Old Oak

Masterplan Framework

OPDC
OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION

MAYOR OF LONDON



GORT SCOTT
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Every effort has been made to acknowledge the source of photographs and illustrations; we apologise for any errors or omissions.

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Foreword

Old Oak and Park Royal is one of the UK's most significant places for delivering a new district, driving inclusive economic growth and providing thousands of affordable and market homes over the next decade. This is underpinned by the strength of Park Royal's industrial economy and the arrival of the new Old Oak Common Station, which together create the foundations for a major mixed-use neighbourhood that will generate lasting benefits for West London.

The Masterplan Framework is an important step in turning this potential into a clear and coordinated plan for the future. It sets out how development, infrastructure, public spaces and community facilities could come together to create a well-connected, welcoming and sustainable place.

Regeneration at this scale is about more than new buildings. It is about creating a place where people feel part of a community, where opportunities are accessible, and where growth supports both new and existing residents. The framework helps us understand what is needed to achieve this - from homes and transport to utilities, community, leisure and green spaces.

The vision and guiding principles within the framework reflect the area's special identity and character, and draw on several years of engagement with local communities, partners and stakeholders. Their insight has shaped both the site-wide principles and the Illustrative Masterplan that sits alongside them.

Old Oak and Park Royal has the huge potential to become a distinctive and successful new part of London, where global opportunities are made local. For everyone involved in bringing forward change here, this framework provides a shared foundation and a consistent point of reference to realise this ambition.

Dame Karen Buck Chair, OPDC





Sharks Canoe Club, Grand Union Canal

Photo © Zute Lightfoot

Chapter 1

Introduction





A view towards the Grand Union Canal, where new landscape and development will revitalise a one kilometre stretch of this iconic waterway.

The Old Oak opportunity

Old Oak is one of the UK's largest regeneration opportunities – at the intersection of two generational transport investments, High Speed 2 (HS2) and the Elizabeth line – delivering the equivalent of a New Town on brownfield land.

Old Oak represents one of the most significant opportunities to deliver jobs and homes at scale in London and the UK. With Old Oak Common Station set to become the interchange between the Elizabeth line and HS2, Old Oak will have fast and frequent links across London to Heathrow, the West End, and Canary Wharf; and across the country, including to Birmingham.

The area is currently under-populated, fragmented, and lacking in green and amenity space – all of which contribute to low home ownership levels and high unemployment. Regeneration at Old Oak seeks to address these challenges by delivering a comprehensive new mixed-use community, underpinned by new connectivity and green infrastructure.

At Old Oak, OPDC will deliver approximately 8,000 new homes (including affordable.) This will include a diverse mix of tenures and typologies. Additionally, Old Oak will drive economic growth by delivering approximately 200,000 sqm of commercial and community space.

As the majority landowner, the public sector has an incredible opportunity to drive change, steer the pace of delivery, and influence the return on investment.

OPDC's vision for Old Oak maximises its local, city-wide and national impact. This is an incredible opportunity to use publicly-owned brownfield land to unlock and amplify the value of major national investments, delivering long-lasting benefits.



View from Oaklands Rise

Photo © Zute Lightfoot

The Masterplan Framework Area



Old Oak
Photo © Jason Hawkes

The area highlighted above is indicative of the Old Oak regeneration area and is subject to change as the project evolves over time. This Masterplan Framework focuses on the area within this boundary but also considers how redevelopment at Old Oak's will connect with surrounding neighbourhoods to create a cohesive and authentic place.

Remaking Old Oak

OPDC's Regeneration Strategy for Old Oak, 'Remaking Old Oak', sets out OPDC's vision for the comprehensive redevelopment and regeneration of Old Oak. At its core is the creation of a vibrant new urban district, centred around the major investment in the future Old Oak Common Station. Through significant investment in the local economy, Old Oak will be reimagined as a thriving community in the heart of West London.

The strategy outlines the Strategic Objectives that underpin the actions we will take to deliver this transformation at Old Oak, and which have informed the development of the Illustrative Masterplan and Masterplan Framework.



BUILD A PLACE TO CALL HOME

- Deliver diverse housing options including family homes and homes for later living.
- Create inclusive communities where people want to live and put down roots.
- Build high quality, sustainable homes that contribute to addressing West London's housing need, across all tenures and levels of affordability.



MAKE A PLACE TO BE PROUD OF

- Develop diverse and characterful neighbourhoods with a thriving and revitalised London high street connecting Harlesden to North Acton.
- Deliver new social infrastructure and community spaces.
- Work with diverse groups to design public spaces that are accessible, safe and welcoming.



DRIVE INCLUSIVE ECONOMIC GROWTH

- Create a fairer economy for everyone by embedding inclusive growth, securing pathways into employment and training.
- Establish a new commercial district and workspace address for London, complementing the diverse existing employment in the area.



CREATE A THRIVING ENVIRONMENT

- Deliver sustainable outcomes and support zero-carbon goals at a strategic scale with a focus on environmental, social and economic sustainability.
- Promote healthy lifestyles through improved pedestrian and cycle connectivity and high-quality public realm.



DELIVER AT PACE

- Ensure sites are brought into active use as soon as practically possible, delivering meanwhile uses where appropriate.
- Ensure development is paced to deliver the right infrastructure and mix of uses at the right times.



ENSURE VALUE

- Create opportunities for community capacity building and wealth creation, ensuring existing and future residents benefit from local investment.
- Deliver high quality, climate-resilient development to ensure long-term value for the public.

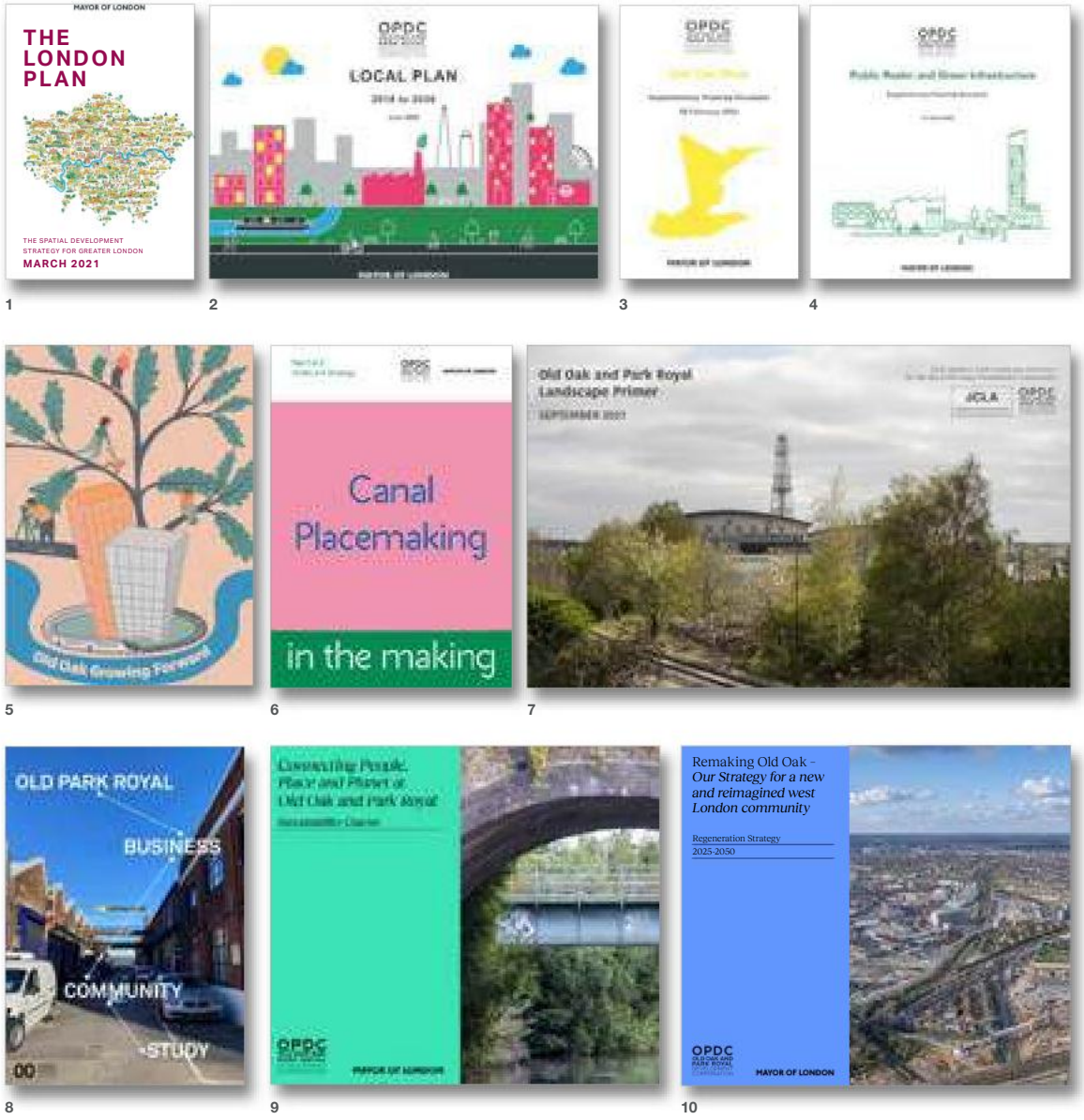
Regeneration Objectives - Extract from OPDC Regeneration Strategy 2025-2050

© OPDC

Planning and strategic context

The Illustrative Masterplan and Masterplan Framework have been informed by the following documents (this is not an exhaustive list):

- The London Plan
- OPDC Local Plan
- OPDC Old Oak West Supplementary Planning Document (SPD)
- OPDC Public Realm and Green Infrastructure SPD
- GLA's Good Growth by Design resources, including 'Optimising Site Capacity: A Design-led Approach' and 'Connective Social Infrastructure'
- Old Oak Ideas Book (summary of community input)
- Connecting People, Place and Planet at Old Oak and Park Royal (OPDC Sustainability Charter)
- Remaking Old Oak (Old Oak Regeneration Strategy)
- Old Oak Design Quality Statement
- OPDC Canal Placemaking Strategy
- Old Oak and Park Royal Landscape Primer
- Old Park Royal Business Community Study
- OPDC Economic Vision



1 2 3 4 5 6 7 8 9 10

Document References:
1 - The London Plan
2 - OPDC Local Plan
3 - Old Oak West SPD
4 - Public Realm and Green Infrastructure SPD
5 - Old Oak Ideas Book
6 - Canal Placemaking Strategy
7 - Old Oak and Park Royal Landscape Primer
8 - Old Park Royal Business Community Study
9 - OPDC Sustainability Charter
10 - Old Oak Regeneration Strategy

Purpose of this document

This Masterplan Framework has been prepared by Old Oak and Park Royal Development Corporation (OPDC) as Delivery Agent, to guide the future development of the Old Oak area. It has been endorsed by the OPDC Board on 20th November 2025 and supports the Old Oak Regeneration Strategy, OPDC Local Plan and Old Oak West Supplementary Planning Document.

The Masterplan Framework sets out the vision for the future of Old Oak to ensure the coordinated delivery of development proposals. It has three key component parts:

- **Sitewide Spatial Principles**
- **Development Parameters**
- **Illustrative Masterplan**

The Sitewide Spatial Principles describe the scheme's overarching sitewide guiding design principles; the Development Parameters map the key parameters that development will be set within; and the Illustrative Masterplan illustrates one way the Spatial Principles and Development Parameters could be realised.

The Masterplan Framework and the Illustrative Masterplan have been informed by consultation and engagement with several stakeholders, including with OPDC in its role as Local Planning Authority.

This Masterplan Framework, and Illustrative Masterplan, will be a key consideration in coordinating development proposals and ensuring that a comprehensive approach is taken, particularly in terms of sitewide place-making and urban design.

It is anticipated that proposals will build upon and evolve the principles established in the framework, in acknowledgement that the regeneration of Old Oak will happen over a long time period and that other development partners will be involved. The Masterplan Framework provides the context for developing an approach to site-wide delivery strategies that will inform and support future development proposals.

How to Use this Document

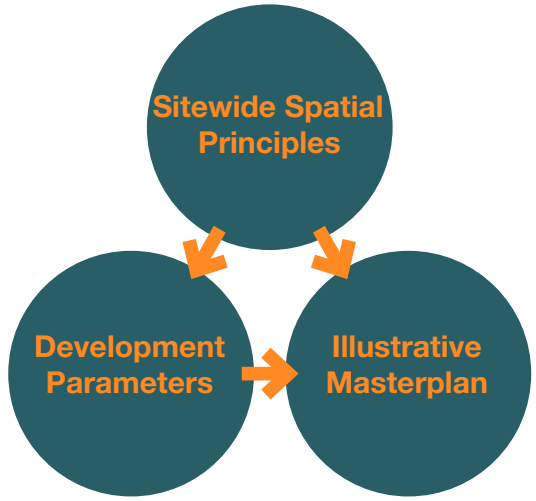
At the discretion of the Local Planning Authority, it is expected that this Masterplan Framework, together with the Illustrative Masterplan, will be a material consideration in the determination of future planning applications.

All detailed development proposals within the Old Oak area are expected to take account of the vision, principles and guidance set out in the Masterplan Framework.

At the planning application stage, supporting information will be produced to demonstrate how detailed development proposals are consistent with the principles and parameters set out in the Masterplan Framework and meet, or improves upon, the ambition behind them. Any deviations are expected to be justified against the original intent.

Chapter 6 includes an Illustrative Masterplan, illustrating one way that a scheme could be developed within these principles and parameters, and how they could be synthesized to create a place.

This is not a fixed scheme, and it is possible for detailed development proposals to vary and build on the Illustrative Masterplan, as long as the vision, sitewide spatial principles and development parameters set out in the Masterplan Framework are applied.



Three component parts

The Masterplan Framework has three key component parts that clearly communicate OPDC's design priorities for Old Oak.



Sitewide Spatial Principles

Set out the key sitewide guiding principles for the scheme.



Development Parameters

Map the key parameters that development will be set within.



Illustrative Masterplan

Demonstrates how these principles and parameters could be synthesized to create a unique place.

Six sitewide spatial principles



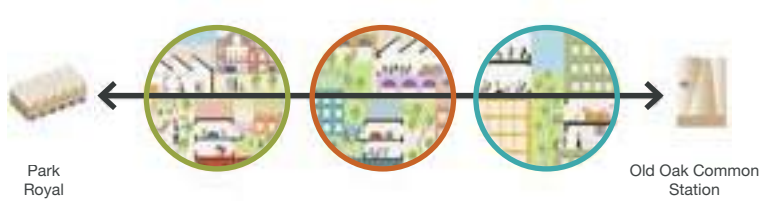
1 The Old Oak Mile

A coherent yet diverse street, stringing together a series of distinct characters.



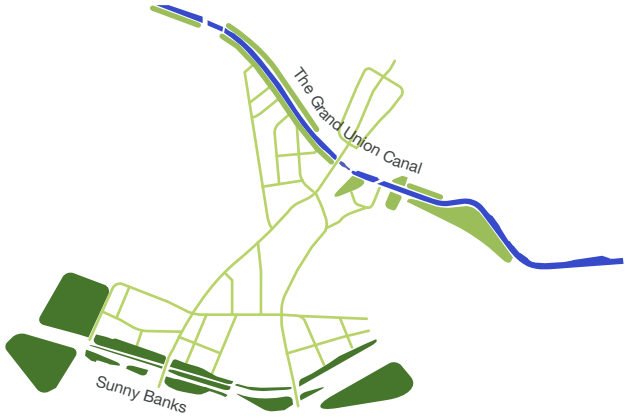
2 The Common Cut

A green street at the front door of the new station, using planting and public realm to connect the natural assets of the Canal and the Scrubs.



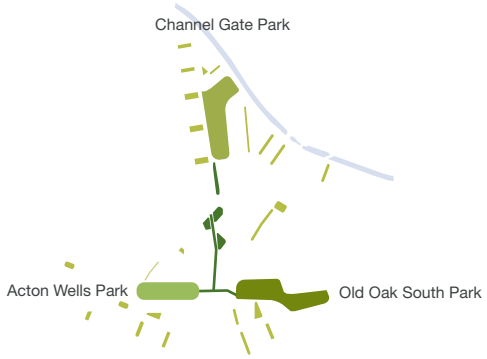
3 The Old Oak Line

Three mixed-use clusters along a green spine of parks, connected by a new place-defining bridge.



4 Landscape corridors

A network of biodiverse corridors, revitalising existing natural assets to provide green amenity and ecological habitats.



5 Connecting parks and green spaces

Three inclusive and welcoming new parks supporting Old Oak and the wider communities.



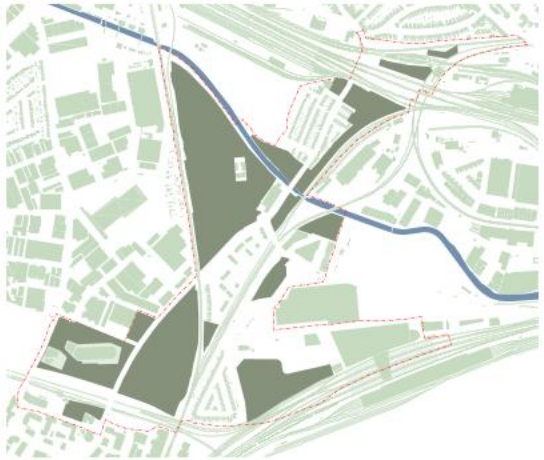
6 One place, two neighbourhoods

A bustling canalside neighbourhood and a major urban centre fit for London's new economy.

Eight development parameters



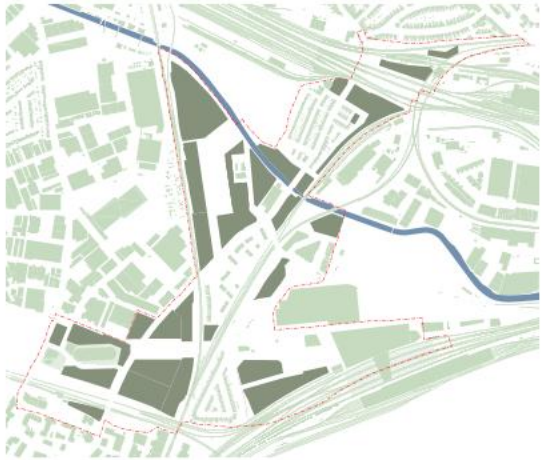
Key constraints



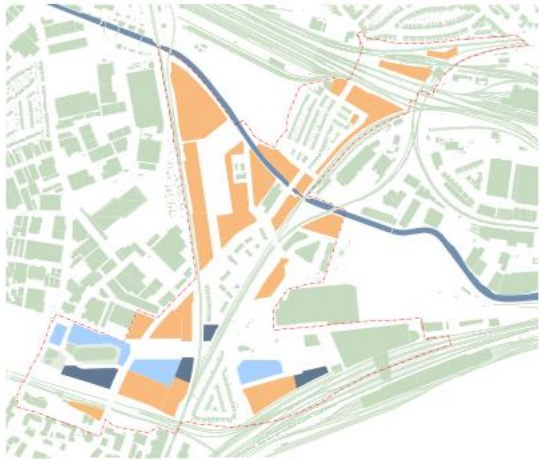
Development zones



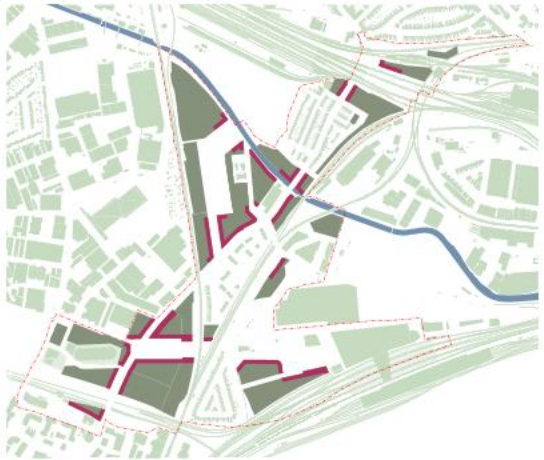
Primary public realm and landscape corridors



Development parcels



Predominant use



Ground floor non-residential active frontages



Building heights



Key routes

An Illustrative Masterplan



Site plan of the Illustrative Masterplan



Aerial view of the Illustrative Masterplan

Chapter 2

A place of opportunity



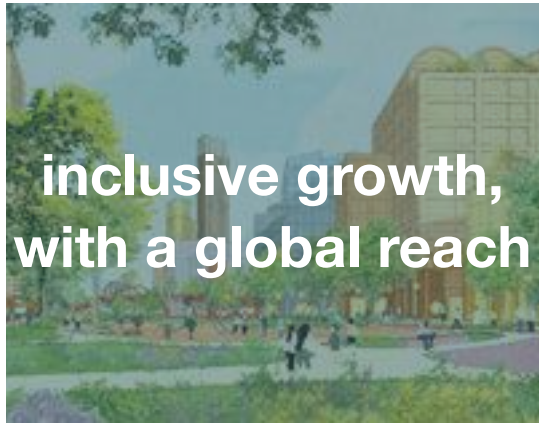
End of Summer Festival at Oaklands Social, Oaklands Rise
Photo © Zute Lightfoot

A place of opportunity

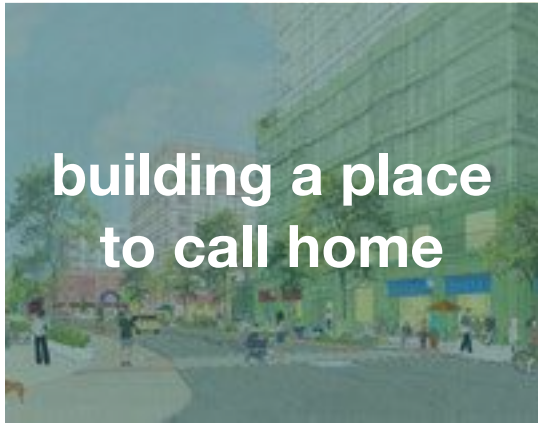
Old Oak will deliver transformational change in this part of West London, where an unprecedented potential exists for growth, innovation, and improved life chances. With the arrival of HS2 and other new connections, this area can once again be a hub for innovation and employment.

Old Oak will become a place of opportunity for local existing and new communities, and for London as a whole. It will be a place that offers opportunities to build homes and lives, build businesses and livelihoods; a place where nature and people thrive together; a place where people live connected and sustainable lives.

The following pages elaborate on six themes that underpin our vision for Old Oak.

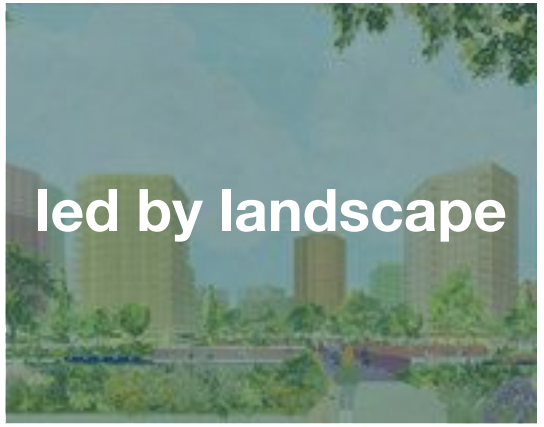












Inclusive growth, with a global reach

This is a generation-long plan that will benefit residents and businesses alike, ensuring investment in the area reaches the people who live here by creating high-quality homes and well-paid, highly-skilled jobs in the new industries that will be central to London's new economy.

Strategic Context

Old Oak is a place of untapped energy - where the imagination to solve, create, and make can forge the industries of the future. It stands at the meeting point of ideas and opportunity, linking Heathrow's global reach, London's Knowledge Quarter, and the innovation corridors stretching to Birmingham, Bristol, and beyond.

At the heart of WestTech London, Old Oak is set to become a globally connected hub - uniting world-class research from London and Oxford with the West Midlands' advanced manufacturing excellence, and with the world through Heathrow's gateway.

Here, Park Royal's creative and industrial heritage meets White City's academic power. Together they form a living laboratory for invention - a place where research, design, and production converge to turn ideas into real-world impact.

Built on a proud tradition of making - from luxury cars and prosthetic limbs to McVitie's biscuits - Park Royal remains London's largest centre of industry, feeding the capital and fuelling its creativity.

Now, this powerhouse is evolving to produce the sustainable technologies and solutions that will define the next century.

Old Oak and Park Royal is unique in London - a place where new neighbourhoods grow alongside one of the UK's most dynamic industrial ecosystems. With up to 200,000 sqm of new employment and community space, the area is poised to deliver on our Economic Vision and the London Good Growth Plan, including life sciences, clean technology, and the new frontiers of manufacturing.

As innovation once again becomes tangible - built, tested, and scaled - Park Royal will provide the space, talent, and entrepreneurial energy to make it happen.

And at the centre of it all are its people - diverse, creative, and ambitious. Their skills and spirit will shape Old Oak's future, supported by new transport links and investment in education and opportunity. Together, they will transform this extraordinary place into a beacon of innovation for London, and for the world.

Inclusive Economic Growth

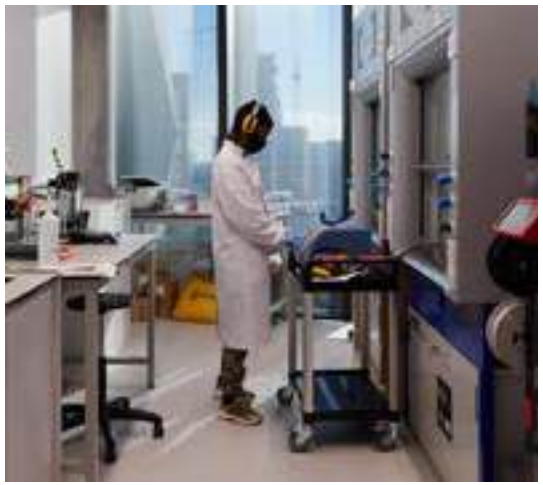
The new London Growth Plan identifies Old Oak and Park Royal as one of six key areas for London's next phase of growth and specifically for the application of frontier innovation. Its strategic location creates unparalleled opportunities to both curate high growth in long-cycle, frontier industries that are a crucial part of the national growth plan, and to transform productivity for small and medium-sized enterprise (SME)-led foundational industries in clusters like Park Royal through the diffusion of tech and innovation.

OPDC has developed an Economic Vision for Old Oak and Park Royal centred on world-leading Industrial Innovation. Our vision is that by 2040 the area will be a global centre for businesses designing, making, selling and distributing innovative products, and delivering London's essentials sustainably, modelling low carbon, circular economy production.



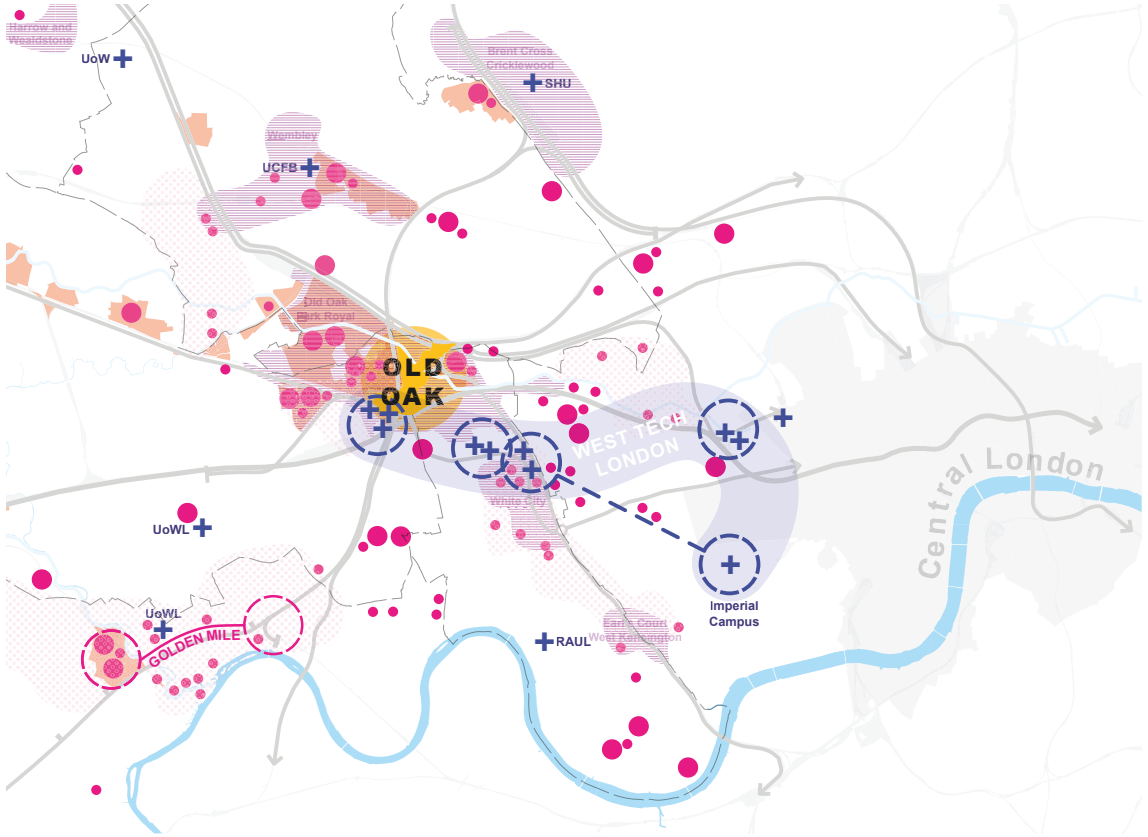
Koalaa, Park Royal

Photo © Zute Lightfoot



Sir Michael Uren Hub, White City

Photo © James Newton Photography



Emerging economies of West London

Industrial Innovation at Old Oak

Old Oak provides a unique opportunity to build an employment district with industrial innovation at its core. This entails reflecting on the best characteristics of established districts and testing where forethought could enhance or multiply those advantages:

- Inventing, Designing and Producing - Old Oak's employment space must be flexible and varied - from laptops to lab benches to precision machinery, that will emerge from organisations of all sizes, from micro-enterprises to world-class universities.
- Creative Collaboration - The best innovation settings create spaces and resources which encourage creative collaboration between different disciplines, firms and institutions, stimulating growth.

