospital and stationary company provided employment for those who lived in Lower Place, just to the north-east of the area. The site sprawled eastwards as far as Barretts Green Road and tennis courts were located to the north of the Infirmary.

By 1931, the hospital became the Central Middlesex County Hospital, and had further expanded to accommodate 890 beds by 1939. The hospital was severely damaged by a bomb raid during WWII. In 1966, a maternity unit was added to the site, although the number of beds had lowered to 736.

The old hospital was demolished and rebuilt in phases over a six year period, from 1999-2006 with a Healthcare Campus masterplan prepared by HLM Architects. The principal buildings (Brent Emergency Care and Diagnostic – BECAD) were designed by HLM Architects with Avanti.

Key worker housing (LUMA) designed by CZWG Architects in 2009 is located on Central Way. It is the most architecturally distinctive building in the area and its height and colour makes it a local landmark.

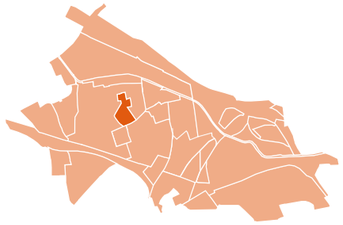


1949 aerial view north of The Central Middlesex Hospital on Acton Lane, Lower Place
Reproduced with permission of Historic England



1949 aerial view west of The Central Middlesex Hospital on Acton Lane, Lower Place
Reproduced with permission of Historic England

3.23 CENTRAL MIDDLESEX HOSPITAL





Park Royal Centre for Mental Health, a cluster of low-rise buildings

Key worker housing, a round-ended block rising to ten-storeys and clad in a lively green panelling, a local landmark

Built in 1908 as the dining hall of the Willesden workhouse, now part of the Central Middlesex Hospital

Former Willesden Infirmary originally extended much further east

Main building, designed by HLM Architects with Avanti, considered a major catalyst for regeneration in Park Royal

Demolished, now Victoria Care Centre

Former coach-building works, 1920s-1980s

Beirut Nights

Bank

KEY

Historic land-use

Proposed locally listed building



Victoria Care Centre, Acton Lane



Ambulatory Care and Diagnostic Centre, Acton Lane



View at roundabout looking south towards the back of the main hospital building



Entrance to main hospital building



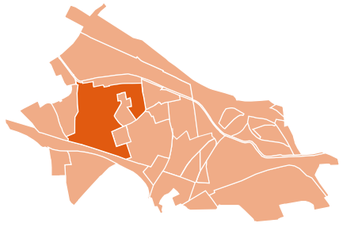
The Old Refectory on Central Way, two storeys with stock brick and red brick dressings with a hipped slate roof



Key worker housing by CZWG Architects, 2009

Recommendations

- The whole of the character area has recently been rebuilt and no further change is anticipated, thus the area is of low heritage sensitivity.
- The Old Refectory on Central Way is recommended for local listing, as the principal survivor from the former workhouse and one of the last remaining historic buildings in the area. It was constructed in 1908 as the dining hall of the Willesden workhouse. It is made of stock brick with red brick dressings, and has a slate roof and large diocletian windows at the upper level.



3.24 ABBEY ROAD



1935 Ordnance Survey showing the area with the Royal Show's horseground to the east
Reproduced with permission of the National Library of Scotland

The character area is a large and rather incoherent area between the Grand Union Canal and the A40 Western Avenue, wrapped around the Central Middlesex Hospital.

Abbey Road was the first road to emerge in the area, shown in the 1866 Ordnance Survey as a track, weaving south from the Canal to Ruckhold Farm and Willesden Lane. The rest of the area was fields, until it became part of the Park Royal showground in 1903, opened by the Royal Agricultural Society. Coronation Road was on the site of an earlier track, Norwood Lane, and served the access roads laid out across the showground. Plumes Hotel was built for the Show, and fronted onto Abbey Road.

The area was later used for munitions factories during the First World War in 1914-1918. After the war, the buildings fell into disrepair. In 1928 the government sold the land to Allnatt Properties for factory and distributive trades, including food processing. Major Alfred Allnatt (1889- 1969) took over his father's supply business and developed it into Allnatt London Properties and other businesses. Before World War Two, Allnatt provided cheap, all-purpose factories on a rental basis rather than freehold or leasehold, reducing the capital cost for growing businesses. Larger units were introduced from the 1930s onwards. The area became known as the Chase Estate and at its peak Allnatt was completing a factory every two weeks. Industry flourished in the area, supported by the opening of the A40 Western Avenue in 1927, which gave much improved access to vehicular traffic to and from London.

In addition to road access, railway sidings and a goods depot was constructed to the north of Coronation Road, which improved links to the railways. These were served by Great Western Railway, to the west of Park Royal station.

Former companies in the area include Dayton Cycle Co., located on Park Royal Road between 1955 and 1960. R. H. Neal & Co. Ltd were based on Coronation Road after WWI and were crane manufacturers and engineers.

To the north was the Park Royal Greyhound Stadium on Abbey Road, which operated from 1931 and was enlarged four years later for use by Acton and Willesden rugby league club. The Stadium was sold for redevelopment in 1969.

To the east of the stadium on the east side of Abbey Road is the site of Hall Lewis Ltd which later became Park Royal Coachworks and then Park Royal Vehicles. Established in 1889, the company began making railway wagons at Park Royal in 1919 before switching to car bodies in the 1920s. During the Second World War the Park Royal works made wings and cowlings for Halifax bombers. In 1949 the company became part of Associated Commercial Vehicles, the makers of London's famous Routemaster bus which was assembled here after 1954. ACV became part of British Leyland in 1962. Operations closed in 1980.

The character area also includes the location of the former nurses accommodation and Childrens' Homes, both associated with the Willesden Infirmary, to the south. At one time there was also a scrapyard on the Western Avenue frontage.

Today, the buildings continue to be occupied by industry. Buildings are typically deep plan, low pitched roofs, one or two storeys high and with parking in front. The random pattern reflects piecemeal development of the area from the First World War onwards. There are some older units on the western side, against the Guinness boundary by Rainsford Road.



1930 aerial view south of the Mono Service Containers factory and surrounding industrial units Reproduced with permission of Historic England



November 1955 advert for Dayton Cycle Co., located on Park Royal Road
Reproduced with permission of Grace's Guide to British Industrial History

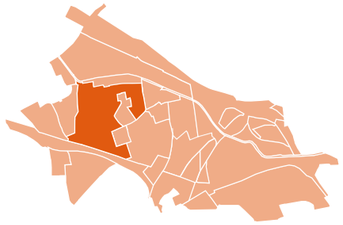


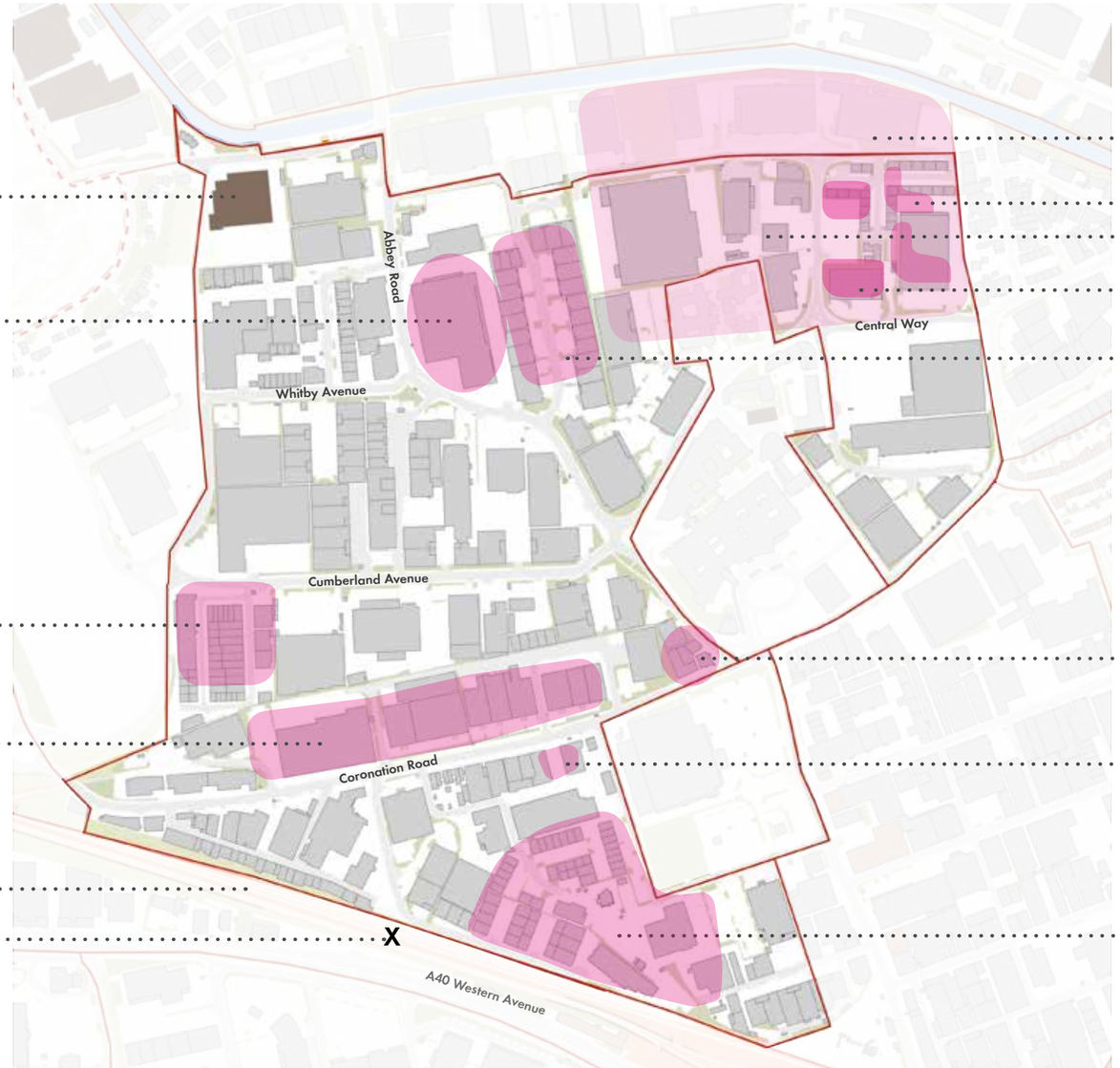
1930 advert for Park Royal Coachworks Ltd, located at Abbey Road
Reproduced with permission of Grace's Guide to British Industrial History



1933 aerial view of the Horse Ring and various factories from the south-east. Abbey Road is the curving road to the bottom right and Cumberland Avenue is the road in the centre of the image. Coronation Road is to the bottom left
Reproduced with permission of Historic England

3.24 ABBEY ROAD





Former print works for the Radio Times, constructed in 1930s/1940s and faces the canal

Former site of Park Royal Greyhound Stadium

Food carton works, Cumberland Avenue, shown in 1955 Ordnance Survey

Railway goods depot and sidings, shown in 1955 Ordnance Survey

Acton to Northolt Line, opened in 1903

Location of original Park Royal station, opened in 1903 which served the Royal Agricultural Society's show grounds

Allotment Gardens located here, shown in 1955 Ordnance Survey and cleared in 1996

Former nurses home

Luma Czwg 2009 for Network Housing Group

Childrens Homes, c.1907, erected by Willesden Union, an independent Poor Law District

Coach-building works, shown in 1955 Ordnance Survey

Former site of Ruckhold Farm, earliest dwelling in area, shown in 1896 Ordnance Survey

Atlas Stone Works shown in 1935 Ordnance Survey

Scrap metal, iron and steel storage, utilising railway sidings and line for transporting goods

KEY

Historic land-use

Proposed locally listed building



Industrial buildings in red brick front Trading Estate Road



A small row of terraced housing fronts onto Coronation Road



View west along Coronation Road, the brick chimney a positive feature of the streetscape



Matrix Park, Coronation Road



Industrial units which step back from the street with outdoor car parking in front



Former printworks, on the corner of Twyford Abbey Road and Rainsford Road, recommended for local listing



Large warehouse on corner on Rainsford Road and Whitby Avenue



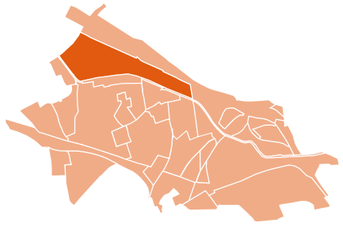
Large yellow-brick buildings along Cumberland Avenue with blank facades



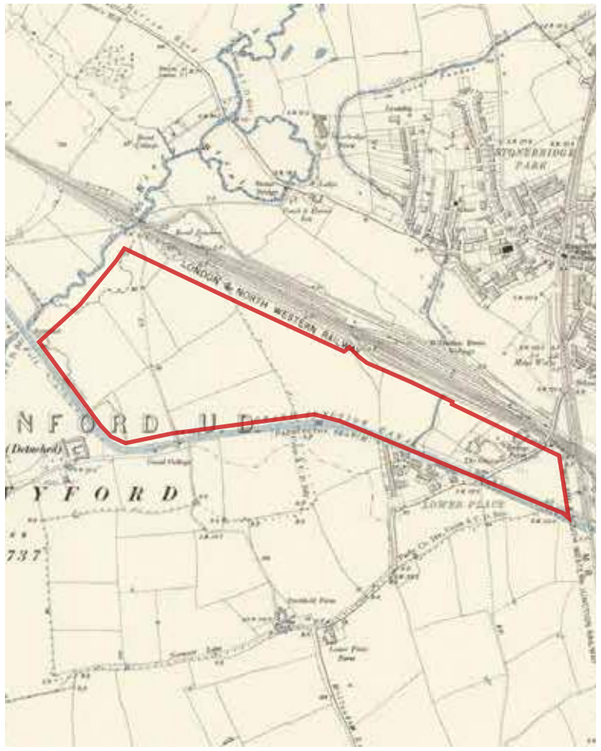
View of HMR on corner of west side of Cumberland Avenue and Rainsford Road

Recommendations

- The townscape is of low sensitivity and the buildings are of neutral importance. There are few buildings in the character area that need to be retained beyond their current working life.
- The former printworks on the corner of Twyford Abbey Road and Rainsford Road should be considered for local listing. It is a large three-storey 1930s/1940s building with a brick facade and fronts onto the canal.



3.25 PREMIER PARK



1896 Ordnance Survey showing the The Grange and Grange Farm, to the east of the character area, and the Grand Junction Canal feeder perpendicular to the canal.
Reproduced with permission of the National Library of Scotland

The Premier Park area is a long, thin triangle running east-west between the North Circular, Grand Union Canal and the GNWR railway line. Harlesden station lies to the north-east.

The Grand Union Canal (then the Grand Junction) was the first intervention through the area. By 1821 a small house, Canal Cottage, had been built on the canal east of West Twyford Farm. A few more houses appeared later. In 1801 the population of West Twyford parish had been eight people. This rose to 43 in 1831, but then fell back to 18 in 1861. Despite its falling population, West Twyford became a civil parish in 1857. In the 19th century, a house known as the Grange stood nearby, next to Grange Farm (formerly Lower Place Farm).

In 1837 London and Birmingham Railway opened but at first neither the railway line nor the canal had much direct impact and the area remained in agricultural use until the turn of the century. One survivor from the period is the Grand Junction Arms (formerly known as Grand Junction and Railway Inn) which was built in 1861 on the site of a beer-house. Today the pub still fronts onto Acton Lane but also has a presence on the north side of the canal.

Industry began to emerge following the construction of Waxlow Road c. 1901, following a line between the canal and the railway. In 1902, McVitie & Price opened their Edinburgh Biscuit Works in Waxlow Road, East Twyford. By 1909 it employed 1,150 people, and by the Second World War this had risen to 2,000 workers, producing 300 varieties of biscuit. In 1948 the company merged with McFarlane Lang to become United Biscuits. By 1978 the company employed 2,600 people at Park Royal, making it the largest biscuit factory in the western world. United Biscuits still have a presence on Waxlow Road and a single storey brick fronted unit with sawtooth north lights in the roof is an interesting survivor. Of a similar vintage (1930s?) a gable ended brick building lies parallel to the canal.

Aside from McVities, the other major food manufacturer was HJ Heinz, which moved to Waxlow Road in 1925 and eventually expanded to cover a 55 acre site. At its peak in the 1960s, the Waxlow Road factory employed 3,500 people producing a million cans of baked beans a day.

Other companies to locate to the area were the North Metropolitan Electric Power Supply Company, which generated electricity from 1903 and was municipally operated, and caterers restaurateurs J Lyons & Co, who were established in 1904 in Engineering Road and moved in 1935 to a four acre site on Abbey Road.

Just outside of the area's boundary on the western edge is the original Ace Cafe, which opened on the North Circular in 1938 as a transport cafe for lorry and wagon drivers. The Ace Cafe is of communal value through its long associations as a roadside halt, especially for motorcyclists. The cafe has also featured in many films and TV programmes, including Top Gear and The Leather Boys, a 1960s classic. The cafe is a heritage asset which contributes positively to the setting of the character area.

Today, the area is almost wholly in industrial use, apart from the Grand Junction public house located at the point where Acton Lane crosses the canal. Viewed from the North Circular the glazed front of the D-Link headquarters building is the main eye-catcher, but otherwise the area is characterised by two-storey business units with large, deep span warehouses behind. Open car parking is to the side or front of many of the buildings. The last of the original industrial buildings were on the Tudor Estate and have recently been demolished.



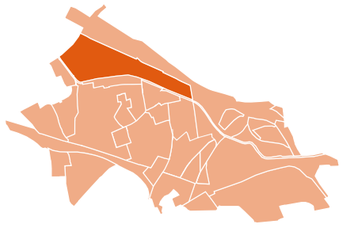
Aerial view of the Heinz food factory and Grand Union Canal, Harlesden 1934
Reproduced with permission of Historic England



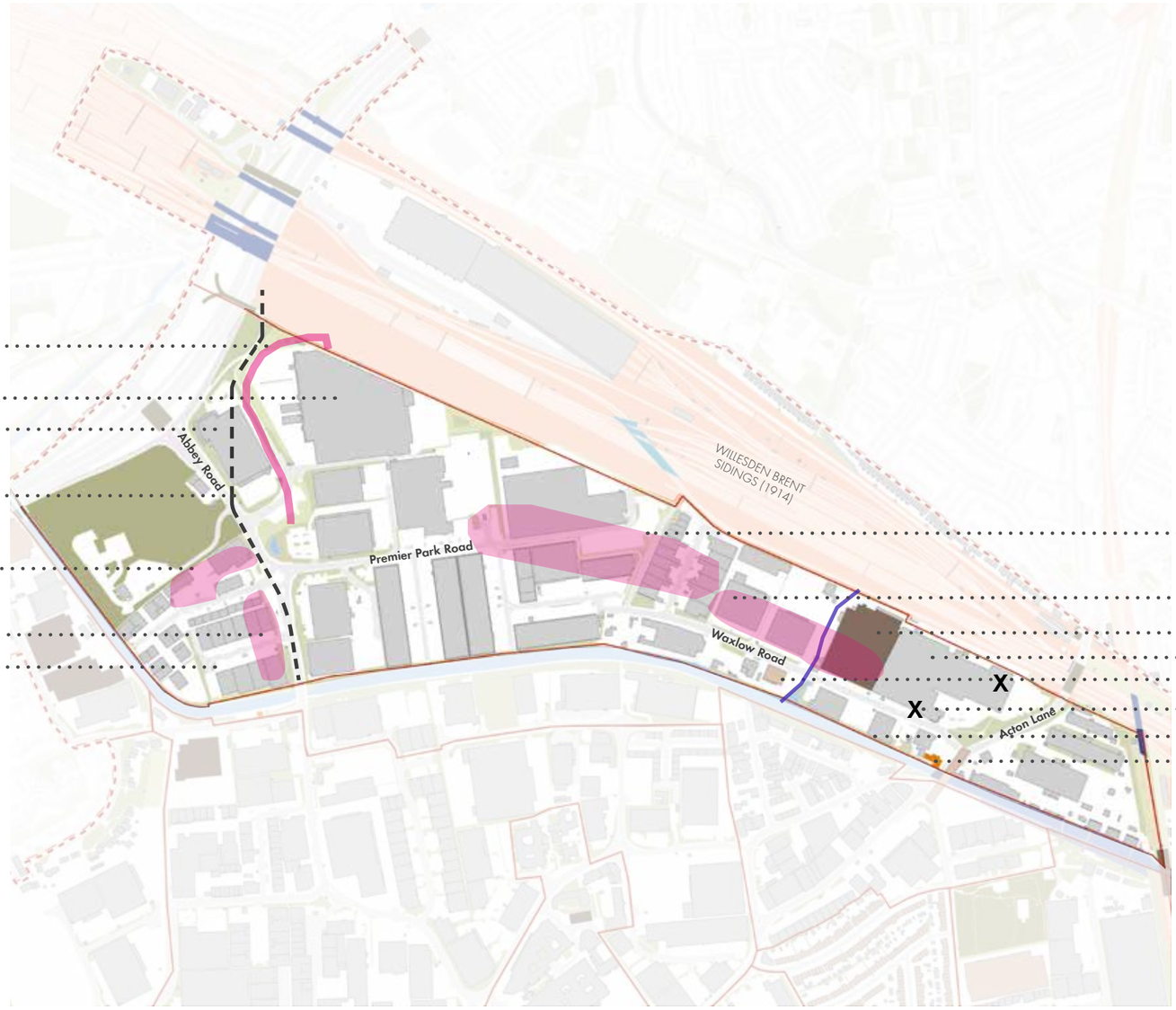
McVities & Price factory, 1915 Reproduced with permission of Historic England



January 1929 advert for Heinz Tomato Ketchup
Reproduced with permission of Grace's Guide to British Industrial History



3.25 PREMIER PARK



Twyford Abbey sidings, constructed between 1896 and 1914

Former brick and lime works

D-Link Headquarters

Footpath between bridge over Brent and Abbey Road bridge shown in 1896 Ordnance Survey

Tudor Estate, named after Tudor works (shown in 1914 Ordnance Survey), demolished c.2000?

Cabinet works here in 1955

Now Grand Union Estate, built in 80s/90s?

Former HJ Heinz buildings, 1925 onwards

Former Edinburgh Biscuitworks (1935)

Original McVities building, c.1930s

Used for distribution, former sports ground, 1930s

Red-brick, gable ended factory, c.1930s

Crosses mark the site of The Grange & Grange Farm

Vegetation along canal front

Grand Junction Arms, locally listed, altered considerably in inter-war years with a new facade and central pediment and green glazed blocks

KEY

- Locally listed building
- Proposed locally listed building
- Other building of local heritage interest (proposed)
- Historic land-use
- Former path or track
- Former canal feeder (1888)
- OPDC boundary



Locally listed Grand Junction Arms, elements of which date back from the original Grand Junction Railway Inn beer house of 1861



Grand Junction Arms, canal frontage. The building was altered during the inter-war years with a new facade and is a local landmark



D-Link headquarters, North Circular Road



Ace Corner cafe, old North Circular Road, lies just outside of the OOPR area but contributes to its setting



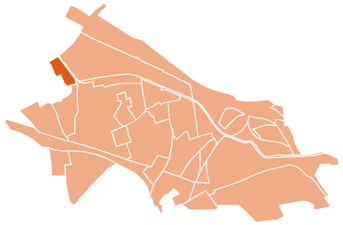
Red-brick, gable ended factory, c. 1930s



McVities building, c. 1930s, the only historic survivor from McVities biscuit works. Dates back to 1930s, should be considered for local listing

Recommendations

- The area is of medium sensitivity. It has no notable buildings other than the Grand Junction Arms and the McVities building but its boundary with the canal means that any future development should take into account the special character and appearance of the waterway.
- The McVities building has sufficient historic and architectural interest to be considered for local listing.
- There is support for the continued designation of the Grand Junction Arms as a locally listed building. Elements of the pub date back to 1861.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.26 ELVEDEN ROAD



1955 Ordnance Survey showing the office equipment works to the north, sealing compound works also located at Elveden Road, and a small number of farm cottages, including Berkeley Cottage, to the south Reproduced with permission of the National Library of Scotland

Elveden Road is a small area between Twyford Abbey Road and Grand Junction Canal, developed after 1913, and adjoining a residential area.

The area was farmland until the 20th century. Twyford Abbey Farm was here in 1896, named after nearby Twyford Abbey to the west of the character area, and there were four farm cottages off Twyford Abbey Road here as late as 1955. Twyford was an Abbey only in name, being a former manor house that was purchased by Thomas Willan in 1807 and transformed into a romantic castellated house. It still stands and was one of a number of houses built in the area between 1861 and 1881, including Canal Cottage which still remains by the Grand Union Canal. Mushroom farming is said to have taken place to the west of Twyford Abbey Farm.

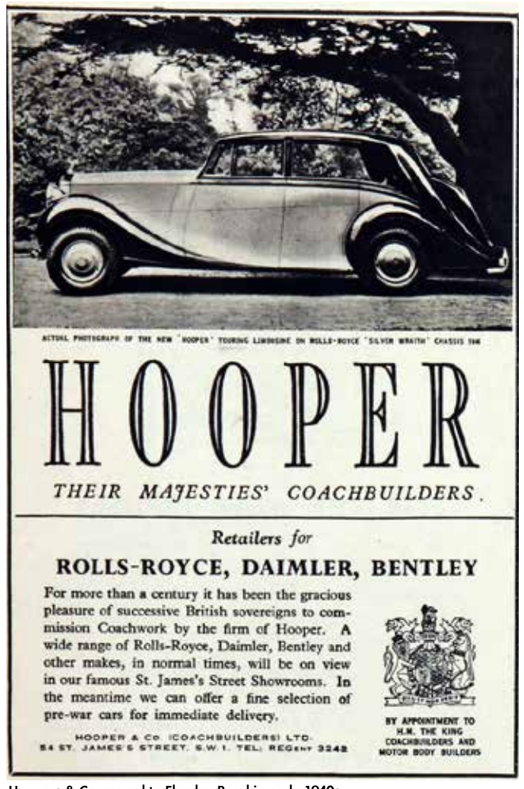
The area was one of the last to be developed on for industry. The 1935 Ordnance Survey shows Iveagh Avenue laid out to the south-west of the area, comprising houses built by Guinness in 1933 and named after Lord Iveagh.

By the 1950s, Elveden Road itself was the location of Hoopers & Co. coachworks, which undertook bodywork for Rolls Royce and built the Daimler Barker Special Sports car after the Second World War.

Twyford Laboratories Ltd., a research subsidiary of the Guinness Brewery, was located at 309 Elveden Road between 1964 and 1967. J. Philip Thornber writes about his experience working at the laboratories, and contrary to rumours, there was not an endless supply of beer at the lab benches. However, he does mention the benefit of the sports facilities adjacent for employees of the Guinness Brewery.

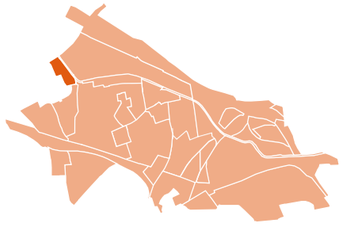
Alongside the laboratory, the 1955 Ordnance Survey map shows an office equipment building and a sealing compound works, both backing onto the canal. The sealing compound works retains its red brick, art-deco influenced frontage and with its contemporary neighbour is now part of Kolak Foods.

Kolak Foods was established in 1984, initially manufacturing potato crisps and employing just eight people. The company moved to Elveden Road in 1995 and has grown rapidly since, today employing around 700 people. The buildings they occupy are worthy of local listing.