What is Industrial Innovation?

Industrial innovation is an approach to growth that places knowledge, research, frontier technology and innovation at the centre of our commercial strategy.

- It creates spaces and neighbourhoods including labs, offices, factories, social spaces and homes, that attract innovators and allow them to invent and refine systems, products and processes.
- It provides the space, infrastructure quality, connectivity and access to investment needed for innovators to turn ideas into reality and manufacture and distribute at scale.
- It actively encourages the introduction of innovation and technical academic expertise to existing businesses, helping them develop products and processes and boost productivity.

Creating a connected place

Strategically located at the intersection of two generational transport investments, HS2 and the Elizabeth line, Old Oak will be a place where people can build families, friendships, and connections. As an area that has historically connected people and cultures from across the globe, Old Oak will embody multicultural London, celebrating diversity and creating an inclusive, accessible and open place.

The future Old Oak Common Station along with the new adjoining bus station and a potential new Overground station will dramatically improve accessibility to and from the area, opening up the capital with world-class transport links.

The new development will capture opportunities unlocked by this new investment and complement it with a network of local routes that also connect to key existing active travel routes. Old Oak will create well-connected and accessible neighbourhoods with new and enhanced pedestrian and cycle routes and public realm, encouraging active travel and providing access to new and existing town centres and the opportunities they offer in terms of amenities and employment.

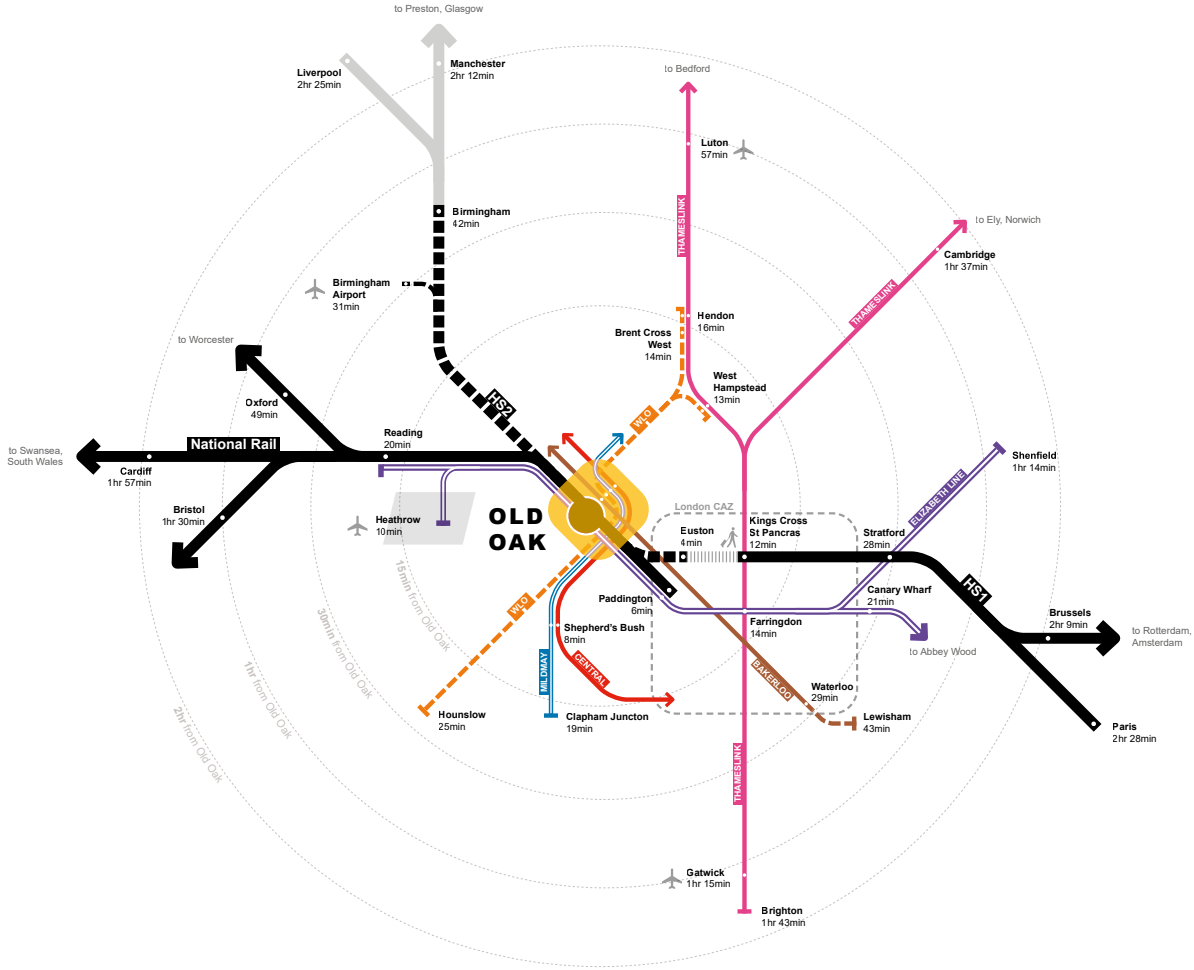


Towpath, Grand Union Canal

Photo © Zute Lightfoot



Old Oak connectivity within the UK



Old Oak connectivity within London and the UK

Building a place to call home



Old Oak aims to be the kind of neighbourhood London needs - a place where people feel safe and welcome, and know they are part of a thriving community. The opportunity to build homes that meet the needs of our diverse city will create a place where people will choose to live and put down roots - multicultural, open for all and alive with opportunity.

London faces an acute housing challenge. Too many households are struggling to access suitable and affordable housing. In Brent, Ealing and Hammersmith & Fulham, around 94,500 households - largely singles and young families - are priced out of both market sale and rental options. This significant affordability gap underscores a pressing need for a range of affordable, intermediate and market tenures.

The London Plan and the National Planning Policy Framework (NPPF) seek to increase the supply of new homes, including affordable homes, and to ensure that they are built faster and in the right locations. Old Oak is well positioned to drive positive change by significantly contributing to meeting London's long-term housing needs.

Old Oak can set a new standard for high-density urban living - with diverse and innovative housing choices that foster balanced, sustainable communities. Old Oak will achieve high standards of design quality, sustainability, and inclusivity, supporting the long-term social, economic, and environmental resilience of London.

Housing plays a pivotal role in supporting OPDC's economic vision and good growth in London. Old Oak will provide homes for the next generation of London's workforce, from young professionals and recent graduates to key workers and early-career families. Excellent connectivity, proximity to employment clusters and a vibrant mixed-use environment will attract those driving London's economic growth and innovation.

House building goes hand in hand with community building. Old Oak will strengthen connections with new and existing communities, by providing high-quality green spaces and shared social spaces that nurture relationships and well-being, fostering a sense of belonging and creating thriving neighbourhoods.

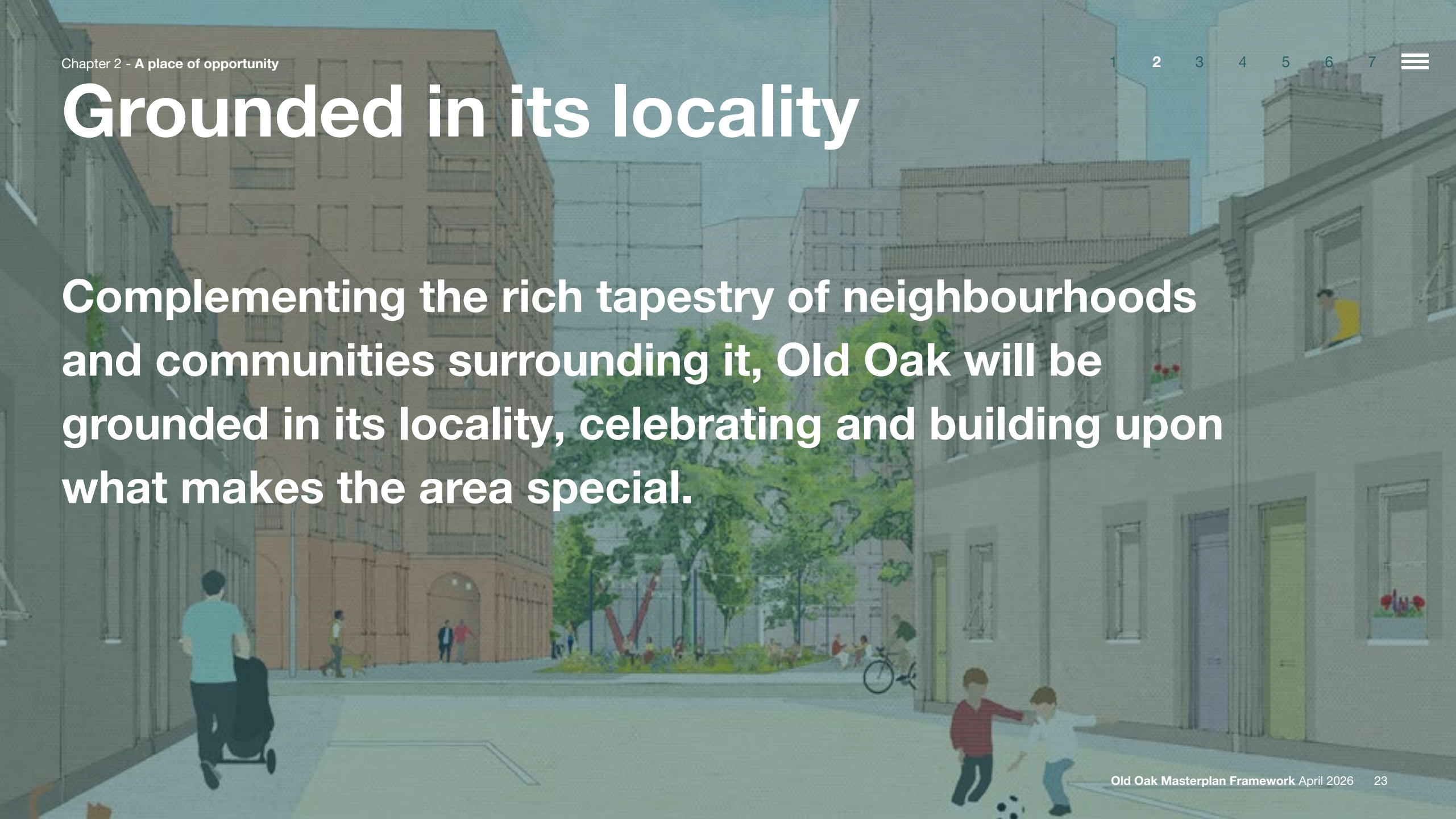


Midland Terrace Playground

Photo © Zute Lightfoot

Grounded in its locality

Complementing the rich tapestry of neighbourhoods and communities surrounding it, Old Oak will be grounded in its locality, celebrating and building upon what makes the area special.



The neighbourhoods around Old Oak each possess a distinct identity - from the multicultural centres of Harlesden and Willesden to the north to Acton's varied neighbourhoods to the south; from the significant area of growth and development at North Acton to the historic heart of Acton Central; and from the major retail town centre of Shepherd's Bush to the White City Innovation District, alongside Wormwood Scrubs, the area's most significant open space. Despite their proximity, layers of rail and industrial infrastructure have historically divided these places, restricting movement and reinforcing separation.

Yet Old Oak sits in one of the most ethnically and culturally diverse areas in London, connected to the world beyond its borders, with first-generation immigrants bringing goods and expertise from around the globe, including through food, textiles, music and art. The area's rich and diverse heritage, combined with it's natural assets, provide a strong foundation for future regeneration and development.

New neighbourhoods at Old Oak will reconnect these surrounding communities, weaving together the social and urban fabric to, create distinctive, inclusive, and vibrant places to live, work and visit. New community spaces and local amenities will thread new connections with existing communities, fostering a sense of shared identity.

The regeneration of Old Oak will be rooted in collaboration. Building on the strong relationships OPDC has established with local residents, businesses, and community organisations, on-going engagement and participation will be central to shaping a place that reflects the aspirations, needs and character of the people who call it home.



Levant Restaurant, Park Royal

Photo © Zute Lightfoot Photography

Sustainable everyday living

As London's largest brownfield regeneration opportunity, Old Oak is positioned to play a leading role in advancing the capital's climate ambitions. Climate change mitigation and adaptation strategies form the foundation of our transformative plans, contributing to London's net-zero targets - and demonstrate how large-scale regeneration can deliver measurable reductions in emissions, enhance climate resilience, and enable sustainable, low-impact living for future generations.

While increased densities and tall buildings enable lower carbon lifestyles through sustainable transport, they impose structural constraints limiting low-carbon material use. At the same time, the large scale and timescales of development over many years offer a unique opportunity to collaborate with supply chain partners and local authorities to pioneer solutions that advance London's net-zero objectives.

The Old Oak and Park Royal Energy Network (OPEN), powered by waste heat from adjacent data centres, provides an opportunity to adopt a sitewide approach to low carbon heat and energy solutions that can deliver enhanced efficiency and security for residents and businesses.

We can also explore a sitewide approach to sustainable drainage and water management, integrated within open space design, with nature-based solutions to support human well-being and biodiversity while managing environmental pressures.

Building on the successful pilot circular economy hub at Minerva Works, there is an opportunity to integrate circular design in the new development, prioritising material reuse and adaptability to create a built environment that can evolve over time. A strategic approach to waste management during construction and operation can ensure efficient resource recovery and support broader circular economy ecosystems across Park Royal.



Minerva work circular economy hub, Park Royal

Photo © Jason Garcia Urbano

Led by landscape

New green links will connect and enrich existing habitats, creating ecological stepping stones between Wormwood Scrubs, the Grand Union Canal, and surrounding neighbourhoods. Former yards, hard-standings, and service lands will be re-purposed as multifunctional landscapes, where habitat corridors, rain gardens, and tree planting are integrated into a robust urban fabric.

Underused land will be transformed into a connected, context-driven green infrastructure, guided by the site's distinctive landscape character and industrial heritage. This character-led approach will ensure that new spaces are not generic insertions, but instead, distinctive, socially valuable and environmentally resilient places that reflect Old Oak's layered history while strengthening its ecological future.

At a broader scale, green infrastructure in Old Oak can connect to emerging cross-borough proposals to create a West London Regional Park, uniting existing landscapes into a coherent regional network. This includes plans for a continuous strategic greenway along the River Brent, supporting walking, cycling, and wildlife, and embedding Old Oak within a resilient and connected landscape framework across West London.

New green links will connect and enrich existing habitats, creating ecological stepping stones between Wormwood Scrubs, the Grand Union Canal, and surrounding neighbourhoods. Former yards, hard-standings, and service lands will be re-purposed as multifunctional landscapes, where habitat corridors, rain gardens, and tree planting are integrated into a robust urban fabric.

The Grand Union Canal offers both recreational amenity and biodiversity value, acting as a linear park in an area currently underserved by high-quality open spaces. It will provide much improved access to green spaces for both new and existing communities, while reinforcing ecological connectivity.



Wormwood Scrubs

Photo © Zute Lightfoot

Old Oak will deliver...

2 new parks

8,000 new homes

approximately **200,000m²** commercial and community space

30% public open space

70 acres of development

1 km canal improvements

a community-focused Canalside Neighbourhood

a local network capitalising on a major transport hub

new

Major Town Centre
Neighbourhood Centre
East-West Bridge
leisure centre
primary school
community spaces

Chapter 3

The place today



Old Torpedo Factory, Park Royal
Photo © Zute Lightfoot

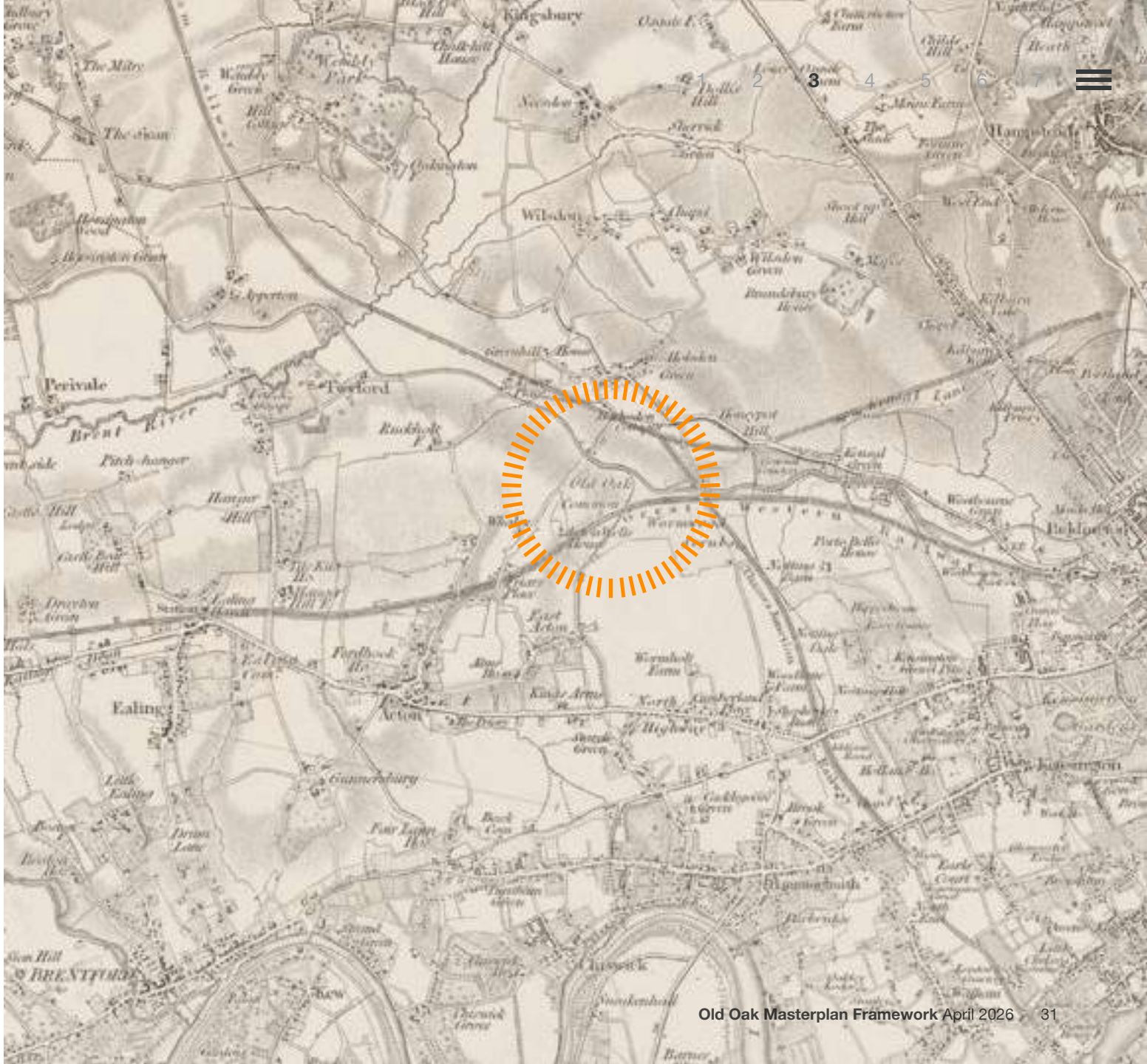
A history of change

Change has been part of Old Oak's identity throughout it's history.

Earliest settlements in the local area existed as a rest stop on the final leg of the route to London from Oxford.

A common once existed alongside Wormwood Scrubs at Old Oak. In the 17th Century, the discovery of mineral springs at Acton Wells afforded the local area with a reputation as a spa retreat for wealthy Londoners.

Since its days as rural Old Oak Common, this is a place that has always known progressive change – driven by infrastructure and industry in its strategic location.



1861 Historic Map

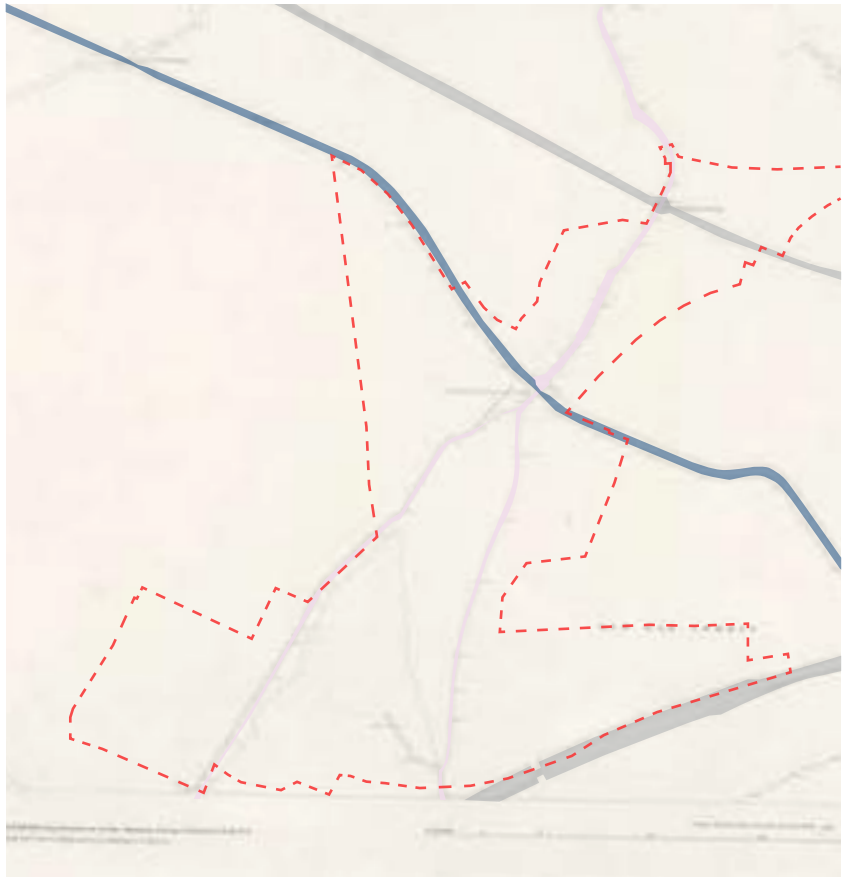
© National Library of Scotland

From farmland to railways

Old Oak experienced a shift from rural common land to a key transport corridor. The Grand Junction Canal (completed in 1801, merging into the Grand Union Canal in 1929) brought canalside trade and light industry to the area. Brunel's Great Western Railway transformed the area into a major rail junction. Old Oak Common Lane and Victoria Road remained as rural tracks serving local farms and communities.

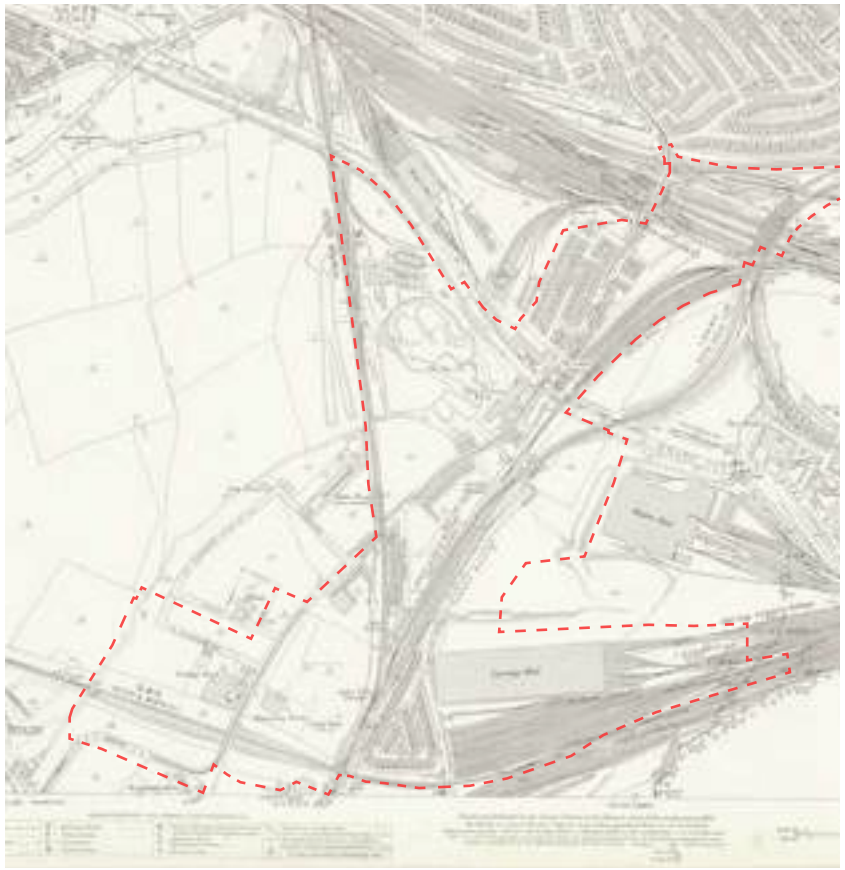
Old Oak Common was subsumed by railway sheds to form the largest locomotive depot on the Great Western Railway network. The Old Oak Estate housed railway workers and the site became a mosaic of industry, workers cottages and railway depots. This diverse character still persists today.

The land west of the Acton Branch railway line remained as farmland, later becoming one of the largest industrial estates in London. Harlesden evolved into a dense working-class district.



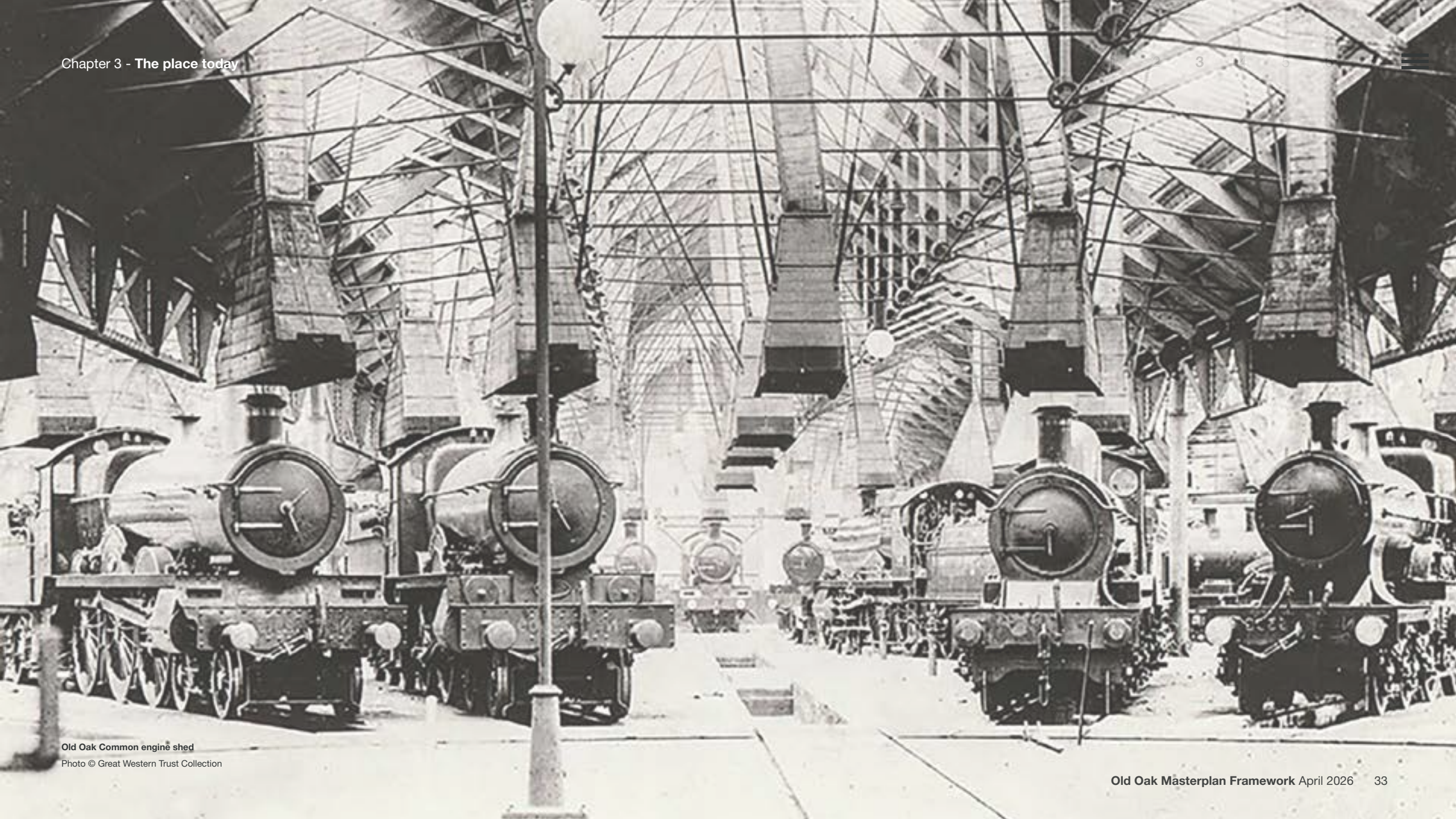
1850 Historic Map

© National Library of Scotland



1915 Historic Map

© National Library of Scotland



Old Oak Common engine shed
Photo © Great Western Trust Collection

Farmland, canal, transport and industry

After World War I, Park Royal established itself as a major industrial hub, employing over 13,000 people and attracting businesses such as Heinz and Guinness. Wormwood Scrubs served military and intelligence roles, alongside a prison that continues to operate today.

Industrial uses also developed around North Acton, supported by a new Central line station, notably including an Art Deco-style perfume factory for Elizabeth Arden and rehearsal studios purpose-built for the BBC in the 1970s. The North Circular Road improved regional connectivity.

Today, North Acton continues to develop in scale as a high-density local town centre. HS2 construction is underway, introducing a new constraint to the site while unlocking a new major opportunity for connectivity to Birmingham and Euston.



1945 Aerial Photo

Photo © Image 025 The GeoInformation Group © Google Earth Pro



2024 Aerial Photo

Photo © Airbus © Google Earth Pro

A tapestry of characterful yet fragmented places

Old Oak is a place comprising surrounding areas of vastly contrasting character, currently severed by railway and industrial infrastructure.

Residential developments, old and new, exist in pockets within the site, of which each has its own distinct identity.

To the south, North Acton is a busy urban centre with a mix of established low-rise housing and increasing high-density residential and student accommodation, and is emerging as a centre for growth and industrial innovation. Wormwood Scrubs is one of West London's green lungs.

To the north, Harlesden is a town centre and high street rich in cultural diversity and heritage.

Park Royal to the west puts London's largest industrial area on Old Oak's doorstep with an ecosystem of highly skilled traditional and creative industries. It is known for diverse food production from McVitie's biscuits to baklava.

Moving across the site is challenging, circuitous and dominated by heavy vehicles accessing construction sites or Park Royal. The Grand Union Canal provides welcome relief as a natural asset and biodiverse corridor.

The following pages show how fusing the existing tapestry of rich ingredients could make one of London's most diverse, dynamic and innovative places.



Communities in Old Oak

Pockets of varied housing

Housing in Old Oak historically developed around communities of railway workers. In the 1920s, 80% of workers in local manufacturing trades also lived in the borough. While recent development at The Collective and Oaklands Rise is typical of patterns across London, areas including Old Oak Lane Conservation Area remain an important local heritage anchor.

New development at Old Oak has an opportunity to unify these pockets of historic and contemporary residential communities and to create a 21st Century place where people live and work.



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1 Old Oak Lane Conservation Area - Photo © Zute Lightfoot

2 A communal attitude to greening shared back alleys along the rear of cottages
Photo © Zute Lightfoot

3 Co-living at The Collective - Photo © PLP Architecture

4 New families at Oaklands Rise - Photo © Zute Lightfoot

5 Contemporary high-density development at Oaklands Rise - Photo © Zute Lightfoot

Community amenities and initiatives

Although housing exists in geographically separated pockets, there is a strong and growing sense of community in Old Oak.

Oaklands Social in Oaklands Rise, recently upgraded Midland Terrace Playground, and pocket parks including Shaftesbury and Cerebos Gardens, sow seeds for a wider network of social infrastructure across Old Oak.



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1 Oaklands Social – a community space and café in Oaklands Rise
Photo © Zute Lightfoot

2 Community gardening initiative at Midland Terrace Playground
Photo © Zute Lightfoot

3 The recently upgraded Midland Terrace Playground
Photo © Zute Lightfoot

4 Residents at Shaftesbury Gardens
Photo © Zute Lightfoot

Victoria Road, Old Oak Lane and Old Oak Common Lane

Infrastructural arteries

Victoria Road and Old Oak Lane run north-south from Harlesden to North Acton. Old Oak Common Lane forks from this route at Atlas Junction, travelling south past Wormwood Scrubs towards East Acton and White City.

At present, these are vehicle-dominated roads punctuated by sharp rises and falls to cross the canal and several railway viaducts, often with narrow pavements and little active frontage. Transforming these into attractive streets for all to use, leveraging their existing green character, will be key to future development proposals at Old Oak.



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1 Typical traffic along Old Oak Lane
Photo © Antony Coleman

2 Atlas Junction – a large roundabout and key hinge point

3 Victoria Road dips under the railway as it transitions from Acton Wells to Channel Gate
Photo © Antony Coleman

4 Old Oak Common Lane has a long underpass through the major railway viaduct, which is being widened for HS2
Photo © Zute Lightfoot

The Grand Union Canal

An important ecological corridor

The stretch of The Grand Union Canal passing east-west through Old Oak is one of the local area's most special assets, providing moments of natural beauty and tranquillity within an industrial landscape. Slightly sunken from street level, it has an intimate quality.

Much more than just a link to the rest of London, it is a key ecological corridor, part of a network of canals for the boating community, a place for pause, movement, water sports and a waterfront setting.

OPDC has worked in partnership with the Canal & River Trust and local organisations such as The Sharks canoe club and Young Brent Foundation to deliver early improvements along with a volunteering programme as part of the Harlesden Canalside project, making the canal more welcoming, accessible and enjoyable for residents, workers and commuters in the local area.



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1 The canal is a key ecological corridor that provides relief and access to nature

2 Waterside terrace of the Grand Junction Arms pub
Photo © Zute Lightfoot

3 An informal canalside amphitheatre recently delivered by OPDC, connected to the towpath
Photo © Zute Lightfoot

4 Canal boat moorings along the towpath and water-based activities provide animation and community
Photo © Zute Lightfoot

Harlesden

High Street with a rich musical heritage

Harlesden High Street is at the centre of a diverse neighbourhood to the north of Old Oak. Irish and Caribbean immigration in the 20th Century, including the Windrush Generation, resulted in venues such as the Mean Fiddler and the area's legacy as a pioneering place for UK reggae.

Willesden Junction Station has a rich railway heritage, long serving as a major interchange and freight hub that reflects West London's industrial growth and the evolution of Britain's rail network.



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1 Diverse and vibrant high street uses within Edwardian and Victorian urban fabric

2 Colourful wayfinding delivered by OPDC at Willesden Junction Station Photo © Zute Lightfoot

3 The Mean Fiddler, now no longer in existence, was a legendary music venue on the high street

4 Orlando Gili's 2020 portrait series Bass Borough, here featuring singer Bobby Davies, celebrates Harlesden's pivotal role as London's unofficial capital of reggae
Photo © 2025 Orlando Gili

Park Royal

A thriving ecosystem of businesses, creatives and makers

One of Old Oak's greatest assets is having the industrial powerhouse of Park Royal on its doorstep – with a long history of innovation and a highly skilled, diverse workforce including scientists, engineers, filmmakers, technicians and chefs. Producing an estimated one third of London's food, it is also known for its Middle Eastern food offering. Innovation continues today – a new circular economy is emerging around an ecosystem of creative industries.



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1 New data centre and existing industrial heritage at Chandos Road - Photo © Zute Lightfoot

2 Standard Market celebrating local craft in the Park Royal Design District
Photo © Zute Lightfoot

3 Traditional highly skilled industrial professions
Photo © Zute Lightfoot

4 Dina Foods, typical of Park Royal's reputation as London's larder, with a strong Middle Eastern food offering - Photo © Zute Lightfoot

5 Creative workspace at Excelsior Studios
Photo © Zute Lightfoot

6 Circular economy in action with local clay made into ceramics at Minerva Works
Photo © Zute Lightfoot

North Acton

An emerging high-density centre

North Acton's towers provide a backdrop of height. Anticipating the opportunity of Old Oak, investment here by institutions such as Imperial College London is cementing North Acton's role as an emerging growth area. In this high-density environment, a valuable ecological corridor runs alongside the Central line and Chiltern Mainline railway viaduct.

As part of a new impetus to strengthen placemaking and an inclusive economy in the area, North Acton Square has been activated with meanwhile retail units occupied by a mix of local businesses.



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1 A high-rise skyline is being shaped
Photo © Zute Lightfoot

2 The headquarters of online fashion brand Boden is located at Old Oak's threshold to North Acton

3 High-density residential developments overlook unexpectedly green embankments to the Central line
Photo © Zute Lightfoot

4 Meanwhile activation of North Acton Square with local businesses
Photo © Jordanna Marston

Wormwood Scrubs

Metropolitan Open Land preserves the last piece of historic Old Oak Common

In an area largely deprived of public open space, Wormwood Scrubs is not only a green lung on Old Oak's southern edge, but also one of West London's natural assets. Although it contains more formal uses such as sports pitches, a significant part of the Scrubs is a designated local nature reserve, retaining a wild character that harks back to its historic role within a rural landscape.



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1 Formal space for sports communities
Photo © Zute Lightfoot

2 Large expanses of open space contrast with North Acton's skyline to the West of Wormwood Scrubs
Photo © Zute Lightfoot

3 Walking trails criss-cross through semi-wild areas, including oak woodland, supporting a diverse range of flora and fauna
Photo © Zute Lightfoot

4 Aerial view towards Central London shows the varied landscape character of Wormwood Scrubs and differing conditions along its edges
Photo © Zute Lightfoot

Opportunities and constraints

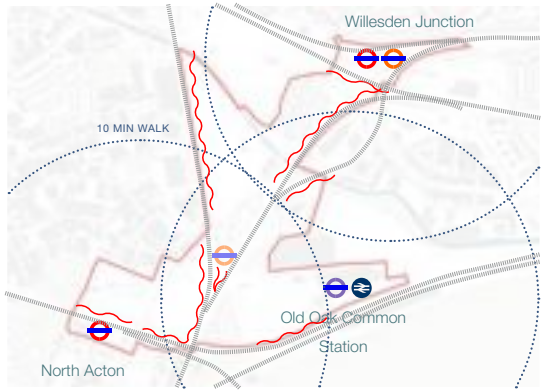
Many aspects of Old Oak present themselves as both constraints and opportunities for future development. The following analysis identifies key site considerations and explores how they might inform future development proposals.



View towards North Acton over Old Oak
Photo © Zute Lightfoot

Proximity to public transport

Old Oak will be exceptionally well connected, with the future HS2 and Elizabeth line station at Old Oak Common, Willesden Junction Station providing Overground and Bakerloo line services, and North Acton linking to the Central line. A potential Overground station for West London Orbital and the Mildmay line is also safeguarded at Midland Gate. All stations will be within comfortable walking distance, offering convenient links to Central London and beyond and strengthening development potential. Proximity to rail corridors will, however, require consideration of noise and vibration in future development.



Potential Overground station (safeguarded)
Railway noise risk

The Grand Union Canal

The canal defines a distinct edge to the site and provides a waterside setting with potential for activity and public amenity. Building heights along the canal are generally limited to 6-8 storeys. Enhanced public realm access and active frontages along the canal could strengthen its role as a connecting corridor and social space between the northern and southern areas of the site.



Canalside frontage

Contextual Height

Existing tall buildings at North Acton and Oaklands Rise provide a local reference for building with height. Railway embankments offer other potential locations for tall buildings. Further opportunities for tall buildings may be found along Victoria Road and Old Oak Common Lane, but this will require a comprehensive site-wide approach to height and massing.



Existing tall buildings
Data centres
Potential tall building zones along railway edges

Residential and heritage context

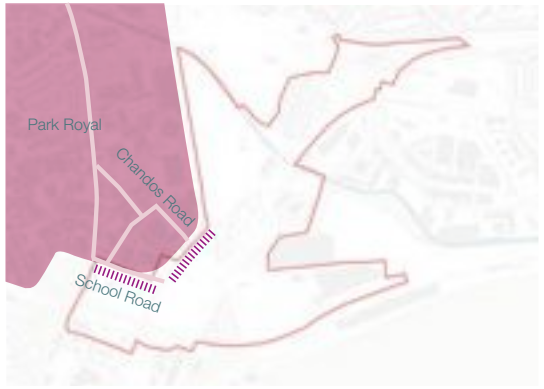
The Old Oak Lane Conservation Area, Midland Terrace, Wells House Triangle, Shaftesbury Gardens and the protected travellers' site are sensitive residential and heritage areas that give Old Oak its fine grain and distinct character. Development around these areas requires careful consideration of height, scale, intensity, microclimate and acoustic impacts. Construction activities will need careful phasing and management to minimise impact on existing residents.



Old Oak Lane Conservation Area
Non-designated heritage asset
Existing residential communities

Park Royal

Park Royal forms Old Oak's western edge and remains a key employment and industrial area, linked via School Road and Chandos Road. The relationship between the existing Park Royal and future Old Oak development creates opportunities to complement Park Royal's productive and creative economy through new workspaces and employment uses. Park Royal's established industrial character can inspire development approaches at Old Oak, while improved connections and interfaces between the two areas could strengthen both locations.



Park Royal threshold

Green assets

The area benefits from several significant green spaces — from Wormwood Scrubs to Acton Cemetery, the canal edge and railway embankments. With potential new parks and green corridors, there is a transformative opportunity to build on these spaces to create a more coherent landscape network that better supports biodiversity and recreational use.



Accessible green space
Inaccessible green space

Streets

As key routes through the site (designated Secondary Streets as identified in OPDC's Old Oak West SPD), Victoria Road, Old Oak Lane and Old Oak Common Lane are vehicle-dominated corridors with long inactive stretches and inconsistent frontages. New development has the opportunity to repair these gaps and establish coherent, active edges. Improved frontages and streetscape design can transform these routes into legible streets that support movement and public life.



Secondary Street
Indicative areas for proposed street frontage
Existing street frontage

Bridges and underpasses

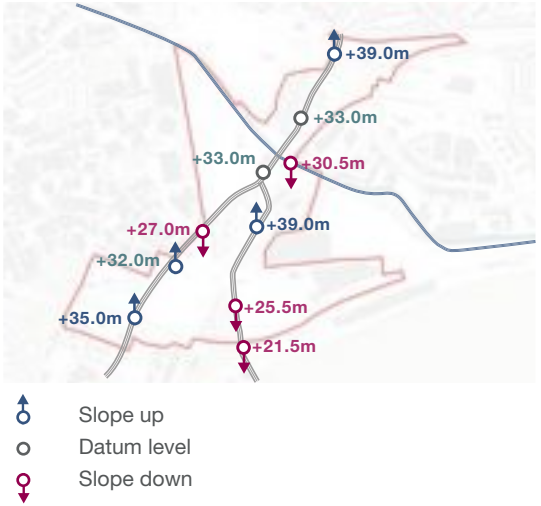
Several bridges and underpasses run through Old Oak and along its edges, influencing movement both within the masterplan and to surrounding neighbourhoods. While necessary for movement and rail infrastructure, they create level changes and pinch points that require coordinated street design, active frontages and public realm treatment to address connectivity challenges.



Bridge
Underpass

Topography

The topography of Old Oak varies across the site and shapes how development relates to its surroundings. Old Oak Common Lane dips near Wells House Triangle and rises towards Oaklands Rise, while Victoria Road passes beneath the railway between north and south. These level changes define local character and provide opportunities to frame views or guide building and street arrangements that respond to the terrain.



HS2 tunnels and crossover box

The HS2 tunnels and Crossover Box run east-west through the southern part of the site, creating no-build zones and loading constraints that influence how development can be arranged. Remnant piling at Acton Wells creates additional loading constraints. These conditions also create opportunities for open space along the tunnel alignment, connecting with the planned Old Oak South Park next to Old Oak Common Station.



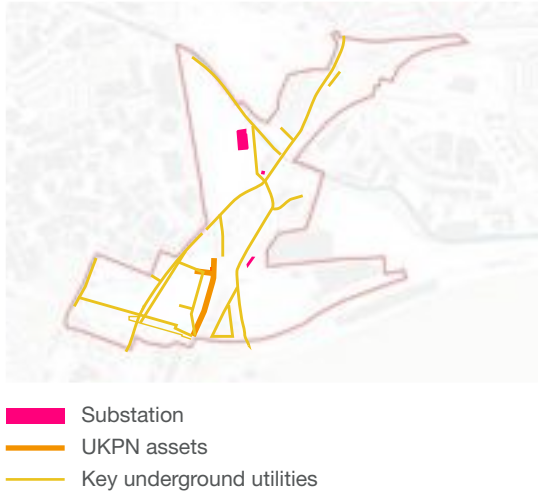
Railway land and access

With improved connectivity at Old Oak, certain areas are safeguarded for future Network Rail use, including road-to-rail and track access points. These fixed elements constrain how streets and public spaces can be arranged but also could provide structure for future layouts. Aligning new development and public realm with these access routes can create functional, well-integrated urban spaces.



Existing utilities infrastructure

The site is constrained by existing utilities infrastructure, including a network of underground corridors, substations and UK Power Networks (UKPN) assets. These fixed elements influence where buildings and streets can be arranged and will need accommodation within development areas. The adjacent diagram identifies key utilities. Further work is needed to determine the extent of utilities at a more detailed level.



Emerging context

Developments in the wider OPDC area around Old Oak

Here are some key examples of current and upcoming developments providing diverse emerging context for Old Oak.

Meanwhile projects such as the activation of North Acton Square, Minerva Works and Imperial College London's Sciopolis already present a direction of travel towards a local circular economy and industrial innovation.

Longer-term projects such as 2 Portal Way, the OPEN Energy Centre and Vantage Data Centre continue this trajectory, suggesting a more publicly engaged future for industry.

1 Meanwhile activation of North Acton Square with local businesses - Photo © Jordanna Marston

2 Sciopolis is working with Imperial College London to deliver a new science and tech hub at One Portal Way. The facility will provide cost-effective, ready-to-ocupy lab and office space to support scaling companies.
CGI © Imperial © Sciopolis

3 Future mixed-use development at One Portal Way
CGI © Imperial © Pilbrow & Partners

4 A new typology stacking kitchens above a food hall at 2 Portal Way was granted planning approval in 2024 - CGI © Dowen Farmer Architects

5 Mixed-use housing development at 5-7 Park Royal Road - CGI © Maccreanor Lavington

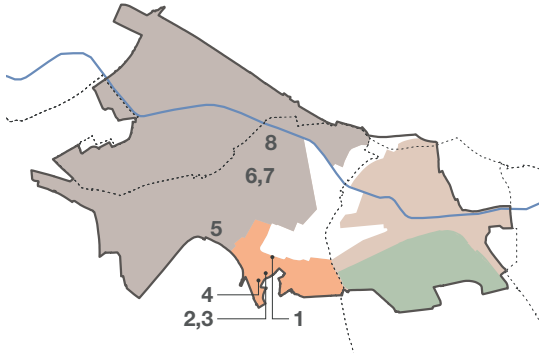
6 Meanwhile warehouse retrofit to create a circular economy hub at Minerva Works - Photo © Zute Lightfoot

7 OPEN Energy Centre - CGI © Haworth Tompkins

8 Vantage Data Centre with public artwork "11 Million Dots" by Rafael El Baz - Photo © Ben Pipe

Key to images

- OPDC boundary
- Park Royal
- North Acton
- Wormwood Scrubs
- Other areas
- Borough boundary
- Grand Union Canal





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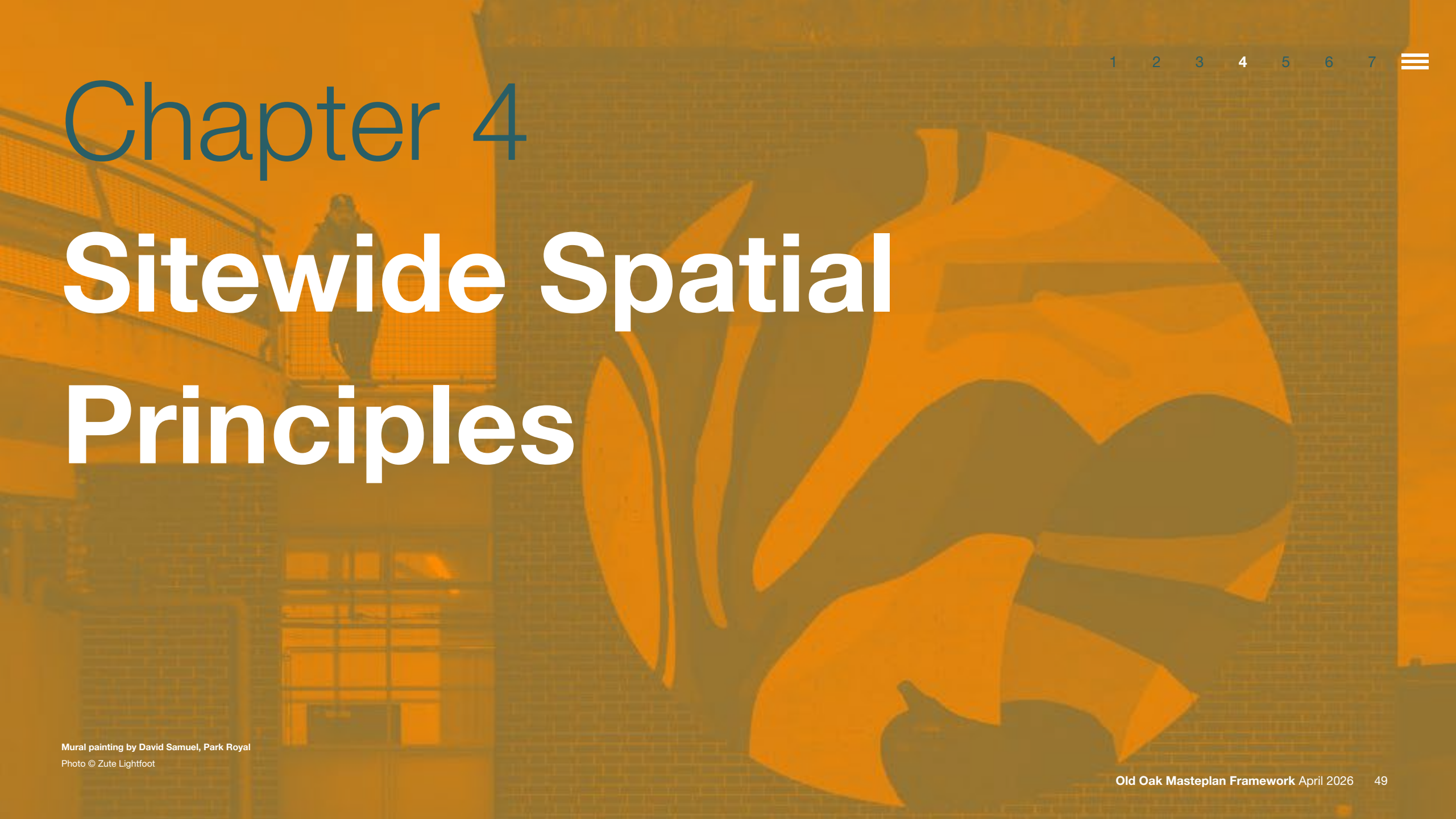

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Chapter 4

Sitewide Spatial Principles

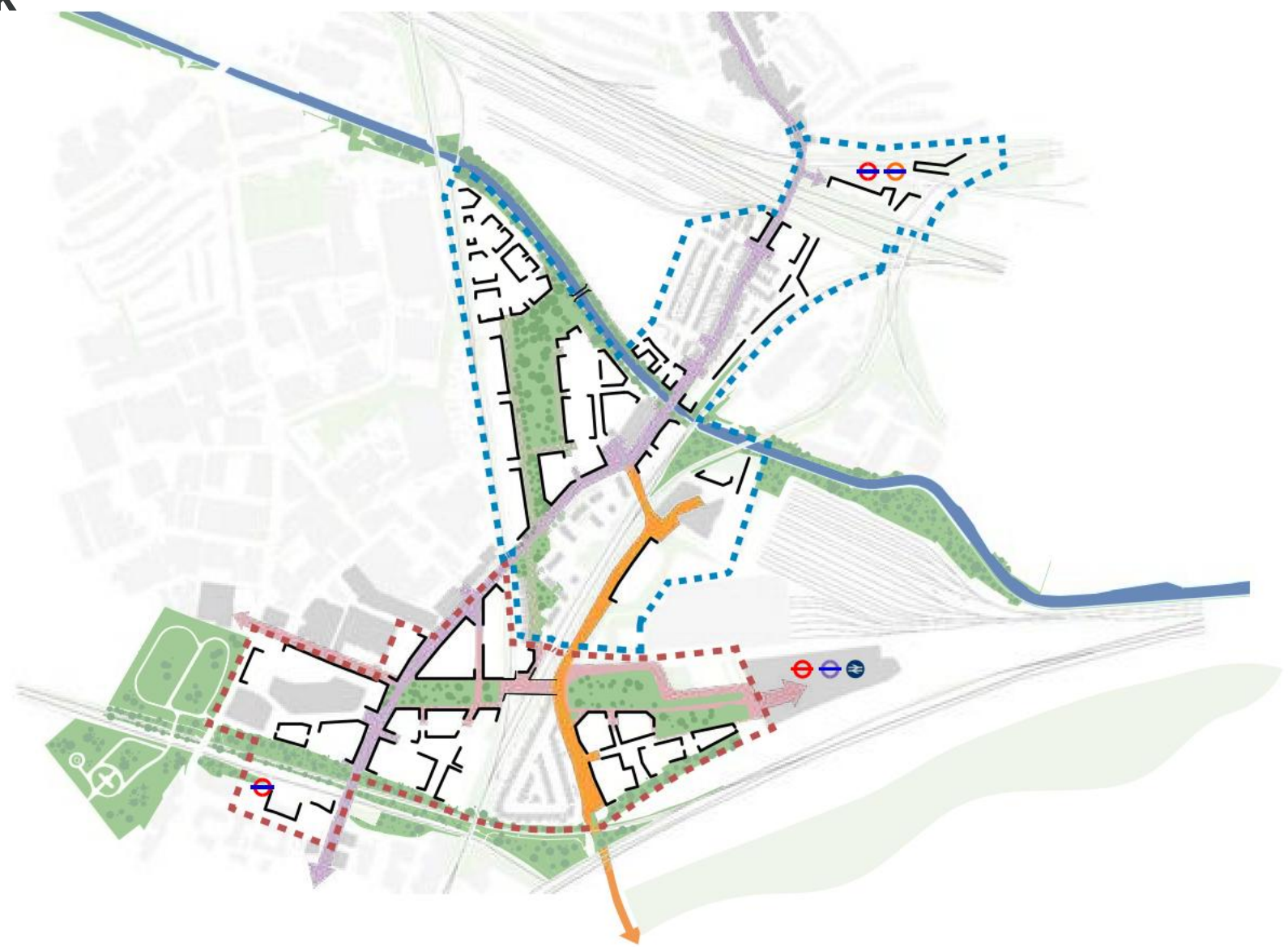


Mural painting by David Samuel, Park Royal
Photo © Zute Lightfoot

Six guiding principles for Old Oak

Six Sitewide Spatial Principles define the key design considerations giving structure and flexibility to the Old Oak masterplan. Each spatial principle provides guidance for how new and existing elements can complement and enhance each other to form something richer.