Hoopers & Co. moved to Elveden Road in early 1940s
Reproduced with permission of Grace's Guide to British Industrial History

3.26 ELVEDEN ROAD





304-306 Elveden Road
Two-storey factory constructed c.1930s with steel windows in 'moderne' style

Office equipment works shown in 1955 Ordnance Survey

DanHouse, c.1930s, expressed rounded corner to office frontage

309 Elveden Road, former location of the Twyford Laboratories between 1964 and 1967

Location of housing along Iveagh Avenue

Kolak Snackfood Ltd., 308-310 Elveden Road, constructed in inter-war period

Twyford Abbey Farm was here in 1896 and the farm cottages are shown on the 1955 Ordnance Survey

KEY
- Historic land-use
- Proposed locally listed building
- Other buildings of local heritage interest (proposed)



Kolak Foods Ltd. building at 308 Elveden Road, recommended for local listing



Warehouse building on Elveden Road at junction with Elveden Place, used by Kolak Foods Ltd.



Elveden Road looking north, with on-street car parking



304-306 Elveden Road, c.1930s building at the end of Elveden Road and backs onto the North Circular road



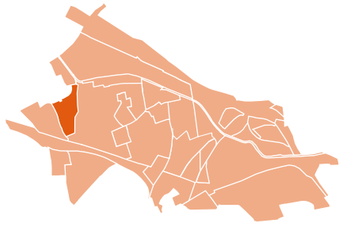
Dan House, an 'other building of local heritage interest'



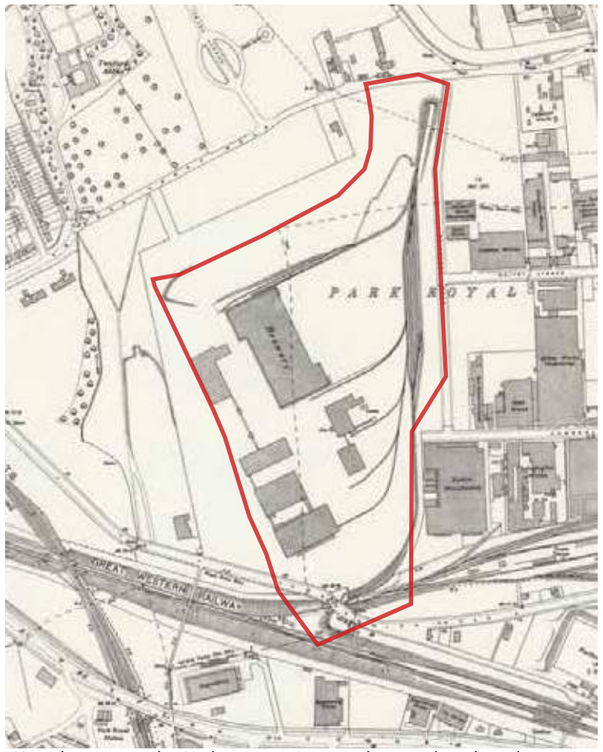
Flat-roofed red-brick building with little active frontage with road

Recommendations

- The Kolak buildings are buildings of local interest and contenders for adding to the local list. They are two symmetrical industrial buildings constructed in the inter-war years with art-deco features and streamlined windows and flag poles.
- Dan House and 304-306 Elveden Road should both be considered as 'other buildings of local heritage interest'. They are both two-storey former factory buildings constructed in red brick laid in flemish bond with 'moderne' style influences. Dan House has a distinctive expressed rounded corner to office frontage. It has group value with 304-306 Elveden Road and the Kolak buildings.
- The area is of medium sensitivity, although the setting of Twyford Abbey and the adjacent houses built by Guinness should be taken into account when planning change in the area. There is potential to improve the edge with the Grand Union canal.
- The area's historical associations with Twyford Abbey and with the former Hooper Coachworks could be expressed or promoted in future development.
- There is an opportunity to explore the relationship with the canal and improve connections to the tow-path.
- A heritage view has been identified in relation to this character area and are outlined in OPDC's Views Study.



3.27 FORMER GUINNESS



1935 Ordnance Survey showing the Former Guinness site, known as the Park Royal Brewery to locals. Reproduced with permission of the National Library of Scotland

The former Guinness site was to the west of today's Rainsford Road and includes the housing at Moyne Place to the north. Prior to its days as a brewery, the area was included in the Royal Show's horse-ground, which later briefly became the home of Queens Park Rangers. The Royal Agricultural Show is what gave Park Royal its name, and it located here during the years of 1903 and 1905, with a main entrance on Abbey Road and a new railway station, Park Royal, opened by the Great Western Railway in 1903. It was anticipated that the show would be a great success, however, poor attendance at the shows necessitated its closure in 1905.

The 130 acre site was purchased by Guinness in 1933 and the brewery was built in 1933-6. It was designed by Sir Alexander Gibb and Partners, with exteriors detailed by Sir Giles Gilbert Scott, the architect of Battersea and Bankside Power Station, Waterloo Bridge and Liverpool Anglican Cathedral. Guinness was the last purpose-built brewery to open in the UK until 1963, when the Harp Lager brewery was established at Alton, Hampshire.

The Park Royal plant was extensive and comprehensive. Its operations included malt and hop stores, brew-house, fermentation house, vat-house, kegging plant and bottling plant. Electricity was generated from Guinness' own power station. In addition to housing for brewery workers, there were also extensive sports and social facilities. It was the largest brewery in the country by 1949, when it had 1,100 workers.

Architecturally, the complex was described in 1991 in the Buildings of England series as Park Royal's one distinguished contribution. A recommendation for listing by English Heritage was turned down by the Secretary of State in 1998 and a Certificate of Immunity was issued.

The character area is currently a large vacant site, cleared of structures and awaiting redevelopment. Two large units were built on the Rainsford Road frontage in 2014. There is a residential development to the north, Moyne Place, adjacent to Twyford Abbey, that was built by Guinness for its staff in the 1930s. There are no buildings of heritage interest remaining on the site. Guinness' parent company Diageo have their headquarters immediately to the east.



Agricultural show at Park Royal (1901 to 1903), showing the horse ring. Photo by "Wakefield" Ealing Reproduced with permission of the Ealing Local History Centre



Railway sidings under construction at Guinness Brewery, 1934
Reproduced with permission of the Ealing Local History Centre



Guinness Brewery, Coronation Road, 1990
Reproduced with permission of Historic England



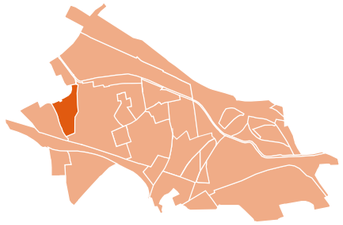
Guinness Brewery, Coronation Road, 1990 , showing the conveyor belts
Reproduced with permission of Historic England



A Park Royal tanker leaves the brewery, 1975
Reproduced with permission of the Ealing Local History Centre



Aerial view of The Guinness Brewery, Park Royal, 1937
Reproduced with permission of Historic England



3.27 FORMER GUINNESS



Twyford Abbey Road (pre 1986)

Housing by Charles Hepworth for Guinness employees, built in 1945

Large modern business units for distribution and storage, constructed in 2014

Former railway sidings

Former site of Guinness brewery

Site of a number of buildings as part of the brewery, connected via conveyor belts

KEY

Historic land-use



View north along Rainsford Road



Large warehouse building to west of Rainsford Road



Large modern warehouse unit west of Rainsford Road, buildings step back from road



Moyne Place looking west, laid out in 1945 for Guinness employees



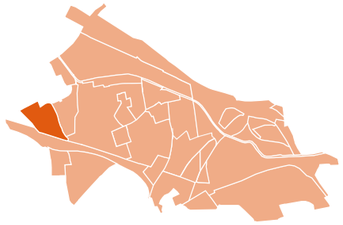
Moyne Place, houses step back from road with green space in front, on-street car parking dominant



View north along Rainsford Road, with some planting along the edges, separating the road from industry

Recommendations

- This largely vacant site is of low heritage sensitivity, despite its interesting past.
- There is scope for commemorating and celebrating the history of the Park Royal brewery on the site and the adjacent character areas.



3.28 FIRST CENTRAL BUSINESS PARK



1914 Ordnance Survey showing the area with the Royal Show's horse-ground to the east
Reproduced with permission of the National Library of Scotland

The First Central Business Park is at the intersection of two railway lines, bordering the former Guinness brewery to the north east. The main railway line is in a cutting at this point.

Earliest maps of the area show the land as farmland, intersected vertically by Mason's Green Lane that connected Acton in the south with Twyford and Twyford Abbey Road to the north, shown on the 1896 Ordnance Survey.

The part to the east included the Royal Show's horse-ground, which after the closure of the Show briefly became the home of Queens Park Rangers football club from 1907 to 1915, when the site was requisitioned by the Army as part of the war effort. The stadium is also said to have been the location of the first ever rugby league test match between Great Britain and Australia in December 1908. The Stadium was built by the Great Western Railway.

The site was undeveloped before Guinness. Most of the area was used as a sports and recreation ground for Guinness workers, although also has national significance, as the location of the field hockey events in the 1948 Olympics, hosted by the Guinness Sports Club. To the north of the area there were former Guinness staff houses off Twyford Abbey Road looking out onto sports ground designed in the 1930s by Sir Giles Gilbert Scott, one of the architects of the Brewery complex. There was a bowling green and pavilion to the east.

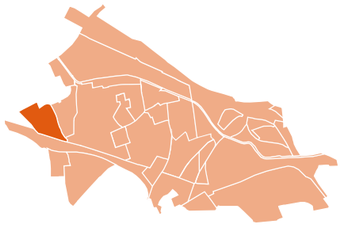
Today, the site contains the headquarters of Diageo (owners of Guinness) and the remainder has been laid out as parkland, anticipating mixed-use development along the eastern edge. The Diageo building is a seven-storey glass-fronted building designed by RHWL Architects and completed in 2003. Its proximity to Western Avenue and Park Royal station make it an ideal location for new development.



1950 aerial view west of The Guinness Brewery and environs, Park Royal. To the left is now the First Central Business Park, formerly used as a sports and recreation ground for Guinness workers Reproduced with permission of Historic England



Milk from the herd was supplied to the catering department at Guinness Brewery, 1975, with Guinness brewery in the background
Reproduced with permission of the Ealing Local History Centre



3.28 FIRST CENTRAL BUSINESS PARK



Formerly 1930s Guinness staff houses (Bodiam) demolished in 1960s?

Future residential development is anticipated here

First Central 200, modern office accommodation across seven storeys

Diageo headquarters

Former Guinness sports pavilion

Former location of bowling green

Landscaped park designed by Grontmij Landscape Architecture

Former Guinness, Park Royal, extends further east

Offices are planned to built in this location

Walkway to Park Royal station has recently been upgraded

KEY

Historic land-use



Park design by Grontmij Landscape Architecture



The public realm, including planting and walkways, is all new and offers a pleasant setting for the new developments



New brightly coloured warehouses with triangular roofing located on Lakeside Drive stepped back from the main road with car parking in front



The new landscaped park provides a tranquil setting



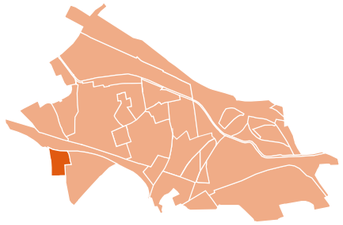
A number of modern residential developments have been constructed



Pedestrian walkway linking the new developments to Western Avenue

Recommendations

- The area is of low heritage sensitivity and no heritage designations are required. Any further change in the area could take inspiration from the layers of history, including the Royal Show, Queens Park Rangers and Guinness.



3.29 ROYALE LEISURE PARK



1935 Ordnance Survey showing the first industries emerging, including Superity House to the north which was occupied by a milk distribution company Reproduced with permission of the National Library of Scotland

Royale Leisure Park is located off the A40 Western Avenue, adjacent to Heron Trading Estate and bounded by the Metropolitan District Railway line to the west. Hanger Hill Estate is a residential area to the south.

The area was mainly farmland until the early 1900s; the railway had not yet been constructed. Mason's Green Lane was an early route shown in the 1866 Ordnance Survey towards the western edge of the area, connecting Twyford Abbey in the north to Ealing and Acton in the south.

The Metropolitan District Railway was a passenger railway established in 1864 to the west of Mason Green's Lane, just outside of the character area. The Acton Northolt (GWR) line had also been built to the north of the character area. The rest of the land was mainly fields, and formed part of the Acton Aerodrome between 1910 and 1920, the home of pioneering aviation endeavours and the Ruffy Baumann School of Flying, who trained pilots for WWI flying.

By 1935, Dukes Road was laid out that ran parallel to Mason's Green Lane to the west. A number of small industries began to locate here, taking advantage of its proximity to Western Avenue and the extensive railway network. Companies included a confectionery works, perfume works, radio works, textile works, printing works and coach works. To the east of the area was Superity House, a milk distribution plant, which fronted onto Western Avenue.

By 1955, the confectionery works and Superity House still remained. The coach works building had extended and was now the site of a motor body building works. Many of the small warehouse buildings along Dukes Road had new occupiers, including a fish and meat paste factory, radio and television maintenance depot, washing machine maintenance depot, store, plastic goods factory, emmanar works (footwear), automobile maintenance works, printing works and engineering works.

A large section of the area, to the south-east, remained vacant until the mid to late 1900s, when it became car parking space for visitors to the leisure and retail park. Today, the park offers a multiplex cinema, bowling alley, nightclub, pub, four fast food restaurants and a petrol filling station. The historic Mason's Green Lane is now a pedestrian and cyclist footpath, connecting the Hanger Hill residential area with Park Royal tube station. Although the buildings to the north of the area were demolished to make way for the retail park, many of the smaller warehouse buildings, built in the 1930s along Dukes Road, remain. Some of these have been highly altered, but there are a few that retain its original steps, brick-work and brick-on-edge parapets which contribute positively to the street-scene.



1979 photograph of Steinway & Sons piano workshop, located at Dukes Road
Reproduced with permission of the Ealing Local History Centre



1979 photograph of Steinway & Sons piano workshop, located at Dukes Road
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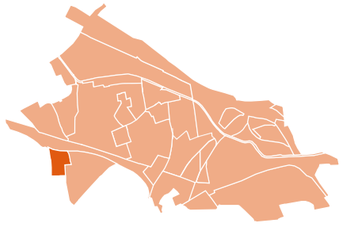


1930 aerial view of Superity House, a milk distribution factory, looking south. Primrose Gardens can be seen in the background.
Reproduced with permission of Historic England



1930 aerial view of Superity House, a milk distribution factory, looking north to Western Avenue with the beginnings of Park Royal in the background. Reproduced with permission of Historic England

3.29 ROYALE LEISURE PARK





Large modern warehouse with low pitched roof and steel cladding, former location of confectionery works, shown in 1935 Ordnance Survey

Large modern warehouse with corrugated steel cladding, blank frontage, former location of coach works, shown in 1935 Ordnance Survey

Group of original red brick buildings constructed in 1930s that contribute positively to the townscape

Mason's Green Lane, early route connecting Twyford Abbey with Ealing and Acton, now a footpath

Western Avenue, constructed in 1901 and supported industrial growth in Park Royal

Petrol filling station

Former site of Superity House, one of the first buildings to emerge here and demolished in late 1900s

Large amounts of space given over to car parking

Warehouse buildings stepped back from road with parking in front, currently a film studio complex

One-storey drive-through food outlets

KEY

- Other buildings of local heritage interest (proposed)
- Historic land-use
- Former lane
- OPDC boundary



Many food and beverage outlets are located in Royale Leisure Park


View north along Dukes Road, an industrial area dominated by concrete surfaces and car parking


The area is dominated by outdoor car parking spaces for users of the retail and leisure park


A footpath remains to the west of the character area which follows the former Mason's Green Lane, linking Park Royal tube station with the Hanger Hill Estate, a residential area to the south


View of large warehouse buildings with corrugated steel cladding to the east of Dukes Road

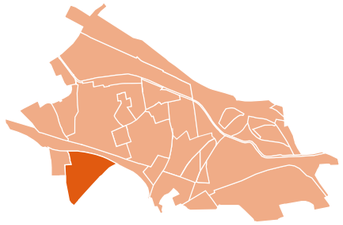


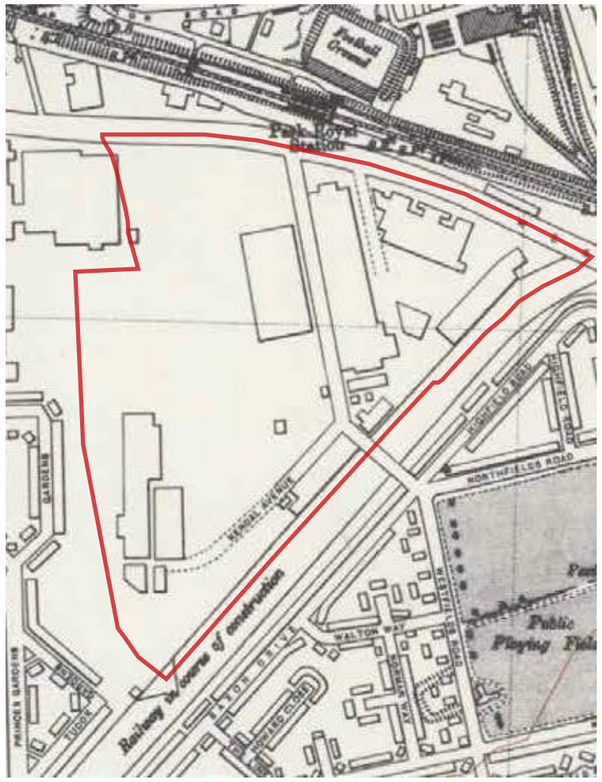
There are a number of original red-brick buildings with Flemish bond brick work, molded door casing and a brick-on-edge parapet. All the windows are replacements, and the warehouses are typical of interwar years.

Recommendations

- The townscape is of medium sensitivity although many of the buildings are of neutral importance.
- 154, 159, 160 Dukes Road, and JSP House on Dukes Road, are buildings of local heritage interest. They are representative of the industrial buildings originally constructed in the 1930s, with Flemish bond brickwork and a brick-on-edge parapet.
- There is an opportunity to exploit the aeronautical heritage of the area through future development.
- The area is a five minute walk from Park Royal tube station and so there is an opportunity to improve the pedestrian experience by improving the condition of Western Avenue.
- The unique location of the Royale Leisure Park, to the south of Western Avenue and Park Royal, may provide an opportunity to create a more distinctive character area which is distinguished from its surrounding environment.

3.30 HERON ROAD TRADING ESTATE





Ordnance Survey, 1938. The area remained largely undeveloped, unlike areas to the north of Western Avenue which had seen rapid industrial expansion.
Reproduced with permission of the National Library of Scotland

The Estate is as an industrial area on the southern edge of Park Royal. The A40 Western Avenue forms the northern boundary of the character area, a six lane dual carriageway connecting the centre of London, North Circular and M25. The Estate is bound by the railway line that runs along the southeast of the site. Kendal Avenue forms the western edge, distinguishing the area from the Royale Leisure Park.

The Estate remained farmland until the early 20th century, when the construction of Western Avenue in 1920 allowed for industrial expansion into the area. Before this, the area was home to the Acton Aerodrome, established in 1910 and used during the First World War for pilot training. During the period 1910 to 1914, the aerodrome site was also known as the London Aviation Ground. Between 1917 and 1918, the Ruffy-Baumann School of Flying trained many pilots of distinction. In 1918, Waring and Gillow (furnishers and furniture makers) merged with Ruffy, Arnell and Baumann to form the Alliance Aeroplane Company, taking over the Acton Aerodrome. It was here that George Lee Temple became the first British airman to fly 'upside down in the UK'. As noted previously, a memorial still stands in memory of him in Acton Cemetery. Although the company ended its operations in 1920, two of their large factory hangars still exist, and are used by a film and TV studio company.

Located by the original Park Royal station which served the Metropolitan District Railway, and which was opened in 1903 for visitors to the Royal Agricultural Show, the area was well located for industry. Kendal Avenue was the first road to be built in the Estate, and supported a small number of companies who had located there. This included Renault Automobile Works, who moved to Park Royal in 1926. They took over the Alliance Factory and built another alongside. They originally used the site to store, sell and maintain imported models, but by 1950 the company started to manufacture cars. Renault's main London showrooms are still based on Western Avenue, alongside other car companies including Nissan and Dacia.

By the 1940s, the Heron Industrial Estate was substantially developed. Along with the automobile works on Alliance Road, the area was also home to a Margarine and cooking fat factory, surgical works, radio and television factory (now the site of Western Avenue Business Park), and Walter's Palm Toffee Factory on Kendal Avenue, one of the largest toffee manufacturers in Britain. A fire station operated here during the mid 1900s and is shown in the 1955 Ordnance Survey. By 1965 it had been replaced by Harlesden fire station.

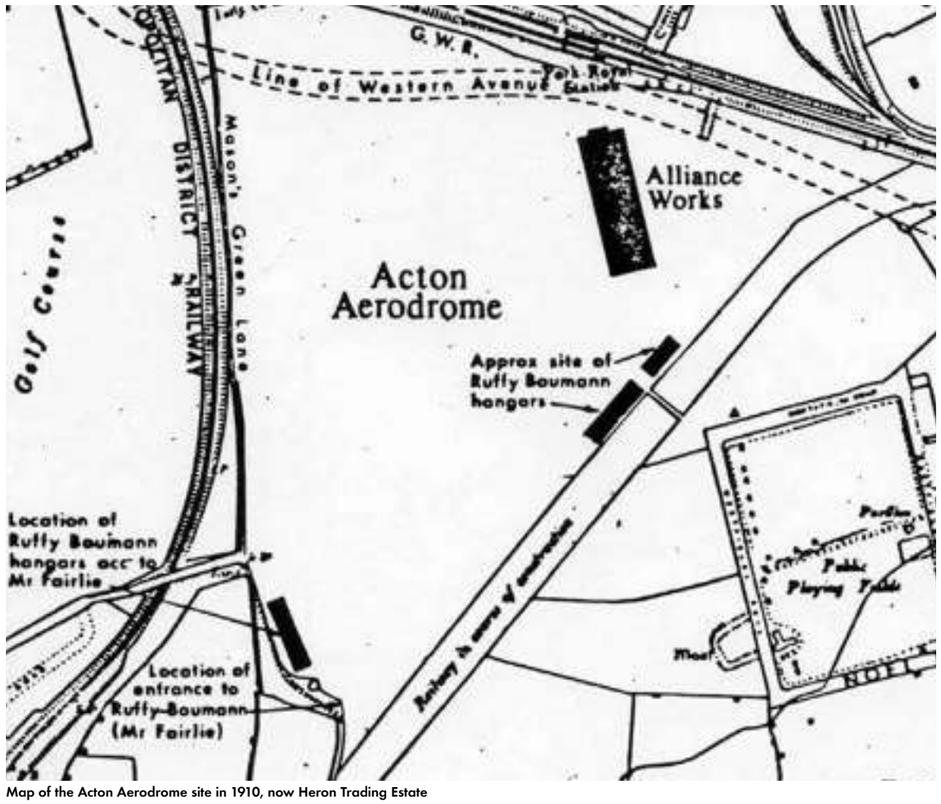
Today, the area is characterised by a series of parallel roads that run north-south with large blocks in-between. A number of very large business units characterise the area, including Black Island Studios, the largest television and film studios in London. The largest warehouses are located close to Western Avenue with car parking space and outside storage in front. Western Avenue Business Park offers large office space, along with some smaller warehouses. There are smaller offices and warehouses to the south of the Estate. There are a block of four offices on Concord Road that are part of the Concord Business Centre, and large office space at the Western Avenue Business Centre off Kendal Avenue. Car parking, on street and on plot is dominant.



1928 aerial view of the Renault Automobile Works, facing north
Reproduced with permission of Historic England

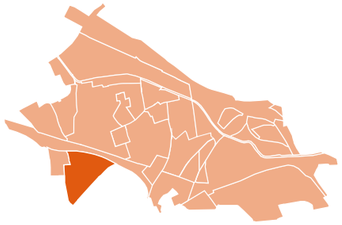


1930 aerial view of Walters Palm Toffee Works, Kendal Avenue, facing south
Reproduced with permission of Historic England



Map of the Acton Aerodrome site in 1910, now Heron Trading Estate

3.30 HERON ROAD TRADING ESTATE





Large outdoor parking spaces fronting onto Western Avenue

Site of former fire station, shown in 1955 Ordnance Survey

Strips of trees and shrubs outside of newer developments

Steel-framed sheds and warehouses with ribbed profile cladding

Westwood Park Trading Estate - series of three-storey red brick, light industrial buildings with loading bays c 1960s

Three-storey building, used as a distribution centre

Great Western Railway complete in 1838

Western Avenue, built in 1901, supported the industrial development of the area

The site was home to the Acton Aerodrome from 1910-1920

The number of north-south routes offer some permeability around the area

DVLA vehicle pound has a distinctive saw-tooth roof

Renault Automobile Works was one of the earliest companies to locate here in 1926

Buildings in the character area are of neutral importance and tend to be low, wide buildings with shallow pitched roofs and few windows

Walter's Palm Factory Company was one of the earliest companies to locate here in the 1920s after the construction of Kendal Avenue

Kendal Avenue was the first road to be laid in this area and can be seen on aerial photographs taken in the late 1920s

Ealing Broadway extension of GWR opened in 1920

KEY

- Acton Aerodrome boundary
- Historic land-use
- OPDC boundary



View north-west along Concord Road. 1960s three storey industrial units set back from the road. Recent tree-planting gives greenery to a predominantly industrial landscape.



View looking north along Concord Road. There is negligble open green space in the area.



Vehicle parking, hard surfaces and outdoor storage dominates



Concord Road looking south. View dominated by parking, hard surfaces and blank facades.



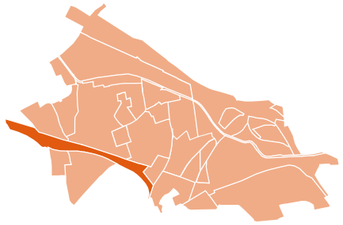
Looking east along Western Avenue where a number of car companies are located, with car parking and outdoor storage fronting onto the road.



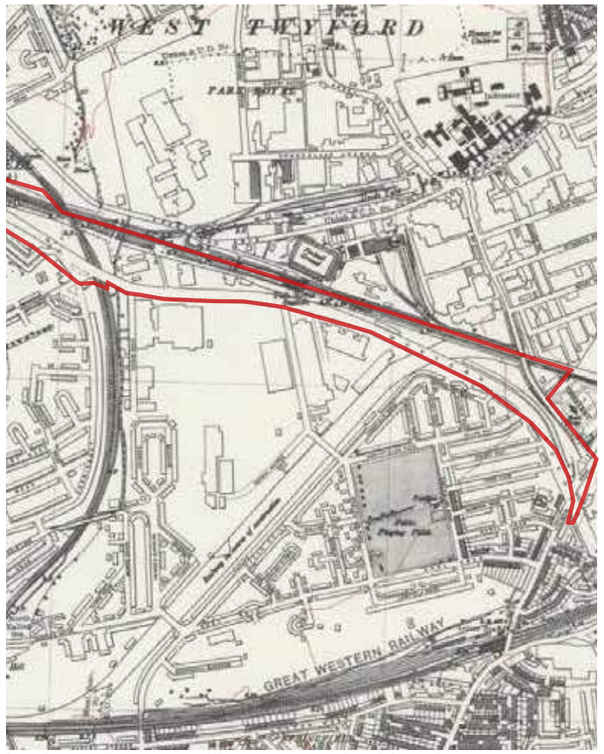
Concord Road and Western Avenue junction, signs intended to be seen by vehicles.

Recommendations

- The townscape is of low sensitivity and the buildings are of neutral importance. There are no buildings in the character area that need to be retained beyond their current working life.
- There is an opportunity to exploit the aeronautical heritage of the area through future development.
- Development of the area provides an opportunity to create new east-west connections, similar to Kendal Avenue to the south, which was the first road to be laid out in the area. This would improve the permeability within the area.
- The area is highly visible from Western Avenue and so there is also an opportunity to resolve the edge conditions along Western Avenue and the railway edge to the south-east of the character area. Buildings and spaces around them should be used to create a striking and cohesive edge that establishes a positive relationship between the buildings, road and railway.
- The area is located close to Park Royal tube station, a 5-10min walk. There is an opportunity to improve the pedestrian experience by improving the condition of Western Avenue.
- The unique location of the Heron Industrial Estate, to the south of Western Avenue and Park Royal, framed by the railway line, may provide an opportunity to create a more distinctive character area which is distinguished from its surrounding environment. This could contribute positively to place-making and provide a varied landscape.



3.31 WESTERN AVENUE



1938 Ordnance Survey showing Western Avenue and Great Western Railway supporting industries in Park Royal to the north and south
Reproduced with permission of the National Library of Scotland

Western Avenue is one of the major arterial routes into central London, linking the M40 with the A501. The character area extends from south of Acton Cemetery in the east, to the boundary edge of the Opportunity Area by Hanger Lane Station to the west.

The area was farmland until the early 1900s, when the construction of the railways in the 19th century supported the growth of industry in the area. The Acton and Northolt line, part of the Great Western Railway, was constructed between 1903 and 1906. Mason's Green Lane crossed the railway line vertically to the west of the area.

In 1913, Middlesex County Council planned the construction of Western Avenue in co-operation with the Ministry of Transport. Construction began in 1921, using a direct labour scheme to reduce unemployment, and the route was opened in 1927. It ran parallel to the railway line and the following years saw a small number of firms locate to Western Avenue, hemmed in by the railway line to the north but strategically located to take advantage of the excellent transport network.

The 1955 Ordnance Survey shows a cluster of buildings opposite today's Heron Road Trading Estate and Royale Leisure Park. The large building directly opposite Superity House was occupied by Vandervell Products Ltd., who were makers of bearings and other engine components in Park Royal. They were established at Western Avenue in 1932 by former racing driver Tony Vandervell, and in 1954, the company produced the Vanwall racing car. In 1961 they were manufacturers for bushings and bearings for cars, aircrafts and ships. Tony Vandervell died in 1967 and the company was taken over by GKN.

Other industries included a road transport depot and a depositary building that stepped back from Western Avenue to the west of Vandervell Products Ltd. The aerial image opposite shows a tea house adjacent to Vandervell Products Ltd. which would have been used by employees and those passing by en route to London.

Further east along Western Avenue on the north-side was Wendover Court, a block of residential housing which still remains today. On the other side of the bridge that carries Western Avenue over the railway lines, early 20th century suburban housing was laid out for local employees. To the south is Canada Crescent, which was constructed in the 1930s for employees of the metal refinery on Bashley Road.

In the late 1990s, Western Avenue underwent a road widening scheme which led to the demolition of a number of buildings along Western Avenue, including nos. 43-75, shown in the photo below, just to the south of the character area. Today, the road continues to be a key route servicing industries throughout Old Oak and Park Royal.



A40 widening scheme led to the demolition of 43-75 Western Avenue, 1996
Reproduced with permission of Ealing Local History Centre



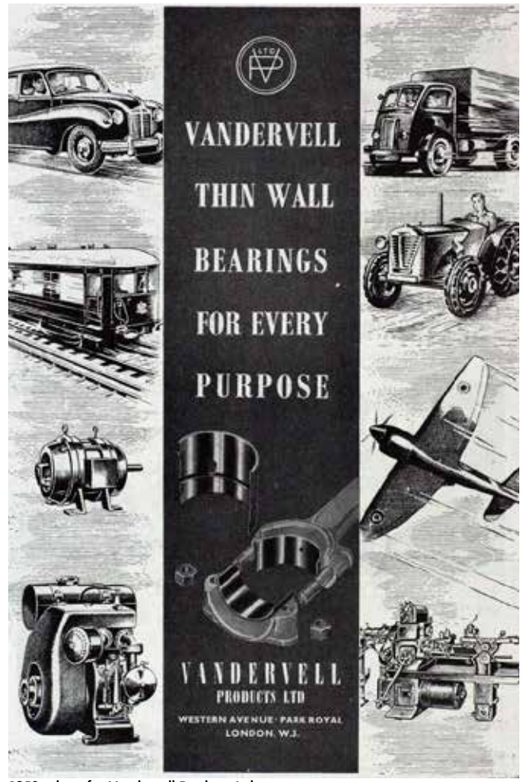
1935 aerial view north with Western Avenue cutting through horizontally, separating Canada Crescent to the south and industry to the north
Reproduced with permission of Historic England



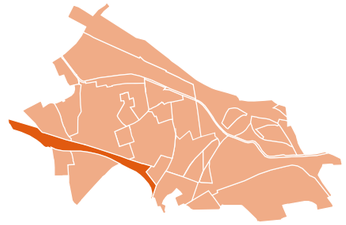
1935 aerial view of Vandervell Products Engineering Works and a tea room to right, north off Western Avenue, opposite Superity House. Reproduced with permission of Historic England



1935 aerial view north of Vandervell Products Engineering Works, fronting Western Avenue with the railway tracks behind Reproduced with permission of Historic England



1950 advert for Vandervell Products Ltd.
Reproduced with permission of Grace's Guide to British Industrial History



3.31 WESTERN AVENUE





Wendover Court, Western Avenue. Art-deco influence, red-brick four storey building, constructed in c. 1940s



View of large brick building with double height windows north of Western Avenue, opposite Royale Leisure Park



View of Travel Lodge and petrol filling station along north side of Western Avenue, opposite Heron Road Trading Estate



Western Avenue runs parallel to railway lines to the north



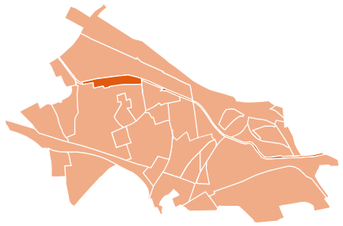
Housing along the north-side of Western Avenue, constructed c. 1930s



View of building to north of Western Avenue, opposite Royale Leisure Park

Recommendations

- The area is of low heritage sensitivity, although Wendover Court is a building of local heritage interest with its art-deco features and red brickwork.



3.32 GRAND UNION CANAL



1866 map showing the Grand Union Canal surrounded by farmland before the emergence of industry Reproduced with permission of the National Library of Scotland

The Grand Junction Canal was approved under an Act of Parliament in 1795, a 13 mile loop from Hayes to Paddington joining the Grand Union to Paddington Basin. 20,000 people from nearby villages came to Paddington for its opening on 10th July 1801, later becoming part of the Regents Canal in 1929. In 1853, William Robins commented on the condition of the canal in the book 'Paddington: past and present':

"Unfortunately, for the people of Paddington, on the banks of the canal were stowed many other commodities than "dry goods". Not only the dust and ashes, but the filth of half London were brought to "that stinking Paddington," (as it was now called) for the convenience of removal...the living sensitive nerves and active blood corpuscules of the people who dwelt near its banks, were not considered."

Canal infrastructure supported development on either side of the canal. The original North Circular canal bridge aquaduct was opened in 1933 and consisted of two arches in reinforced concrete. The new aquaduct was built in the 1990s when the North Circular was widened to dual three lane carriageways, and opened in 1993. It still has the original arms of Middlesex located at the centre of the bridge.

The Mitre Bridge carries Scrubs Lane over the canal at Old Oak. The bridge was reconstructed in c.1905 by Mayoh and Haley to enable a new tramway line to connect Hammersmith with Harlesden. It is a hogback overbridge with flanged steel plates.



Canal Cottage, Twyford Abbey Road, date unknown
Reproduced with permission of Historic England

A few factories appeared in the late 19th century near the Grand Junction canal and Willesden junction. Naphtha works were established in Old Oak Common Lane, beside the canal, by 1866 but closed between 1885 and 1894, when the site was occupied by saw mills. Willesden Paper & Canvas Works, on Old Oak Common Lane, south of the canal, formed a company in 1868 to pioneer waterproof paper. Facing the canal at 100 Twyford Abbey Road is the former printworks of Waterlow and Sons, where the weekly Radio Times was printed. The canal frontage at the Heinz factory allowed loading bays to be built to handle the tomato puree and beans that arrived by barge from the London docks, and to export goods out of the city. The Guinness brewery used the canal for transporting its barrels of stout for distribution around London and to Birmingham.

In addition to commercial use, the canal supported leisure boats offering country excursions for town dwellers. The Mitre Tavern was situated on the northern bank of the canal by Scrubs Lane in the early 1800s, and the landlord established a pleasure boat that ran from the basin of the canal in the afternoon, returning to the Mitre in the evening. According to 'A Pocket Companion for the tour of London and its Environs' (1811), the refreshments were excellent.

There are a number of buildings that front the canal which contribute positively to its setting. Canal cottage was built in the 1830s and is thought to have been a lengthmans cottage, located at Twyford Abbey Road. The Grand Junction Arms is an attractive pub with frontage onto the canal at Acton Lane. It was frequently visited by those who lived at Lower Place, just to the south-west of the Acton Lane Road bridge.

Industrial uses reduced after the Second World War and today the canal is principally used for recreation, whether for boat users or walkers and cyclists on the tow-path. The canal is a defining physical feature of the area and a vital east-west artery. The winding of the canal offers a changing view from the tow-path, resulting in a number of distinctive character sections. Some sections have a more rural feel, while others i.e. by Hythe Road, remain more connected to industry.



1971 Old Oak Common sidings and Grand Union Canal, view from Mitre Bridge
Reproduced with permission of Hammersmith and Fulham archives



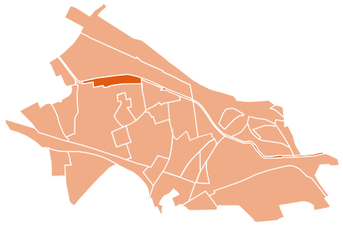
Grand Union Canal from Old Oak Lane, 1976
Reproduced with permission of Hammersmith and Fulham archives



Grand Union Canal looking west, 1980
Reproduced with permission of Hammersmith and Fulham archives

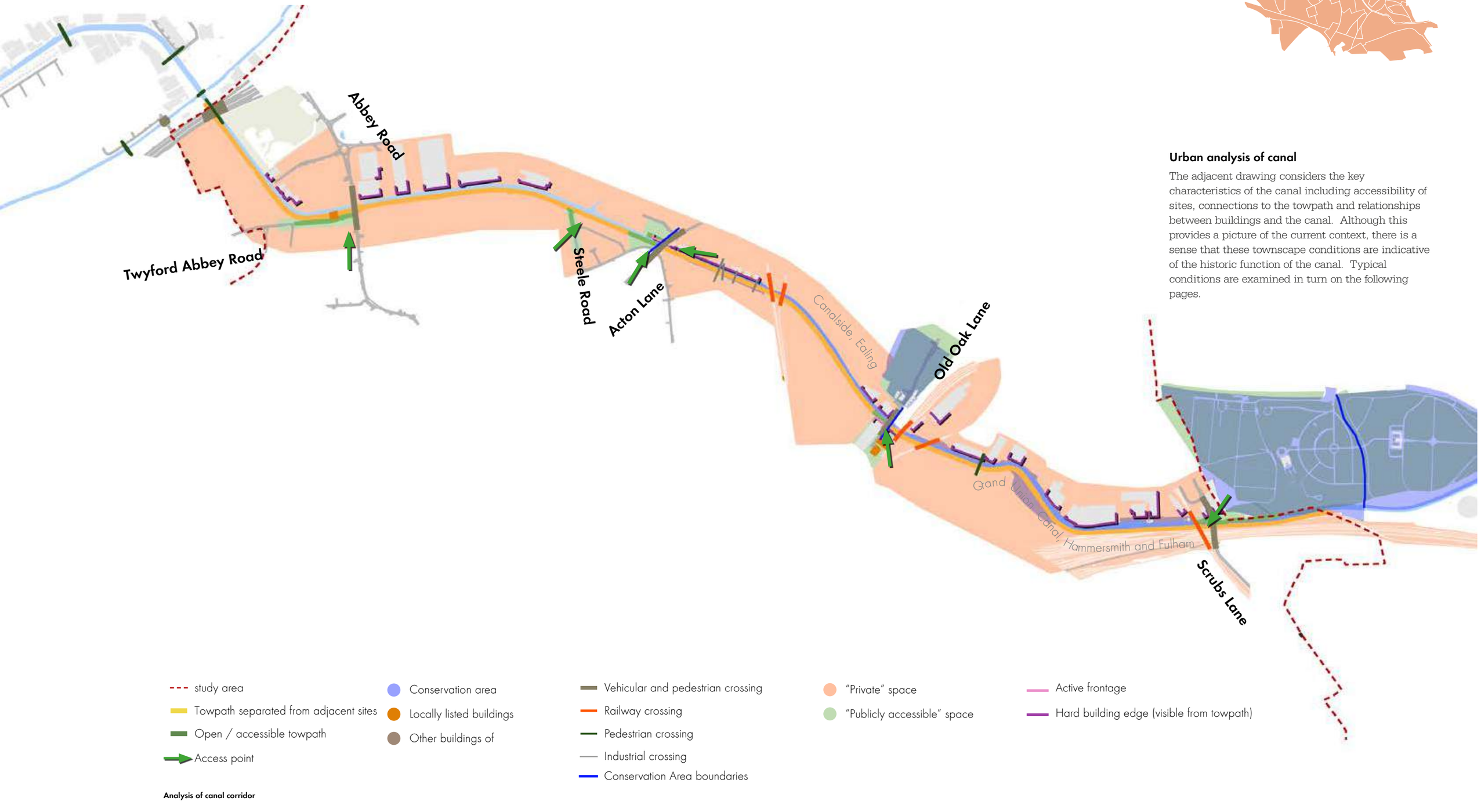


Backs of factories on south side of Hythe Road from Grand Union Canal, 1980
Reproduced with permission of Hammersmith and Fulham archives



Urban analysis of canal

The adjacent drawing considers the key characteristics of the canal including accessibility of sites, connections to the towpath and relationships between buildings and the canal. Although this provides a picture of the current context, there is a sense that these townscape conditions are indicative of the historic function of the canal. Typical conditions are examined in turn on the following pages.

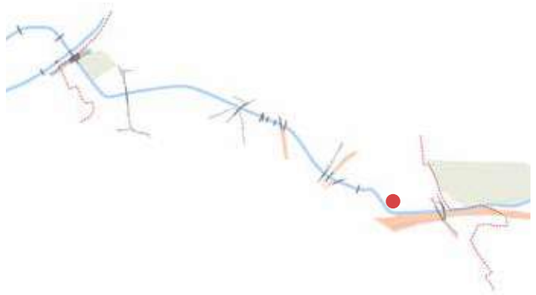


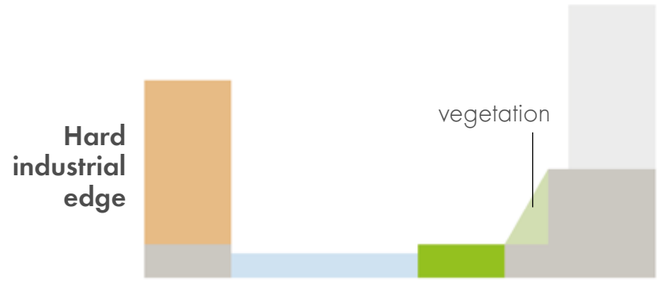
Analysis of canal corridor

Hard Industrial edges

The canal is defined by a towpath to the south along its length in the OPDC area. In many locations, the northern edge of the canal has a harder industrial character, with buildings immediately abutting the water at the same level as the towpath.

To the south, a mixture of boundary treatments, walls and vegetation form an edge to the towpath and a threshold to adjacent sites at a higher level. Buildings to the south are frequently obscured from view from the towpath and tend to relate more directly to the streets which form their access.





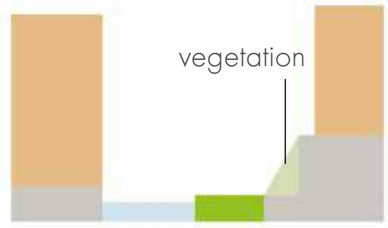


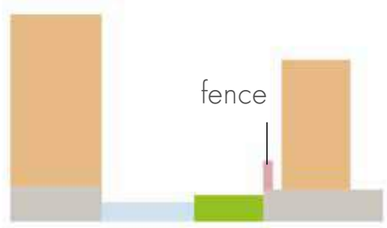
Typical towpath conditions - hard industrial edge to north

Green towpath

Sections of the towpath feel more tranquil. This is a result of the level change to road and rail infrastructure which cross the canal. However, the presence of vegetation, sometimes on both sides of the canal, gives a natural quality.





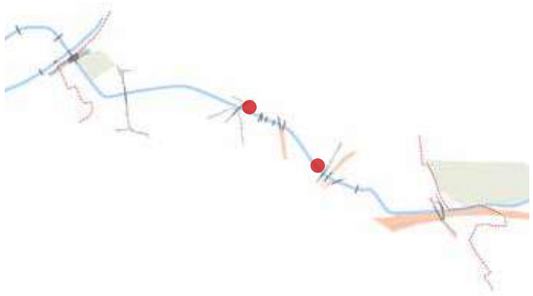


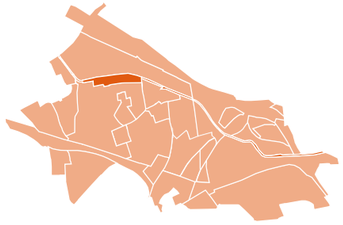


Typical towpath conditions - green edges to the canal

Bridge connections and spaces

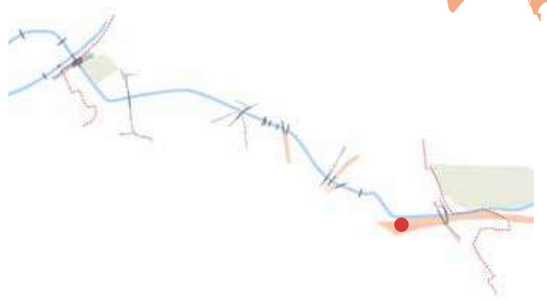
The presence of bridges and arches punctuates the length of the canal. These are often distinctive features in themselves but also signal the existence of an adjacent route or place. In some cases, the presence of a bridge also defines a connection to the towpath. As such they play an important role in aiding legibility and signposting particular locations and destinations, and could form part of a future public realm approach and strategy for the canal study.

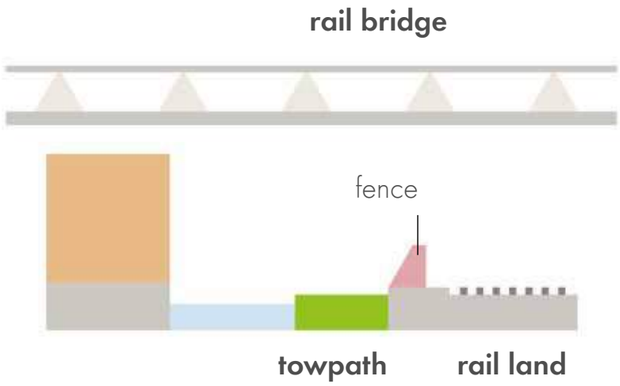




Rail land

Sections of the canal retain a very strong sense of railway heritage and features. In some cases this relates to the presence of a rail bridge. There is also a large section of canal which is adjacent to a wide swathe of rail land to the south of the towpath.



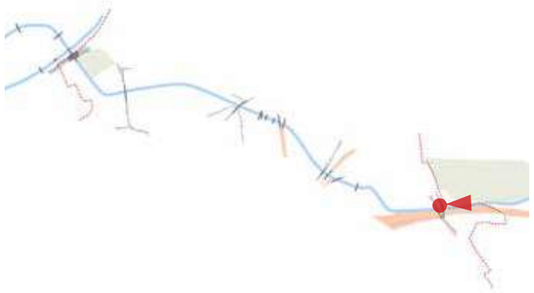




Examples of bridges and rail land

Views

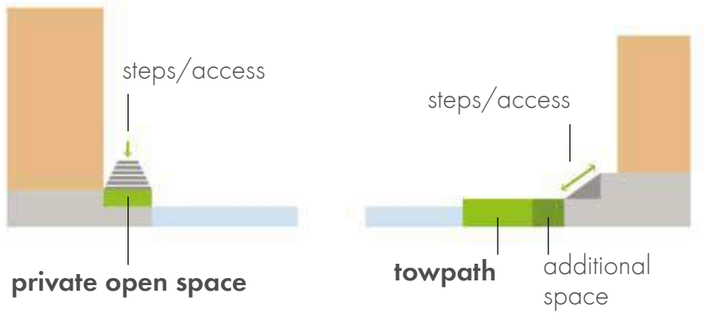
The canal benefits from dynamic views which change along its length. The curves and kinks of the waterway create glimpses and momentary views of adjacent buildings and spaces which could be a positive condition to be nurtured. The most significant view to highlight is the view towards Kensal gas holders to the east. Further information is outlined in OPDC's Views Study.



Local Landmarks

A number of local landmarks have been identified along the canal. In some cases, these distinctive buildings benefit from direct access to the towpath. In the example below, the rear of the Grand Junction Arms public house bridges the level change and benefits from a semi-private stretch of towpath. The Co-Living building adopts a more formal relationship with steps up to the building, creating a positive address to the water which is fully integrated in the scheme's public realm.



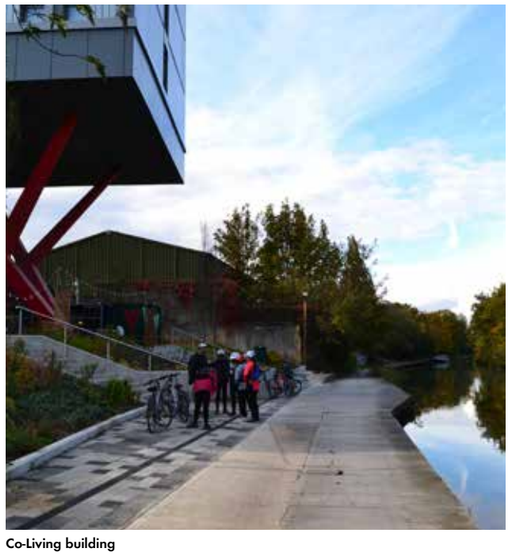




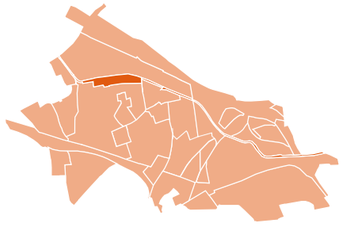
Views towards gasholders



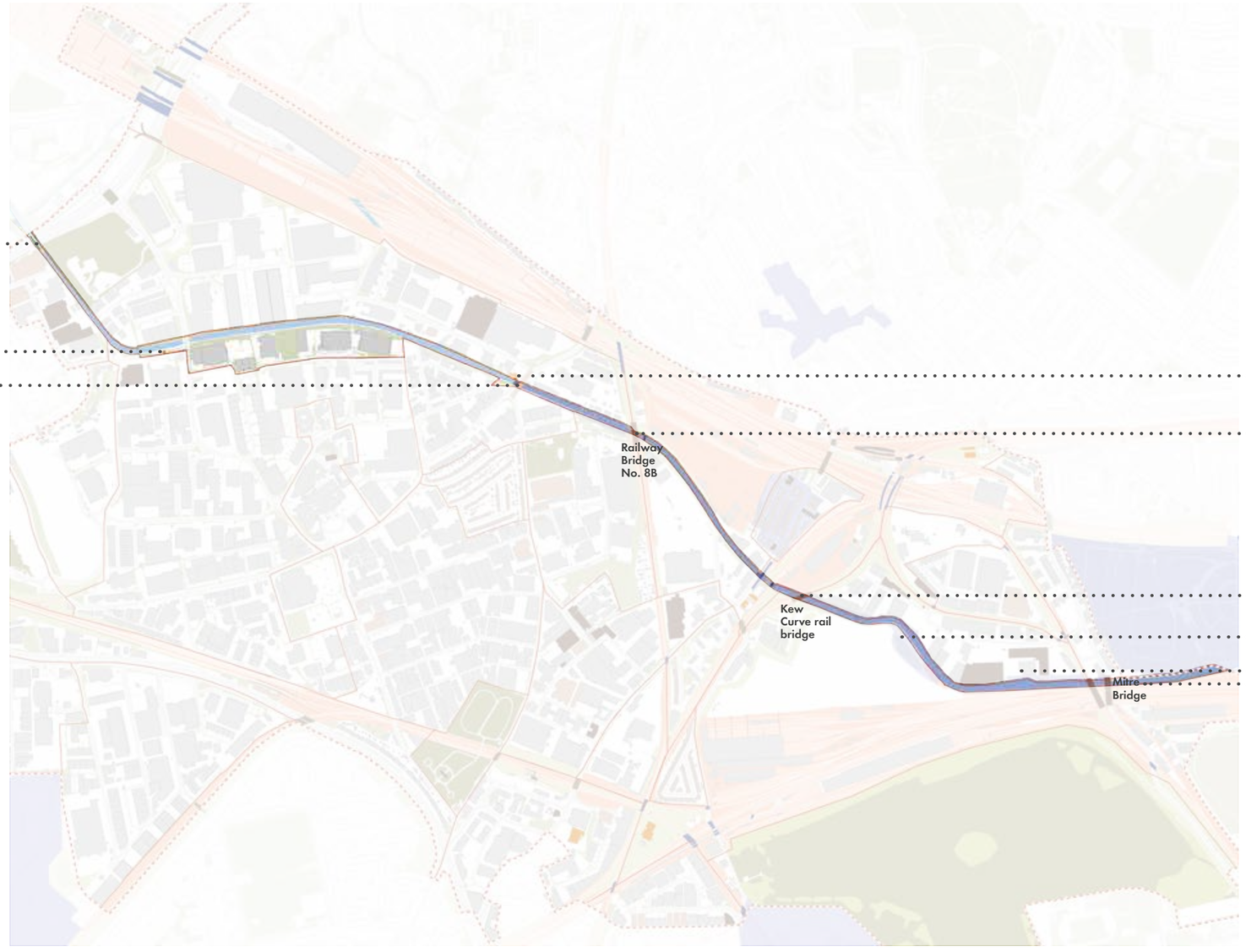
Grand Junction Arms



Co-Living building



3.32 GRAND UNION CANAL



Rebuilt aqueduct, 1990s

Canal Cottage on Twyford Abbey Road is locally listed and is oldest 'industrial' building in the area, built in the 1830s

Acton Lane road bridge over Grand Union Canal, known previously as "The Red Bridge" by residents of the Lower Place community, recommended as an 'other building of local heritage interest'

Grand Junction Arms on Acton Lane is locally listed and built in 1861 on the site of a beer-house

Railway Bridge No. 8B is the oldest bridge along this stretch and recommended for local listing

Kew Curve Grand Canal rail bridge is a bow string truss construction recommended for local listing, dates back to early 20th century

Local nature reserve on the canal's edge

Former wharfage at Roll's Royce

Mitre Bridge, an important local landmark reconstructed c.1905, a structure recommended for local listing

KEY

- Road over rail bridge
- Rail bridge
- Locally listed building
- Proposed locally listed building
- Other building of heritage interest (proposed)
- OPDC boundary


Acton Lane Power Station with dry dock


Railway Bridge No 8B recommended for local listing


The sinuous line of the canal allows an ever changing sequence of views


Acton Lane canal bridge, proposed as an 'other building of heritage interest'


View of Lengthman's cottage, locally listed


Most of the traditional industries turned their backs on the canal


Mitre Bridge, recommended for local listing

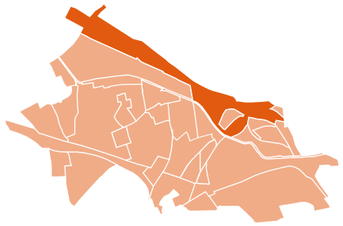


The canal, built for industry, is now used more for leisure

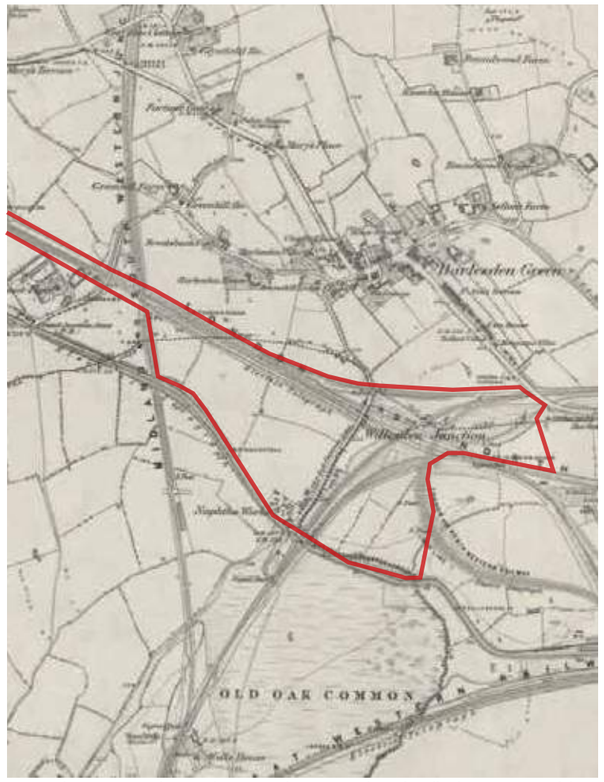

View looking west, the Kew Curve Grand Canal rail bridge crosses the canal near Powerday, recommended for local listing

Recommendations

- The canal is the oldest built heritage asset in the study area and is of high significance for its role in shaping the subsequent development of the area.
- The entire section within the study area was designated as a conservation area allowing the heritage significance of the area to be properly understood and promoted.
- Mitre Bridge was reconstructed in 1905 by Mayoh and Haley and contributes positively to the character of Scrubs Lane and therefore should be considered a structure for local listing. It is a colourful hogback overbridge with flanged steel plates.
- Railway Bridge No 8B is a skew bridge and the oldest along this stretch of the Grand Union Canal. It is an example of high quality Victorian brickwork, particularly in the underside of the brick arches. It is a significant contributor to the experience of the canal from the towpath. For these reasons, it is recommended for local listing.
- The Kew Curve Grand Canal rail bridge is also proposed for local listing. Dating back to the early 20th century, the bridge is a bow string truss construction with brick abutments and is characteristic of early railway engineering.
- Acton Lane Road bridge that crosses the Grand Union Canal by the Grand Junction Arms is recommended as an 'other building of local heritage interest'. The bridge is constructed with purple brick and cast iron panels and has been widened and reconstructed. It has group value with the Grand Junction Arms.
- There is a clear trend within the area that more public activities or public open spaces cluster around bridge crossings over the canal, such as public houses. There is an opportunity to expand this characteristic in the future.
- The locally listed Canal Cottage (Lengthman's cottage) is recommended for consideration for statutory listing, subject to internal inspection and consultation with the public.
- There is an opportunity to improve connections to the canal.
- Further policy and masterplanning recommendations are set out in chapter 4.
- Further information on heritage views are outlined in OPDC's Views Study.