- The Old Oak Mile
- The Common Cut
- The Old Oak Line
- Landscape corridors
- Connecting parks and green spaces
- One place, two neighbourhoods



Six guiding principles for Old Oak



1 The Old Oak Mile

A coherent yet diverse street, stringing together a series of distinct characters.



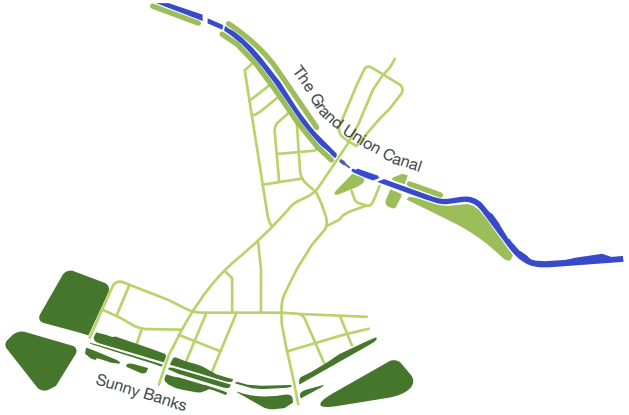
2 The Common Cut

A green street at the front door of the new station, using planting and public realm to connect the natural assets of the Canal and the Scrubs.



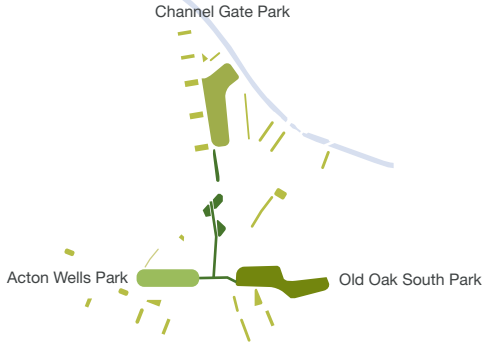
3 The Old Oak Line

Three mixed-use clusters along a green spine of parks, connected by a new place-defining bridge.



4 Landscape corridors

A network of biodiverse corridors, revitalising existing natural assets to provide green amenity and ecological habitats.



5 Connecting parks and green spaces

Three inclusive and welcoming new parks supporting Old Oak and the wider communities.



6 One place, two neighbourhoods

A bustling canalside neighbourhood and a major urban centre fit for London's new economy.

Chapter 4.1

The Old Oak Mile

1a **Making a sequence of characterful places**
1b **Adopting a human scale**
1c **Creating a tree-lined street with pockets of green**
1d **Connecting parks and landscape corridors**
1e **Defining the street edge**
1f **Intensifying at two urban centres**
1g **Integrating as part of a connected network**
1h **Becoming a spine for active travel**
1i **Facilitating easy crossing**

A coherent yet diverse street

The Old Oak Mile will transform the existing north-south route formed by Victoria Road and Old Oak Lane into a varied yet cohesive central spine for Old Oak. It will build on London's tradition of mixed, everyday streets for all to use, with heterogeneous qualities in keeping with the city's best streets.

The Mile will be an inclusive, green street supporting active travel and varied uses. It will provide the context for a diversity of people, places, and experiences, supporting businesses, amenities and social interactions.



Spatial Principle



The Mile threads a string of seven characters along its length from Harlesden to North Acton



These different characters come together to form a coherent, yet diverse street

Connecting the Mile

The Old Oak Mile will connect a series of distinct places, key destinations and public spaces, from North Acton to Harlesden, through Old Oak. Its design should amplify and complement each area's identity, to form a street with varied characters along its length, which strengthens connections with surrounding neighbourhoods.

Victoria Road and Old Oak Lane will be transformed to create the Old Oak Mile by:

1a. Making a sequence of characterful spaces

1b. Adopting a human scale

1c. Creating a tree-lined street with pockets of green

1d. Connecting parks and landscape corridors

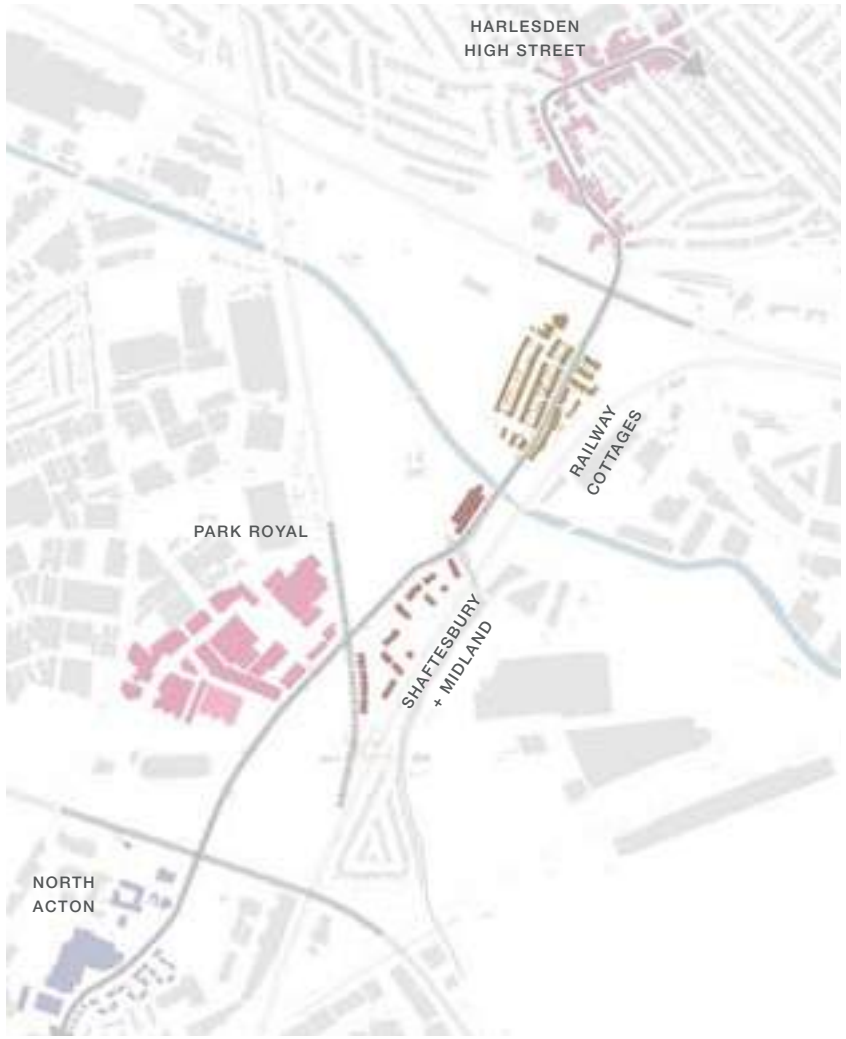
1e. Defining the street edge

1f. Intensifying at two urban centres

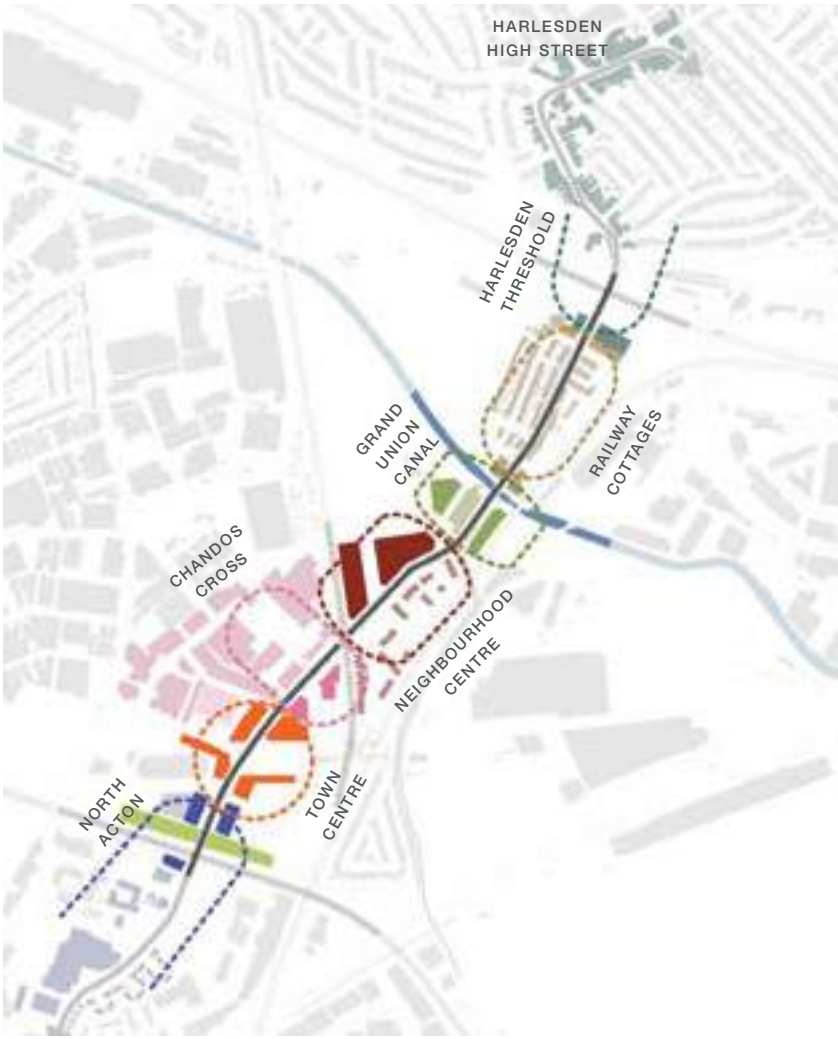
1g. Integrating as part of a connected network

1h. Becoming a spine for active travel

1i. Facilitating easy crossing



Existing condition – a road passing through a series of separate areas



The Old Oak Mile as a coherent street in the Masterplan Framework

1a Making a sequence of characterful places

A sequence of distinct areas will derive their character from both existing qualities and new interventions. The Mile will be a legible street that differs along its length, while having an identity as a whole. This should be achieved by:

- each new development considering and complementing the existing character, whether that is buildings, landscape or infrastructure. This means being sensitive to heritage but also being bolder at key moments to enhance urban legibility.
- responding to the spatial and infrastructural transition points between different places and integrating varying existing conditions along the length of the Mile, through the design of architecture and landscape.
- adopting a consistent design approach to frontages at the base of buildings and the way they interact with the public realm to create a coherent street.



The Old Oak Mile as a spine that combines a sequence of places formed between existing context and proposed development



Generous pavements with zones for greening

New Kent Road, Elephant Park

Photo © John Sturrock/Gillespies



Non-continuous or set back frontages

Edgware road, Marylebone

© Google Maps 2022



A co-ordinated approach to identity and character

Cricklewood Broadway, Brent

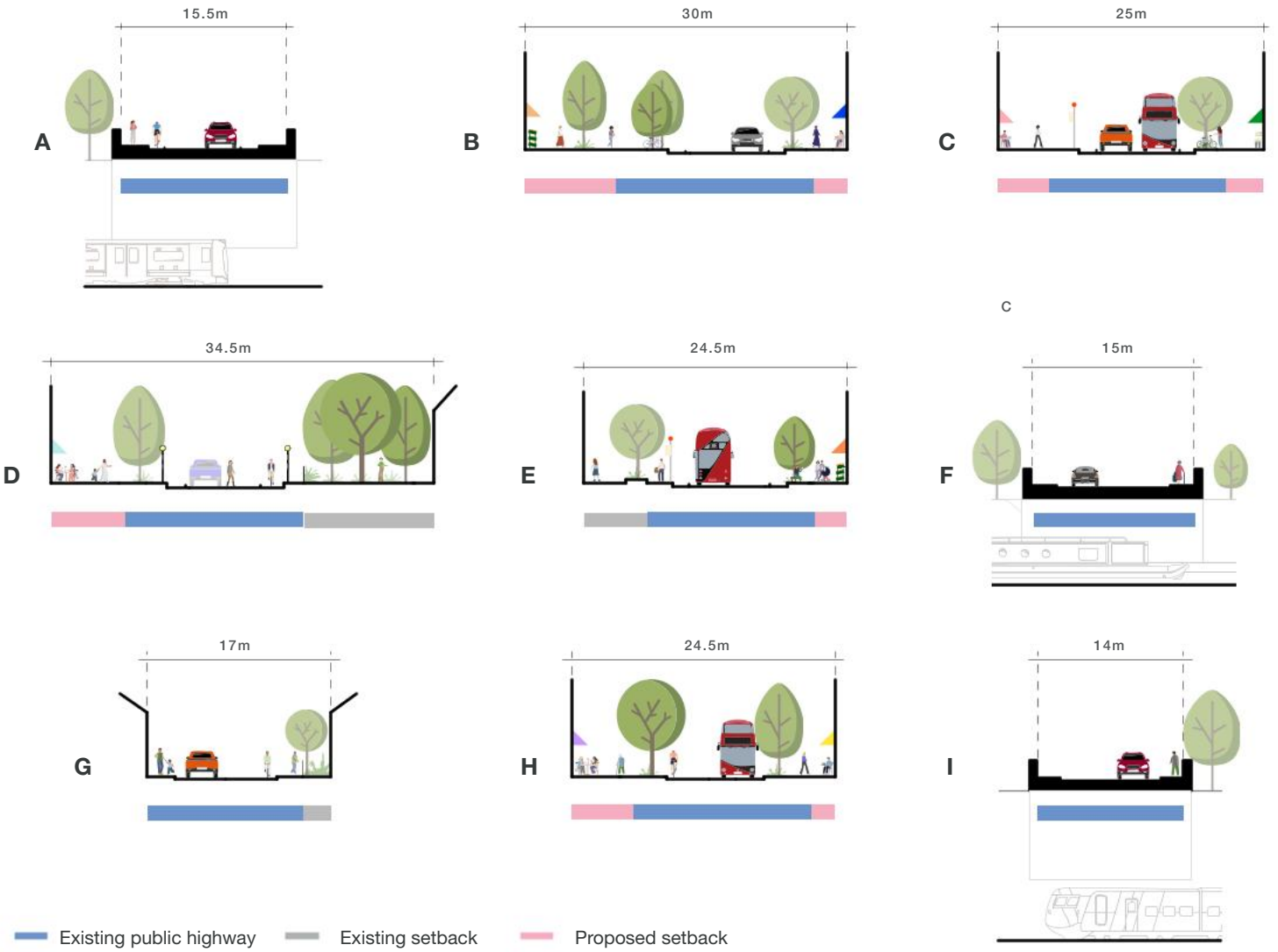
Photo © Thomas Ball

1b **Adopting a human scale**

The Mile will combine high-density development with a human-scale street enclosure while adapting to a variety of found conditions. To make a meaningful public space, with a comfortable microclimate, it should:

- prioritise footways within the existing public highway, especially where street width is constrained (A,G,H) - also see Principle 6a.
- accommodate ‘spill out’ space from active frontages without compromising the effective width of footways.
- set back building edges to create moments of generosity at thresholds into North Acton and Harlesden (B,H) or to support the parade of shops in the Neighbourhood Centre (E,F).
- emphasise the quality of materials and architectural detail of ground and first floor street frontages to create a coordinated datum.





1c Creating a tree-lined street with pockets of green

The Mile will have a distinctive, green character, creating a walkable, pleasant, biodiverse route. It should:

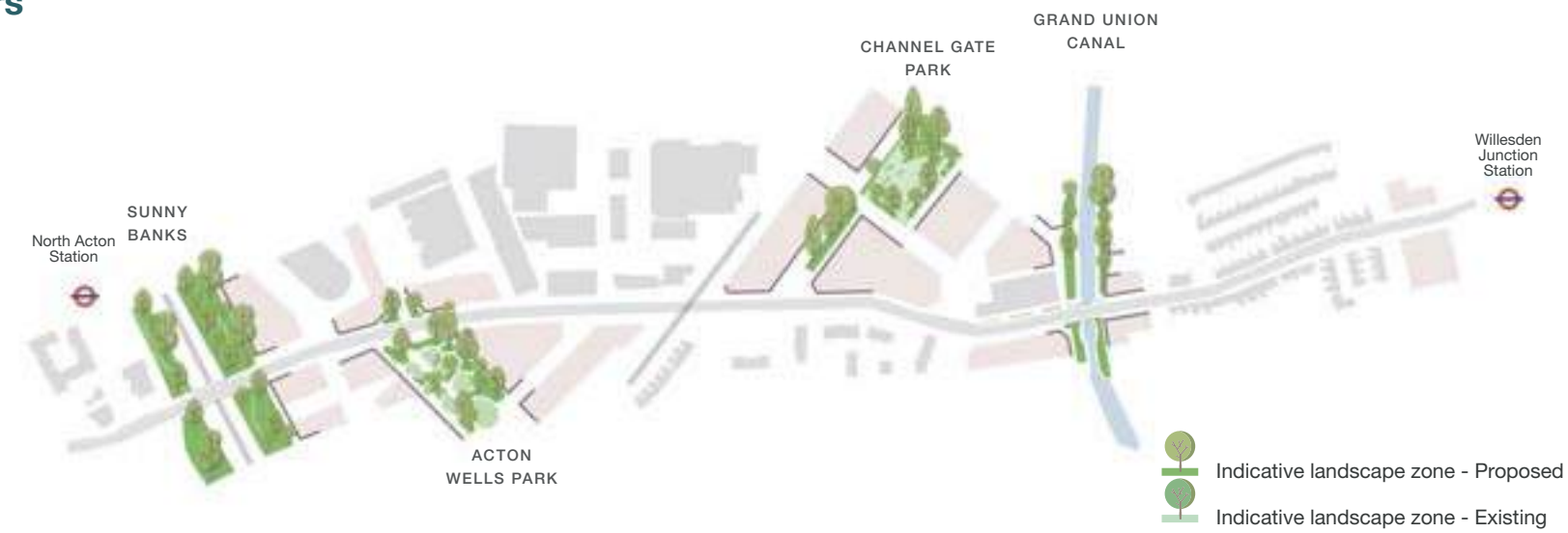
- be lined by trees, where possible, designed to form part of the street's legibility, prioritising retention of existing mature trees.
- introduce sustainable drainage systems (SuDS) and generous planting zones.
- incorporate at least three pockets of green space to create resting points and spaces to dwell.



1d Connecting parks and landscape corridors

The Mile should connect Old Oak's existing landscape corridors and proposed parks, and support legibility of the green infrastructure, through:

- visibility and legibility from the Mile to Acton Wells Park and Channel Gate Park, two new parks which intersect the Mile and add to the green character of the street.
- providing legible access points to Sunny Banks and the Grand Union Canal.



1e Defining the street edge

New development on the Mile should have a strong and well-defined street edge that complements existing ones to create a continuous and legible frontage by:

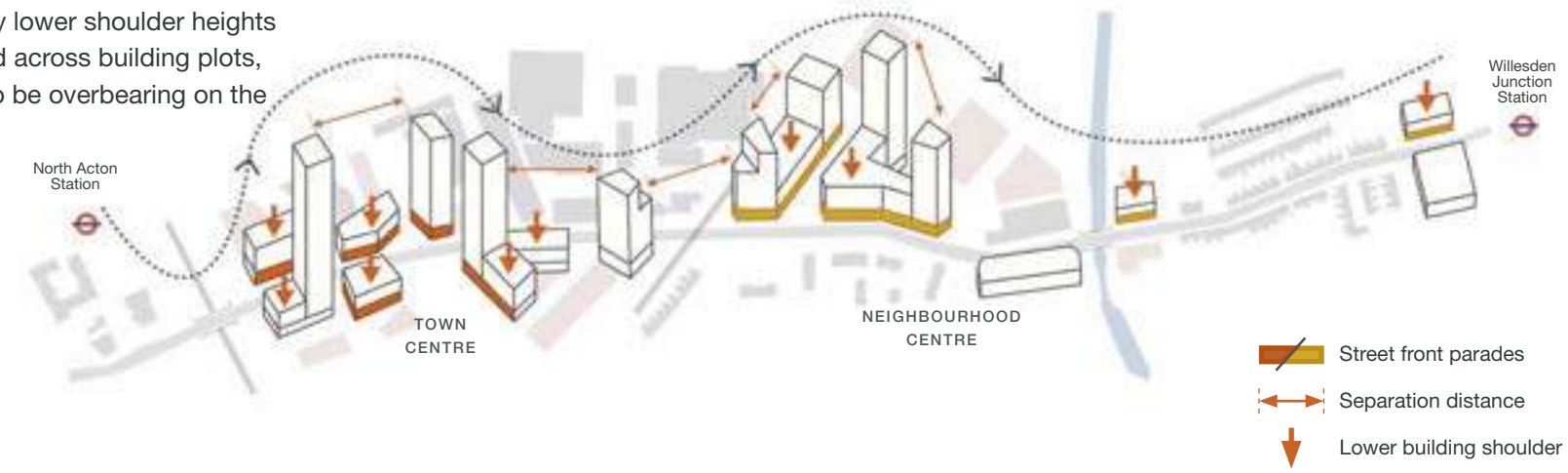
- developing street front plots with buildings that are carefully designed to address the street.
- designing the street front as a legible experience, for example with architectural emphasis of key corners.



1f Intensifying at two urban centres

The Mile will intensify to form two distinct urban centres along its length, and be a key connecting route between the two. To achieve this it should:

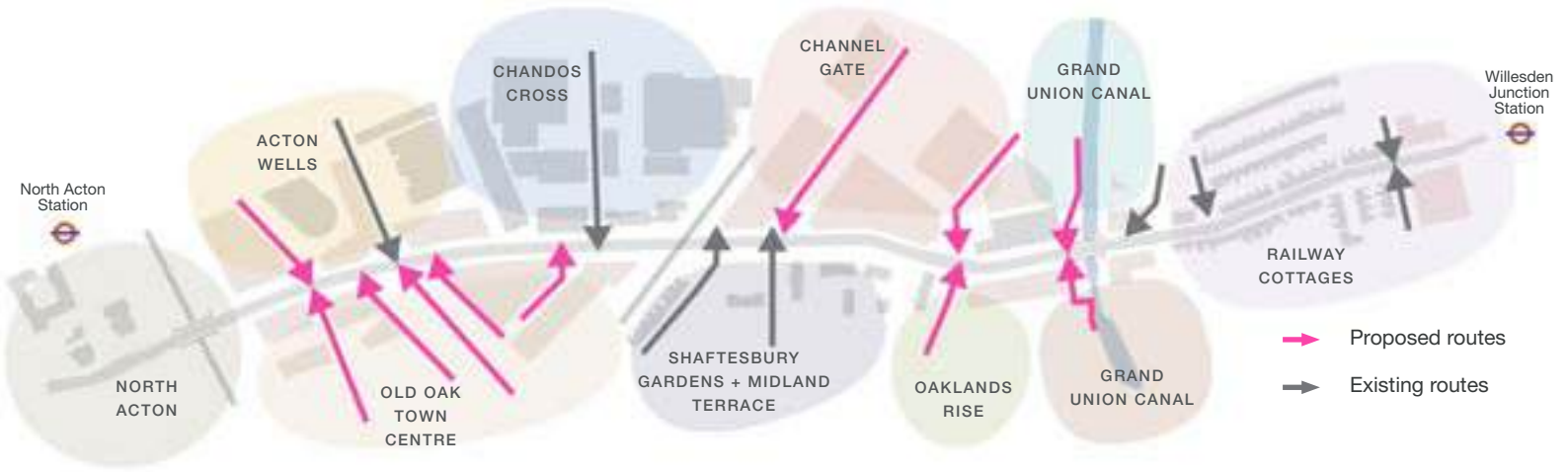
- concentrate housing and key amenities within an increased scale of development at the Neighbourhood Centre and the Town Centre.
- represent these urban centres through the street front parades.
- maintain clear separation distances between tall buildings with consistently lower shoulder heights coordinated across building plots, so as not to be overbearing on the street.



1g Integrating as part of a connected network

The Mile will be well connected into Harlesden, Park Royal and North Acton to create easy access from existing areas to support footfall and a safe street environment. To achieve this, it should:

- connect new streets and routes into the Mile from new developments.
- improve junctions with existing streets through measures such as tighter road geometries and introducing pedestrian crossings.



1h Becoming a spine for active travel

The Mile will support inclusive, accessible active travel along its length and will integrate with the wider active travel network. This should be achieved by:

- segregated cycle lanes, frequent pedestrian crossings aligned with intersecting routes, and wider pavements to prioritise pedestrians.
- new bus stops at convenient locations integrated with the street design.
- support for accessibility and footfall to and between the two centres.



1i Facilitating easy crossing

The space defined between the two sides of the street should function as one enclosure with frequent opportunities to cross, especially in areas with an intensity of retail frontages. This should be achieved by:

- introducing frequent breaks along the length of the planting zones.
- using these breaks to create an ‘activity zone’ to provide opportunities for seating, cycle parking and other informal uses of the public realm.
- designing buildings with setback zones that provide ‘spill out’ space for retail as an integral part of the street enclosure.
- introducing as many crossing opportunities as possible to maximise continuity between both sides of the street.
- designing cycle lanes to balance the need to protect cyclists and not create additional infrastructure barriers for pedestrians crossing the street.



The Old Oak Mile will be a varied yet cohesive central spine.



Diagram showing illustrative proposals for The Mile

Chapter 4.2

The Common Cut

2a **Creating an active travel route**
2b **Optimising the available frontage**
2c **Making a continuous landscape**
2d **Celebrating the station front door**

A green street from the Canal to the Scrubs

The Common Cut will transform the existing Old Oak Common Lane, to make a green, sunny, landscaped, safe route that prioritises active travel and public transport.

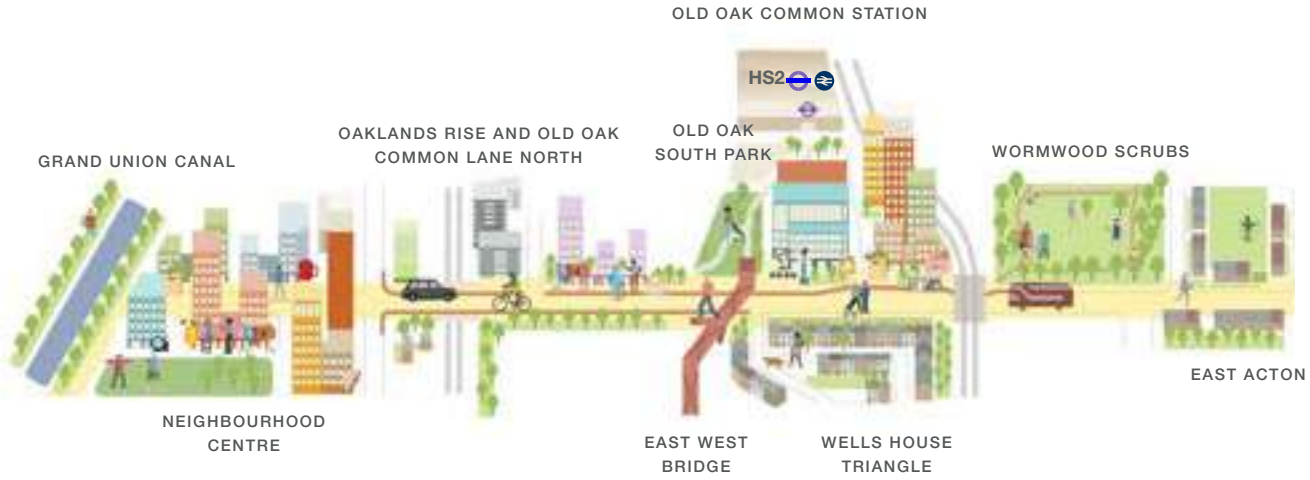
This route will connect the Neighbourhood Centre and Grand Union Canal with Wormwood Scrubs through North Common Lane, marking the intersection with Old Oak South Park as the front door to the new station and creating a focal point along its length.