3.33 RAILWAY NORTH



1866 Ordnance Survey showing the L&NWR line running through Willesden Junction, and the Midland & South Western Railway cutting through the area in a north-south direction. At this time, there is little development; fields lie adjacent to the railway lines.
Reproduced with permission of the National Library of Scotland

Railway North encompasses the railway lines, sidings and associated railway buildings to the north of the study area, and extends horizontally from Scrubs Lane to the east, to the North Circular Road in the west. It includes Willesden Junction and Harlesden train station.

The first railway line to cross the area was the London & Birmingham Railway, complete by 1838. It was later subsumed into London & North Western Railway in 1846 (LNWR) and today is known as the West Coast Main Line, following nationalisation in 1947. The original Willesden Junction station, located half a mile from the existing low-level station, opened in 1842 to serve the railway line. The passenger services ended in 1962, when the platforms were removed during electrification of the West Coast Main Line. The low-level station today opened in 1912 on the Watford DC Line, to the north of the main line. Used by the Bakerloo line and London Overground services between Euston and Watford Junction, the buildings, wooden canopies and east footbridge are of significant historic and architectural interest. A former ticket office, built c.1912, is located between the high and low level platforms, and is a red-brick building with terracotta details and a hipped slate roof.

Hampstead Junction Railway, which ran between Willesden Junction and Camden Road was opened in 1860 and now forms part of the North London Line. The line provided relief to the LNWR main line, which experienced high levels of passenger traffic. The high-level station at Willesden was opened in 1869 to serve the line, crossing the West Coast Main Line roughly at right angles. The station was known as 'bewildering junction' due to its confusing layout.

The West London Railway was completed in 1844, with its main intention to carry freight from the London & Birmingham line to Kensington Canal Basin from Willesden Junction. It provided a critical north-south link from Willesden to Clapham.

To the side of the tracks were railway yards, sidings and sheds. The LNWR opened a large locomotive depot to the south side of the main line and to the west of the station, in 1873. This was accompanied by the construction of a roundhouse in 1929, occupied by The London Midland and Scottish Railway. Both buildings were demolished in 1965 when the depot was closed, and were replaced by a Freight-liner depot which opened in 1968 on the former site of the Willesden Depot. From here, containerised rail freight was shipped to British and European destinations. The servicing of locomotives was relocated to just north of the West Coast Main Line, to the south-east of Willesden Junction and opened in 1973. It is now called the Willesden Traction Maintenance Depot.

Along the stretch of railway are a series of road bridges that improve the permeability of the area by providing key north-south connections. A road bridge over the railway line at Willesden Junction links Old Oak Common Lane with Harlesden town centre. Acton Lane crosses the railway lines at Harlesden station, which opened in 1912 on the site of the original Willesden station. The North Circular road was laid out in the 1930s and crosses the railway at Stonebridge Park.



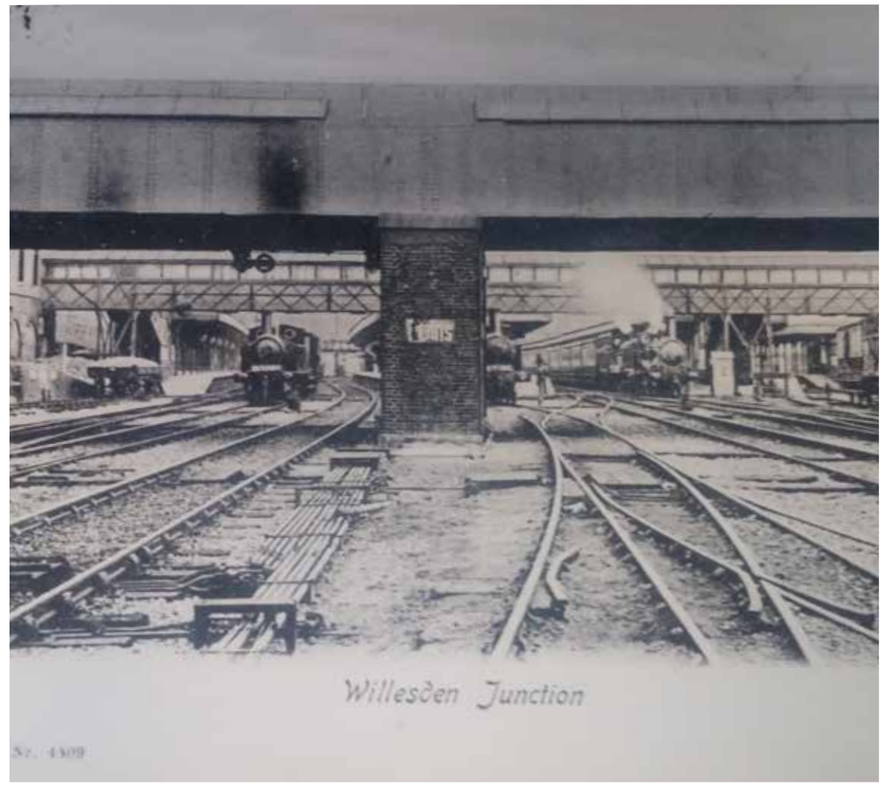
1976 view of bridge over railway leading to north end of Old Oak Common Lane
Reproduced with permission of Hammersmith and Fulham archives



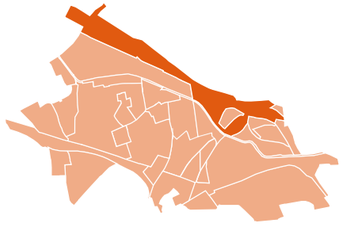
Footpath to Willesden Junction Station from Harrow Road, 1976
Reproduced with permission of Hammersmith and Fulham archives



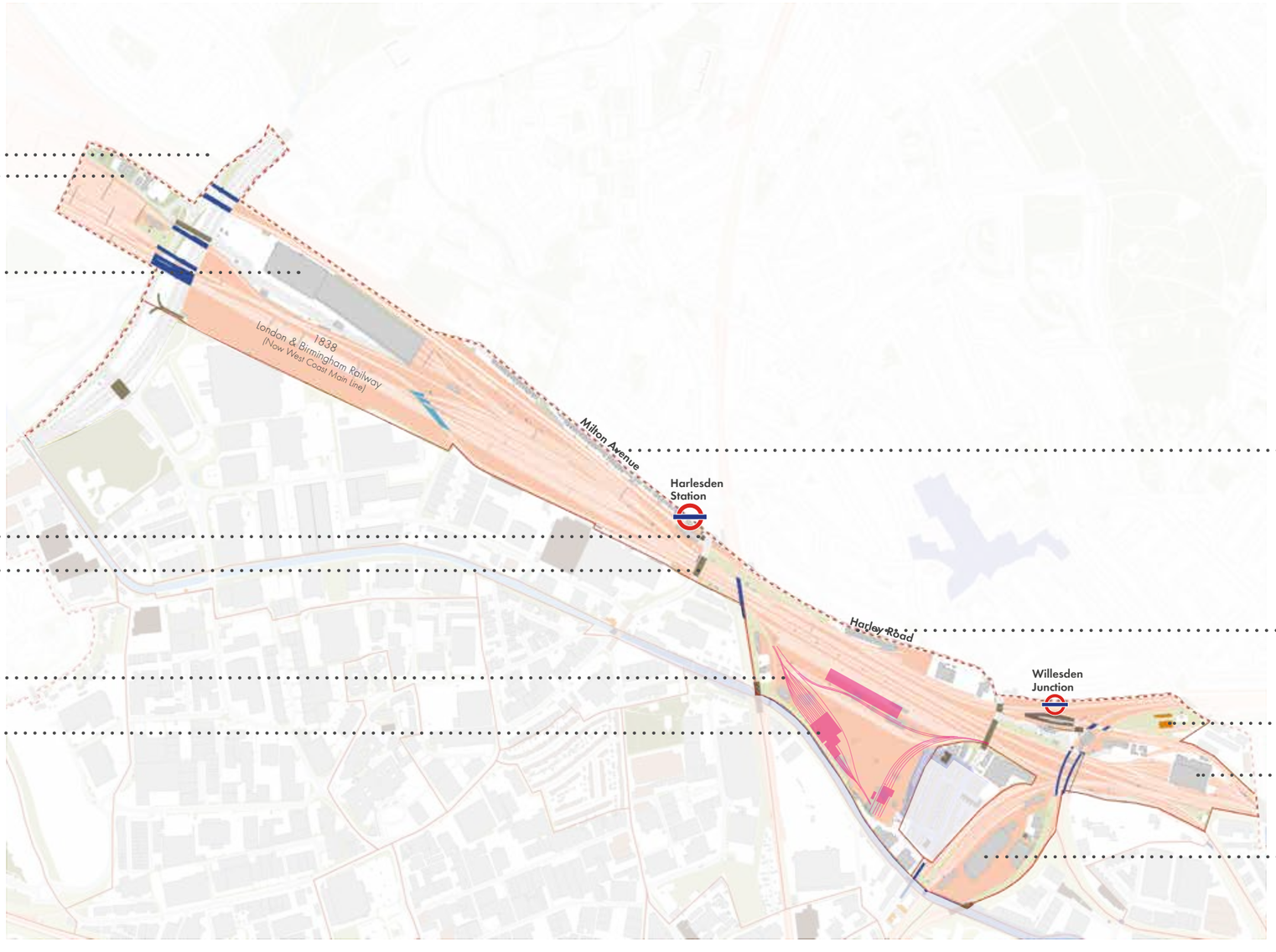
1986 Willesden High Level Signal Box
Reproduced with permission of Hammersmith and Fulham archives



Postcard showing original Willesden Junction Station in 1904
Reproduced with permission of Hammersmith and Fulham archives



3.33 RAILWAY NORTH



Stonebridge Park Station, lies just outside of the OPDC area, opened in 1912, intact pretty pavilion type building in red brick

Alstom traincare centre

Princess Royal Distribution Centre Royal Mail

Station opened 1912, single-storey red brick building, recommended for local listing

Road bridge over railway track

Outdoor storage for industrial use

Former location of Willesden depot, closed in 1965, including a carriage shed, engines shed and wagon shed

Milton Avenue terrace housing backing onto railway

Row of terraced housing on Harley Road backing onto railway track

Willesden Junction Electricity Sub-Station, brick building with round headed windows and monitor roof, now derelict, locally listed

Willesden Traction Maintenance Depot

Waste and recycling services Large modern warehouse with outdoor storage and utility space

KEY

- Road over rail bridge
- Rail bridge
- Locally listed building
- Historic land-use
- Other buildings of local heritage interest (proposed)
- OPDC boundary



Modern entrance to low-level Willesden Junction station



Former Willesden Junction ticket office, constructed in c.1912 and recommended for local listing



Harlesden Station



View from Old Oak Lane bridge looking west across the railway lines



Willesden Junction electricity sub-Station, built c. 1916 for the electrification of the London & North Western Railway. Large derelict brick building locally listed.



Willesden Junction Bakerloo and Euston-Watford low-level platforms still retain their original wooden canopies



Panoramic view of the railway and sidings at Willesden Junction with view of backs of housing on Tubbs Road

Recommendations

- This area is of medium sensitivity with scope for retaining the better buildings and improving their settings through appropriate new development.
- There are a number of buildings and structures which are worthy of local listing within the area. The Willesden Junction Bakerloo and Euston-Watford low-level platforms and east bridge still retain their original wooden canopies with cast iron columns and timber valances.
- The Willesden Junction former ticket office should also be considered for local listing. Constructed in c. 1912, it is a red brick structure with stone dressings and a slate roof.
- Harlesden station ticket office on Acton Lane opened in 1912 and is a single-storey red brick building with stone dressings and a hipped slate roof. The design is influenced by Jacobean architecture with mullion and transom windows, and so should be considered for the local list. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.
- There is an opportunity for future station design to reflect the typical character of these suburban railway stations.
- The locally listed Willesden Junction electricity sub-station was built c.1916 and is currently derelict. There is an opportunity to explore bringing the building back into use, potentially as a short-medium term project.
- Further masterplanning and policy recommendations are set out in Chapter 4.

SECTION 4

RECOMMENDATIONS

4 SUMMARY OF RECOMMENDATIONS

4.1 OVERVIEW

The purpose of section 4 is to summarise the principal recommendations in the Heritage Strategy that sets out a positve approach for the conservation and enjoyment of the historic environment.

The purpose of the recommendations is to inform emerging Local Plan policies, masterplanning exercises, future scheme development, heritage workstreams and planning decisions.

Section 4.2 summarises existing designations and defines opportunities for their review and the identification of additional conservation areas, locally listed buildings and other buildings of local heritage interest in the context of the analysis in chapter 3.

Section 4.3 provides concise set of recommendations of how the character area statements in chapter 3 should be interpreted and applied for planning and design purposes.

Section 4.4 summarises more general heritage themes and opportunities which have the potential to influence the Local Plan, brief development and decision-making criteria.

4.2 HERITAGE ASSETS

Section 4.2 focuses on proposals and recommendations relating to heritage designations in the OPDC area. Subsequent pages set out the following:

- Consideration of existing conservation area designations with identification of topics for review as appropriate;
- Proposed designation of additional conservation areas;
- Proposed identification of Areas of Local Character; and
- Proposed buildings for potential designation on a new OPDC list - either as “locally listed”, or as “other buildings of local heritage interest”.

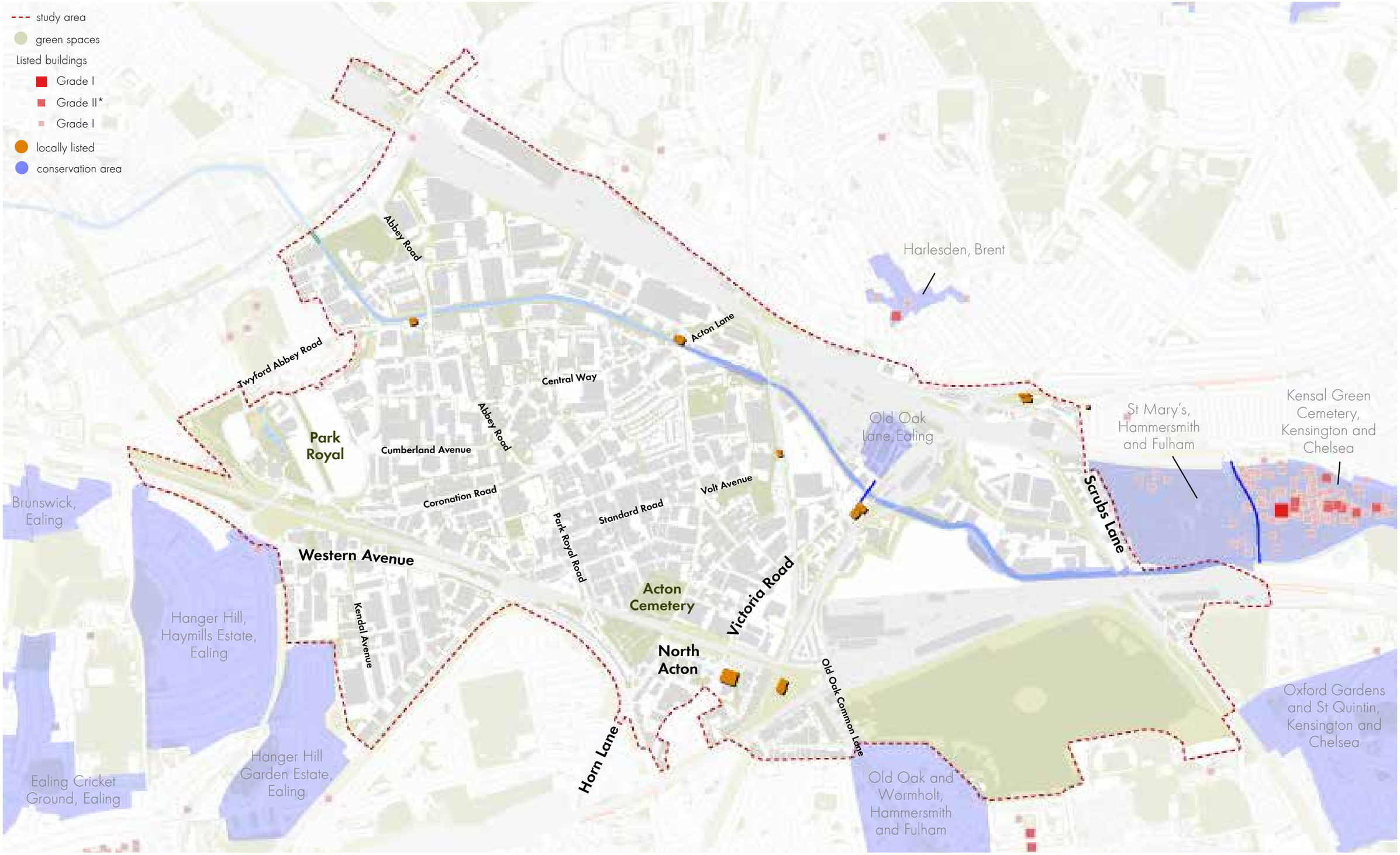
Section 3.1 summarises the criteria associated with the recommended identification of assets.

Planning applications and plan making

Material in support of planning applications impacting on the above heritage assets should set out how proposals seek to promote the significance and enjoyment of assets and their settings.

A consistent approach to conserving and enjoying designated heritage assets, including Listed Buildings, Registered Parks and Gardens and conservation areas should be undertaken in the development of planning policy and heritage work programmes that accords with national guidance.

Non-designated heritage assets will provide an important contribution to the future character of the OPDC area. In addition to national guidance, local planning policies should set out an approach to manage the negative impact of development on these assets.



Existing heritage designations

Review of existing conservation areas

As part of the Heritage Strategy, a concise review of existing designations and guidance has been undertaken for the Old Oak Lane conservation area, and the conservation areas adjacent to the OPDC boundary which are most sensitive to development proposals in the Development Corporation area.

St Mary's Catholic Cemetery

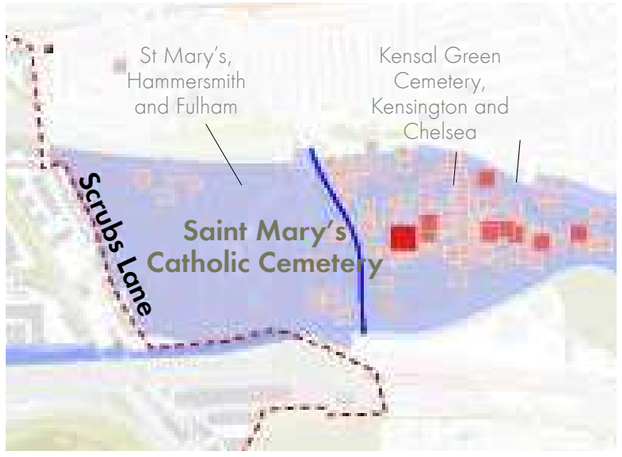
This conservation area is situated in LB Hammersmith and Fulham and was designated in April 1989. The current 'Conservation Area Character Profile' was issued in July 1998.

The Roman Catholic Cemetery was consecrated in 1859, 25 years after neighbouring Kensal Green Cemetery (Anglicans and Dissenters) in LB Kensington and Chelsea. The defining feature of the conservation area is its "openness" - a key characteristic with a layout more logical than picturesque.

The area also includes several mortuary chapels and mausolea which are Grade ll listed as well as the Belgian War Memorial (c.1920). The crematorium (1938-9) and chapels are identified as being of local interest.

The conservation area profile is considered to be sound in broad terms, with a minor observation that some policy and legislative references would need updating as part of any future review.





Old Oak Lane, London Borough of Ealing

The Old Oak Lane Conservation Area Appraisal was published in March 2007 by LB Ealing. The area's special interest is defined with regard to "the survival of Old Oak Lane Estate in more or less its original form as a planned workers development is a rarity".

The CA was first designated by LB Hammersmith and Fulham in 1990. The area was transferred to Ealing in 1994 following an administrative boundary change and was extended to include Goodhall and Stephenson Streets.

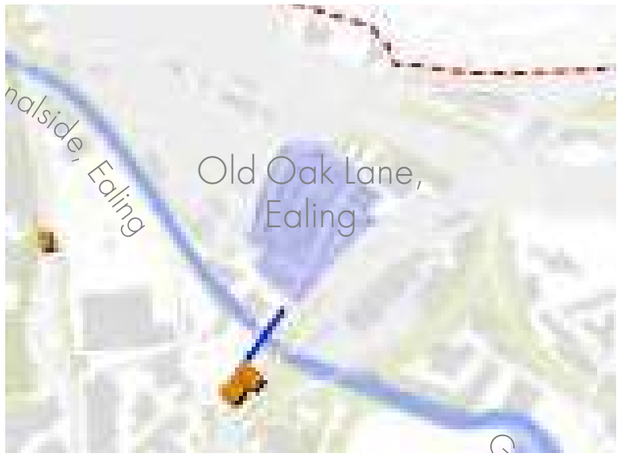
Old Oak Lane is contained by a railway line. The historic map from 1915 shows clay pit and brick and tile works in the area which was subsequently developed for industry as evidenced on the 1935 historic plan.

The Railway Institute which is locally listed is identified as being under threat. Local buildings of merit are identified on the East side of Oak Lane.

Through the Heritage Strategy study, it is recommended that Fisherman's Arms PH (1930s), Stoke Place is identified as an additional local building of merit (or equivalent).

The Conservation Area Appraisal is considered to be sound in broad terms, with a minor observation that some policy and legislative references would need updating as part of any future review.





Canalside (northeast part), London Borough of Ealing

The north-east part of the Canalside conservation area is situated in the conservation area and was designated by LB Ealing in 1993/4. A Conservation Area Appraisal was prepared by The Conservation Studio in 2009 and focuses on the greater part of the canal in Ealing, to the west of Park Royal.

Sub-area 11 North Acton highlights the following characteristics:

- Survival of historic canal wharves at Old Oak Lane.
- Interesting historic bridges including Acton Lane Bridge and the Acton Central to Neasden Railway Bridge.
- Grand Junction Arms (in LB Brent)
- Tree and shrub growth.

The Conservation Area Appraisal is considered to be sound in broad terms, with a minor observation that some policy and legislative references would need updating as part of any future review.





Grand Union Canal, London Borough of Hammersmith and Fulham

LB Hammersmith and Fulham designated the Grand Union Canal in July 2012. The canal extends from Old Oak Lane to the Borough boundary. At the time of writing, no conservation area appraisal had been prepared and as such no statement of significance exists.

Borough-wide Draft Local Plan Policy RTC 1 provides general statement on working with partners to enhance and increase access to, as well as use of, the River Thames and the Grand Union Canal. The policy encourages development of vacant and underused land along the Canal "taking account of local context and character". It also seeks to ensure the improvement and greening of the canalside tow path.

It is recommended that a conservation area appraisal and management plan is prepared for this section of the canal.





PROPOSED CONSERVATION AREAS

Cumberland Park Factory

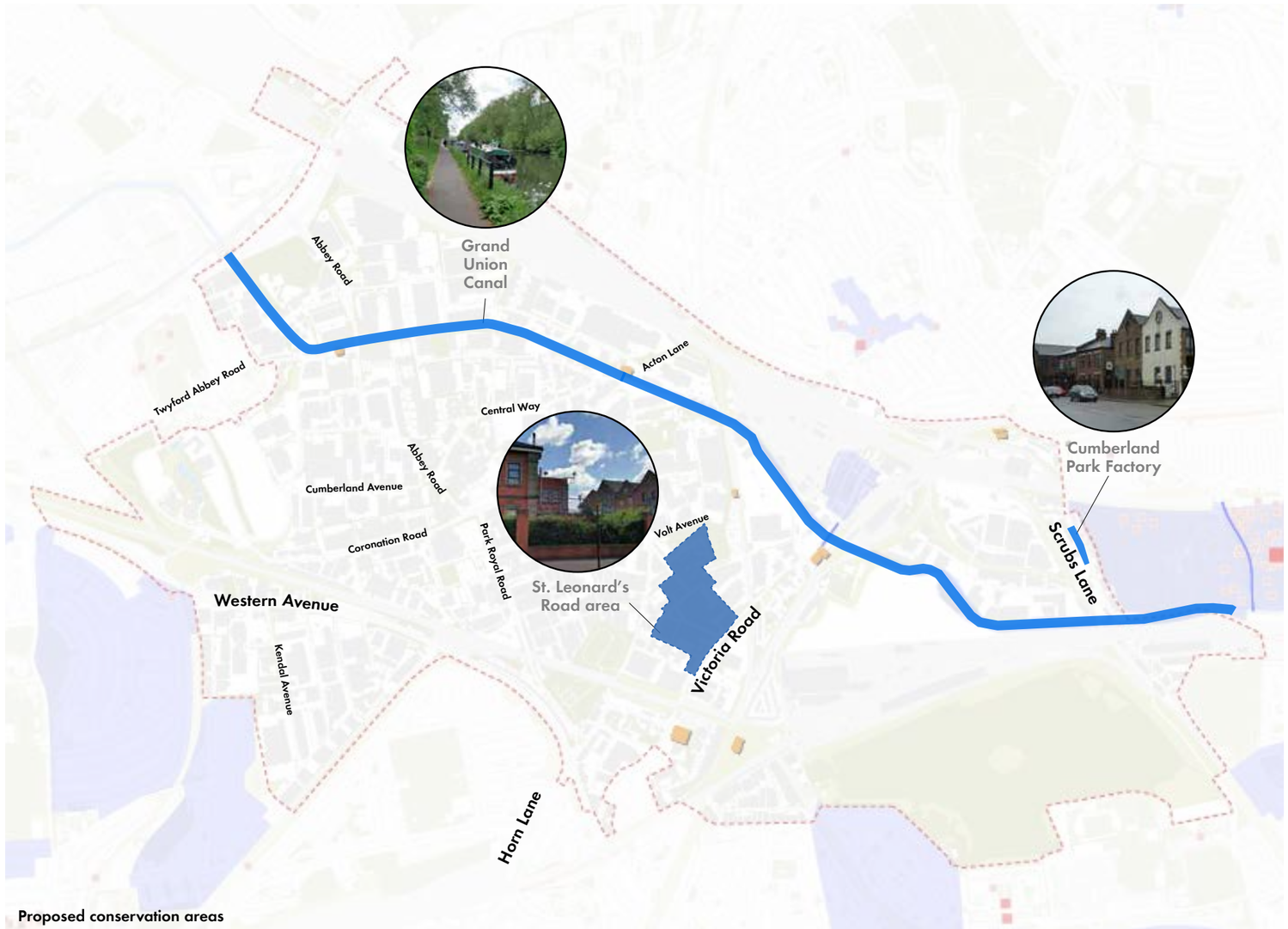
OPDC consulted on the potential designation of the Cumberland Park Factory alongside the Local Plan consultation in February 2016. The Heritage Strategy endorses the proposed designation as set out in chapter 3.

The Cumberland Park buildings are considered to be of group value and are the best surviving ensemble of industrial structures in the OPDC area. The buildings form a clear edge to the Roman Cemetery to the rear and are considered to be of special interest. There is considerable scope for enhancing setting and improving public realm through masterplanning proposals.

The buildings are amongst the oldest survivors in the whole of the OPDC area, and are the most complete surviving evidence of Edwardian and Victorian manufacturing. The buildings are substantially intact externally and form a coherent group.

As noted in Principles of Selection for Listing Buildings (DCMS, March 2010: para 3), "(t)here is growing appreciation not just of the architectural set pieces, but of many more structures, especially industrial, agricultural and other vernacular buildings that, although sometimes individually unassuming, collectively reflect some of the most distinctive and creative aspects of English history."

In addition to the area's special interest, there is also the desirability of preserving or enhancing the area's special character or appearance. There are numerous precedents for industrial conservation areas including Birmingham Jewellery Quarter and the Lea Valley.



Proposed conservation areas

Grand Union Canal

The Grand Union Canal is a significant heritage asset which has potential to play a major role in the regeneration of the Old Oak and Park Royal area.

The canal currently benefits from two conservation area designations which cover the LB Ealing and LB Hammersmith & Fulham sections of the OPDC area. The LB Brent section of the canal, west of Acton Lane is not designated. In addition, the LB Hammersmith and Fulham conservation area does not have a statement of significance or management plan.

It is recommended that the conservation status of the whole OPDC section of the Grand Union Canal is evaluated by OPDC and the Borough partners. The canal is a major opportunity in place-making terms but is also a sensitive heritage asset. In that context, the significance of the canal requires careful articulation alongside guidance for its management.

Two options exist:

- Review and potential designation of the LB Brent section of the Grand Union canal as a conservation area alongside a review of the LB Ealing and LB Hammersmith and Fulham designations and guidance.
- Designation of a single Conservation Area for the whole of the OPDC extent of the canal with the preparation of a single statement of significance and management plan guidelines.

Further discussion and review is required, but the preferred option for the Heritage Strategy is the designation of a single conservation area to ensure consistency of approach. This resonates with OPDC's current efforts to establish a joined-up approach to the planning and masterplanning of the canal corridor.

St. Leonard's Road area

It is recommended that consideration is given to the potential designation of the St. Leonard's Road area as a conservation area. The proposed conservation area represents the best preserved part of a much wider area of intensive industrial activity in the early 20th century. The area is notable for a cluster of early 20th century industrial buildings and is of high sensitivity to change. The buildings along St Leonard's Road form a consistent edge against the pavement, consistent with its original layout.

The boundary is tightly drawn around the most distinctive survivors from the period, most of which also have group value. The boundary also includes later buildings of little or no architectural interest that could be replaced without loss of significance to the conservation area. Further work is required, particularly to assess the buildings north of Bashley Road. The boundary currently excludes the Boden building.

OPDC
OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION

CUMBERLAND PARK FACTORY

DRAFT CONSERVATION AREA APPRAISAL

FEBRUARY 2016



MAYOR OF LONDON

Draft Conservation Area Appraisal

PROPOSED AREAS OF LOCAL CHARACTER

Areas of Local Character include areas of discernable architectural, historic or community interest, where the buildings of note have some group value or common associations, but are less exacting than the requirements for conservation area designation. The areas would have the status of non-designated heritage assets, to be treated as a material consideration in any planning application. They would not however carry the statutory weight or responsibilities of designated assets.

Standard Road area

It is recommended that consideration is given to the potential identification of the Standard Road area as an Area of Local Character. The buildings and street layout in the Standard Road area are rarer and have survived, despite the extent of change in Park Royal. The fine-grained nature of the area, the regular street pattern and small plot sizes are distinctive to this area and perhaps more significant than the preservation of the individual buildings themselves. Opportunities exist to retain the broad relationship between the streets and buildings.

Wells House Road

It is recommended that consideration is given to the potential identification of the Wells House Road area as an Area of Local Character. The area is a largely intact enclave of Edwardian terrace houses in an unusual plan form, resulting from its confined triangular site. The social and economic history of the area is interesting, particularly its historical associations with the railways. The buildings, therefore, have evidential value. Its character does not prevent (or place any special requirements) on domestic extensions or alterations, nor does it prevent development in its setting.



Proposed Areas of Local Character

PROPOSED BUILDING DESIGNATIONS

Historic England has issued useful advice on the value of non-designated heritage assets Local Heritage Listing (Historic England Advice Note 7, May 2016)

Local lists complement national designations in building a sense of place and history for localities and communities. They are a means for a community and local authority to identify assets that are valued as distinctive elements of the local historic environment.

Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by local planning authorities as having a degree of significance meriting consideration in planning decisions but which are not formally designated.

Historic England recommends community engagement in the preparation of a local list, as well as the participation of building owners.

Selection criteria may include:

- Age
- Rarity
- Aesthetic Interest
- Group Value
- Archaeological Interest
- Archival Interest
- Historical Association
- Designated Landscape Interest
- Landmark Status
- Social and Communal Value

A key recommendation arising from the Heritage Strategy is further review and consultation by OPDC on the designation of a local list of historic buildings. A further list of non-designated assets, referred to here as "other buildings of local heritage interest", have also been identified for review.

Current locally listed buildings

The following buildings are currently locally listed by the former Local Planning Authorities:

1. **Elizabeth Arden Factory, 140 Wales Farm Road, W3 6UG**
2. **Signal box, opposite side of railway line to Makro car park**
3. **Willesden Junction electricity sub-station, to the east of Willesden Junction station**
4. **Electricity sub-station, south of Wells House Road**
5. **Lengthman's Cottage by Grand Union Canal**
6. **Grand Junction Arms pub**
7. **Victoria Terrace, Old Oak Lane**
8. **Network Rail's Willesden Junction Maintenance Depot, Old Oak Lane**

Buildings to consider for statutory listing

In addition to their consideration for local listing, the following should be considered for statutory listing:

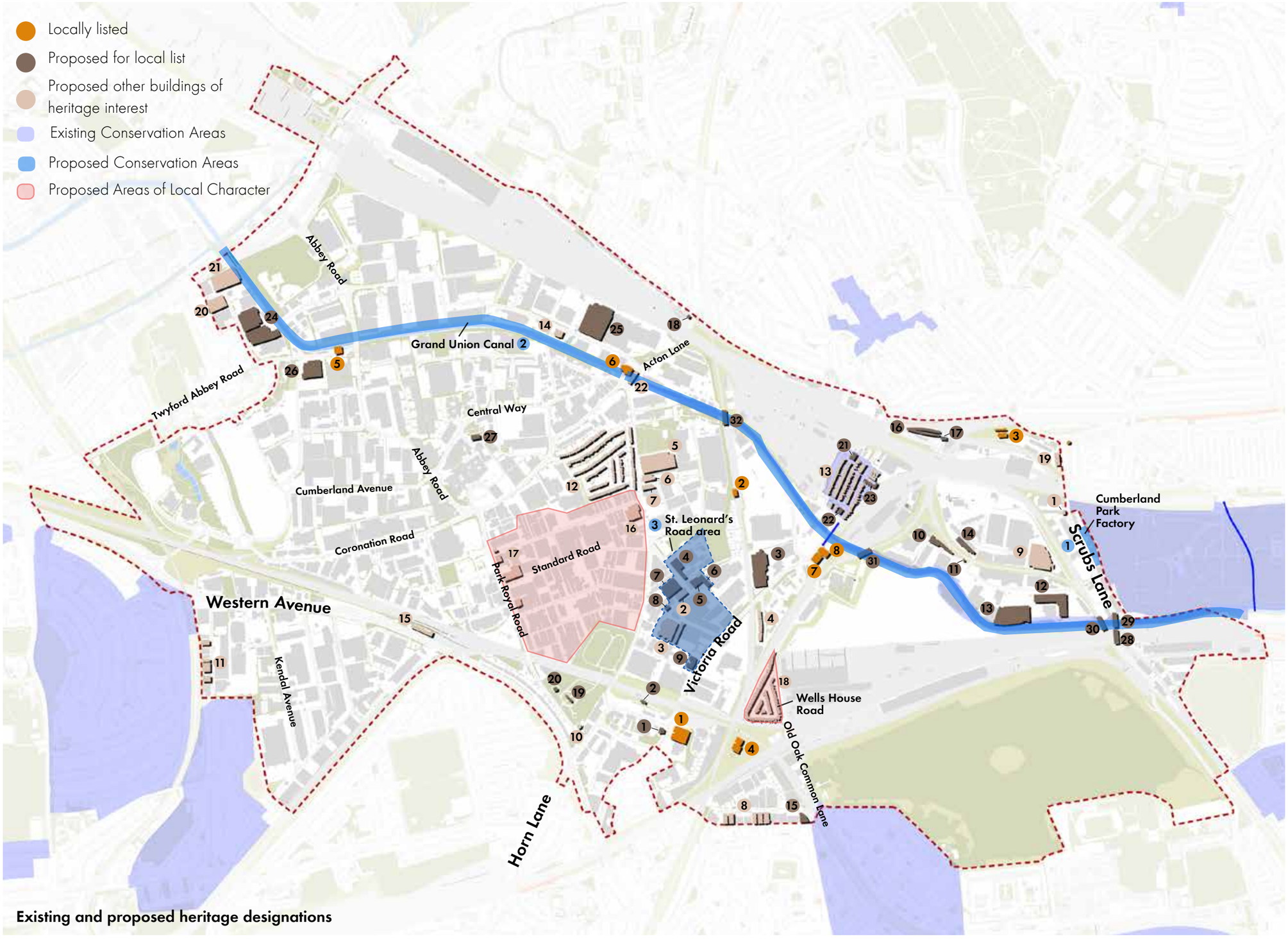
1. **Old Torpedo Factory, St. Leonard's Road, NW10 6ST**
2. **Pair of early Gothic style stone chapels, one is Anglican and the other a non-conformist chapel, Acton Cemetery**
3. **'Cross of Sacrifice', War Memorial, Acton Cemetery**
4. **Canal Cottage by Grand Union Canal (already locally listed)**

Proposed locally listed buildings

It is recommended that OPDC creates a "Local List" alongside the Local Plan process which includes the buildings above and a number of additional buildings as set out below.

It is also recommended that the Local Plan identifies a simple policy which provides general guidance and criteria relating to locally listed buildings.

1. **The Castle pub, Victoria Road, North Acton, W3 6UL** - successful example of the application of a Victorian 'free style' to a public house. Built during the inter-war period to serve the surrounding industrial area of North Acton, this is one of the few character buildings remaining in the area.
2. **North Acton Station, Victoria Road, W3 6UP** - attractive example of Edwardian Great Western Railway London suburban station, opened in 1904. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.
3. **A+M building, The Royals, Victoria Road, NW10 6ND** – dates to the 1930s, a steel framed, brick clad building with original large steel windows. The Chesebrough Manufacturing Co moved here in 1923, making Vaseline.
4. **Metal Refinery, Bashley Road, NW10 6SN** – two-storey symmetrical red brick building constructed in 1925.
5. **Old Torpedo Factory, St. Leonard's Road, NW10 6ST** – believed to have been built on a soap works, the symmetrical red brick building is three storeys and is a local landmark.
6. **Former Rotax Works, 1 Chandos Road, NW10 6NF** – a three-storey red brick building constructed before 1920.
7. **5 Bashley Road, NW10 6SD** – a 1960s building with art-deco features.
8. **The Print House, St. Leonard's Road, NW10 6ST** – an early 20th century commercial building on St. Leonard's Road and distinctive from other buildings in the character area.
9. **Europa Studios, Victoria Road, NW10 6ND** – a former confectionery works, the 1930s steel framed, red brick building is three storeys high and is a positive contributor to the street-scene.
10. **Former Engineering Works, 18-19 Hythe Road, NW10 6RT** – built between 1894 and 1913, no. 18 comprises several phases, the earliest of which is probably the two-storey double-fronted house to the west (now Beck's Cafe).
11. **Electricity sub-station, Hythe Road, NW10 6RT** – a red brick, three-storey high tower-like building with recessed bays and reinforced concrete sills.
12. **Former Rolls Royce factory, Hythe Road, NW10 6RR** – a purpose-built maintenance depot of 1939-40 in Moderne style.
13. **Former Engineering Works, 44 Hythe Road, NW10 6RS** – built in 1913, two-storey red brick factory buildings that back onto the canal.
14. **Former Gate and Shutter works, south of 1-10 Enterprise Way, NW10 6UN** – built between 1894 and 1913, it is one of the earliest groups of buildings in its vicinity.
15. **1-17 Farley building, Brunel Road, W3 7XR** – well preserved art-deco style symmetrical building with Flemish bond brickwork and original metal windows, brick walls and steps.



Existing and proposed heritage designations

16. **Willesden Junction Bakerloo and Euston-Watford low-level platform canopies and east bridge, NW10 4UY** – well preserved wooden canopies with cast iron columns and timber valances.

17. **Willesden Junction former ticket office (Harrow Road entrance), NW10 4UY** – located between the high and low level platforms and built c.1912, red-brick building with terracotta details and a hipped slate roof.

18. **Harlesden station, Acton Lane, NW10 8UP** – opened in June 1912, a single-storey red brick building with stone dressings and a hipped slate roof. Jacobean architecture with mullion and transom windows. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.

19. **Anglican and Non-Conformist chapels, Acton Cemetery, W3 6XA** – pair of early gothic style stone chapels, one is Anglican and the other is a non-conformist chapel, built in the late 1800s.

20. **'Cross of Sacrifice' War Memorial, Acton Cemetery, W3 6XA -** the Cross of Sacrifice was erected by Imperial War Graves Commission to honour those who lost their lives in WWI and WWII.

21. **Former Railway Institute, Goodhall Street, NW10 6TT** – key building of local interest that has a strong physical presence and which represents its former important social function. Significantly altered to the rear but capable of repair and re-use.

22. **Fisherman's Arms, Old Oak Lane, NW10 6EJ** – well preserved inter-war addition to the area.

23. **Stoke Place, off Old Oak Common Lane, NW10 6EH** – row of terraces well preserved with solid front doors and Georgian style sash windows.

24. **308-310 Elveden Road, NW10 7ST** – a pair of symmetrical inter-war buildings with streamlined windows and flag poles and art deco features.

25. **McVities building, Waxlow Road** – the only original building left from McVities original construction in the 1930s.

26. **Former print works, corner of Twyford Abbey Road and Rainsford Road, NW10 7XE -** the bulding was constructed in the 1930s / 1940s and faces the canal. It used to be the former printworks for the Radio Times.

27. **The Old Refectory, Central Way** - built in 1908 as the dining hall of the Willesden workhouse, as part of a second phase of works. It has two storeys with stock brick and red brick dressings, and large Diocletian windows at the upper level of the forming dining hall.

28. **Scrubs Lane overbridge, NW10 6QE -** re-constructed c.1905 by Mayoh and Haley and contributes significantly to the identity of the area. Colourful hogback overbridge with flanged steel plates.

29. **Mitre Bridge, NW10 6QE -** reconstructed c.1905 by Mayoh and Haley and contributes significantly to the identity of the area. Colourful hogback overbridge with flanged steel plates

30. **West London Line overbridge, NW10 6QE -** the bridge carries the Clapham Junction branch of the North London line over the Great Western main line. It is likely to have been constructed by the L&NWR. It is a single-span skew bridge with braced steel trusses and supposedly dates to c.1908, replacing a four-arched bricked bridge.

31. **Kew Curve Grand Canal rail bridge, near Old Oak Lane road bridge -** a bow string truss construction with brick abutments, it may date back to the early 20th century. It is a characteristic example of railway engineering.

32. **Railway Birdge No 8B near Channel Gate Road, NW10 6UA -** the bridge is the oldest bridge along this stretch of the Grand Union Canal. It is an example of high quality Victorian brickwork, particularly in the underside of the brick arches. It is a significant contributor to the experience of the canal from the towpath.

Other buildings of local heritage interest

It is recommended that the OPDC creates a list of "other buildings of local heritage interest" alongside the "Local List", that will support the Local Plan process and which includes the buildings set out below.

1. **26-30 Scrubs Lane, NW10 6RA** – three late-19th C shop units with accommodation above, with a stone plaque reading 'Cumberland Park'.

2. **Wimpole House, 1 Bashley Road, NW10 6TE** – a representative example of saw tooth triangular roofing.

3. **Acton Business School, School Road, NW10 6TD** – a representative example of 1930s manufactory.

4. **4-46 (even) Midland Terrace, Victoria Road, NW10 6LB** – group of late Victorian terraced houses with back gardens, constructed for middle management railway employees.

5. **Former Chase House, 55-61 North Acton Road, NW10 6PH** – 1930s/40s building with a double height red-brick columned facade.

6. **63 North Acton Road, NW10 6PJ** – one of the earliest buildings to be constructed in the area, an example of a saw-tooth roofed building.

7. **65 North Acton Road, NW10 6PJ** – a three-storey building with original steel framed windows to the rear and an unusual entrance with a cut away corner.

8. **23-25, 27-29, 31-33, 42-45 and 49 Brunel Road, W3 7XR** – a group of original 1930s brick industrial buildings; the Westway Industrial Estate was designed by Hillier, Parker and May in 1927.

9. **Former engineering works, 2 Salter Street, NW10 6UN** – may be an original engineering works with triangular saw-tooth roof, constructed by 1933.

10. **Brett's Villas, Park Royal Road, W3 6XD** – Victorian symmetrical pair of villas in stock brick with original sash windows and a hipped slate roof.

11. **154, 159, 160, JSP House, Dukes Road, W3 0SL** – a group of buildings constructed c.1930s and retains original steps, brick-work and brick-on-edge parapets which contribute positively to the street-scene.

12. **Terraced houses on Wesley Avenue, Harold Road, Newark Crescent and North Acton Road** – rows of terraced housing which have group value, having been constructed in the 1930s for employees of Harold Wesley stationary manufacturers.

13. **Railway Cottages within Old Oak Lane CA** – rows of terraced housing within the Old Oak Lane Conservation Area, including houses along Goodhall Street, Stephenson Street, Webb Place and Old Oak Lane.

14. **Factory building, Waxlow Road** – red-brick gable ended factory, c.1930s.

15. **Wendover Court, Western Avenue** – constructed in the c.1940s, it is a symmetrical red-brick building with art-deco features and is a positive contributor to Western Avenue.

16. **Former Compton works, Chase Road** – rebuilt after bomb damage in WWII and has a striking presence on Chase Road.

17. **51, 47-49, 39-43 Park Royal Road** – buildings of group value with attractive brick facades, mostly in a loosely classical idiom.

18. **Wells House Road terraces, NW10 6ED –** distinctive triangular cul de sac of around 125 Edwardian terraces, hemmed in by railway lines to the west and south-east and Old Oak Common to the east. Built in c.1908 on the former site of Wells House Farm close to Acton Wells springs.

19. **Chandelier building, Scrubs Lane, NW10 6RB -** a five storey 1960s building with a precast concrete frame.

20. **Dan House, Elveden Road, NW10 7ST -** a two-storey factory constructed in c.1930s. It is a red brick building with distinctive expressed rounded corner to office frontage. It has group value with other factories of a similar date in Elveden Road.

21. **304-306 Elveden Road, NW10 7SY -** this is a two-storey factory constructed in c.1930s with red brick laid in flemish bond. The steel windows are in 'moderne' style. The building has group value with other factories of similar date in Elveden Road.

22. **Acton Lane Road bridge over Grand Union Canal, NW10 7NH -** the Acton Lane Road bridge has group value with the Grand Junction Arms. The bridge is constructed with purple brick with cast iron panels and has been widened and reconstructed. It was known as "The Red Bridge" by residents of the Lower Place community.

4.3 CHARACTER AREA RECOMMENDATIONS

It is recommended that specific reference is made to the character descriptions identified in chapter 3 in the preparation of guidance and decision-making criteria..

Local Plan

The additional heritage designations set out in section 4A.1 to 4A.4 will play a key role in the future planning of the Old Oak and Park Royal area. Opportunities also exist to better reflect the essential features and historic qualities of the area. In that context, the following recommendations are made for the Local Plan:

- Positive reference should be made to the themes and character area descriptions and analysis as identified in the Heritage Strategy. This could be as part of a general area-wide policy for the historic environment in Old Oak and Park Royal.
- More detailed character area specific information might be cross-referenced or summarised as part of site or neighbourhood specific design and planning guidance statements (i.e. as policy or supporting text) in the Local Plan.
- Area-wide and/or more specific guidance could identify a requirement for subsequent masterplanning exercises and schemes to make explicit reference to the Heritage Strategy including the relevant character area information.

Masterplanning

Future masterplanning exercises should make detailed reference to character area descriptions as part of the briefing phase of the project. Opportunities to realise the recommendations for each character area should be identified and tested / developed at an early stage. Where appropriate, reference should also be made to the wider heritage themes in 4.4.

Scheme development and planning applications

Material in support of planning applications should make direct reference to the Heritage Strategy and the specific character area assessments and guidance. Planning Statements and Design and Access Statements should provide a very clear narrative which describes the design process in this context and establishes a very clear response. In some cases, information in the Heritage Strategy could form a starting point for the preparation of a heritage assessment.

4.4 HERITAGE THEMES

In addition to the character area specific recommendations in chapter 3, there are five heritage themes which require consideration in the development of policies and masterplans, and the development of schemes. These elements will be critical to inform the thematic and place specific guidance within the OPDC's Local Plan and the Old Oak Masterplan.

The themes draw on the more specific findings and recommendations in chapter 3 including the following:

- Grand Union Canal;
- Rail heritage;
- Industrial heritage;
- Residential enclaves; and
- Scrubland and open space.

GRAND UNION CANAL

The Grand Union Canal is the key recognisable heritage feature within the OPDC area and provides an opportunity to enhance local identity as the OPDC area is developed.

1. Heritage assets

Section 4.2 identified a recommendation to designate a single Conservation Area for the whole of the OPDC extent of the Canal to ensure consistency of approach. This is a key strategic recommendation and would play an important role in influencing wider masterplanning recommendations for the canal corridor.

Section 4.2 also recommends the potential designation of a number of Locally Listed buildings and Other Buildings of Local Heritage Merit. In line with best practice, it is recommended that OPDC undertake consultation on the prospective designations in due course.

2. Consider the essential character of the canal

The canal was designed with a single towpath on its southern side and is characterised by a strong sense of enclosure in certain sections.

From a heritage perspective, it is recommended that the diversity of different sections of the canal - as open or enclosed; vibrant or tranquil - is maintained as far as possible. As such, there would be merit in establishing a balance of hard edges and building backs, softer green edges, building fronts and new spaces. It is the balance of these characteristics which is important in historic townscape terms. The preparation of a new Conservation Area appraisal and associated guidance (see above) would provide a means to explore this in more detail alongside future masterplanning exercises.

A wider debate is required in relation to the potential addition of a second “towpath” or similar public space to the north of the canal given the opportunity for the canal to form a sustainable movement corridor for the Old Oak and Park Royal area.

Future proposals should seek to celebrate views of the bridges which cross the canal as important moments defining the length of the canal. This could form a key element in the legibility and wayfinding strategy for the area, and could also help to define a hierarchy of space as part of a public realm strategy.

3. Enhance access to the canal

Opportunities exist to enhance physical access to the towpath, typically at points of road crossings which form historic routes through the area (e.g. Abbey Road, Acton Lane, Old Oak Lane and Scrubs Lane). These points of crossing could form opportunities for active “moments” or larger destinations on the canal and could align with the OPDC’s emerging work on nodes and routes.

Opportunities exist to create better access for sites to the north of the canal, either as a modest semi-public or public space, as a building address, or within the building as a change of level.

Other opportunities exist to improve lighting, surface treatment and signage strategies. More views of the canal should be opened up from the bridges where possible.













RAIL HERITAGE

The development by competing railways after the 1840s has shaped the growth of Park Royal and Old Oak Common. The railways provide a link to national railway heritage including the famous engineer Isambard Kingdom Brunel . They have also restricted movement, with limited crossing points. The physical heritage is in the viaducts, bridges and passageways, as well as the celebrated Holden tube stations.

The adjacent drawing highlights the extent of rail lands in the area. It also highlights urban blocks which are relatively inaccessible in relation to their adjacency to rail infrastructure on one or more sides.

Rail heritage recommendations

1. Recognise the railway heritage

Policies and masterplanning exercises should promote an understanding of the railway heritage and its influence on the area through interpretation signs, trails and online galleries. Where appropriate, distinctive assets such as bridges, structures, stations and signal boxes should be celebrated by enhancing their setting and revealing their significance. There is an opportunity for new development, such as new stations, to be of the highest possible quality that is inform by the character of the railways particularly rail related local and national heritage.