Spatial Principle



The Cut will be animated by two key moments of activity, forming a better connection with Wormwood Scrubs, the Canal and the new Neighbourhood Centre



Old Oak Common Lane will be transformed into a green active travel route with cycling, wheeling, walking and public transport at its heart

Defining the Cut

Old Oak Common Lane will be a key active travel route for Old Oak. Spanning from Atlas Junction where it meets the Mile at the heart of the Neighbourhood Centre, through to Wormwood Scrubs and East Acton via a railway underpass, it will connect existing and new communities either side of the railway viaduct.

The existing road's transformation into the Common Cut – a safe, inclusive and attractive active travel route – will be guided by the following:

2a. Creating an active travel route

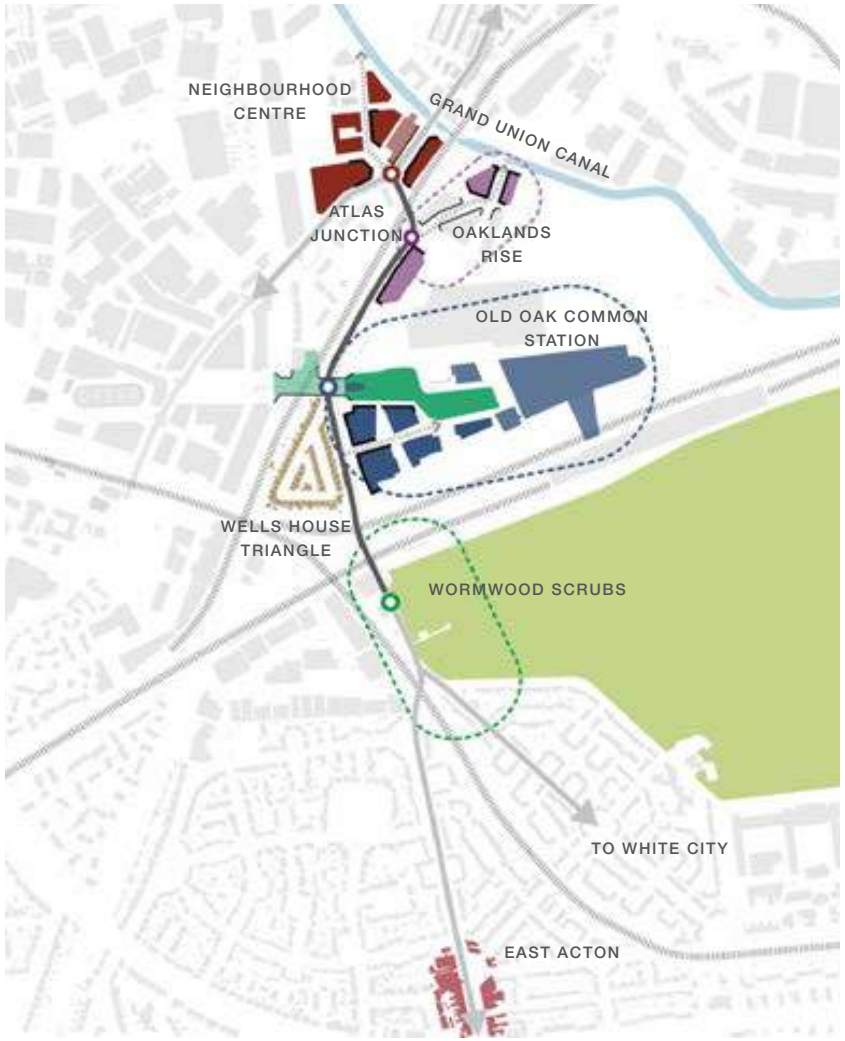
2b. Optimising the available frontage

2c. Making a continuous landscape

2d. Celebrating the station front door



Existing condition – a vehicle-dominated road with few frontages

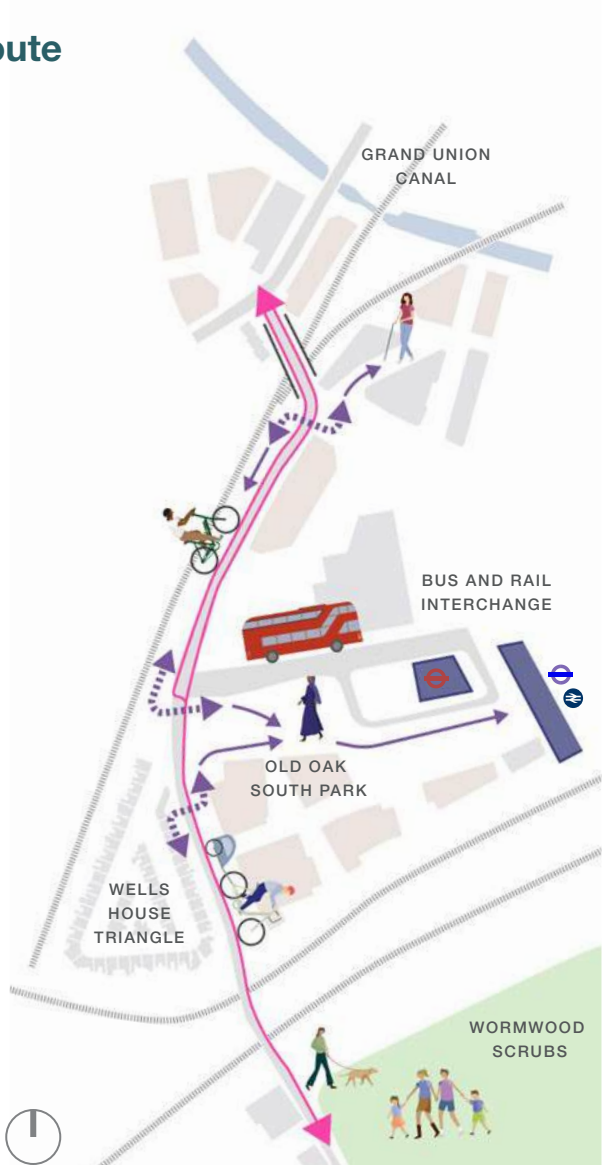


The Common Cut connecting communities in the Masterplan Framework

2a Creating an active travel route

The Cut will be a pedestrian and cycle friendly active travel route. It should support better local connectivity within the Framework area, with surrounding neighbourhoods, and further afield, through:

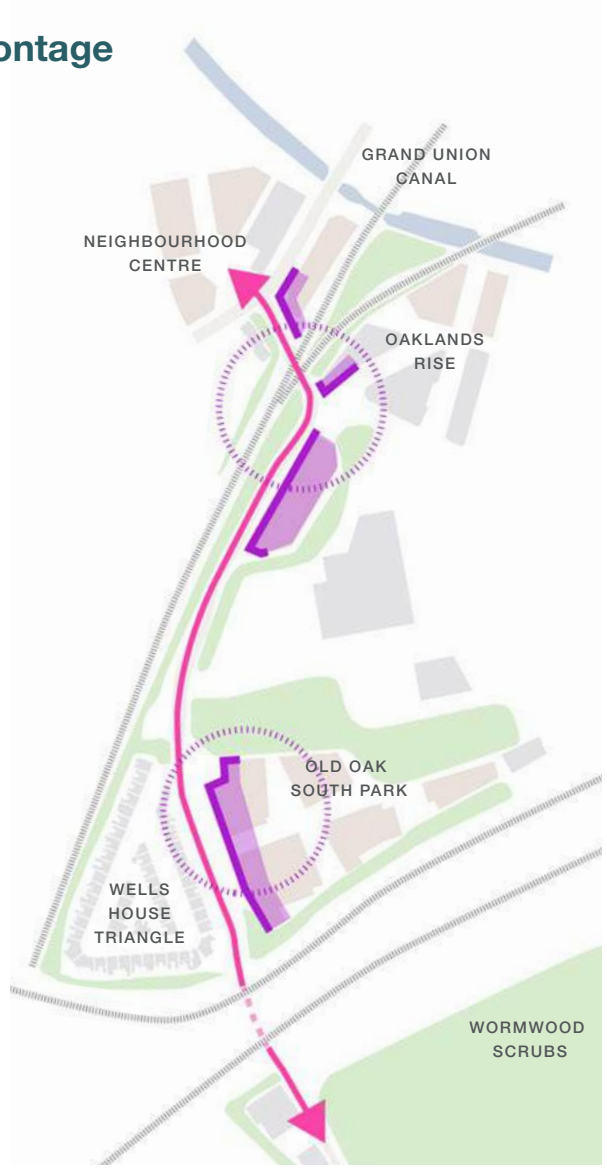
- introducing new dedicated cycle lanes, pedestrian crossings, generous landscaped pavements and on-street bus stops.
- supporting access to the bus and rail interchange at Old Oak Common Station, providing access to the East-West Bridge and the wider transport network as far afield as Birmingham.
- reinforcing the connection to Wormwood Scrubs and local areas south of the railway viaduct.



2b Optimising the available frontage

The Cut should leverage existing characteristics of single-sided, intermittent street frontage, to make a safe and attractive route, by:

- making the most of the aspect, daylight and sunlight afforded by the intermittent development, to support positive landscape and street character.
- maximising opportunities to intensify active frontages to create a critical mass in specific locations.



2c **Making a continuous landscape**

The Cut will be transformed by landscape design to make an especially verdant street, which also reinforces pedestrian and cycle links. It should:

- be experienced as a landscaped green route.
- create biodiverse habitats and contribute to sustainable drainage systems (SuDS).
- extend the experience of greenery from Old Oak South Park, Wormwood Scrubs and the Grand Union Canal.



Indicative landscape zone - Proposed

Indicative landscape zone - Existing

Indicative landscaped route - Proposed

2d **Celebrating the station front door**

The Cut will be the point of access to Old Oak South Park, in front of Old Oak Common Station. It should:

- strengthen connections to Old Oak Common Station through a coordinated design with Old Oak South Park, the Town Centre Station Hub, and the East-West Bridge.
- incorporate public art to humanise structural and infrastructural elements.
- incorporate a pocket park opposite the station front door which may have a small retail and community use to help activate the space.



Indicative public art location

Indicative bridge design

1 Pocket park space

2 Pedestrian crossing

3 Artwork installation on HS2 headhouse

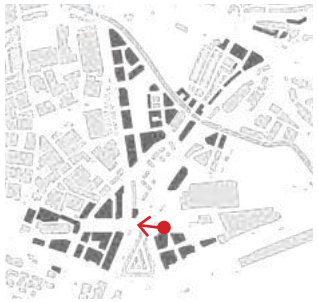
4 Artwork on retaining wall

The Common Cut should have a new pocket park at the junction of Wells House Road and Old Oak Common Lane, to act as a green buffer to the existing terraces and a welcoming public space. Generous landscaping should provide existing residents with visual privacy and separation from movement generated by Old Oak Common Station and the new East-West Bridge.

The pocket park should be a threshold space between the scale of the existing residential street, and Old Oak South Park, with carefully considered integrated lighting, planting, seating, and curated public art promoting a civic yet intimate space. A potential small retail and community use could help activate the space and provide additional overlooking and a sense of safety.



Indicative view of the pocket park. Landscape design should balance public use with the privacy of the existing terraced houses.





Claremont Park, Brent Cross

Photo © John Sturrock



East Street Exchange, Southwark

© We Made That, Photo © Jakob Spriestersbach

The Common Cut will transform the existing road into a green, sunny and landscaped safe route that prioritises active travel.



Diagram showing illustrative proposals for The Cut

The Cut integrates the existing Oaklands Rise.

Active frontages are intensified to form a confident terminus to the Cut where it meets the Mile with clear connections to the canal.

The railway embankment is intensified as a green and biodiverse corridor.

Movement along the Cut is supported by comprehensive active travel improvements and generous public realm.

The Cut forms the front door to Old Oak Common Station. A new pocket park reinforces the welcoming arrival while providing a buffer to existing dwellings.

New buildings are set back for planting, footways and utilities, with sensitivity to existing terraced houses on Wells House Triangle.

Opportunity for street improvements to be extended to create further activity at the entrance to Wormwood Scrubs.

Chapter 4.3

The Old Oak Line

3a **A new bridge to unlock the Line**
3b **Connecting three clusters**
3c **A sequence of parks**
3d **Connected into a green network**
3e **Framed by active uses**
3f **At the heart of a network**
3g **A safe and inclusive bridge**
3h **A place-defining bridge**

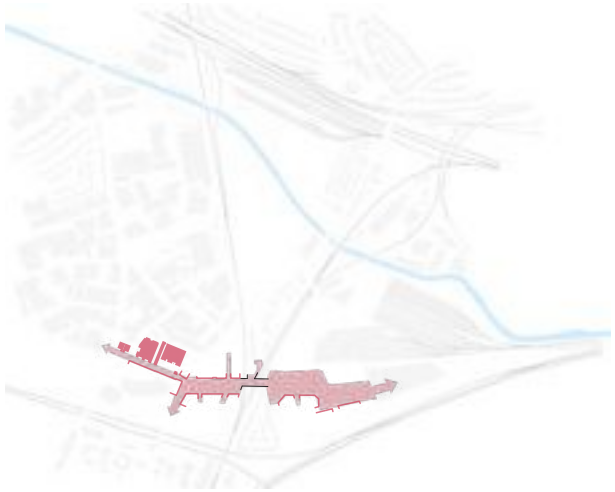
One line, three places

The Old Oak Line will be a safe, animated and green route at the heart of the new Town Centre, with three distinct workspace-led clusters along its length. Commercial uses will be complemented by residential development, establishing a place for working and living.

The Old Oak Line defines a new high-quality east-west route connecting Old Oak Common Station with the new development, Park Royal and North Acton, a linchpin for improved connectivity within the local area.



The Old Oak Line will combine three mixed-use clusters and connect between Old Oak Common Station and Park Royal



Spatial Principle



The Old Oak Line will combine mixed-use development, new landscape and the East-West Bridge to connect with the new Old Oak Common Station

Creating the Old Oak Line

By connecting previously isolated sites across Old Oak, the Old Oak Line will connect three new mixed-use clusters along a new east-west landscaped route. While each will have a distinct character, together the three clusters will form the heart of the new Old Oak Town Centre.

Old Oak currently lacks east-west permeability, as the site is criss-crossed by existing railway lines which separate the new station from Acton Wells, North Acton and Park Royal. The Old Oak Line will be defined by the following principles:

3a. A new bridge to unlock the Line

3b. Connecting three clusters

3c. A sequence of parks

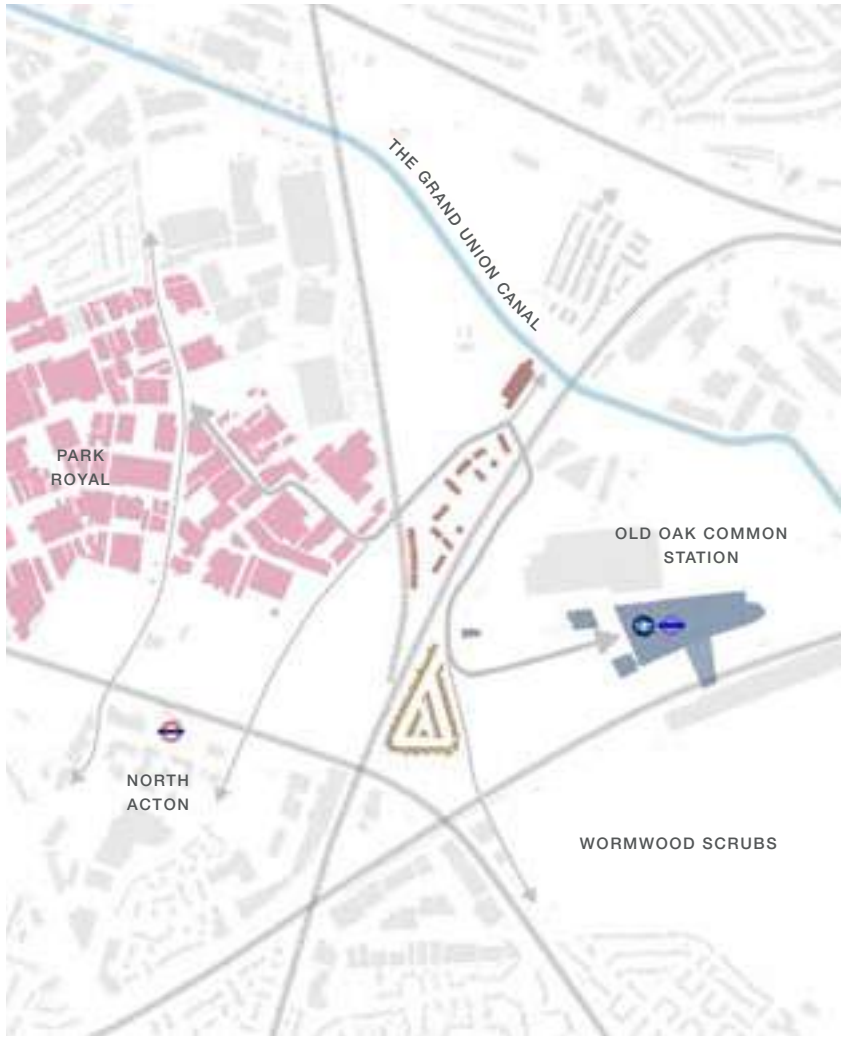
3d. Connected into a green network

3e. Framed by active uses

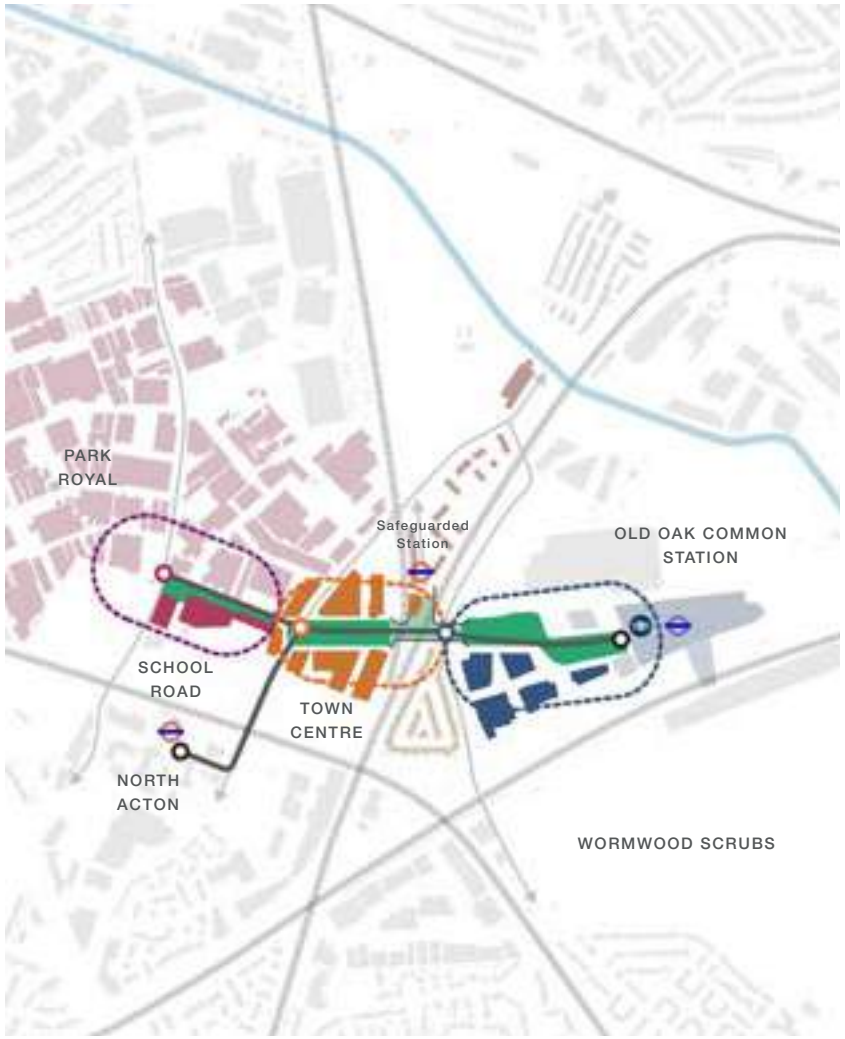
3f. At the heart of a network

3g. A safe and inclusive bridge

3h. A place-defining bridge



Existing condition – travelling east-west is a circuitous and indirect experience



The Old Oak Line unlocks east-west connectivity in the Masterplan Framework

3a A new bridge to unlock the Line

The new east-west link formed by the Old Oak Line will be unlocked by a new pedestrian and cycle bridge. The new bridge should:

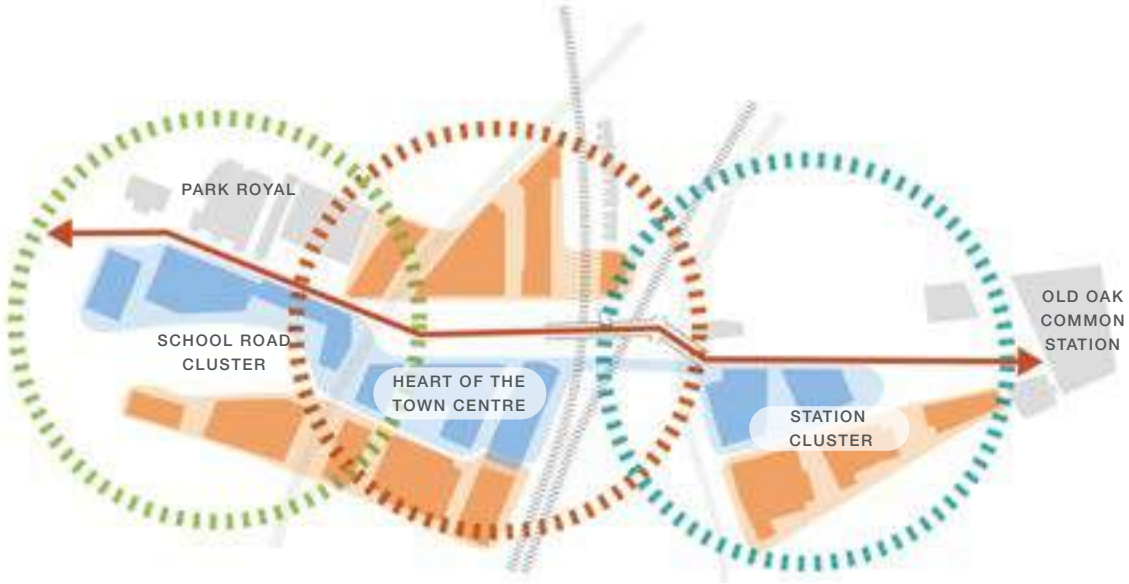
- span the railways and Old Oak Common Lane, connecting the new station to North Acton and Park Royal.
- give access to the safeguarded Overground station at Midland Gate.
- be supported by strategically located new pedestrian crossings on Old Oak Common Lane, Victoria Road and Chase Road.



3b Connecting three clusters

The Old Oak Line will connect three mixed-use clusters of different characters, related to their different contexts. The clusters should:

- complement each other with a range of workspace and residential typologies.
- incorporate retail, cultural uses and social infrastructure where appropriate.
- together form a new spine of workspace for West London.



3c **A sequence of parks**

The Old Oak Line will be a journey through a sequence of parks with vibrant landscape. It should:

- connect Old Oak South Park through a new park in Acton Wells, all the way to the existing green space of Acton Cemetery, via new tree planting and a pocket park on School Road.
- be punctuated with moments of greenery on the East-West Bridge.

Indicative landscape zone - Proposed

Indicative landscape zone - Existing

East-West Bridge

Pedestrian crossings



3d **Connected into a green network**

The landscape of the Old Oak Line will connect into a green network to provide greater access to nature, and form a network of new and existing biodiverse habitats. It should:

- be supported with a series of pocket parks which define local addresses and help transition between residential and commercial uses.
- connect with the ecologically-diverse habitats of the Sunny Banks along the railway.

Indicative landscape zone - Proposed

Indicative landscape zone - Existing

Indicative green network routes



3e Framed by active uses

The Old Oak Line will be framed and activated by a range of ground floor uses to support Town Centre amenity, provide activation and enhance safety. It should:

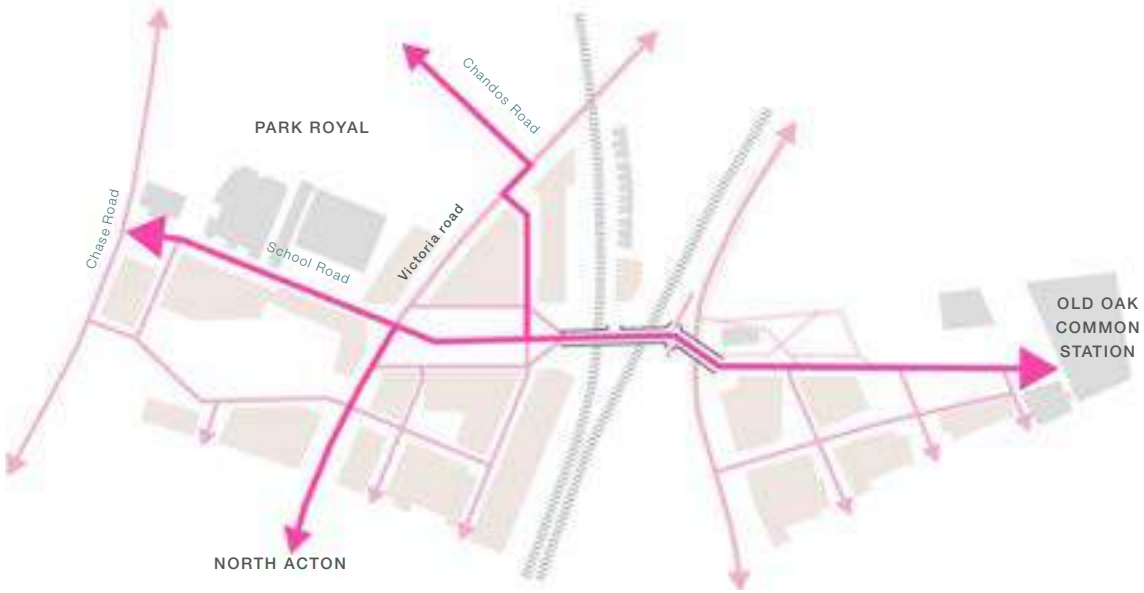
- support retail ground floors, workspace building lobbies, social infrastructure and cultural uses.
- maximise opportunities for active frontage by locating servicing and secondary access to buildings away from the east-west route.
- promote a wide range of retail uses that help animate the route during daytime and night-time to enhance the sense of safety and activity.



3f At the heart of a network

The Old Oak Line will connect to the surrounding network of existing and new walking, wheeling and cycle routes, adding to the permeability of the new neighbourhood and enhancing the sense of safety. It should:

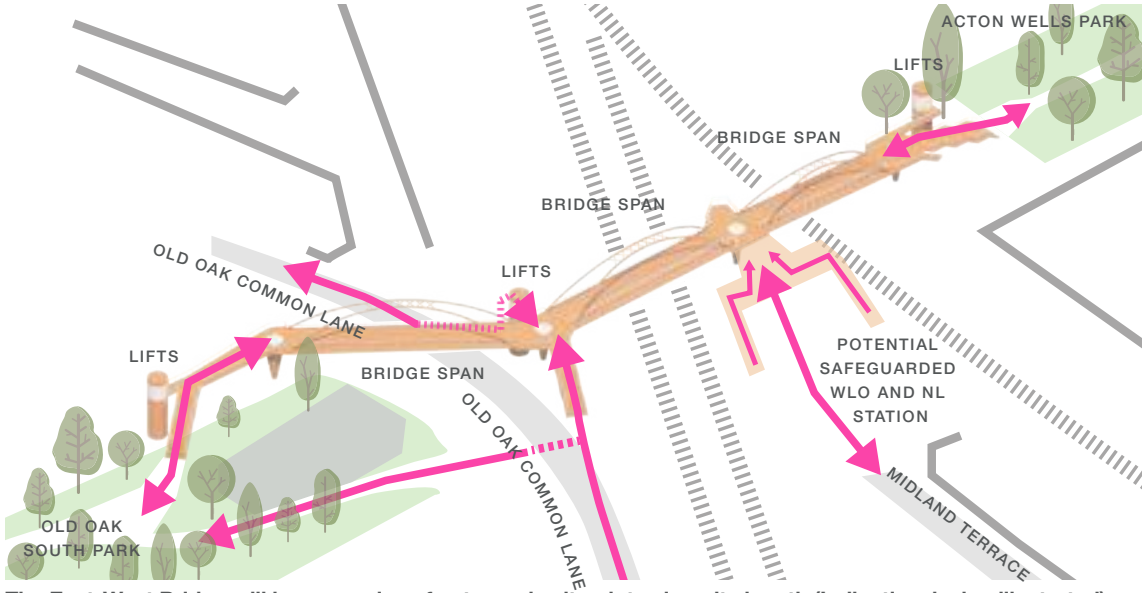
- intersect with a new route towards Park Royal, through Chandos Road.
- intersect with Victoria Road (the Mile) to connect to North Acton.