2. Consider environmental opportunities associated with retained embankments and edges

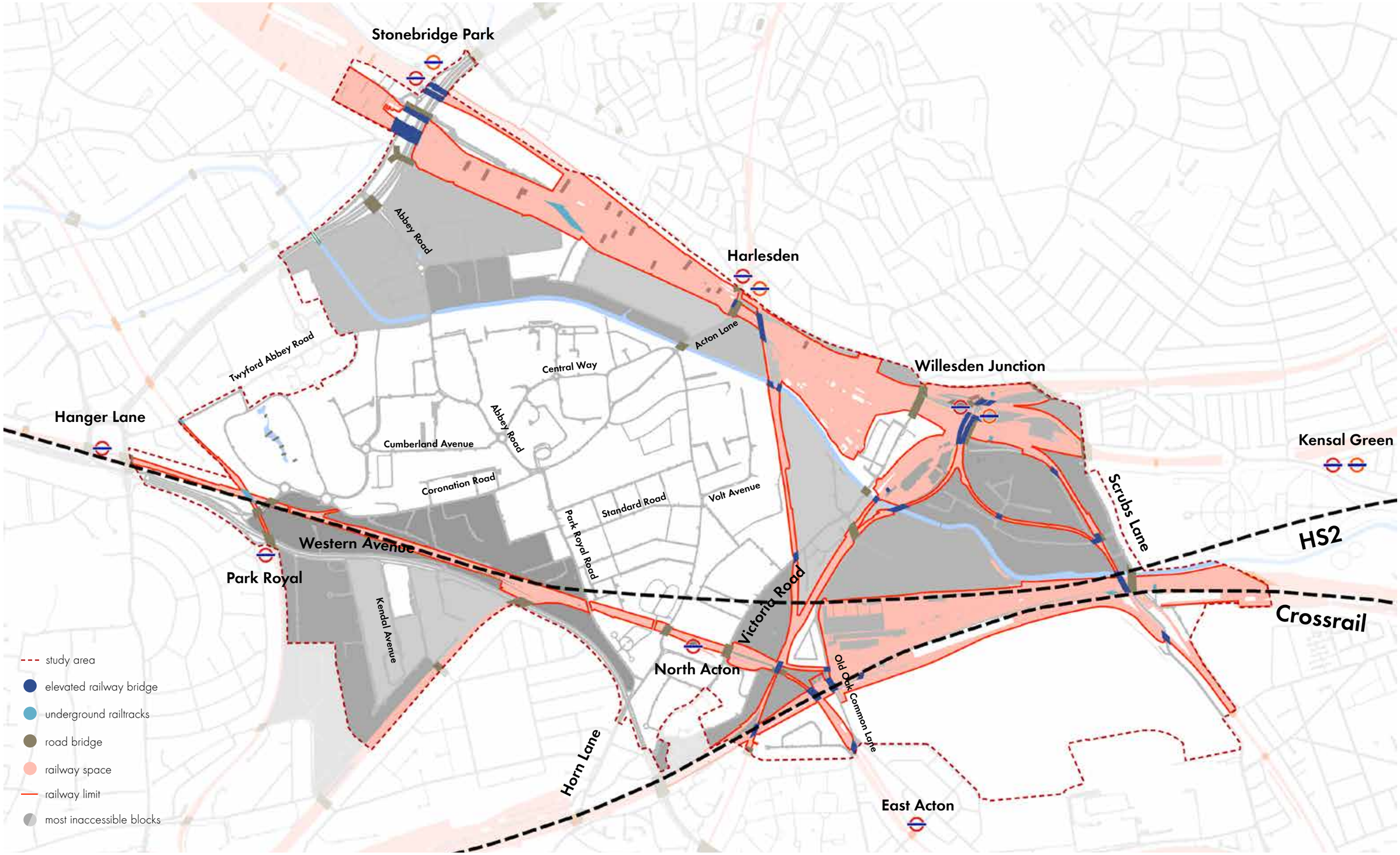
Embankments and rail land are enduring historic characteristics of the area. Opportunities to positively respond to the retained embankments should be considered. For example, a proactive landscape strategy could identify nature conservation and habitat opportunities, or open space adjacent to development parcels. The appearance of bridge abutments and soffits could also be improved.










Stonebridge Park
Abbey Road
Harlesden
Acton Lane
Willesden Junction
Twyford Abbey Road
Central Way
Hanger Lane
Cumberland Avenue
Abbey Road
Kensal Green
Coronation Road
Standard Road
Volt Avenue
Scrubs Lane
HS2
Western Avenue
Park Royal
Park Royal Road
Kendal Avenue
Victoria Road
Crossrail
North Acton
Old Oak Common Lane
Horn Lane
East Acton
study area
elevated railway bridge
underground railtracks
road bridge
railway space
railway limit
most inaccessible blocks

INDUSTRIAL HERITAGE

The area has a remarkable industrial legacy, ranging from Victorian plain brick boxes though to expressive, generously glazed buildings with art deco or 'moderne' touches. Many of these older buildings have been re-purposed for a mix of occupants.

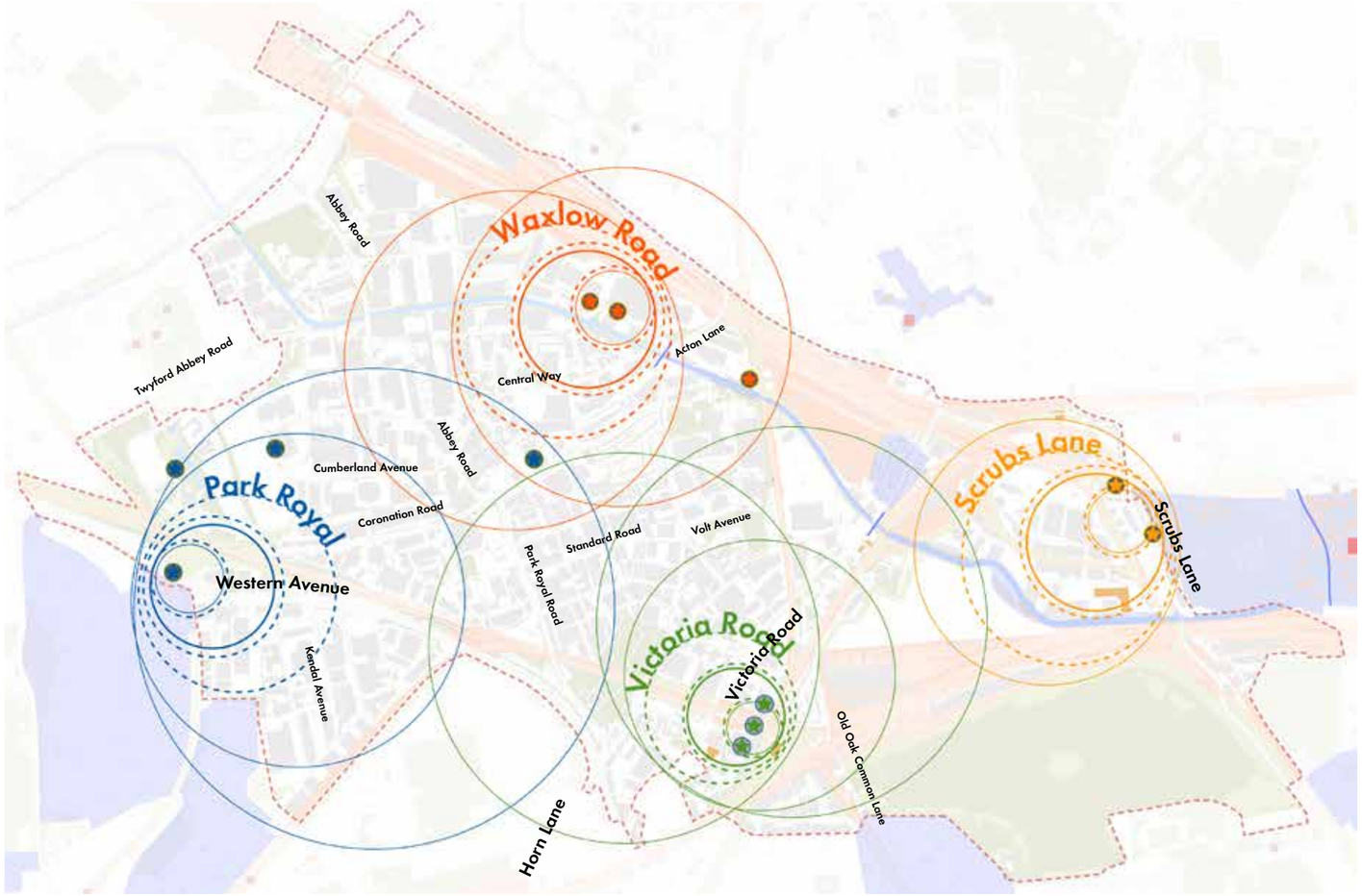
In addition to the physical heritage, it is important to consider the social and economic dimension of the industrial heritage, reflecting the particular narratives of growth.

1. Heritage assets:

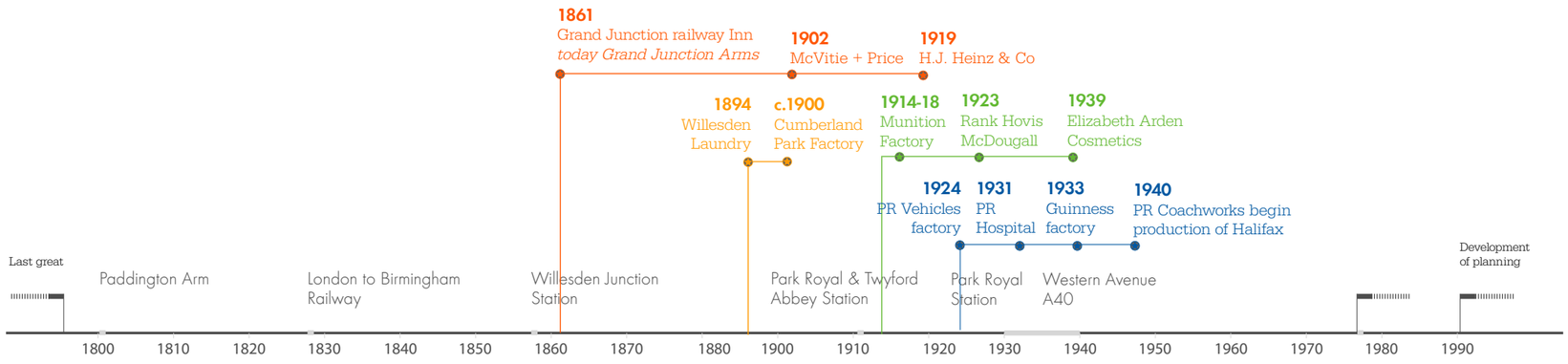
As noted in section 4.2, opportunities exist to identify locally listed buildings and other buildings of local heritage interest. In this context, it is recommended that OPDC adopts a proactive policy position in demonstrating and promoting the re-use of buildings, and retaining the predominant historic streetscape character.

There should be a presumption in favour of the retention and re-use of designated and non-designated assets. Clusters of retained buildings could play a role in strengthening the identity of key streets and "nodes". Examples include Scrubs Lane and St Leonard's Road.

All new development should look to enhancing the setting of heritage assets, by better revealing their significance. Where appropriate, proposals should seek to open up views of key buildings as a way of assisting wayfinding or reinforcing local character



Growth points



2. Respond to street character and surroundings:

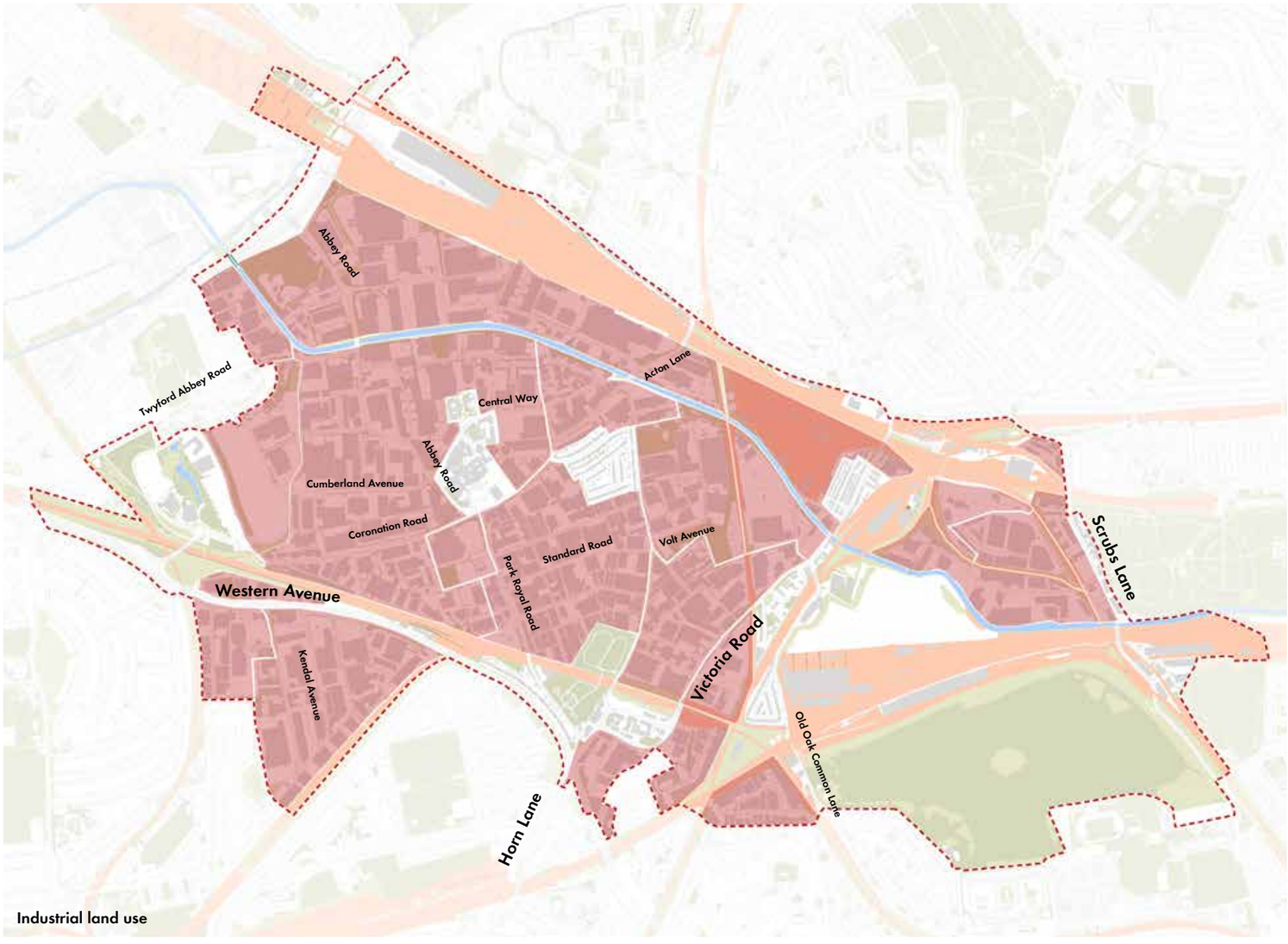
Development proposals should seek to strengthen street character and appearance by responding to their surroundings. Where the existing area exhibits a positive historic relationship between buildings, streets and spaces, proposals should seek to reflect this hierarchy and character, even if individual buildings are not worthy of retention. In other cases, street or plot lines might seek to improve the relationship with the street even if existing buildings incorporate large setbacks or excessive parking.

3. Celebrate the industrial narrative:

Planning policy should see to conserve and enhance the industrial character of the OPDC area. Masterplans and individual schemes should demonstrate an appreciation of the historic evolution of the site and its context. In addition to the retention / re-use of assets and opportunities to reflect historic layout principles, proposals should consider reference to the naming of spaces and streets based on significant historic activities, businesses and production.

Where appropriate, development proposals might also reference the industrial vernacular through rhythms, materials, colours and profiles.

It is recommended that historic characteristics and growth inform area-wide / site specific public art and public realm strategies. For example, the significant former activities could be recorded or embedded in the public realm.



Industrial land use

RESIDENTIAL ENCLAVES

Much of the housing stock dates from the late Victorian and Edwardian period and includes early estate dwellings as well as speculative development. The residential areas of Park Royal are mostly of historical rather than architectural interest. For the most part they are simply detailed and follow the conventions of working class housing of the day. But they are all shaped by their industrial surroundings; many are hemmed in by railway lines, such as the triangle at Wells Road. Others were built directly by the larger companies to house their employees, as at Oak Lane (railways) Wesley Avenue (paper and stationery) or West Twyford (brewing). Now that much of the old industry such as the Wesley works and the Guinness brewery has disappeared, the housing takes on a greater heritage significance.

Recommendations

1. Protect or enhance the setting of historic residential enclaves

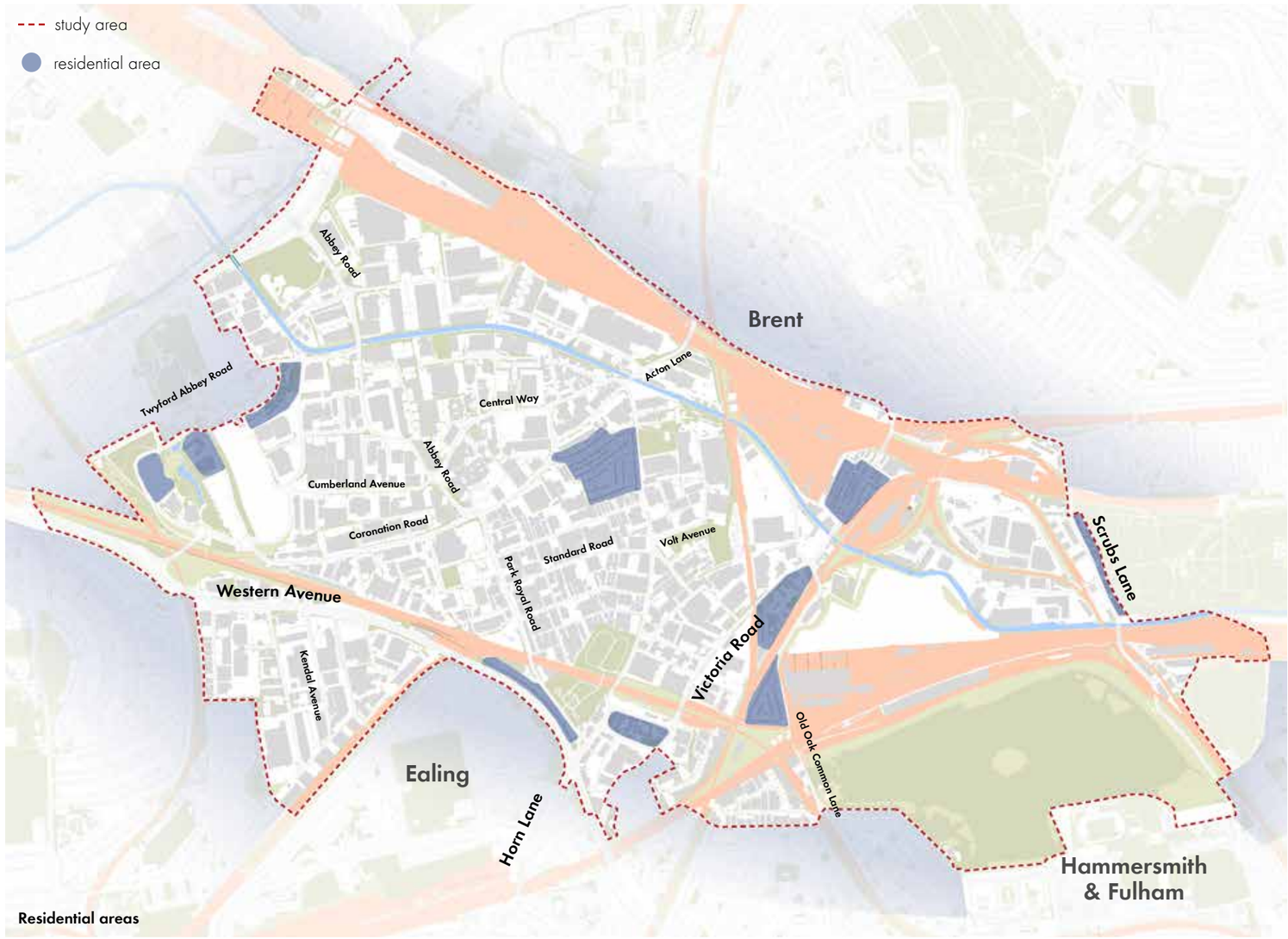
Proposals should seek to enhance the public realm and accessibility within and around residential enclaves. Where adjacent uses or activity are likely to change, consideration should be given to the integration of existing housing with their surroundings with an appropriate transition in scale and mass.

2. Design guidance for alterations to residential properties

Specific design guidance could be prepared focusing on alterations to existing residential properties, with a view to restoring their original appearance.

3. Historical interpretation

Investigate ways of communicating and promoting the heritage interest of the residential streets and their connections to their surroundings.



Residential areas


Goodhall Street


Wesley Avenue


Wells House Road


Goodhall Street


Lakeside Drive


Victoria Road


Midland Terrace



Channel Gate Road


Shaftesbury Gardens


Goodhall Street

SCRUBLAND AND OPEN SPACE

1. Respect the historic landscape forms

Further work will be required to help define a clear strategy to protect the historic cores of the Wormwood Scrubs landscape. There is an opportunity to consider its future character in the context of its historical evolution.

As part of this, further work might be required to reflect on the condition of the more modern edges to the scrubs and how they could be improved to support the historic character of the landscape and the future role it will play. Planning policy should reflect the outcomes of this future work.

2. Celebrate Old Oak Common

Opportunities to emphasise the historic form of Old Oak Common through the masterplan and public realm interventions should be identified. This might include an improved definition of the landscape origins of the area such as Acton Wells and Stamford Brook through the masterplanning of the area. The People's Garden, which occupied 50 acres of the Scrubs during the late 1800s, should be celebrated and remembered through public realm strategies.

3. Landscape links

There is wider potential as part of ongoing scheme development and masterplanning exercises to celebrate the landscape linkages that historically existed - in particular across rail lines.



Wormwood Scrubs

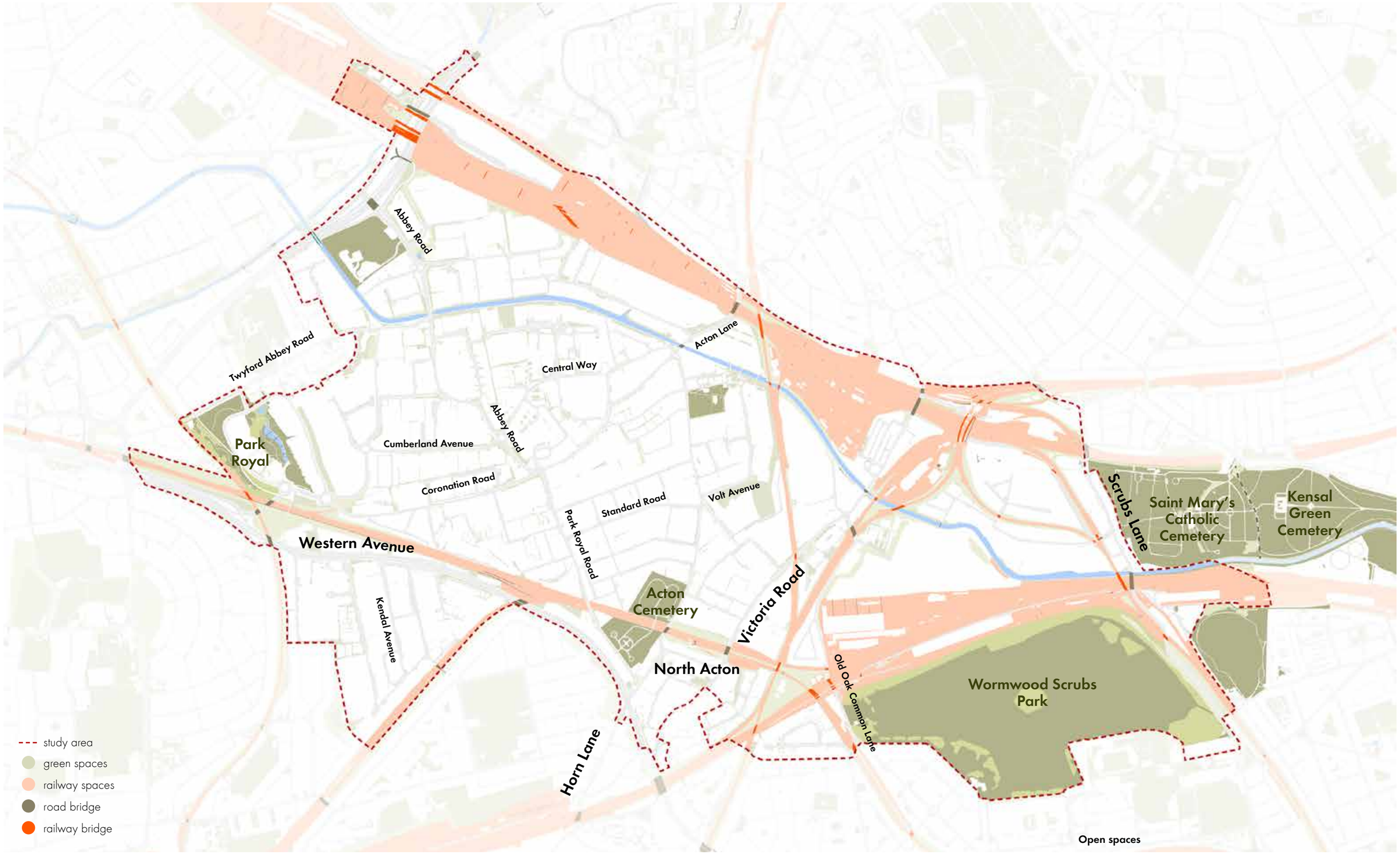

Wormwood Scrubs


First Central Business Park


St. Mary's Catholic Cemetery


Acton Cemetery


Wesley Playing Fields


Abbey Road
Twyford Abbey Road
Central Way
Acton Lane
Park Royal
Cumberland Avenue
Abbey Road
Coronation Road
Standard Road
Volt Avenue
Park Royal Road
Western Avenue
Scrubs Lane
Saint Mary's Catholic Cemetery
Kensal Green Cemetery
Acton Cemetery
Victoria Road
Kendal Avenue
North Acton
Old Oak Common Lane
Wormwood Scrubs Park
Horn Lane
study area
green spaces
railway spaces
road bridge
railway bridge
Open spaces

4.5 CONCLUSIONS AND NEXT STEPS

Park Royal has not stood still since the late 19th century, when the area began its startling transformation from a quiet rural area into an industrial powerhouse. The four themes followed in this report – canal, railways, a place of work, and a place to live – have illustrated the exceptional nature of the study area.

Much of the workers housing and the inter-war industry was plain and unassuming. Houses followed the conventions of the time. Factories and sheds were built quickly, and were mostly plain and functional, not intended to last. Materials were often basic, with minimal insulation. Yet the simplicity of the buildings has been a strength; those factories have been re-purposed have proved surprisingly adaptable to new uses. There is scope for more of them to be adapted, and to provide a continuum with the new development that is to come.

Heritage values

Aesthetic

Some of the buildings have architectural flourishes –art deco or moderne detailing, or a touch of classicism. None are thought sufficiently remarkable to meet current listing criteria (which are exacting for 20th century buildings) and many have been altered, but a number of buildings contribute greatly to the present-day character of the area and the local list could be expanded. Some buildings, such as those in Acton Lane, Scrubs Lane and Victoria Road, have an added group value. In some places, materials have weathered with age e.g along the canal, and the railway lines, contributing to the area's appeal.

Historical

This report has documented some of the extraordinary activity that has taken place across the study area. There is room for further, deeper research on individual sites but the overall picture is one of energetic, albeit unplanned and largely unregulated growth that is of itself historically interesting.

The area can be seen as microcosm of the way various forms of transport – first canal, then rail and highway - and have conditioned subsequent development.

The wartime role of the area in two world wars – hastily built munitions factories in the First World War, and then in 1939-45, the transfer of peacetime plants to the making of aircraft components and other military requirements – is another fascinating part of the Old Oak and Park Royal story.

The study area is also important historically as the home of a large number of famous products, and for the extraordinary span of activities.

Communal

Park Royal and Old Oak Common provided work for thousands of Londoners, most of whom lived locally. The area resonates with the household names of the largest manufacturers – Heinz, Guinness and McVities and many of them provided housing and social facilities for their workers. The vestiges of Old Oak Common and the greater expanse of Wormwood Scrubs also have communal significance through innumerable public and family events.

Much of the radical change in the area has taken place in living memory and there is scope for an oral history project, perhaps on the lines of the various Heritage Lottery Fund supported projects. The HLF has published good practice guidance to assist in the preparation of an application which involves "recording, archiving or interpreting people's memories" (HLF, Oral History Good practice Guidance, 2014). For example, HLF funded a project in which the memories and stories of the people who built and defined the character of London's Chinatown were captured and shared with younger generations.

Evidential

The area is fast changing. Where buildings cannot realistically be re-used, there is a strong case for preservation by record, as well as drawing on the area's past to inspire new work, whether through architecture, materials, signs, layout or landscape design.

Opportunities exist for policies in the Local Plan and masterplanning exercises to embrace these heritage values. The coming years will be critical in shaping the future character of Old Oak and Park Royal, and it is intended that the heritage strategy will go a significant way in informing and influencing the development of guidance and schemes for the area. The heritage Strategy is intended to directly inspire and help identify projects which support the ongoing enjoyment of the historic environment. There is inspiration throughout the document of positive opportunities to celebrate the heritage of the area but the table overleaf includes some examples.

Next steps

The following next steps are envisaged:

- Publication of the report as part of the Regulation 19 Local Plan.
- Additional work as required in relation to recommendations relating to Conservation Areas and building designations. This is likely to include targeted consultation.
- Utilising information with this heritage strategy to inform regeneration projects such as the Great Place scheme.

Positive opportunities/ potential projects
Using the heritage of the area as inspiration for regeneration projects which can engage and support local businesses, communities, artists and arts/ cultural organisations i.e. the Great Place Scheme.
Opportunity for new rail infrastructure, such as new stations, to be of the highest possible quality given the railway heritage of the area.
Restoring/celebrating historic bridges or buildings, including creative approaches to wayfinding, public art/realm and lighting.
Developing landscaping strategies inspired by the heritage themes.
Improving and creating new public realm and public art, including lighting installations, and drawing inspiration from the history of the area.
Signage/use of hoarding as a way to communicate the history of the area.
Naming of spaces and streets based on significant historic activities, businesses and production.
Using heritage as a theme for local events and to bring people together.
Continuing to capture and record the stories of the people of the area and how it will change over time (e.g through film, photography, oral history, a publication).
Local walks/tours, open days, talks, exhibitions and tools/publications that help people to learn about local history.

Mural on Hythe Road bridge by former Rolls Royce building

APPENDIX

STAKEHOLDER WORKSHOP

Overview

Allies and Morrison Urban Practitioners were commissioned in early 2016 by the Old Oak and Park Royal Development Corporation (OPDC) to prepare a Heritage Strategy for the Old Oak and Park Royal area. This work involves an assessment of existing heritage assets in Old Oak and Park Royal and recommendations on the incorporation of heritage into future developments across the OPDC area. An aim of the strategy is to capture the story of Old Oak and Park Royal in the context of a constantly evolving area where future development and change is anticipated.

A consultation event was held on Wednesday 20th July 2016 at The CoClub, in the locally listed Perfume Factory on Wales Farm Road to present information on the work that has been undertaken so far, and more crucially, to learn from local residents and interest groups about the important historical threads that contribute to the character of the area in which they live and work. The feedback given will help inform the preparation of the Heritage Strategy. The event was well-attended by 15 people who represented ten local organisations. These were:

- Canal and River Trust
- Grand Union Alliance
- Hammersmith & Fulham Historic Buildings Group
- London Borough of Hammersmith & Fulham
- The Island Triangle and Residents Association
- Hammersmith Society
- Just Space
- Ealing Civic Society
- Wells House Residents Association
- PLP Architecture

The event began with a presentation of the work undertaken so far in the preparation of the Heritage Strategy. Following the presentation, three groups participated in a round-table discussion structured around five themes, each focusing on the existing character and the future opportunities relating to that theme. The themes were:

- Grand Union Canal
- Rail heritage
- Industrial heritage
- Residential enclaves
- Scrubs and open space

People also had the opportunity to consider other themes that are significant to the area. Notes were made on a large-scale map of the area. A representative from each group summarised their discussions to the wider group at the end of the session.

Consultees were asked to summarise their discussions to the wider group at the end of the session.

This report gives a summary of the key points discussed at the event and is structured around the themes discussed.



1. Grand Union Canal

Existing character

The Grand Union Canal is a defining physical feature of the area and a vital artery that should be valued. The bends in the canal offer a "journey experience"; the changing view causes the user to experience its distinctive character at different sections. Piecemeal development along the river reflects the former fragmented approach to development during the early 1900s. Consultees commented on the historic working character of the canal which they felt was important, and there was an appreciation for the canal's strong link with industry, as industrial units back onto the canal and can be seen from the towpath.

Concerns were raised regarding the conflict between cyclists and pedestrians moving along the canal. Cyclists tend to pass pedestrians at great speed, so a challenge is to reconcile the needs of different types of users, ensuring safety is a priority. Another concern is the existing entry and exit points to the canal, which are often substandard and provide infrequent access. The strategy may provide an opportunity to make recommendations to improve this by considering former footpaths and links to the canal. One group discussed how the canal feels like a wind tunnel, closed and narrow, and that some sections could be opened up to make them lighter and help to achieve a better sense of open space. It was also suggested that previous legislation (1878 Enabling Act?) recommended the towpath to be on both sides of the canal. This was an interesting insight that will necessitate further research.

Future opportunities

There was general consensus that the remaining section of the canal within the London Borough of Brent should be designated as a Conservation Area, and that assessments should follow the strategy that examines the character of the canal in greater depth. One group discussed the 'fuzzy boundaries' that exist beyond the canal and towpath, which should be considered and defined. The Conservation Area should be a much wider corridor that encompasses nearby buildings and spaces. It was suggested that there is an opportunity for a joined up and overarching policy that encompasses all sections of the canal which fall into the OPDC area. This could include identifying 'blue-field' sites; a term coined to describe brownfield sites situated next to stretches of water.

The strategy should recognise the changing nature alongside the canal, specifically the stretches of "countryside context" and links to its former working character. There is an opportunity to preserve and enhance the feeling of connection with industry.

There is an opportunity to improve connections to the canal by providing access between and through buildings. Interaction with the canal should be encouraged, and public walkways on both sides of the canal could support this.

Detail of the canal architecture e.g. the lockgates and bridges, could be restored and future development should make the canal feel lighter and give a better sense of open space.



2. Rail heritage

Existing character

There was consensus that the railways contribute significantly to the area's character. The bridges, embankments, cuttings and stations are important elements of its character, and help to build a picture of the history of the railway lines in the area. These should be recognised in the strategy. Those who attended the event have fond memories of the railways, including memories of steam trains travelling through Willesden Junction, and people coming out to see the troop trains at Willesden Junction station. The existing residential enclaves are a reminder of the area's close links with its railways, and provide an interesting example of workers housing, middle management and senior management housing.

Future opportunities

One group discussed the possibility of highlighting the bridges and other structures to make them a more prominent feature in the landscape. There was agreement that the railway lines and sidings have rich biodiversity links and that this should be acknowledged and protected. Railway stations, including Willesden Junction and Hanger Lane, were mentioned as potential buildings for local listing. The strategy presents a real opportunity to build a narrative around the complex network of railway lines crossing each other. The open sites of the former sidings and sheds, which are now lost, provide a potential opportunity to reflect the history of the railways.

3. Industrial heritage

Existing character

The swathes of industry that characterise the area create an atmosphere of activity and excitement. Industrial areas around Park Royal and North Acton provide employment and offer a wide variety of uses that benefit the local community. The artist's studios in Scrubs Lane and Hythe Road were highlighted as being worthwhile small buildings that contribute positively to the community and townscape. There are a diverse range of industrial buildings, including Allnatts, which are off the shelf 'instant' factories that were popular during the early 1900s. There was a concern that some of these historic industrial buildings will be demolished, including the warehouse on the Car Giant site, which will be lost for HS2 enabling works. However, there was also recognition that in parts of the area, preservation is more likely to be by record rather than physical conservation and re-use, and therefore, it is very important to tell the story of the area, i.e. through interpretation.

Future opportunities

Consultees are keen that buildings and positive features with heritage value are identified and retained where possible. The Heritage Strategy will identify buildings that will be recommended for Local Listing. Historic industry should inform the scale of buildings and the materials of new buildings. Development should be uniquely 'West London', reflecting the rich industrial heritage specific to Old Oak and Park Royal. People mentioned the opportunity for conversion of the Allnatt buildings and to use old warehouses as a base for taller elements. Generally, people feel the strategy provides an opportunity to set a high standard that is a benchmark for the study of other industrial areas in the future.

4. Residential enclaves

Existing character

The residential enclaves are often separated from nearby industry and other housing by main roads and railways. The relative isolation of the residential enclaves are celebrated and viewed positively, heightening the sense of community and the distinctiveness of each area.

There was much discussion surrounding the nature of these enclaves. Some residents have lived in the same houses all their lives, and are the third generation living in the area. The residential areas are ethnically diverse and previously, Irish families who worked at the railways nearby, lived in the railway cottages. The Railway Club, which was a former church and school, was mentioned as being the heart of the railway cottage community before it turned to housing. There were also allotments for workers cottages. Some attendees commented on the inadequate social infrastructure for these enclaves today; people now have to travel a long way to get to school, and there are very few amenities close-by.

The lighthouse on the top of 1 Wells House Road, which was only removed fairly recently, was also a topic of discussion among some of the groups.

Future opportunities

There is an opportunity to include adjoining residential areas that are outside the OPDC in the strategy; they were built at very different times and so offer insight into the evolution of housing development in the area. It was acknowledged that changes within the OPDC area have an impact on residential areas adjacent to it, such as Hanger Hill Garden Estate and Harlesden, Brent, and that this should be considered in the strategy.

It was suggested that Wells House Road could be designated as a group of buildings for Local Listing, and other residential enclaves should also be considered. There is an opportunity to relate new development, including the heights, scale and form, to the existing enclaves, considering also what industry would be most appropriate alongside these existing residential areas. People identified the opportunity to improve the social infrastructure and transport links for these residential enclaves, highlighting the poor transport connections despite the extensive network of railway lines. There was some concern that the conservation area status is not translating into adequate protection of the residential areas, and residents would like to see stronger protection.

5. Scrubland and open space

Existing character

Wormwood Scrubs contributes significantly to the character and identity of the area and this should be recognised. There are several local nature reserves on the Scrubs that provide habitats and contribute positively to the biodiversity in the area. There is concern that Silver Birch Wood, located on the edge of the canal by the Old Oak Common sidings, is thinning and will soon be lost. People acknowledged the number of views from Wormwood Scrubs, including views north and east towards the Shard, and felt that these should be protected. People feel the area currently lacks green space.

Future opportunities

There is an opportunity to respect the very special nature of Wormwood Scrubs, and to deal with the tension of development along its northern boundary, which could dictate a soft edge. It is important to understand more fully how development can relate well to Wormwood Scrubs. All existing open spaces should be protected, including the canal, which some felt should be considered an open space in the same way a green space is (as defined by the Local Plan). There is an opportunity to increase the number of open spaces alongside construction of new housing developments. There is also an opportunity to improve biodiversity and to support bigger habitats.

6. Other themes

People were also given the opportunity to suggest other themes that they feel help to characterise the Old Oak and Park Royal area. People mentioned film heritage, transport, and the food industry in particular.

Transport heritage

The area has a long aviation history; the Acton Aerodrome was located on the site of the Heron Road trading estate and established in 1910. This was also where the Ruffy Baumann School of Flying was located, and George Lee Temple became the first British man to fly upside down. Wormwood Scrubs was also the site of various transport endeavours, including parachuting and flying, and was also used by the military during the 1900s. The area also has a significant car manufacturing heritage, with various firms locating at Park Royal including Renault and Rolls Royce. Consultees felt this rich history of transportation and innovation could be celebrated through future interventions.

Film heritage

The area has always had close links to the film industry. The BBC's Television Rehearsal Rooms were located on Victoria Road in North Acton and The Castle pub was a popular place for actors to gather and socialise. The Park Royal area has been the location for many scenes in a variety of films and TV shows, including Shaun of the Dead (2004) filmed on Coronation Road, Derailed (2004) at Central Middlesex Hospital and scenes from Silent Witness, filmed around Acton and Park Royal. The Ealing Film Office and Black Island Studios are also located in the area, the A+M building is used for prop production, and the Old Oak Lane conservation area is also regularly used for filming. The role of the film industry in the heritage of the area will be explored further in the Heritage Strategy.

Food industry

The area was known as 'London's Kitchen', and many large brands located here during the 1900s, including Heinz, Walls, Guinness, Cerebos salt, Lyons biscuits, McVities and Walter's toffee manufacturers. Consultees liked the idea of food being celebrated through public realm interventions.

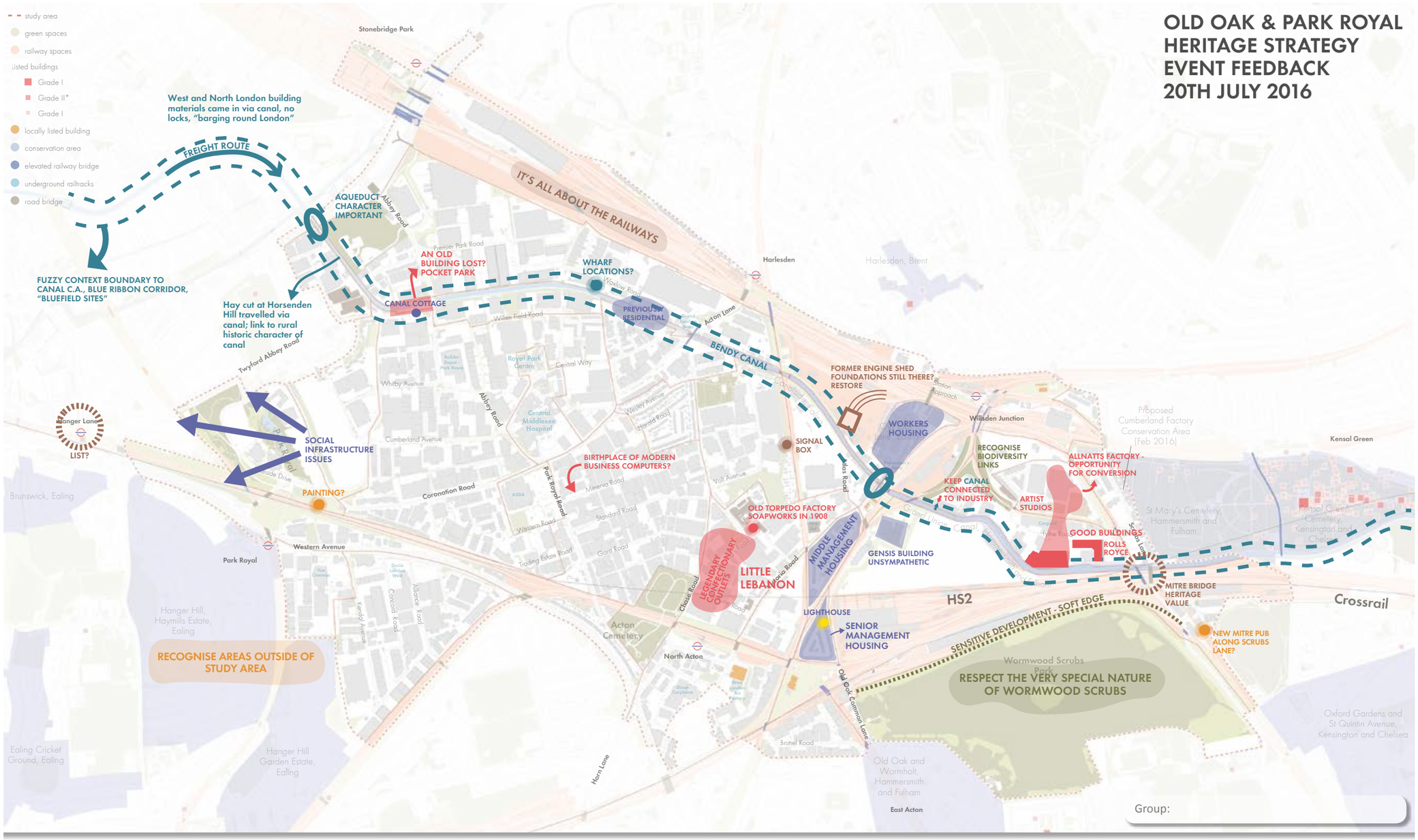
Other comments

There is an opportunity to record buildings and scenes, and to remember the heritage of the area through changes to the public realm, including art, signage, street names and buildings; to tell the complex story of the area in a simple and interactive way. Trails around the area, relating to the themes of film and transport, could also help to achieve this. People felt it was important to give newcomers an instant memory or knowledge of the area by animating the space.

Conclusion

The workshop event revealed that there is a real sense of optimism and a genuine appreciation of the work that is being undertaken. It was a valuable opportunity to learn from those who live and work in the area what they consider to be the important elements of the Old Oak and Park Royal story. This report has summarised the feedback received and will help to inform the preparation of the Heritage Strategy. Thank you to all those who attended, for your active participation and valuable insights.

OLD OAK & PARK ROYAL HERITAGE STRATEGY EVENT FEEDBACK 20TH JULY 2016



1. GRAND UNION CANAL

EXISTING CHARACTER:
Bendy, flat, speedy cyclists, connected to industry, wind tunnel, "journey experience", vital artery

FUTURE OPPORTUNITIES:
Single CA area for canal and wider CA corridor, integrated strategy needed, recognise changing character alongside, identify 'blue-field' sites, restore detail of canal architecture, make the canal feel lighter, open up space, create more connections to canal, freight on the canal, think King's Cross, record former working character

2. RAIL HERITAGE

EXISTING CHARACTER:
Rich rail heritage, bridges, embankments, cuttings, stations, steam trains through Willesden Junction, watching the troop trains at Willesden Junction station, link to railway worker housing in enclaves

FUTURE OPPORTUNITIES:
Consider listing of railway stations, highlight bridges and other structures, recognise biodiversity along railway lines and sidings, build a narrative around the network of railway lines

3. INDUSTRIAL HERITAGE

EXISTING CHARACTER:
Buzz, activity, worthwhile uses, employment hub, so much going on, community benefit

FUTURE OPPORTUNITIES:
Identify buildings of interest and positive features, create 'West London' development, old warehouses as base for taller elements, history to inform scale and materials of buildings, set a high standard that is a benchmark for other industrial areas

4. RESIDENTIAL ENCLAVES

EXISTING CHARACTER:
'Island' character celebrated, diverse, life-long residents, sense of community, quirky features, poor social infrastructure in places, distinctive

FUTURE OPPORTUNITIES:
Relate new developments (height, scale, form) to existing enclaves, consider Wells House Road as group of buildings to be locally listed, improve social infrastructure, consider appropriate industry adjacent to residential areas

5. SCRUBLAND AND OPEN SPACE

EXISTING CHARACTER:
Scrubs contributes to character of area, views north from the Scrubs, several local nature reserves, Silver Birch Wood in decline, lack of green space, railway sidings rich in biodiversity

FUTURE OPPORTUNITIES:
Deal with tension of development along northern boundary of the Scrubs and how it relates, protect existing open space (including canal), increase biodiversity, bigger habitats, respect very special nature of the Scrubs

6. OTHER

National listing needs to be considered
Tell story of area through public realm, give an instant memory - art, signage, street names etc.

OTHER THEMES:
1. Food industry - 'London's Kitchen', Heinz, Walls, Cerebos salt, McVitie's, Guinness and more
2. Film connections - BBC Rehearsal Rooms, Ealing Film Office, Silent Witness, A+M building etc.
3. Transport heritage - Routemaster buses, Acton Aerodrome, car manufacuturing, Ruffy Baumann School of Flying, Rolls Royce, Renault and more...

APPENDIX

PROPOSED HERITAGE DESIGNATIONS

EXISTING AND PROPOSED HERITAGE DESIGNATIONS

Existing Conservation Areas

1. St. Mary's Catholic Cemetery
2. Old Oak Lane, London Borough of Ealing
3. Canalside (northeast part), London Borough of Ealing
4. Grand Union Canal, London Borough of Hammersmith & Fulham

Proposed Conservation Areas

1. Cumberland Park Factory
2. Grand Union Canal
3. St. Leonard's Road area

Proposed Areas of Local Character

1. Wells House Road
2. Standard Road area

Current locally listed buildings

1. Elizabeth Arden Factory, 140 Wales Farm Road, W3 6UG
2. Signal box, opposite side of railway line to Makro car park
3. Willesden Junction electricity sub-station, to the east of Willesden Junction station
4. Electricity sub-station, south of Wells House Road
5. Canal Cottage by Grand Union Canal
6. Grand Junction Arms pub
7. Victoria Terrace, Old Oak Lane
8. Network Rail's Willesden Junction Maintenance Depot, Old Oak Lane

Buildings to consider for statutory listing

In addition to their consideration for local listing, the following should be considered for statutory listing:

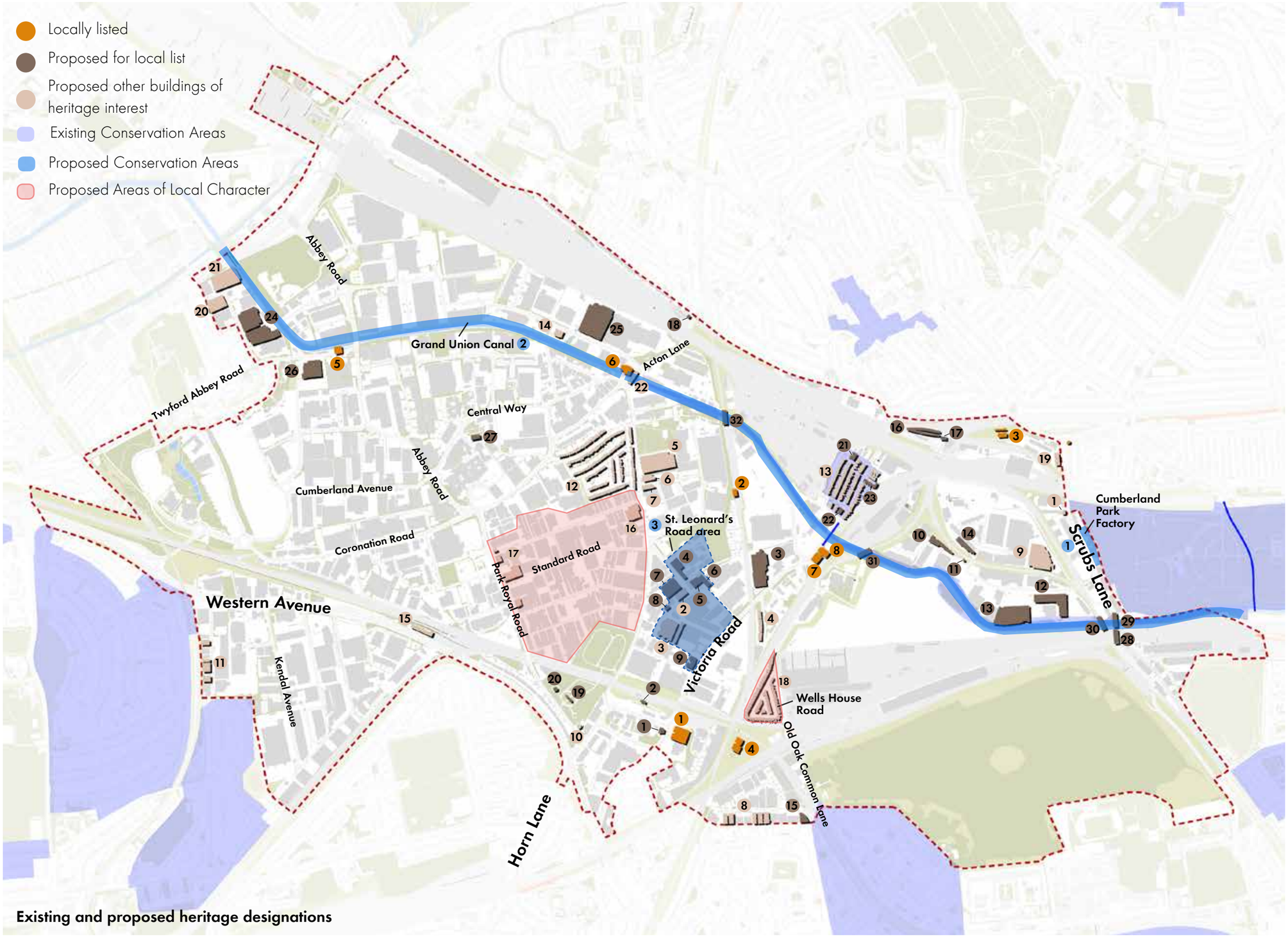
1. Old Torpedo Factory, St. Leonard's Road, NW10 6ST
2. Pair of early Gothic style stone chapels, one is Anglican and the other a non-conformist chapel, Acton Cemetery
3. 'Cross of Sacrifice', War Memorial, Acton Cemetery
4. Canal Cottage by Grand Union Canal, Twyford Abbey Road (already locally listed)

Proposed locally listed buildings

1. The Castle pub, Victoria Road, North Acton, W3 6UL
2. North Acton Station, Victoria Road, W3 6UP
3. A+M building, The Royals, Victoria Road, NW10 6ND
4. Metal Refinery, Bashley Road, NW10 6SN
5. Old Torpedo Factory, St. Leonard's Road, NW10 6ST
6. Former Rotax Works, 1 Chandos Road, NW10
7. 5 Bashley Road, NW10 6SD
8. The Print House, St. Leonard's Road, NW10 6ST
9. Europa Studios, Victoria Road, NW10 6ND
10. Former Engineering Works, 18-19 Hythe Road, NW10 6RT
11. Electricity sub-station, Hythe Road, NW10 6RT
12. Former Rolls Royce factory, Hythe Road, NW10 6RR
13. Former Engineering Works, 44 Hythe Road, NW10 6RS
14. Former Gate and Shutter works, south of 1-10 Enterprise Way, NW10 6UN
15. 1-17 Farley building, Brunel Road, W3 7XR
16. Willesden Junction Bakerloo and Euston-Watford low-level platform canopies and east bridge, NW10 4UY
17. Willesden Junction former ticket office (Harrow Road entrance), NW10 4UY
18. Harlesden station, Acton Lane, NW10 8UP
19. Anglican and Non-Conformist chapels, Acton Cemetery, W3 6XA
20. 'Cross of Sacrifice', War Memorial, Acton Cemetery
21. Former Railway Institute, Goodhall Street, NW10 6TT
22. Fisherman's Arms, Old Oak Lane, NW10 6EJ
23. Stoke Place, off Old Oak Common Lane, NW10 6EH
24. 308-310 Elveden Road, NW10 7ST
25. McVities building, Waxlow Road
26. Former print works, corner of Twyford Abbey Road and Rainsford Road, NW10 7XE
27. The Old Refectory, Central Way, NW10
28. Scrubs Lane overbridge, NW10 6QE
29. Mitre Bridge, NW10 6QE
30. West London Line overbridge, NW10 6QE
31. Kew Curve Grand Canal rail bridge
32. Railway Bridge No 8B near Channel Gate Road

Other buildings of local heritage interest

1. 26-30 Scrubs Lane, NW10 6RA
2. Wimpole House, 1 Bashley Road, NW10 6TE
3. Acton Business School, School Road, NW10 6TD
4. 4-46 (even) Midland Terrace, Victoria Road, NW10 6LB
5. Former Chase House, 55-61 North Acton Road, NW10 6PH
6. 63 North Acton Road, NW10 6PJ
7. 65 North Acton Road, NW10 6PJ
8. 23-25, 27-29, 31-33, 42-45 and 49 Brunel Road, W3 7XR
9. Former engineering works, 2 Salter Street, NW10 6UN
10. Brett's Villas, Park Royal Road, W3 6XD
11. 154, 159, 160, JSP House, Dukes Road, W3 0SL
12. Terraced houses on Wesley Avenue, Harold Road, Newark Crescent and North Acton Road
13. Railway Cottages within Old Oak Lane CA
14. Factory building, Waxlow Road, NW10 7NU
15. Wendover Court, Western Avenue, W3 0TG
16. Former Compton works, Chase Road, NW10 6HZ
17. 51, 47-49, 39-43 Park Royal Road
18. Wells House Road terraces, NW10 6ED
19. Chandelier building, Scrubs Lane, NW10 6RB
20. Dan House, Elveden Road, NW10 7ST
21. 304-306 Elveden Road, NW10 7SY
22. Acton Lane Road bridge over Grand Union Canal NW10 7NH

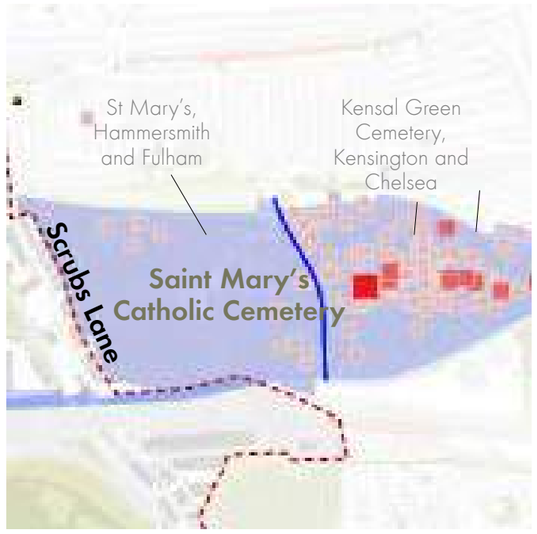


Existing and proposed heritage designations

CONSERVATION AREAS

Existing Conservation Areas |

Definition
Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.