3g A safe and inclusive bridge

The East-West Bridge design will prioritise safety to create an inclusive and welcoming environment, supporting a safe and pleasant route along its length. The bridge should:

- connect with different places in the local area, by providing multiple landings and points of entry and exit. These points include Old Oak South Park, Old Oak Common Lane, the safeguarded West London Orbital station, and Acton Wells Park.
- be subdivided by incorporating landscaped podiums between the main bridge spans. These podiums will provide resting spaces, soften the bridge through greenery and enhance the quality of public realm and the overall sense of safety.
- integrate well-designed lighting on all publicly accessible areas of the bridge to enhance the sense of safety after dark.
- provide adequate protection from falling including appropriately scaled parapets and anti-climb balustrades. Where solid barriers are required above the railway, the bridge design will explore solutions to avoid the feeling of being unduly enclosed. Visibility and openness will be maximised outside of the live railway zones to maintain a sense of transparency, visual permeability, natural surveillance and safety.
- mitigate against high wind speeds, working with balustrade solutions where wind assessment deems relevant.
- provide an adequate number of lifts to accompany stair access in order to provide for universal access.



The East-West Bridge will have a series of entry and exit points along its length (Indicative design illustrated)



Well designed and integrated lighting enhances the sense of safety

Esperance bridge, King's Cross

Photo © Simon Kennedy



Integrated planting creating a welcoming route

The High Line Moynihan Connector bridge, New York

Photo © Lucas Blair Simpson © SOM

3h **A place-defining bridge**

The East-West Bridge is a key piece of infrastructure that will support the viability of the Town Centre by creating a new, direct, legible and high quality east-west route that will add to the character and identity of Old Oak. The bridge should:

- provide a pleasant public realm environment, with high quality, durable and low-maintenance materials and detailing, for longevity.
- provide a spacious route with a generous width, in keeping with its significance. This is also to provide space for landscape and seating and adequate space for the expected pedestrian and cycle flows.
- have an iconic design that is rooted in the area's character. This is to mark the east-west route and enhance its legibility whilst also contributing to the identity of the place.
- employ lightweight, elegant structural design to minimise its visual impact on the existing surroundings.
- be constructed of robust and low maintenance structural elements such as weathering steel. This is to reduce maintenance costs and minimise the need for access to the underside of the bridge.
- integrate sustainable design principles with a focus on material efficiency and low embodied carbon.
- have a well considered and designed underside to the bridge, particularly as it crosses Old Oak Common Lane, with an elegant, lofty and delicate appearance that contributes to the environment of Old Oak Common Lane.



An efficient yet memorable structural form

Chiswick Park Footbridge, London



A generous width to accommodate large pedestrian flows

Stratford Town Centre bridge, London



Indicative cross-section and long-section of the East-West Bridge

The Old Oak Line will be a safe, animated and green route, with three distinct clusters.

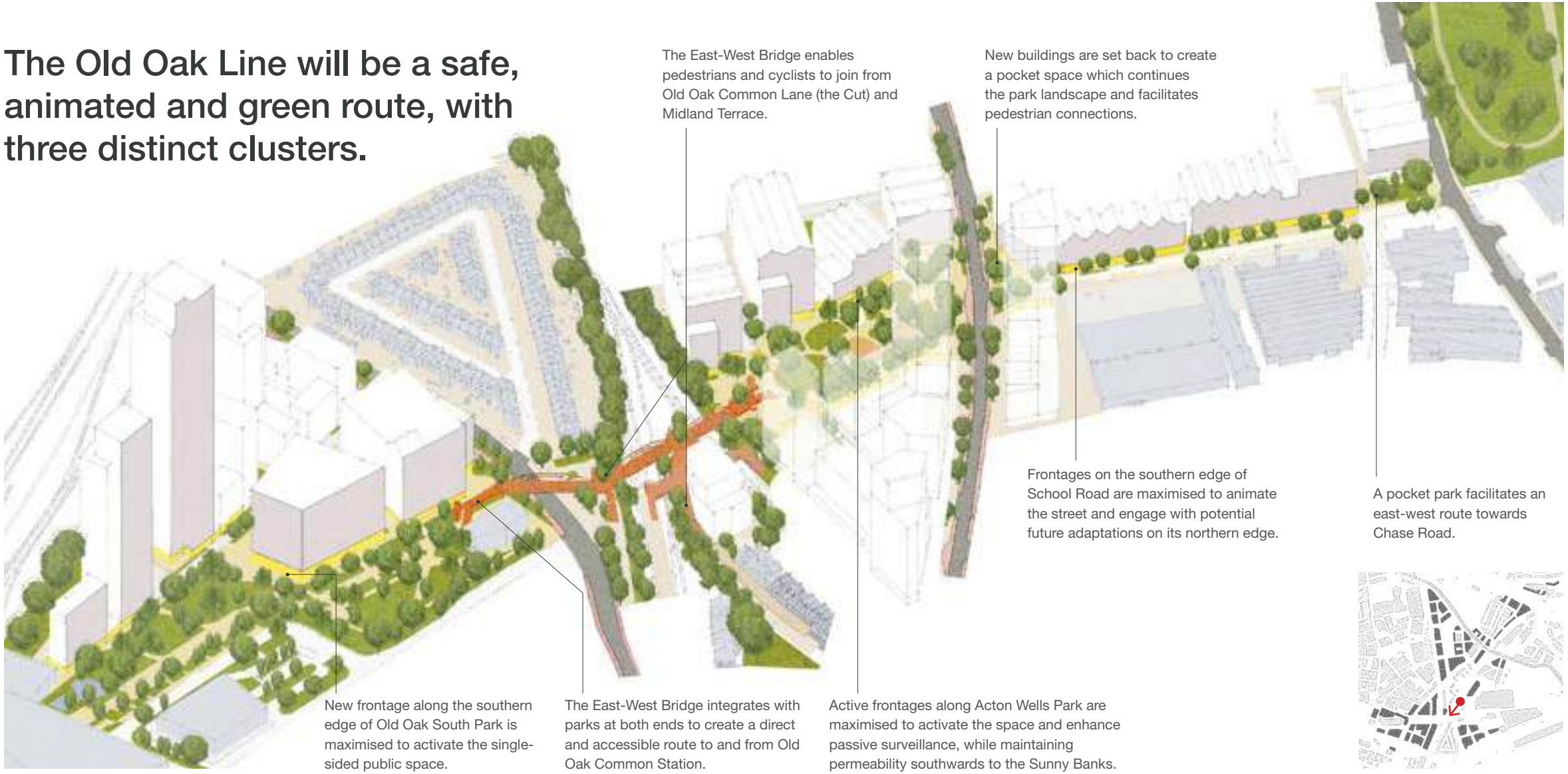
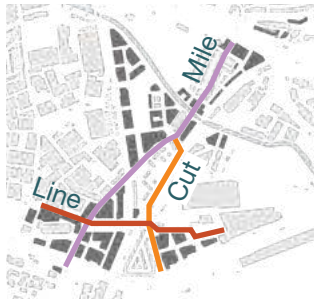
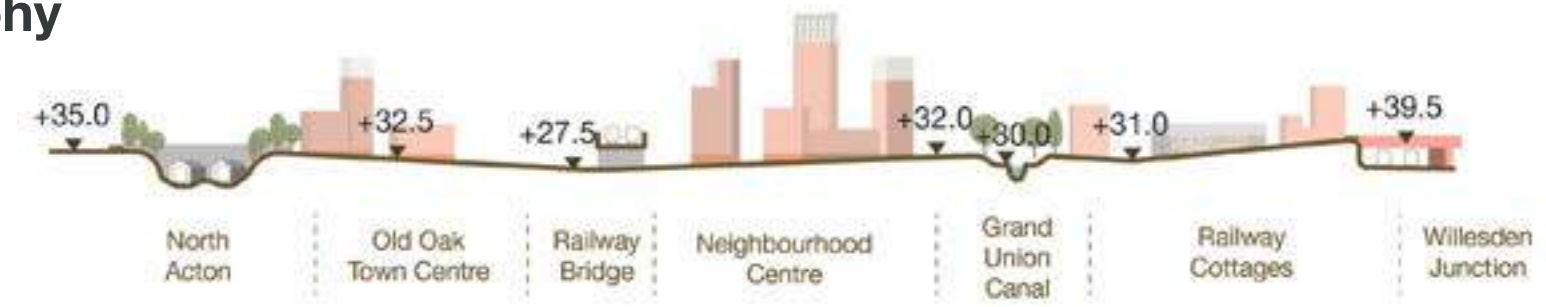


Diagram showing illustrative proposals for The Line

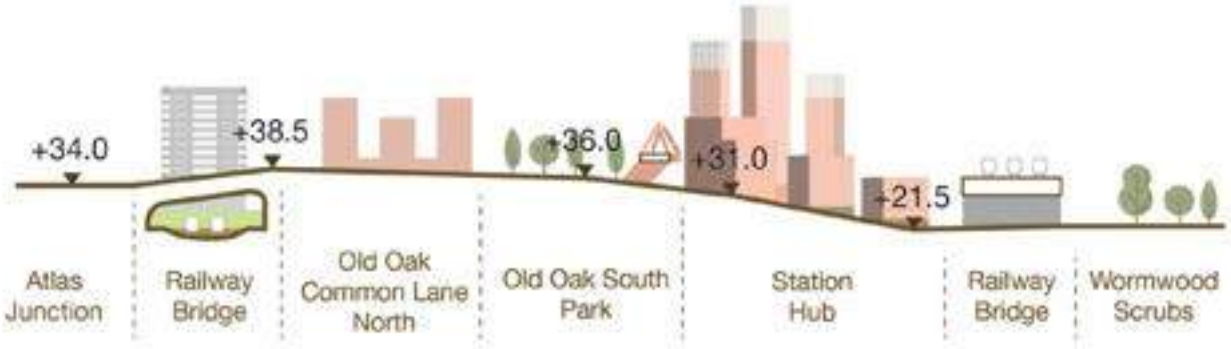
Working with existing topography

The Mile, the Cut and the Line will respond to the existing topography of the site. These three spines will thread together the varied existing topographical levels to form accessible routes across Old Oak which are suitable for active travel. The design of building ground floors should enable frontages that positively interact and address the public realm.

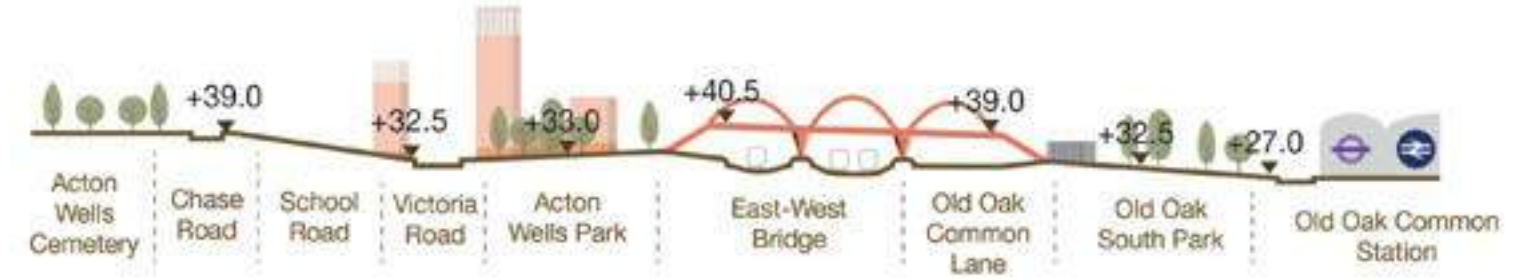




The Mile



The Cut



The Line

Chapter 4.4

Landscape corridors

4a **Establishing a green movement network**
4b **Strengthening biodiversity**
4c **Activating the Grand Union Canal**
4d **Creating an ecological asset at the Sunny Banks**

A green network of amenity and habitats

Landscape corridors will form green and blue threads that stitch neighbourhoods together, linking local parks, pocket spaces, railway embankments and the Grand Union Canal into a coherent network. These corridors – whether tree-lined streets, canal edges or sunny embankments – will support active travel and ecological connectivity by:

4a. Establishing a green movement network

4b. Strengthening biodiversity

4c. Activating the Grand Union Canal

4d. Creating an ecological asset at Sunny Banks



Spatial Principle



Existing condition



Landscape corridors in the Masterplan Framework

4a Establishing a green movement network

The green movement network will transform movement corridors in Old Oak into active travel routes with naturalistic planting framed by active and positive frontages. This should be achieved by:

- establishing a green movement hierarchy where strategic corridors form major ecological and active travel spines connecting parks and districts; neighbourhood green loops provide safe, green routes linking local amenities and community spaces; and local green lanes enhance fine-grain connectivity between homes, streets, and pocket green spaces.
- retaining mature and semi-mature trees where possible and introducing supplementary planting to provide canopy cover, mitigate overheating of nearby buildings and filter air pollution.
- integrating SuDS to capture, slow, and filter water.
- establishing layered planting structures that connect ecological habitats across Old Oak while bringing seasonal colour and sensory variety to daily journeys.



The Meridiana promenade in Barcelona layers trees, flora and shrubs to accompany pedestrians and cyclists

Photo © Antonio Navarro Wijkmark



Chestnut Road in Tottenham is enhanced by SuDS, biodiversity and play-on-the-way

Photo © Adams & Sutherland © Anthony Coleman



Sequence and hierarchy of green connections within Old Oak

4b **Strengthening biodiversity**

Multifaceted biodiversity will be achieved through a connected landscape network where parks, pocket spaces, canal edges and infrastructure corridors combine to form a cohesive ecological system. This urban ecology should be strengthened by:

- linking accessible and inaccessible landscapes, safeguarding railway verges, Sunny Banks, and other ecologically-significant areas as integral parts of the wider habitat structure.
- embedding layered planting, from meadows and wetlands at ground level to tree canopies, green roofs, and living walls at height.
- creating continuous ecological corridors that enable wildlife to move freely.



4c Activating the Grand Union Canal

The Grand Union Canal will be a vibrant destination for leisure, movement and daily life. It will balance civic activity with ecological edges, creating a space that is both a social heart and a natural corridor. This should be achieved by:

- focusing public activity at bridges and junctions, particularly where the Old Oak Mile and Common Cut meet.
- improving permeability through direct, purposeful connections between the canal and development.
- addressing level changes between the towpath and Channel Gate Park, using terraces, steps and seating edges to create safe, accessible and lively transitions to the water.
- enhancing and protecting the wild qualities and biodiversity whilst establishing softer edges, with planting and quiet spaces to dwell and rest.
- enhancing the towpath as a generous and inclusive route with facilities for the boating community, widened where possible and complemented with seating and planting to support movement and social use.





Existing towpath along the Grand Union Canal

Photo © Zute Lightfoot



Social spaces along the green edges

Photo © Zute Lightfoot



Canal activities and clubs

Photo © Zute Lightfoot

4d Creating an ecological asset at Sunny Banks

The Sunny Banks will transform the former railway sidings into a south-facing green edge, combining ecological richness with visual amenity. It will become a distinctive address that strengthens both landscape character and ecological resilience. This should be achieved by:

- celebrating the railway's character by extending and reinforcing the mature habitats of the embankments, safeguarding existing ecology.
- drawing nature into the neighbourhood through green linear spaces and pocket parks, with walking trails that invite interaction with nature.
- integrating landscaping features that are inclusive and can appeal to all senses through scent, colour, sound, wildlife and edible fruit trees/plants.





Existing green railway infrastructure corridor

Photo © Zute Lightfoot



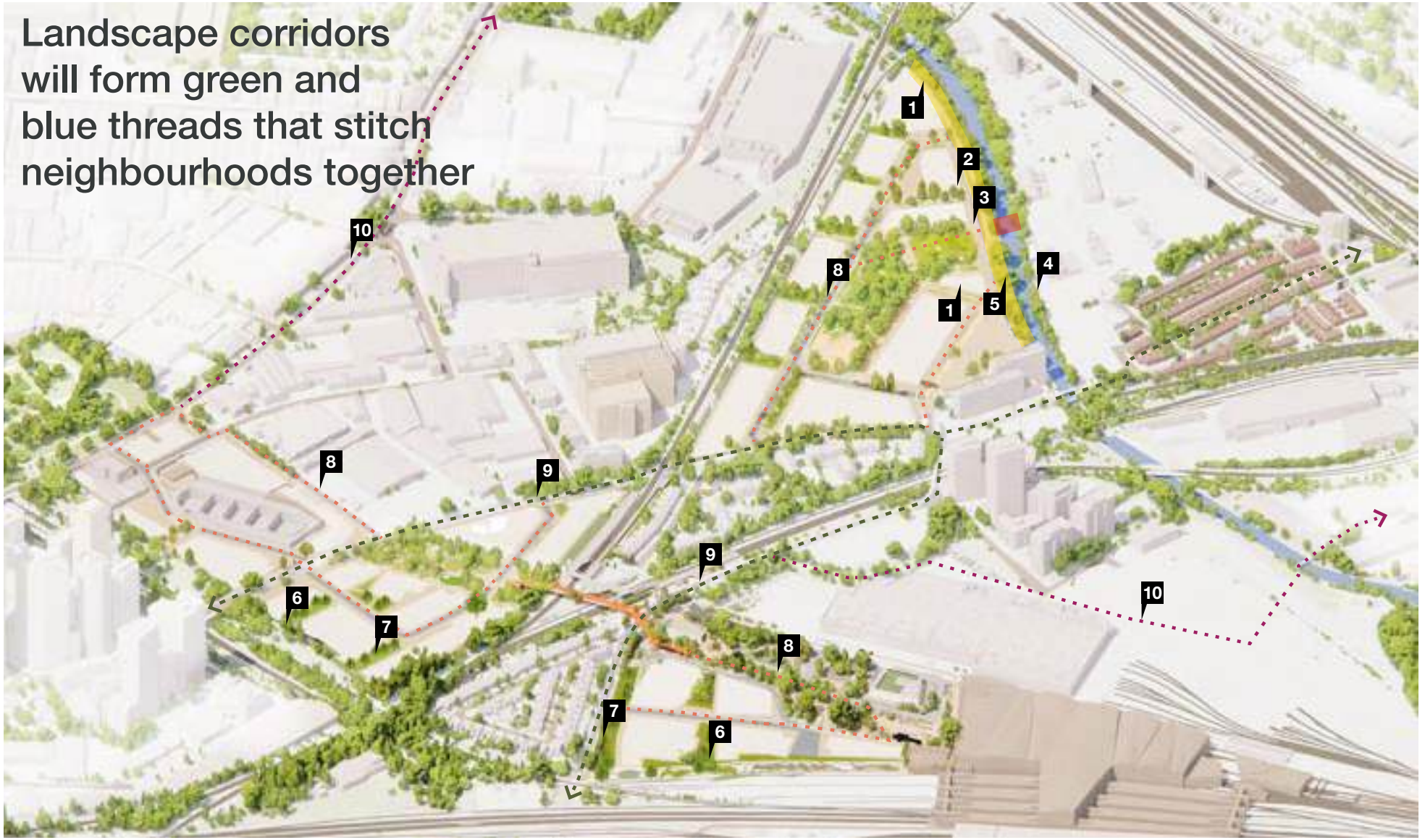
Playful terraces and embankments

Photo © Jordi Surroca



Immersive green spaces with sensory planting

Photo © OKRA © Melle van Dijk



1. Active and attractive development edges with positive frontage along the canal.
2. Improved permeability through direct connections between the canal and development.
3. Integration of level changes between the towpath and Channel Gate Park, using terraces, steps and seating.
4. Softer, wilder edges established along the waterway with planting, ecology and quiet spaces.
5. Towpath enhanced as a continuous, accessible route, widened where appropriate or with complementary parallel paths.
6. Railway character celebrated by extending and reinforcing the mature habitats of the embankments.
7. Linear spaces and pocket parks integrated with walking trails adjacent to the Sunny Banks.
8. A green movement network with neighbourhood loops and local lanes linking to strategic corridors.
9. SuDS integrated into green routes. Mature and semi-mature trees retained where possible with new supplementary planting to provide canopy cover.
10. Connections to the wider network of strategic green routes.

Diagram showing illustrative proposals for landscape corridors

Chapter 4.5

Connecting parks and green spaces

5a **Delivering two new parks at the heart of Old Oak**
5b **Providing everyday access to nature**
5c **Creating play for all**
5d **Making landscapes where water runs through**
5e **Embedding biodiversity in new planting**
5f **Channel Gate Park: shaping a canalside destination**
5g **Acton Wells Park: establishing a civic heart**

Three welcoming parks

Connecting parks and green spaces will transform predominantly grey land into distinctive, inclusive, accessible and welcoming places at the heart of Old Oak, supporting both people and nature by:

5a. Delivering two new parks at the heart of Old Oak

5b. Providing everyday access to nature

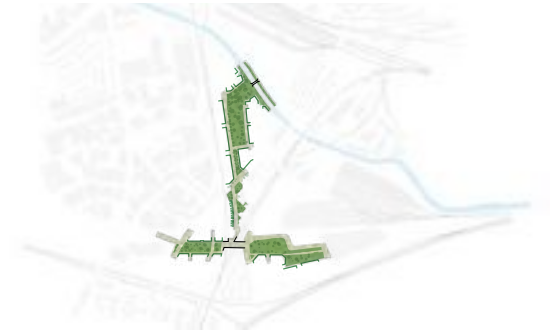
5c. Creating play for all

5d. Making landscapes where water runs through

5e. Embedding biodiversity in new planting

5f. Channel Gate Park: shaping a canalside destination

5g. Acton Wells Park: establishing a civic heart



Spatial Principle



Existing condition



Connecting parks and green spaces in the Masterplan Framework

5a Delivering two new parks at the heart of Old Oak

Two new parks - Channel Gate Park and Acton Wells Park - together with the Old Oak South Park will form the green keystones of Old Oak, providing multifunctional spaces for recreation, inclusive play and community life. Each will have a distinct context-driven character rooted in cultural and industrial heritage, offering a diverse and complementary range of experiences across the neighbourhoods. This should be achieved by:

- establishing identifiable and accessible entrances that present the parks as civic destinations.
- shaping park edges to be active, safe and welcoming, with strong connections to green streets and ecological corridors.
- creating naturalistic environments that provide calm, restorative settings.
- providing flexible areas that accommodate community events, social gatherings and seasonal activities alongside everyday use.
- embedding a day- and night-time strategy that balances safety, accessibility and ecological sensitivity.



Claremont Park in Brent Cross Town is well used and loved by local residents

Photo © John Sturrock



Lewis Cubitt Park in King's Cross is framed by tall mixed-use buildings

Photo © John Sturrock

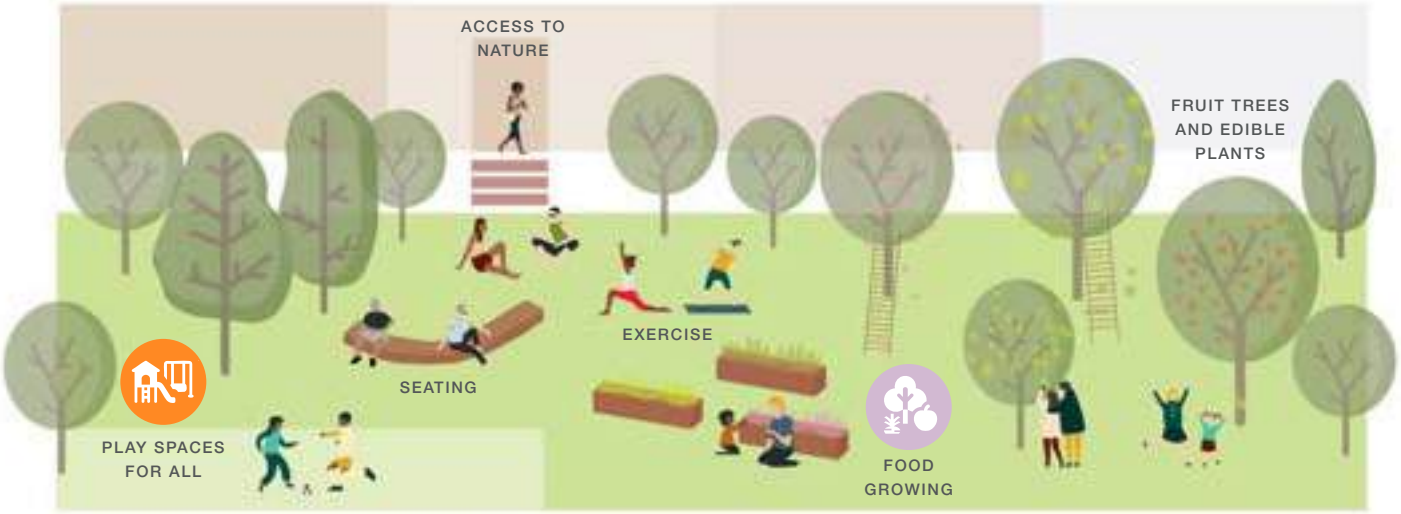


Two new parks at the heart of Old Oak

5b **Providing everyday access to nature**

Parks and green spaces will create a diverse and inclusive series of open spaces that respond to the scale and grain of the neighbourhoods, bringing nature to people's doorsteps. This should be achieved by:

- introducing pocket green spaces that create everyday moments of joy and respite.
- incorporating shaded seating courts, orchards, edible planting beds and creative public realm features.



5c **Creating play for all**

Parks and green spaces should make inclusive play integral to the landscape approach across Old Oak, improving health and wellbeing by:

- creating inclusive and welcoming environments that feel safe and comfortable for adults to linger as well as for children to roam and discover freely.
- providing social, physical and sensory engagement for all ages and abilities.



5d **Making landscapes where water runs through**

Parks and green spaces should manage water through attractive, multifunctional features by:

- applying robust and dynamic water-sensitive design through attenuation basins, swales and rain gardens.
- creating opportunities for play, recreation and biodiversity that invite safe interaction with water and seasonal change.



5e **Embedding biodiversity in new planting**

Parks and green spaces should create resilient habitats that support wildlife and enhance ecological richness by:

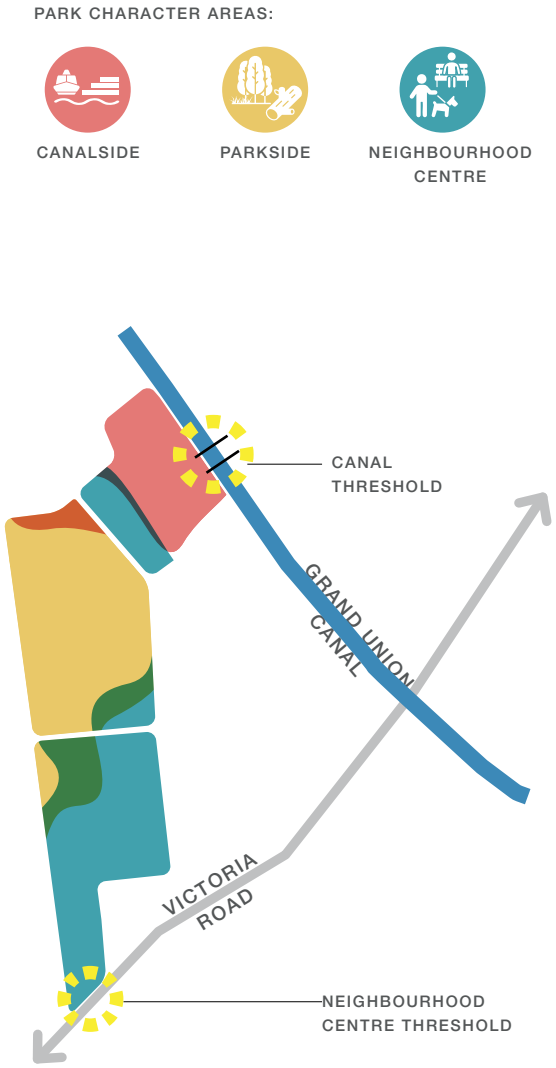
- retaining existing trees wherever possible to preserve maturity and habitat value.
- prioritising native, climate-resilient and non-wind-pollinated species for new planting to provide seasonal interest and adaptability.
- delivering productive landscape with food growing areas and edible planting where appropriate.