1. St. Mary's Catholic Cemetery

This conservation area is situated in LB Hammersmith and Fulham and was designated in April 1989. The current 'Conservation Area Character Profile' was issued in July 1998. The Roman Catholic Cemetery was consecrated in 1859. The defining feature of the conservation area is its "openness" - a key characteristic with a layout more logical than picturesque. The area also includes several mortuary chapels and mausolea which are Grade II listed as well as the Belgian War Memorial (c. 1920). The Crematorium (1938-9) and chapels are identified as being of local interest.

2. Old Oak Lane, London Borough of Ealing

The Old Oak Lane Conservation Area Appraisal was published in March 2007 by LB Ealing. The area's special interest is defined with regard to "the survival of Old Oak Lane Estate in more or less its original form as a planned workers development is a rarity". The CA was first designated by LB Hammersmith and Fulham in 1990. The area was transferred to Ealing in 1994 following an administrative boundary change and was extended to include Goodhall and Stephenson Streets.

3. Canalside (north-east part), London Borough of Ealing

The north-east part of the Canalside conservation area is situated in the conservation area and was designated by LB Ealing in 1993/4. A Conservation Area Appraisal was prepared by The Conservation Studio in 2009 and focuses on the greater part of the canal in Ealing, to the west of Park Royal. Tree and shrub growth, the Grand Junction Arms, the historic canal wharves at Old Oak Lane and the historic bridges are some of the area's defining characteristics.

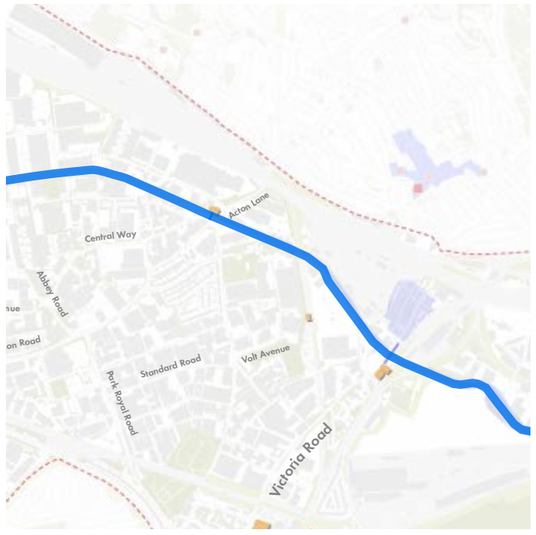
4. Grand Union Canal, London Borough of Hammersmith & Fulham

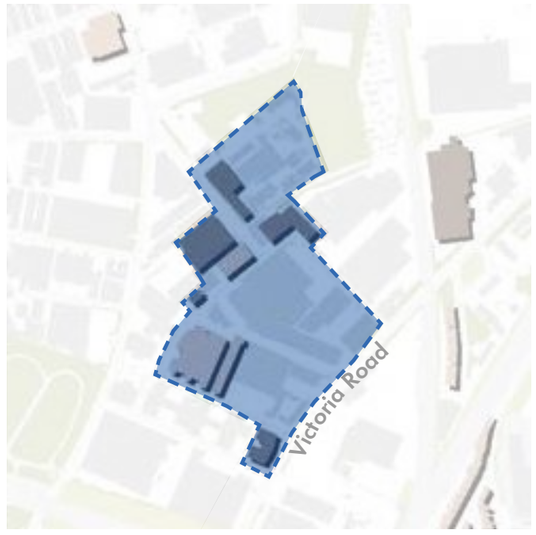
LB Hammersmith and Fulham designated the Grand Union Canal Conservation Area in July 2012. The canal extends from Old Oak Lane to the Borough boundary. At the time of writing, no conservation area appraisal had been prepared and as such no statement of significance exists. Borough-wide Draft Local Plan Policy RTC 1 provides general statement on working with partners to enhance and increase access to, as well as use of, the River Thames and Grand Union Canal. The policy encourages development of vacant and underused land along the Canal "taking account of local context and character". It also seeks to ensure the improvement and greening of the canalside tow path.

Definition
Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. At Old Oak and Park Royal, the conservation area boundaries are drawn around buildings and spaces of intrinsic interest or group value, and where the evidence of the area's past is manifest.

Proposed Conservation Areas |







1. Cumberland Park Factory

The Cumberland Park buildings are considered to be of group value and are the best surviving ensemble of industrial structures in the OPDC area. The buildings form a clear edge to the Roman Catholic Cemetery to the rear and are considered to be of special interest. OPDC consulted on the potential designation of the Cumberland Park Factory alongside the Local Plan consultation in February 2016. The Heritage Strategy endorses the proposed designation as set out in chapter 3.

2. Grand Union Canal

The canal currently benefits from two conservation area designations which cover the LB Ealing and LB Hammersmith & Fulham sections of the OPDC area. The LB Brent section of the canal, west of Acton Lane is not designated and so options exist to designate either the LB Brent section of the canal or a single Conservation Area for the whole of the OPDC extent of the canal. The Grand Union Canal is a significant heritage asset which has the potential to play a major role in the regeneration of the Old Oak and Park Royal area.

3. St. Leonard's Road area

The proposed conservation area represents the best preserved part of a much wider area of intensive industrial activity in the early 20th century. The area is notable for a cluster of early 20th century industrial buildings and is of high sensitivity to change. The buildings along St Leonard's Road form a consistent edge against the pavement, consistent with its original layout. The boundary is tightly drawn around the most distinctive survivors from the period, most of which also have group value. The boundary also includes later buildings of little or no architectural interest that could be replaced without loss of significance to the conservation area. Further work is required, particularly to assess the buildings north of Bashley Road. The boundary currently excludes the Boden building.

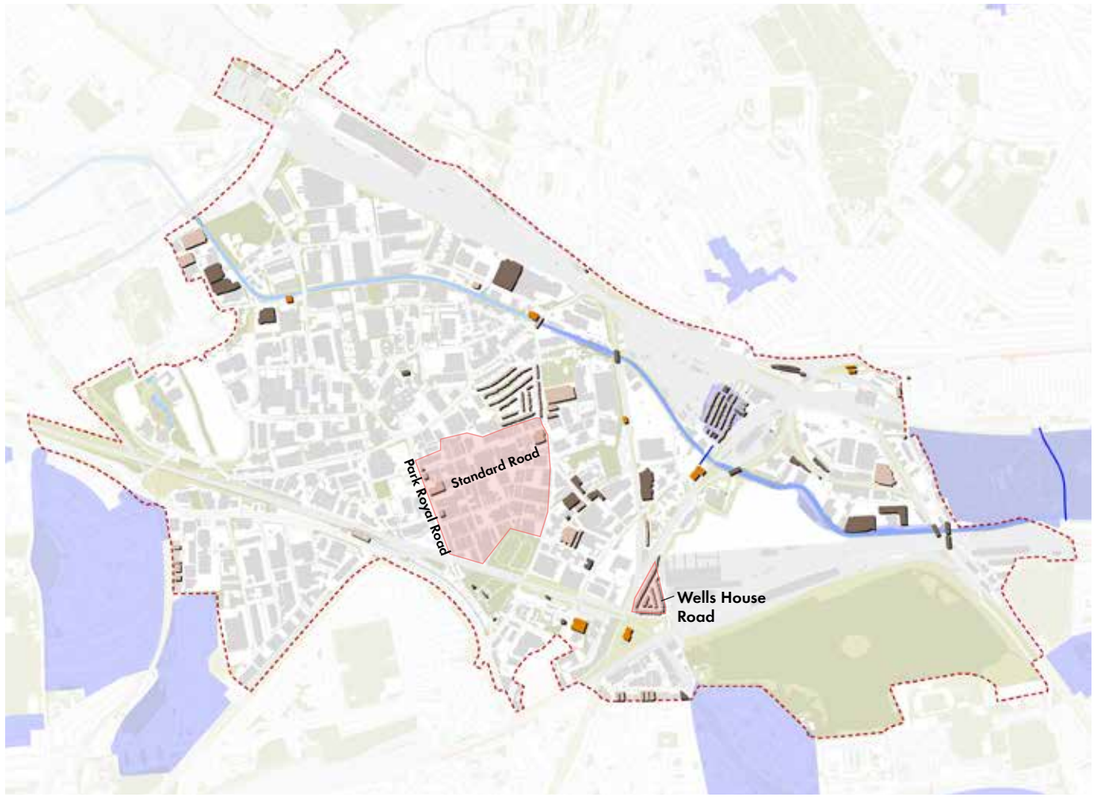
AREAS OF LOCAL CHARACTER

Proposed Areas of Local Character |

Definition
Areas of Local Character are areas with discernable architectural, historic or community interest, where the buildings of note have some group value or common associations, but are less exacting than the requirements for conservation area designation. The areas would have the status of non-designated heritage assets, to be treated as a material consideration in any planning application. They would not however carry the statutory weight or responsibilities of designated assets.







1. Standard Road area Park Royal

The fine-grained nature of the area, the regular street pattern and small plot sizes are distinctive to this area and perhaps more significant than the preservation of the individual buildings themselves. Opportunities exist to retain the broad relationship between the streets and buildings.

2. Wells House Road Old Oak Common

It is recommended that consideration is given to the potential identification of the Wells House Road area as an Area of Local Character. A largely intact enclave of Edwardian terrace houses in an unusual plan form, resulting from its confined triangular site. Its character does not prevent (or place any special requirements) on domestic extensions or alterations, nor does it prevent development in its setting.

EXISTING BUILDING DESIGNATIONS

Current locally listed buildings | ●

Definition
Locally listed buildings are non-designated heritage assets and impose no special responsibilities on their owners for repairs or minor alterations. They are buildings and structures of townscape, architectural or historic merit identified by the former planning authorities, in consultation with local amenity groups. There will be a presumption in favour of retaining such buildings and of sustaining their local interest (see for example p.44 Hammersmith and Fulham SPD Planning Guidance July 2013).



1. **Elizabeth Arden Factory, Wales Farm Road W3 6UG**

   The Elizabeth Arden Factory was built in 1939 at 140 Wales Farm Road, and was designed by Wallis, Gilbert & Partners. It was constructed on previously undeveloped land but in an area that was growing rapidly. It is a two storey building with a range of offices and a single storey north-light shed behind. It has been heavily altered throughout the years, with the removal of the central tower and partial rendering of the facade.



2. **Acton Canal Wharf signal box, opposite side of railway line to Makro car park**

   The box was built around 1895 and refurbished and extended recently to provide facilities for the signalman on duty. According to railway enthusiasts, this is one of only two boxes that has a rarer type of block instrument still in use that has no 'Line Clear Release' on section signals. The other of this kind is at Neasden Junction.



3. **Willesden Junction electricity sub-station, to the east of Willesden Junction station**

   One of ten sub-stations built c.1916 for the electrification of the London & North Western Railway. It is an imposing brick building with round headed windows and a monitor roof. It is currently derelict.



4. **Electricity sub-station, south east of Wells House Road**

   The sub-station was built between 1894 and 1913, with later additions. It is presently overgrown and derelict, located on a railocked triangle of land. According to the 'Old Oak Outline Historic Assessment', it has a monitor roof structure with parallel 'aisles'. The structure is identified as a 'transformer station' on the 1974 Ordnance Survey, but not on previous maps.



5. Canal Cottage by Grand Union Canal Twyford Abbey Road, NW10 7DE

The oldest 'industrial' building in the area, the Canal cottage was built in the 1830s and is thought to have been a lengthman's cottage, located at Twyford Abbey Road.



6. Grand Junction Arms, Acton Lane NW10 7AD

The Grand Junction Arms (formerly known as Grand Junction and Railway Inn) was built in 1861 on the site of a beer-house. The building was altered during the inter-war years with a new facade and is a local landmark. Today the pub still fronts onto Acton Lane but also has a presence on the north side of the Grand Union Canal.



7. Victoria Terrace, 2a/b-8a/b Old Oak Lane NW10 6EG

A group of four late Victorian terraced houses of 'Tyneside Flat' type. Characterised by their original Flemish bond brickwork, they were built between 1896 and 1915. They were originally built as workers' housing, possibly for employees of the Willesden Paper & Canvas Works or the North & South West Junction Railway, and are therefore partly valued for their historical associations.



8. Network Rail's Willesden Junction Maintenance Depot, Old Oak Lane, NW10 6EJ

A 1960s building probably designed by the British Railways Western Region Architect's Department. It is a two-storey building with dark brick and shuttered concrete in a Brutalist style. It is possibly the office, amenities and workshop block for the Freightliner depot to the north, which opened in 1968.

PROPOSED BUILDING DESIGNATIONS

Proposed locally listed buildings |

Definition
Proposed locally listed buildings are those that on the basis of current information appear to meet the general criteria for local listing, however internal inspection and thorough consultation is required. They are significant in their locality as part of the rapid development of the Old Oak and Park Royal area and are thus of greater historic interest than they might be elsewhere. Locally listing a building does not guarantee its retention.



1. The Castle pub, Victoria Road, North Acton W3 6UL

A successful example of the application of a Victorian 'free style' to a public house. Built during the inter-war period to serve the surrounding industrial area of North Acton, this is one of the few character buildings remaining in the area. It has a spirited and eclectic design, combining mock-Tudor decoration with small-paned windows, brick render and half-timber decoration. The corner turret is a local landmark. It has a rich social history as the former popular destination for actors from the BBC Television Rehearsal Rooms adjacent.



2. North Acton Station, Victoria Road W3 6UP

The ticket office is an attractive example of Edwardian Great Western Railway London suburban station, opened in 1904. It is a simple red pavilion with a hipped tile roof. The waiting room has been demolished but parts of the platform canopies survive. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.



3. A+M building, The Royals, Victoria Road NW10 6ND

The Chesebrough Manufacturing Co moved from Holborn to Victoria Road, Acton in 1923. In 1978 the factory made Vaseline and Q-tips products, employing c.350. The building dates to the 1930s and is a steel framed, brick clad building with original large steel windows. It has art deco and classical detailing with giant order pilasters, modillion cornice to side elevation and contrasting bands of white render, also used in spandrel panels. The A&M building is positioned on a wedge-shaped site, parallel to the railway line and facing south at an angle to Victoria Road. This gives the building some prominence in the townscape.



4. Metal Refinery, Bashley Road NW10 6SN

This is an impressive two-storey symmetrical red brick building constructed in 1925. It is loosely classical in style, with red brick contrasting with artificial stone pilasters, pediment and architraves. It was likely this was used for offices; there are a number of buildings to the back of the site, associated with the metal refinery, that require further assessment.



5. The Old Torpedo Factory, St. Leonard's Road NW10 6ST

It is believed to have been built on the site of a soap works between 1921 and 1931. The symmetrical red brick building is three storeys and is a local landmark. The claimed military association needs research.



6. Former Rotax Works, 1 Chandos Road NW10 6NF

A three-storey red brick building constructed before 1920 and subsequently used for the manufacture of aircraft engines. Although altered (the windows have been replaced) the building is of historical interest and has been included predominantly for its historical significance. Rotax Ltd. was located here during the 1900s manufacturing equipment for aircraft. It was one of 26 aviation-related firms based in and around Park Royal in 1958.



7. 5 Bashley Road NW10 6SD

A 1960s building with an unusual facade in an art deco vein, with contrasting green and white tiles. The building seems to have been rebuilt behind the frontage block.



8. The Print House, St. Leonard's Road NW10 6ST

An early 20th century commercial building on St. Leonard's Road and distinctive from other buildings in the character area. It is one of the earliest commercial buildings in this part of Park Royal.



9. Europa Studios, Victoria Road NW10 6ND

A former confectionery works, the 1930s steel framed, red brick building is three storeys high and is a positive contributor to the street-scene. The bow-fronted facade is unusual.



10. Former Engineering Works, 18-19 Hythe Road, NW10 6RT

Built between 1894 and 1913, no. 18 comprises several phases, the earliest of which is probably the two-storey double-fronted house to the west (now Beck's Cafe).



11. Electricity sub-station, Hythe Road NW10 6RT

A red brick, three-storey high tower-like building with recessed bays and reinforced concrete sills. It was probably built in the early 20th century.



12. Former Rolls Royce factory, Hythe Road NW10 6RR

A purpose-built maintenance depot of 1939-40 in Moderne style. The central bays around the entrances have double height square columns and decorative spandrel panels. The cladding is a recent addition. The building has historical significance as the former Rolls Royce factory, employing 750 workers at its peak. The factory on Hythe Road closed in 1982.



13. Former Engineering Works, 44 Hythe Road NW10 6RS

Built in 1913, these are two-storey red brick factory buildings that back onto the canal and later became part of the former Rolls Royce complex. The building has been included for its historical significance.



14. Former Gate and Shutter works, south of 1-10 Enterprise Way, NW10 6UN

Built between 1894 and 1913, it is one of the earliest groups of buildings in its vicinity. The buildings have been included for their historical signficance. Botswick Gate and Shutter Co. moved to Salter Street in 1907 and specialised in collapsible gates and a number of other goods invented and patented by entrepreneur Jabez Bostwick. Bostwick gates are still used today. The company ended their operations in the 1970s, but the original buildings still remain.



15. 1-17 Farley building, Brunel Road W3 7XR

A well preserved art-deco style symmetrical building with Flemish bond brickwork and original metal windows, brick walls and steps. The building has a distinctive curved frontage and has a positive relationship with the street. It was historically occupied by a cabinet works.



16. Willesden Junction Bakerloo and Euston-Watford low-level platform canopies and east bridge, NW10 4UY

Well preserved wooden canopies with cast iron columns and timber valances. They are of historical interest as a survivor of the 1910 Low Level station on the Watford DC line.



17. Willesden Junction former ticket office (Harrow Road entrance), NW10 4UY

Located between the high and low level platforms and built c.1912, red-brick building with terracotta details and a hipped slate roof.



18. Harlesden station, Acton Lane NW10 8UP

Opened in June 1912, the ticket office is a single-storey red brick building with stone dressings and a hipped slate roof. Jacobean architecture with mullion and transom windows. The listing should include the platforms and outbuildings as far as possible, subject to further assessment.



19. Anglican and Non-Conformist chapels Acton Cemetery, W3 6XA

These are a pair of early Gothic style stone chapels, one is Anglican and the other is a Non-Conformist chapel, built in the late 1800s. Both chapels, linked by a porte-cochere, were designed by the Borough Surveyor, Daniel Ebbetts. Acton Cemetery opened in 1895 on former farmland belonging to Lower Place Farm.



20. Cross of Sacrifice, Acton Cemetery W3 6XA

The Cross of Sacrifice was erected by Imperial War Graves Commission to honour those who lost their lives in WWI and WWII.









21. Former Railway Institute, Goodhall Street NW10 6TT

A key building of local interest in the Old Oak Lane Conservation Area that has a strong physical presence and which represents its former important social function. It is a brown brick building with red brick dressings. It has been significantly altered to the rear but is capable of repair and re-use.

22. Fisherman's Arms, Old Oak Lane NW10 6EJ

A well preserved inter-war addition to the area in the Old Oak Lane Conservation Area. The building is of brown brick with a hipped tile roof and mullioned bay windows.

23. Stoke Place, off Old Oak Common Lane NW10 6EH

A pair of short terraces in the Old Oak Lane Conservation Area. Doors and windows have been replaced but the original designs could be reinstated..

24. 308-310 Elveden Road NW10 7ST

A pair of symmetrical inter-war buildings with streamlined windows and flag poles and art deco features. The buildings are part of a small group of factories in Elveden Road from the same period.



25. McVities building, Waxlow Road NW10 7NU

The only historic survivor from McVities biscuit works. This building dates from the 1930s and is made of smooth red brick (Accrington or similar) with stone dressings.



26. Former print works, corner of Twyford Abbey Road and Rainsford Road, NW10 7XE

The building was constructed in the 1930s / 1940s and faces the canal. It is of brown brick with metal windows and vertically expressed stair cores. It used to be the former printworks for the Radio Times.



27. The Old Refectory, Central Way NW10

The building was constructed in 1908 as the dining hall of the Willesden workhouse, as part of a second phase of works. It has two storeys and is made of stock brick with red brick dressings. It has a hipped slate roof with lower sections, and large diocletian windows at the upper level. It is now part of the Central Middlesex Hospital and the principal survivor from the former workhouse.



28. Scrubs Lane over bridge NW10 6QE

The Scrubs Lane over bridge carries Scrubs Lane over the Great Western main line, and was reconstructed by the GWR in c.1905. It is a single-span bowstring truss bridge, constructed of steel with purple and red engineering brick abutments. The structure has a degree of aesthetic value and is a local landmark. It is believed to be contemporary with Mitre Bridge.



29. Mitre Bridge
NW10 6QE

Reconstructed c.1905 by Mayoh and Haley and contributes significantly to the identity of the area. It is a colourful hogback overbridge with flanged steel plates. It is part of a group of bridges with different designs within a small section of the canal area.



30. West London line overbridge
NW10 6QE

The bridge carries the Clapham Junction branch of the North London line over the Great Western main line. It is likely to have been constructed by the L&NWR. It is a single-span skew bridge with braced steel trusses and is part of a group of bridges with different designs within a small section of the canal area. It supposedly dates to c.1908 and replaces a four-arched bricked bridge.



31. Kew Curve Grand Canal rail bridge
NW10 6EJ

A bow string truss construction with brick abutments, it may date back to the early 20th century. It is a characteristic example of railway engineering.



32. Railway Bridge No 8B
Near Channel Gate Road

The skew bridge is the oldest bridge along this stretch of the Grand Union Canal. It is an example of high quality Victorian brickwork, particularly in the underside of the brick arches. It is a significant contributor to the experience of the canal from the towpath.

Other buildings of local heritage interest |

Definition
These are buildings of lesser interest, or which may have been extensively altered, but which are part of the Old Oak and Park Royal story. The main purpose of the category is to signal the role of the buildings in the evolution of the area and to help reinforce local identity. Where buildings cannot, or need not, be retained, provision may be sought for their recording, or to serve as a stimulus to placemaking.



1. 26-30 Scrubs Lane
NW10 6RA

Three late-19th C shop units with accommodation above, with a stone plaque reading 'Cumberland Park'. The brown brick building has decorative red brick embellishments and stone lintels. There are some surviving ground floor elements.



2. Wimpole House, 1 Bashley Road
NW10 6TE

The building has been included for its historical significance as a representative example of saw tooth industrial roofing. These were once widespread in the area, but now rare. It was also one of the earliest buildings constructed in the St. Leonard's Road area, predating the Torpedo Factory, and formed part of an 'alpax works' (foundry and engineering) in the 1930s.



3. Acton Business School, School Road
NW10 6TD

The building has been included for its historical significance, as a representative example of 1930s manufactory. In the mid 1900s the building was used as a rubber works, and was adjacent to Acton Wells School. The chimney is a local landmark.



4. 4-46 (even) Midland Terrace, Victoria Road
NW10 6LB

A group of late Victorian terraced houses with back gardens, constructed for railway middle managers. The repetition of paired bays and gables provides a consistent rhythm in the terrace.



5. Former Chase House, 55-61 North Acton Road NW10 6PH

A 1930s/40s building with a double height red-brick columned facade. The size of the glazed openings confirms its steel-framed structure.



6. 63 North Acton Road NW10 6PJ

One of the earliest buildings to be constructed in the Powergate Business Park character area, it is an example of a saw-tooth roofed building, once common but now rare in the area. The building was constructed in the late 1920s. The building has been included for its historical significance and was formerly used as a 'kapok down works'.



7. 65 North Acton Road NW10 6PJ

A three-storey building with original steel windows to the rear and an unusual entrance with a cut away corner. The building was originally the site of a millbank works (slate slabs) but later formed part of a confectionary works, shown on a 1954 Ordnance Survey.



8. 23-25, 27-29, 31-33, 42-45 and 49 Brunel Road, W3 7XR

A group of late 1920s brick industrial buildings; the Westway Industrial Estate was developed by Hillier, Parker and May in 1927. The units are in red, brown and grey brick laid in Flemish bond, with steep windows and white embellishments. They are amongst the last survivors from the original Estate.



9. Original engineering works, 2 Salter Street NW10 6UN

May be an original engineering works with triangular saw-tooth roof, constructed by 1933. The building has been included for its historical significance.



10. Brett's Villas, Park Royal Road W3 6XD

Victorian symmetrical pair of villas in stock brick with original sash windows (only at No 1) and a hipped slate roof.



11. 154, 159, 160, JSP House, Dukes Road W3 0SL

A group of buildings constructed c.1930s and retains original steps, brickwork and brick-on-edge parapets which contribute positively to the streetscene. The buildings are in contrast to the larger modern commercial units nearby.



12. Terraced houses on Wesley Avenue, Harold Road, Newark Crescent and North Acton Road

Rows of terraced housing which have historic associations, having been constructed in the 1930s for employees of Harold Wesley stationery manufacturers.



13. Railway Cottages within Old Oak Lane CA NW10 6TT

Rows of terraced housing within the Old Oak Lane Conservation Area, including houses along Goodhall Street, Stephenson Street, Webb Place and Old Oak Lane.



14. Factory building, Waxlow Road NW10 7NU

A red-brick, gable ended and buttressed factory which dates from the early 20th century. It is located close to the canal and has historic associations with McVities.



15. Wendover Court, Western Avenue W3 0TG

Constructed in the c.1930s, it is a symmetrical red-brick building with art-deco features and is a familiar landmark to Western Avenue.



16. Former Compton works, Chase Road NW10 6HZ

The building was rebuilt after bomb damage in WWII and has a striking presence on Chase Road. The symmetry of the facade is its best feature, with the emphasis given to the central entrance. All the windows have been replaced.









17. 51, 47-49, 39-43 Park Royal Road
Interwar buildings of group value

These are interwar industrial buildings of group value with attractive brick facades, mostly in a loosely classical idiom. Their former uses include the manufacturing of safety glass and radiators for automobiles. 51 Park Royal Road was previously a bank and general food store, serving local workers around Park Royal.

18. Wells House Road terraces
NW10 6ED

A distinctive triangular cul de sac of around 125 Edwardian terrace houses, hemmed in by railway lines to the west and south-east and Old Oak Common to the east. Built in c.1908 on the former site of Wells House Farm close to Acton Wells springs.

19. Chandelier building, Scrubs Lane
NW10 6RB

A five storey 1960s building with an expressed precast concrete frame. The Chandelier building is of a simple and functional design that seems capable of having a new lease of life. It does not have any evident group value but like many of the more recent buildings in the study area, it represents an investment in embedded energy that could be recycled.

20. Dan House, Elveden Road
NW10 7ST

A two-storey factory constructed in c.1930s. It is a red brick building with distinctive expressed rounded corner to office frontage. It has group value with other factories of a similar date in Elveden Road.



21. 304-306 Elveden Road
NW10 7SY

This is a two-storey factory constructed in c.1930s with red brick laid in flemish bond. The steel windows are in 'moderne' style. The building has group value with other factories of similar date in Elveden Road.



22. Acton Lane Road bridge over Grand Union Canal
NW10 7NH

The Acton Lane Road bridge has group value with the Grand Junction Arms. The bridge is constructed with purple brick with cast iron panels and has been widened and reconstructed. It was known as "The Red Bridge" by residents of the Lower Place community.

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