5f Channel Gate Park: shaping a canalside destination

Channel Gate Park is a two-hectare park in the Canalside Neighbourhood. The park will be an inclusive place to play, stay and grow with high ecological value and public health benefits. It will directly face the Grand Union Canal acting as a distinctive gateway to the waterside towpath. It should have three main characters as follows:

- Canalside: celebrating water, ecology and views, strengthening the identity of the canal within the neighbourhood.
- Parkside: green core of formal and informal spaces, offering play and areas for recreation, rest and social activity.
- Neighbourhood Centre: civic interface, animated by busier uses and larger gatherings.



Programme

Channel Gate Park will be a lively everyday destination, with festive events and moments of delight across the year. This should be created by:

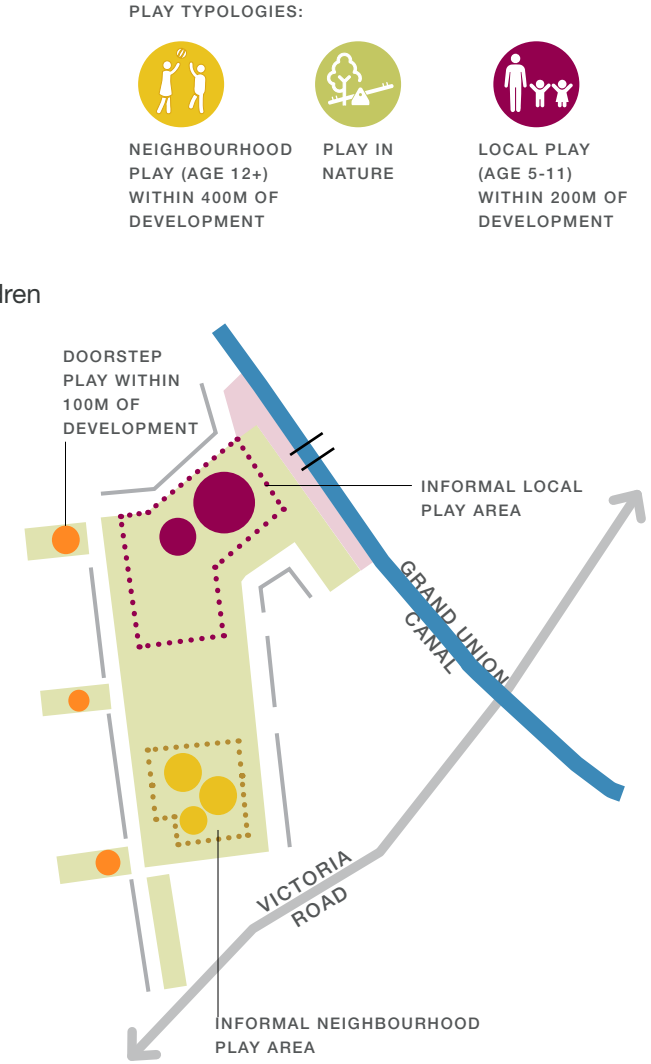
- framing canal views with active and accessible frontages to provide welcoming places to dwell.
- hosting waterside uses such as mooring and boater facilities, bringing life and movement along the canal edge.
- providing quiet, restorative zones within the Parkside for relaxation, informal nature play and community gardening.
- making use of the park's relationship with the new school to provide spaces that can host play, sport and community life beyond school hours.
- accommodating a broad year-round programme including community gatherings, play for all ages and abilities, flexible event lawns and health and wellbeing activities.



Inclusive Play

Channel Gate Park should offer a range of intergenerational play opportunities benefitting from natural surveillance by:

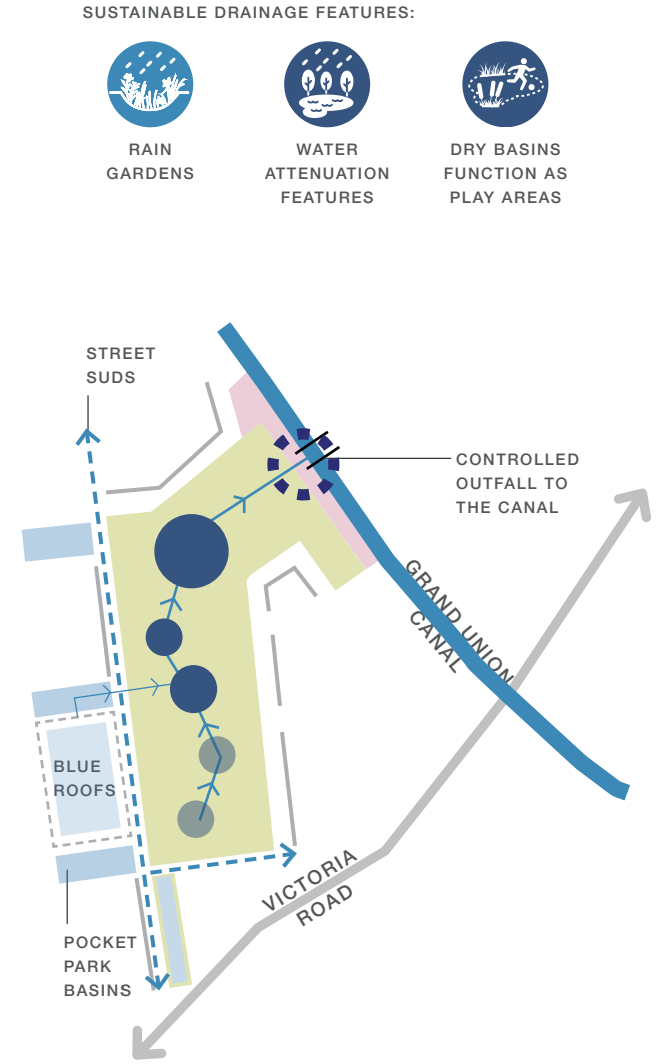
- integrating naturalistic play into the parkland to encourage imaginative, self-directed activity.
- providing formal play areas for children and young people including fitness elements, seating and interactive features such as art or water.



Floodable Landscape

Water management should serve as both a climate resilience strategy and a defining element of the park by:

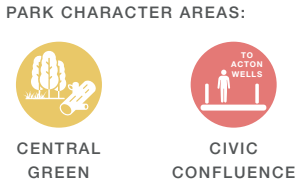
- designing the park as a floodable landscape that is a celebrated aspect of its character.
- designing spaces so they can support community use when dry and provide vital water storage during heavy rainfall.
- selecting planting for seasonal interest and water tolerance to create biodiverse wetlands and rain gardens.

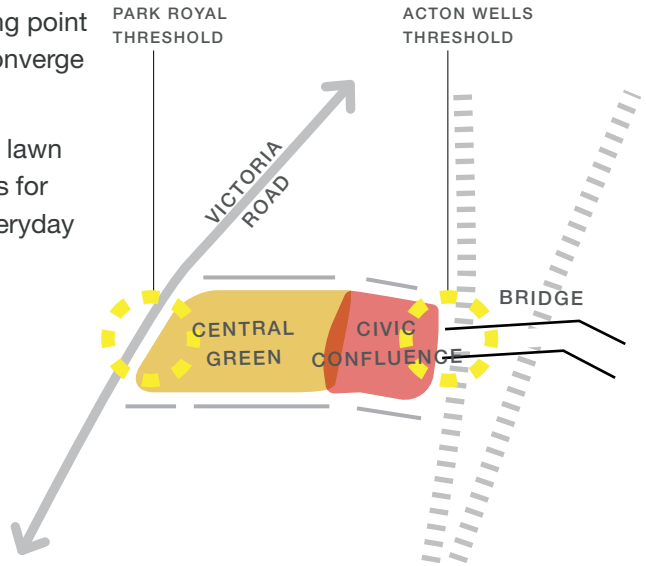


5g Acton Wells Park: establishing a civic heart

Acton Wells Park will be a central semi-urban park within Old Oak Town Centre. Located above the HS2 tunnel, it will respond to engineered conditions with an east–west pedestrian and cycle bridge linking to Old Oak Common Station as part of the Old Oak Line, establishing it as both a valued local amenity and a district landmark for new and existing residents. It should have two main characters as follows:

- Civic confluence: a lively meeting point where neighbourhood routes converge with flexible hardscape spaces.
- Central green: a generous open lawn framed by trees, offering spaces for relaxation, informal play and everyday activities.



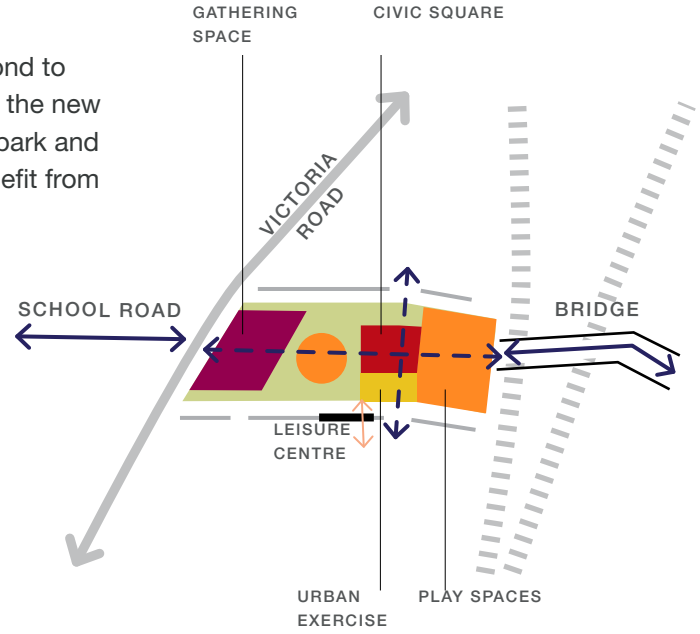


Programme

Acton Wells Park will support daily urban life, balancing active spaces for neighbourhood events with quieter areas for rest and refuge from the bustle of the Town Centre. This should be achieved by:

- providing flexible hardscape spaces that can adapt for markets, festivals and cultural programming.
- creating softer planted areas that support informal social gatherings and play.
- designing the park to respond to key adjacent uses, such as the new leisure centre, so both the park and neighbouring buildings benefit from shared activity.





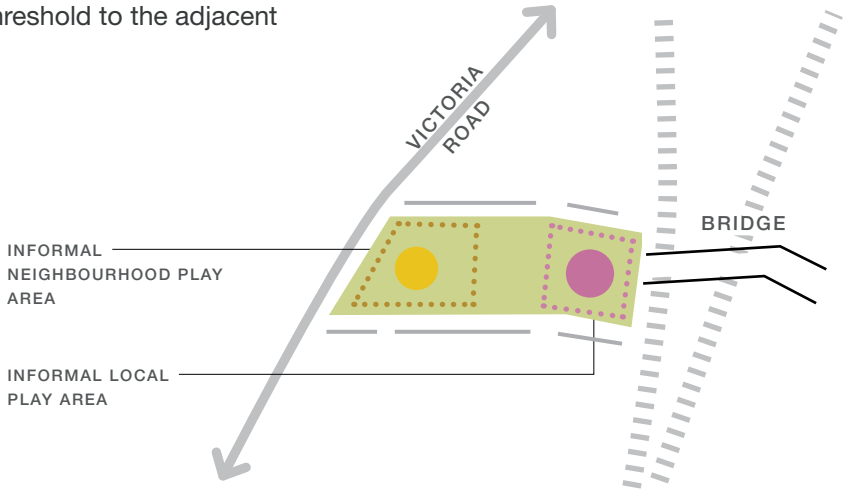
Inclusive Play

Play in Acton Wells Park should have a semi-urban character, encouraging informal and social activity within an immersive, naturalistic environment by:

- providing sculptural seating edges, playable water rills and interactive public art that combines with provision for all ages and abilities and that creates opportunities for exploration and discovery.
- providing tree planting that frames the play areas.
- creating soft threshold to the adjacent development.

PLAY TYPOLOGIES:





Floodable Landscape

Acton Wells Park should have water-sensitive design that enhances biodiversity, regulates microclimate and adds sensory variety by:

- incorporating surface water management as an integral part of its landscape.
- using rain gardens, planted channels and permeable surfaces to capture and filter run-off.

SUSTAINABLE DRAINAGE FEATURES:



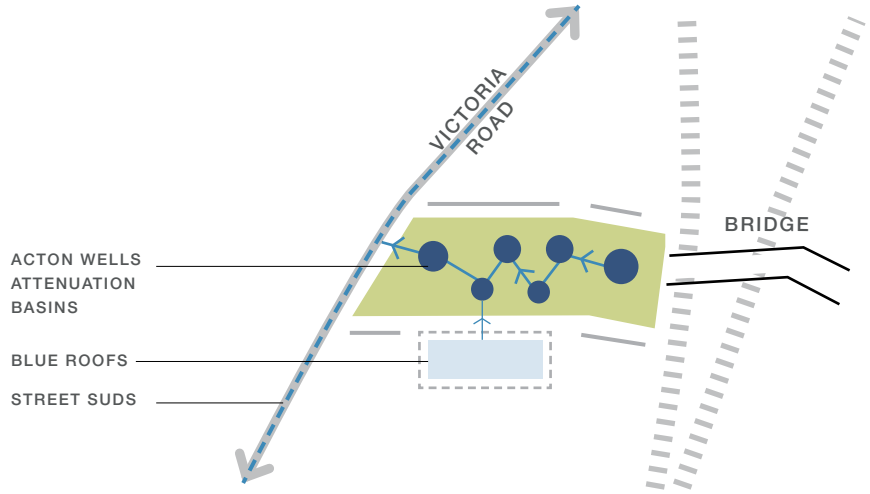




Diagram showing illustrative proposals for connecting parks

Together with Old Oak South Park, Channel Gate Park and Acton Wells Park will form the green keystones of Old Oak.

Chapter 4.6

One place, two neighbourhoods

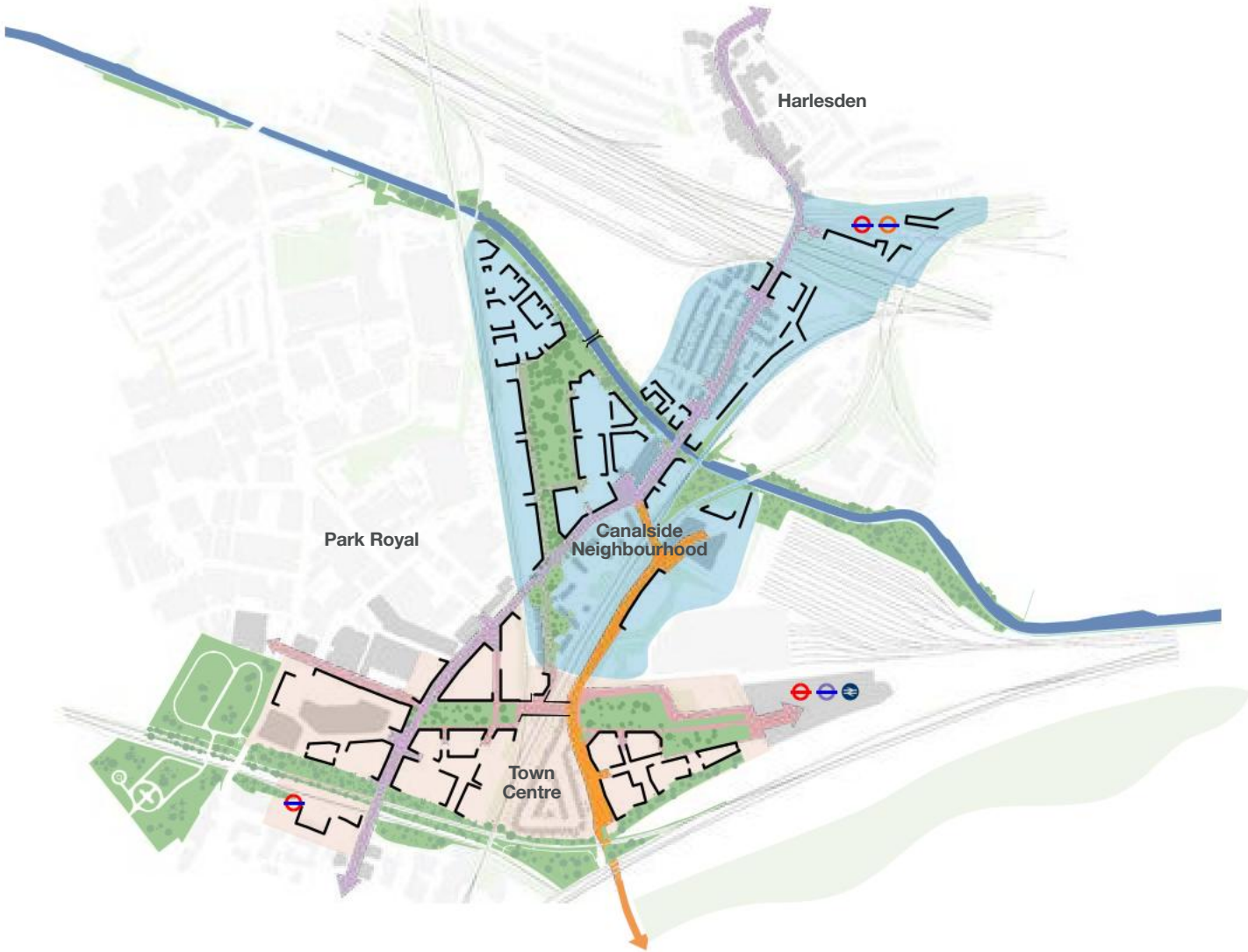
6a **A connected place**
6b **The right mix of uses**
6c **Placemaking with a varied skyline**
6d **Approach to character**
6e **Old Oak Town Centre**
6f **Canalside Neighbourhood**

A canalside neighbourhood and a major urban centre

The Framework adopts a holistic approach to development. Two distinct poles of intensity - the Canalside Neighbourhood and Old Oak Town Centre - are structured around coherent development and movement principles. These sitewide principles emphasise the different characteristics and qualities of the two urban centres in order to support diverse, characterful, inclusive places to live and work.

Old Oak is currently fragmented and disjointed, lacking connected centres for living, working, leisure and amenity. The Framework will create One place, two neighbourhoods through:

- 6.a A connected place
- 6.b The right mix of uses
- 6.c Placemaking with varied heights
- 6.d A new Town Centre for Old Oak
- 6.e A new Canalside Neighbourhood



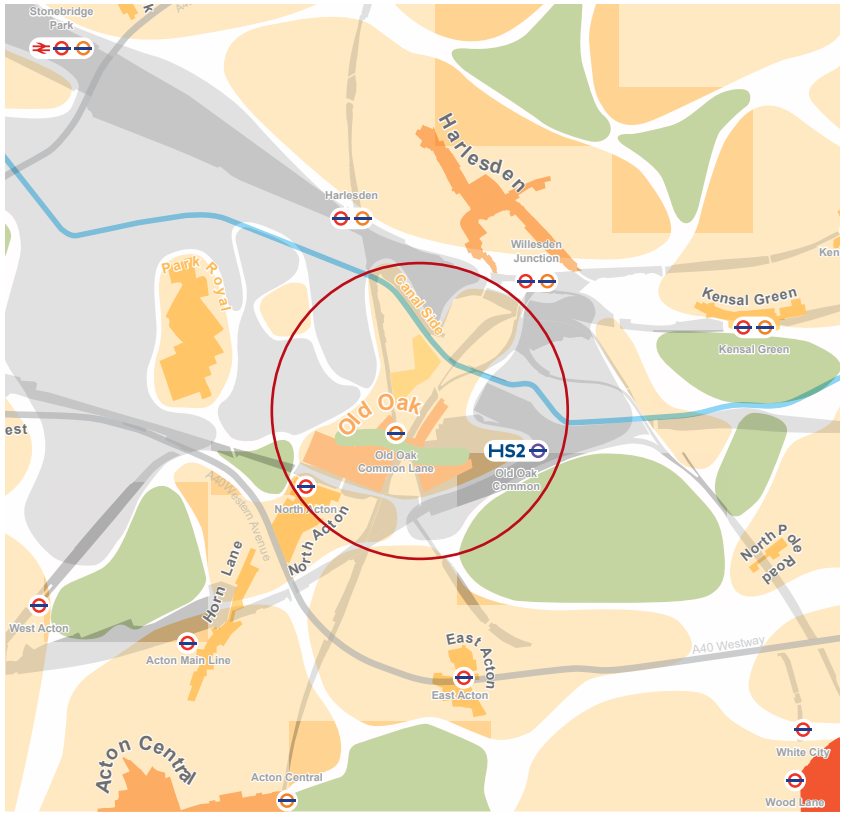
Integrating with the surrounding fabric

The neighborhoods surrounding Old Oak each possess distinct identities: the multicultural centers of Harlesden and Willesden to the north, and Acton's diverse neighborhoods to the south. The area encompasses significant zones of growth and development, from North Acton to the historic heart of Acton Central, and extends to the southeast through Shepherd's Bush and White City. Alongside Wormwood Scrubs, these areas include some of the region's most significant open spaces.

The new neighborhoods at Old Oak will integrate into the existing urban and social fabric of the surrounding context. Drawing upon the distinctive character of Old Oak and Park Royal, the development will create inclusive, vibrant places for living and working. The regeneration of Old Oak will both reflect and serve the diverse communities that have shaped this area over time.



Existing condition: neighbourhoods divided by infrastructure



Future condition: stitching the gap

- Neighbourhood town centres
- District town centres
- Major town centres
- Metropolitan/ International town centres
- Parks and Open Spaces
- Industrial and Rail land

6a **A connected place**

Positive, human-centred and characterful placemaking at Old Oak will enable a modal shift away from reliance on cars, transforming roads into streets that are attractive and safe for all modes of active travel, and connecting people to parks, canals and key destinations.

This will be achieved through:

- 6a.1 Prioritising active travel
- 6a.2 Reimagining Secondary Streets
- 6a.3 Thriving Local Centre Streets
- 6a.4 Neighbourhood Local Streets

Queen Elizabeth Olympic Park, Stratford



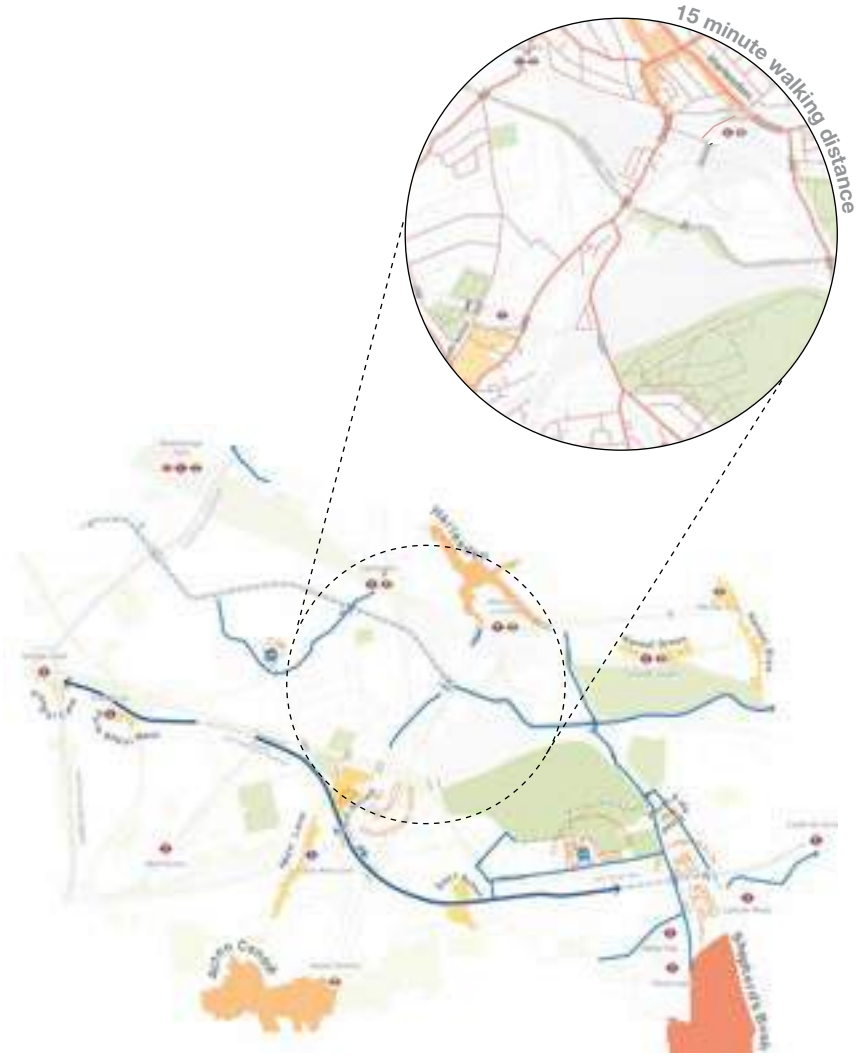
Strengthening wider connectivity

Old Oak will weave a previously disconnected part of West London into the wider movement network, closing long-standing gaps with new east–west and north–south connections that strengthen links to White City, North Acton, Acton Central, Park Royal, Kensal Green and Kensal Rise.

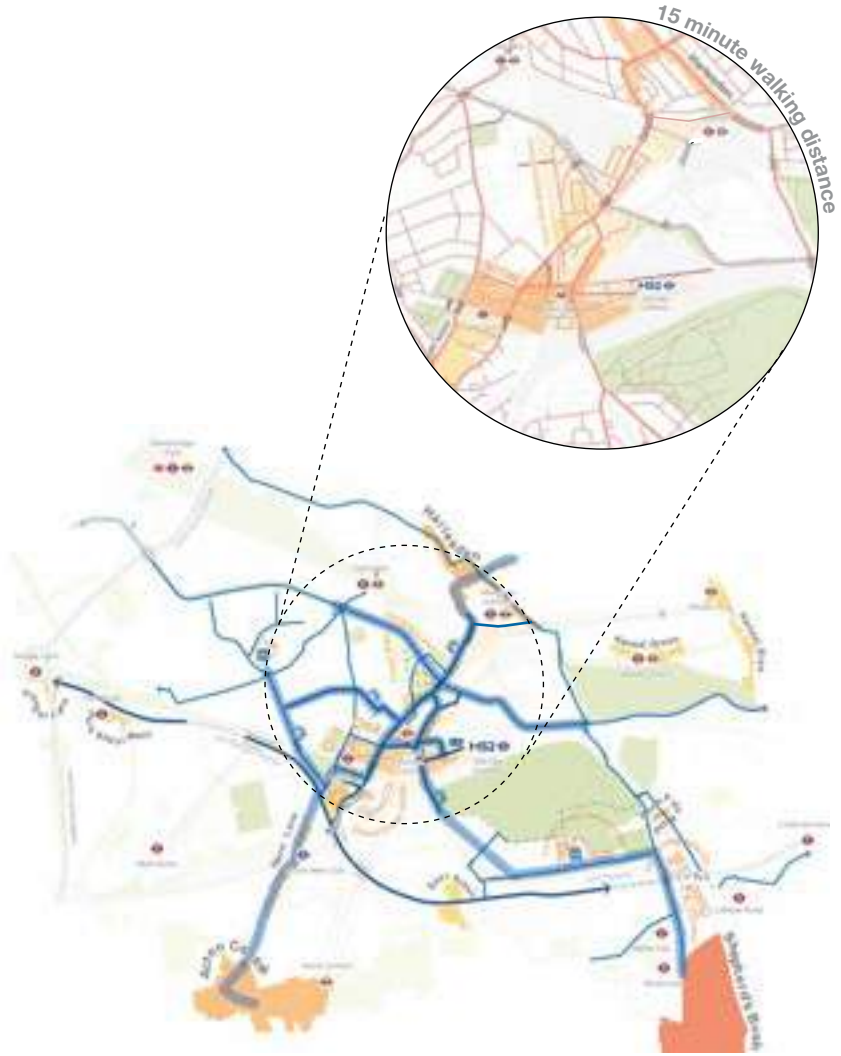
A coherent network of quieter leisure routes will build on paths through parks and open spaces, with the Grand Union Canal towpath offering a comfortable 30-minute cycle link to central London

Primary movement corridors should provide safe, well-lit and active routes day and night, supporting civic life and clear wayfinding.

- 24h - Protected cycle routes
- advisory/ signed cycle routes
- off carriageway cycle routes
- strategic n-s/ e-w cycle routes
- primary pedestrian routes
- secondary pedestrian routes
- poorly-lit/ isolated pedestrian routes
- poor pedestrian/cycle provision/ industrial roads



Existing cycle network (15 min from Old Oak)



Future cycle network (15 min from Old Oak)

6a.1 Prioritising active travel

The movement network in Old Oak should allow for a modal shift away from reliance on cars by:

- providing an accessible and integrated walking, cycling and wheeling infrastructure network that is continuous, legible and connected.
- designing the East-West Bridge to accommodate pedestrians and dismounted cyclists.
- providing a co-ordinated approach to the pedestrian experience, including improving crossings and widening pavements where possible.
- linking into wider routes, bus networks and other public transport infrastructure.
- safeguarding for a potential new bridge across the canal at Channel Gate.
- designing with consideration and understanding of the principles of inclusive design to create an inclusive environment as much as possible within the constraints of the existing topography. This is to create a network that can be comfortably and independently used by everyone regardless their age, ability or gender.



Diagram illustrating proposed pedestrian network

- Pedestrian Priority Crossing Point
- Existing pedestrian route
- Enhanced Pedestrian route
- New pedestrian route
- New active travel bridge
- Potential connection to towpath

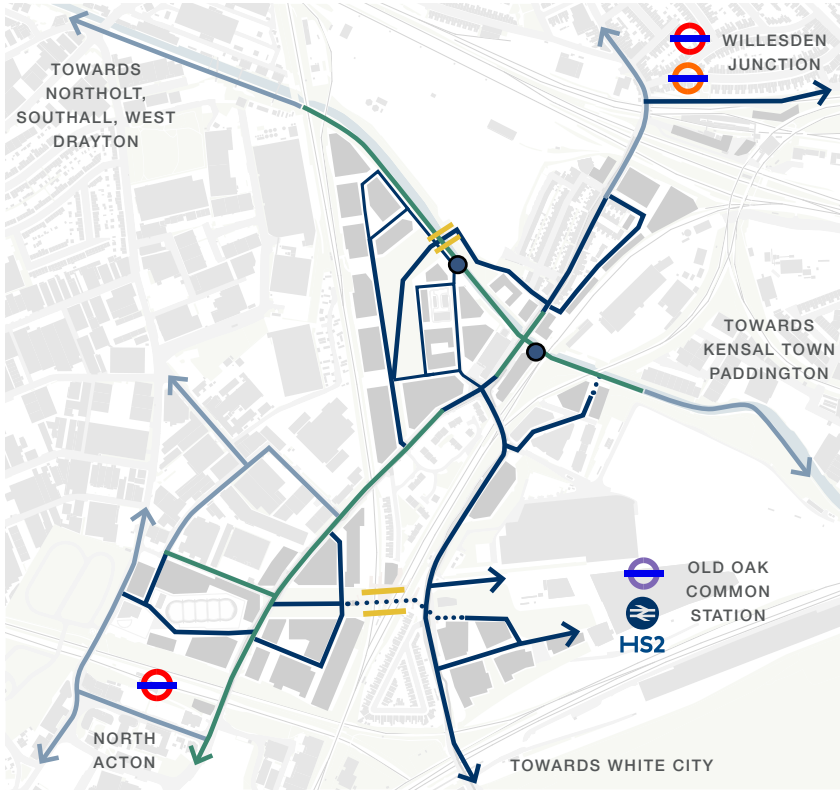


Diagram illustrating proposed cycling network

- Existing cyclist route
- Enhanced cyclist route
- New cyclist route
- New active travel bridge
- Potential ramp to cycle route
- Dismounted Cycle Route

Street hierarchy

The Masterplan Framework adopts a clear, sitewide street hierarchy aligned with OPDC planning policy. Existing north-south arteries (the Mile, the Cut and Chase Road) are Secondary Streets, supported by new Local Centre Streets and Local Streets serving development zones.

Vehicular network

The future vehicular network should enable access to new development zones without creating additional through-routes to neighbouring districts by:

- using local loops to provide vehicular access to plots efficiently and minimising the number of new vehicular routes.
- providing an integrated approach to car-free development considering car clubs, micromobility and inclusive cycle storage (including visitors).
- consolidating bus stops and improving interchange with new and existing stations.
- exploring a potential consolidation centre for logistics to minimise the impact of deliveries.

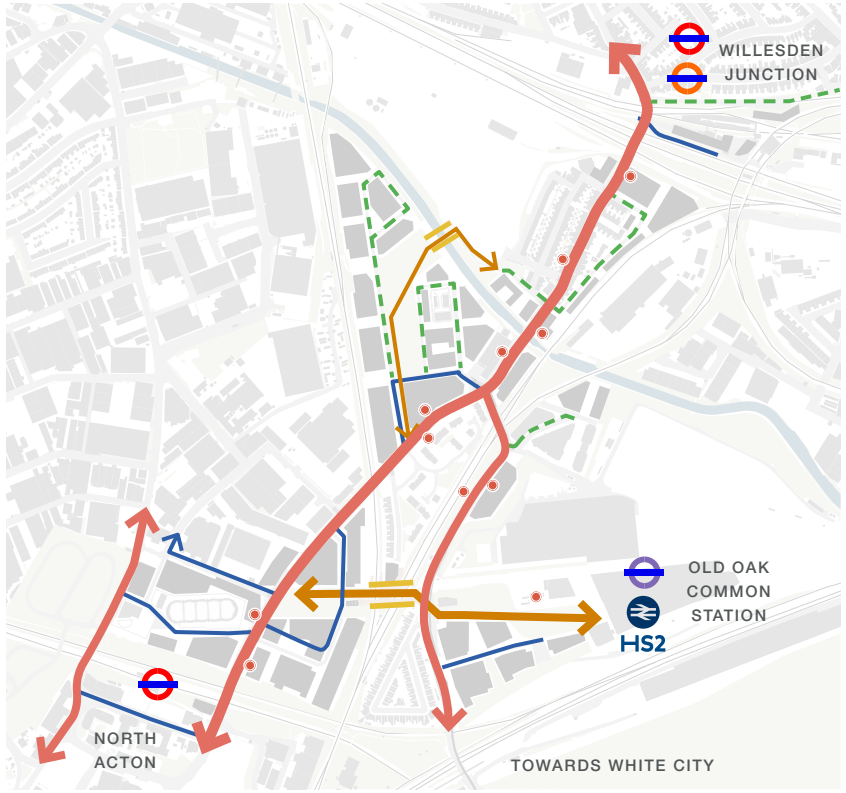


Diagram illustrating proposed street hierarchy

Local Street
Key Pedestrian-Cycle Connection
Local Centre Street
Secondary Street
New active travel bridge
Bus Stop Location

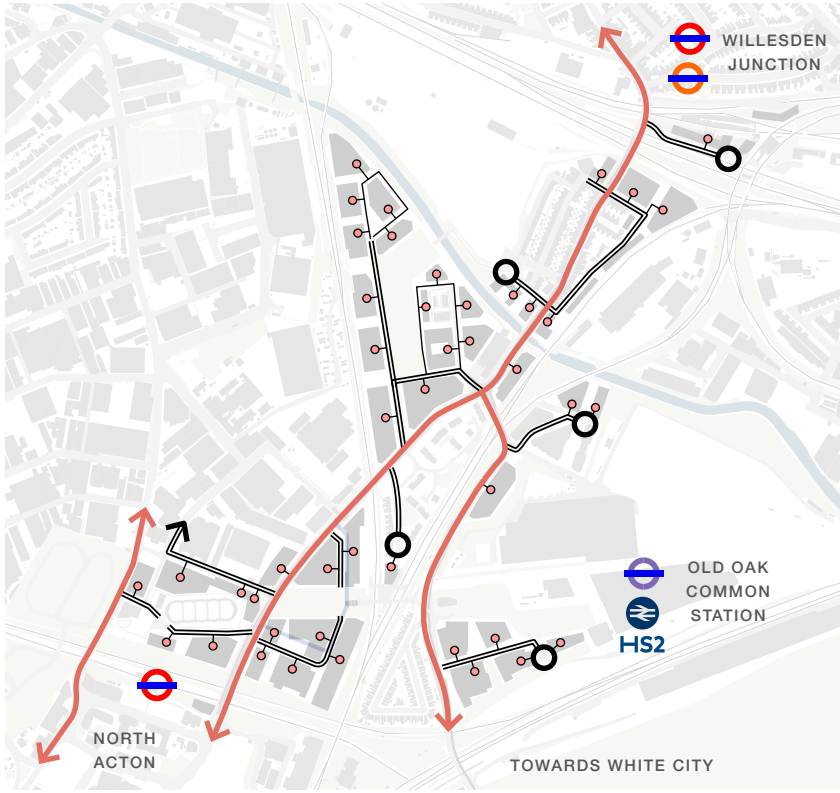


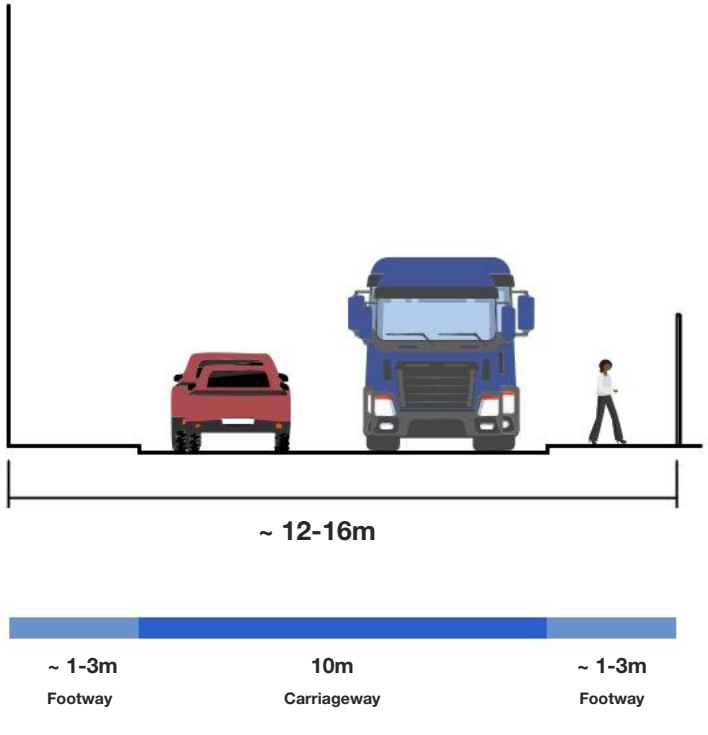
Diagram illustrating potential vehicular local loops

Vehicular Route
One-way Vehicular Route
Turning Head
Secondary Street
Vehicular access

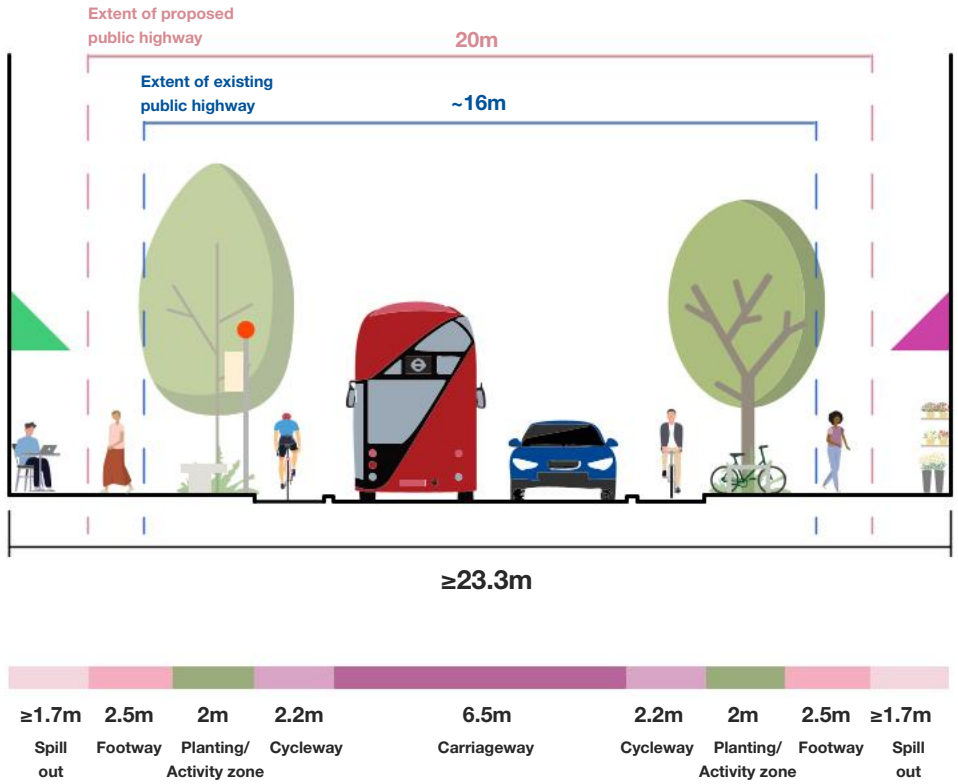
6a.2 Reimagining Secondary Streets

Victoria Road, Old Oak Lane and Old Oak Common Lane, currently car-dominated routes, will be reimagined as vibrant, pedestrian-friendly and safe everyday streets.

Typical street sections here show that, where spaces allow, the vehicle-led layout that we see today can evolve into multi-modal, human-scaled routes. Noting that these routes do have varying widths and conditions with pinch points in places. Carriageway space will be rebalanced to prioritise walking, cycling, wheeling and green and blue infrastructure — creating comfortable, legible and climate-resilient streets that support active frontages, social life and safe movement for all.



Existing typical street section



Proposed typical street section

An adaptable approach

Transforming Secondary Streets across Old Oak requires an adaptable approach that responds to a range of local conditions and street widths. The following street design principles should achieve a high-quality, well-connected street:

1. reducing carriageway widths to calm traffic and give more space to walking, cycling, wheeling and planting.
2. providing segregated cycle lanes, aligned with the direction of traffic flow where possible, and connected at key junctions.
3. designing generous, uncluttered footways with comfortable spill-out spaces serving predominantly non-residential active frontages at ground and first floors. Where needed, set back buildings will enable this.
4. integrating SuDS and maximising tree-planting zones for green amenity and sustainable water management.
5. new or improved pedestrian priority crossings at key locations and traffic-calming measures to enhance safety.
6. introducing a coordinated architectural datum with articulation that introduces a human scale to the street.



Illustration showing how street components can be applied to a section of the Mile to create a flexible, well-connected Secondary Street

6a.3 Thriving Local Centre Streets

Local Centre Streets are new mixed-use routes within Old Oak's two neighbourhoods. They will link key destinations, and support local businesses and social life. This should be achieved by:

1. designing safe walking, cycling and wheeling conditions with compact lanes, low speeds and traffic calming measures.
2. providing wide footways with spill-out spaces for retail and social activity, with clear residential entrances and shop frontages adding life to the street.
3. integrating SuDS and maximising tree-planting zones for green amenity and sustainable water management.
4. creating pocket parks and small public spaces that provide for uses such as informal play, seating, markets or events.
5. maintaining a human scale through coherent building articulation at lower levels along mixed-use edges.
6. encouraging natural surveillance from homes and workplaces to keep streets safe by day and night.

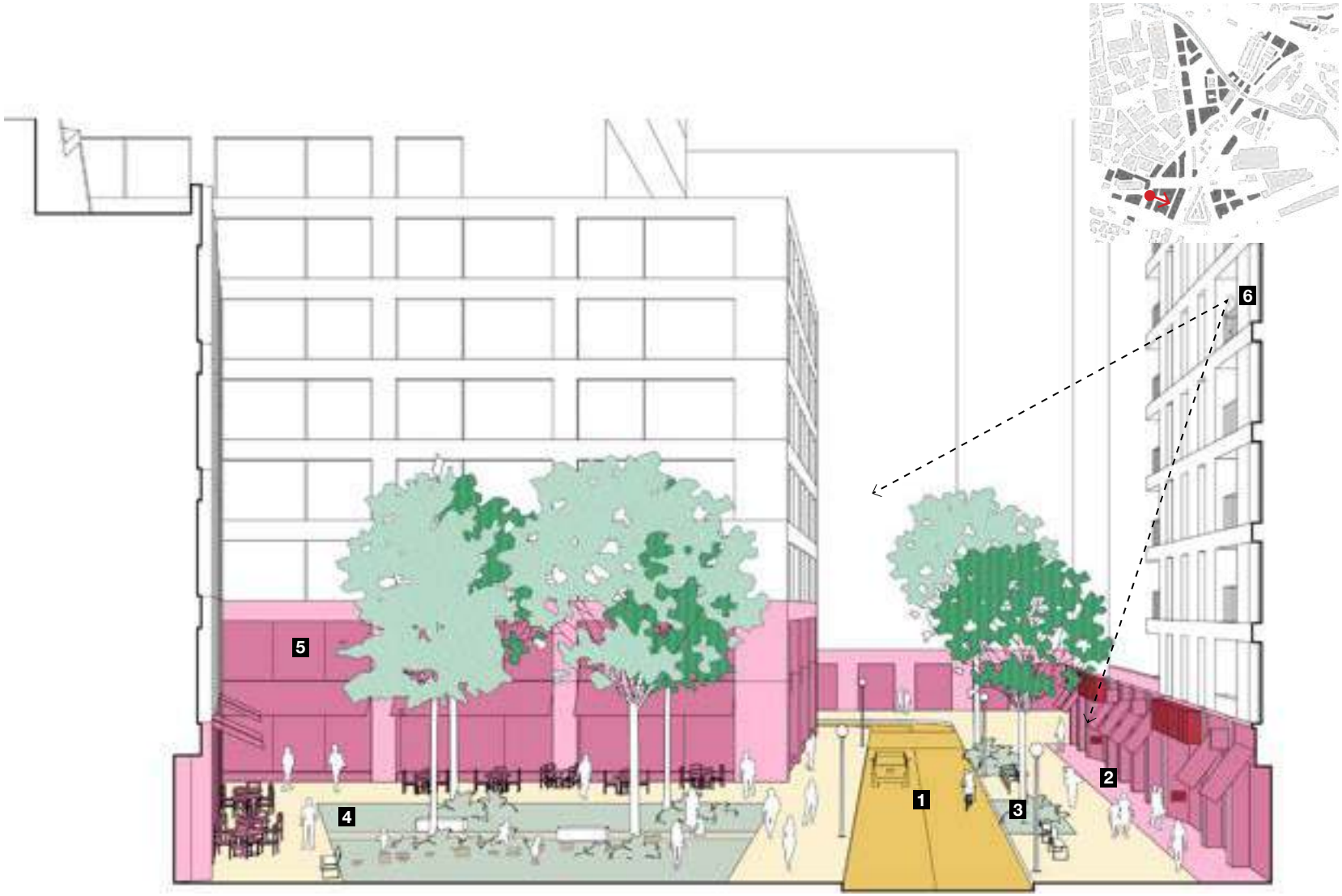


Illustration showing how street components can be applied to a key area of the Town Centre to create a vibrant, people-focused Local Centre Street

6a.4 Neighbourhood Local Streets

Local Streets will provide quieter, fine-grain residential routes that serve homes and small local uses. They prioritise active travel in a calm, low-traffic setting and create a residential address activated by front gardens. This should be achieved by:

1. designing for low speeds and pedestrian priority using traffic calming measures, raised crossings and shared-surface cues.
2. enhancing canal towpaths and green links in coordination with the Canal & River Trust where relevant, to provide safe, legible connections to surrounding streets and spaces.
3. integrating green spaces such as canal embankments, pocket parks, gardens and SuDS to shape intimate residential streets, support biodiversity and create opportunities for informal play, seating and social activity.
4. providing ground floor residential frontages with defensible space to balance privacy and life at the street edge.
5. creating characterful, distinct residential entrances to give each building a clear address and identity.
6. providing street and towpath lighting to improve safety and comfort at night.
7. breaking up long facades with varied massing and articulation to maintain a human scale.
8. promoting natural surveillance from windows and balconies to keep streets active and safe.



Illustration showing how street components can be applied to a residential area along the canal to create calm, green and walkable neighbourhood streets

6b The right mix of uses

A comprehensive approach to delivering a good mix of uses across Old Oak will bring the two neighbourhoods together as an integrated place.

To strengthen relationships with neighbouring areas and enhance existing character, there should be specificity and flexibility in how an ambitious mix of uses is delivered at Old Oak. This will be achieved through:

- 6b.1 A new Town Centre and Canalside Neighbourhood
- 6b.2 Living well at density
- 6b.3 Strategically locating active frontages
- 6b.4 A wide range of retail spaces
- 6b.5 Carefully locating social infrastructure
- 6b.6 Cultivating a social ecosystem

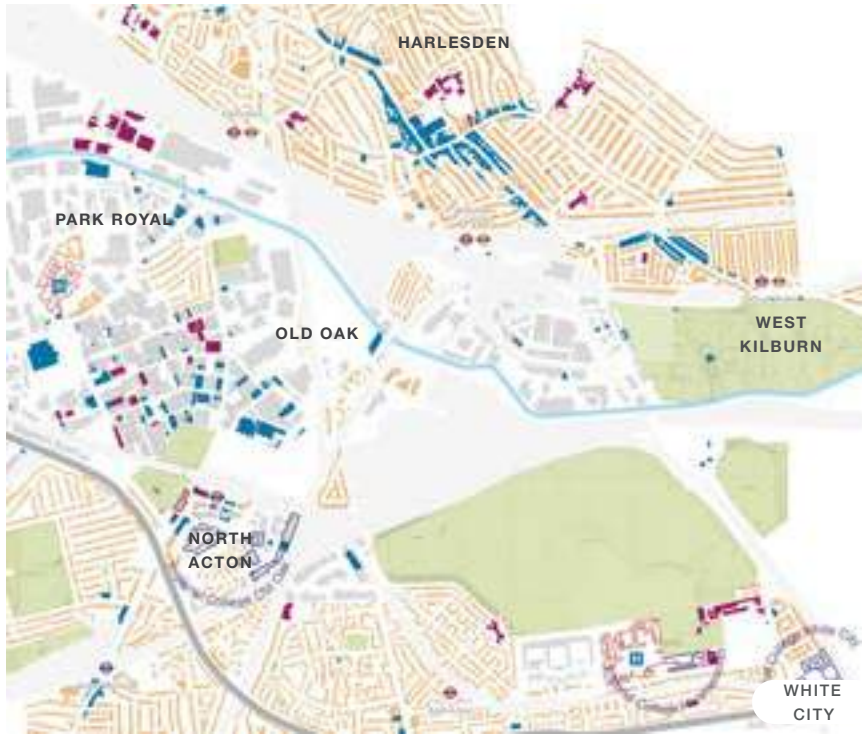


Lewis Cubitt Square, King's Cross
Photo © John Sturrock

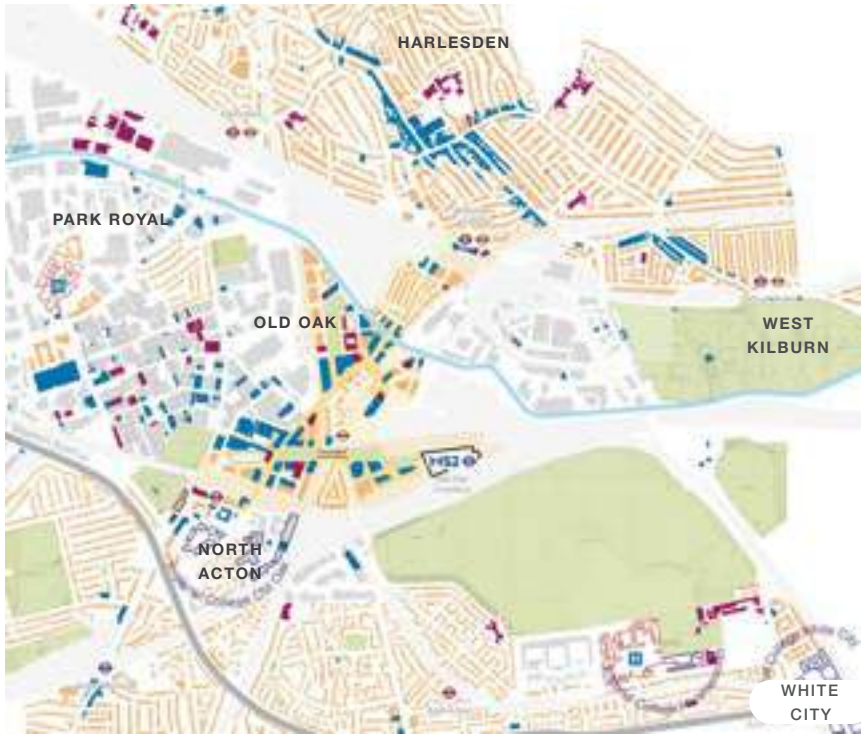
Stitching in

Old Oak is surrounded by a mosaic of areas, each with their own distinct urban grain. In Park Royal, industrial uses occupy a range of typologies from large-scale modern warehouses to a finer historic grain. Harlesden's lively high street mixes retail, food and social uses. White City's Innovation District and Imperial College London's Hammersmith campus form part of the emerging WestTech London corridor, linking to North Acton.

Old Oak will stitch into existing areas, adding a critical mass of mixed uses that will complement and support the growth of its West London neighbours.



Existing uses around Old Oak



Old Oak's mix of uses will integrate with and stitch together surrounding areas

- Businesses (retail, supermarkets, restaurants, etc)
- Residential use
- Social infrastructure (sport, libraries, schools, etc)
- Industrial uses
- Imperial College campuses
- Hospitals

6b.1 A new Town Centre and Canalside Neighbourhood

The Old Oak Masterplan will bring together existing and emerging places, weaving them into a continuous built fabric to create two new neighbourhoods – the Town Centre and the Canalside Neighbourhood. They will each have a distinct identity and connect with surrounding neighbourhoods, while providing amenities for use by surrounding communities. The Town Centre will connect Old Oak Common Station with Park Royal and North Acton. This Framework sets out a clear long-term vision while allowing spaces and uses to evolve as community needs change over time.

The Town Centre should:

- establish the civic and commercial heart of Old Oak, anchored by a new urban park.
- be a commercially-vibrant, mixed-use hub that serves new residents, workspace users, and surrounding neighbourhoods.

The Canalside Neighbourhood should:

- be a new community centred on the Grand Union Canal and a two-hectare park.
- introduce a mix of housing typologies with active ground floors that support everyday community life.
- complement Harlesden by strengthening local links while offering a new residential character.

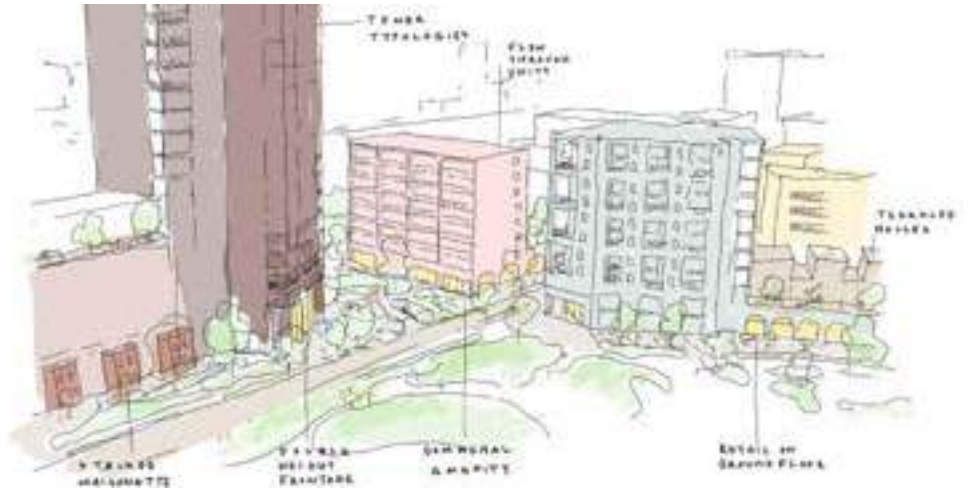


Primary uses distributed through Old Oak

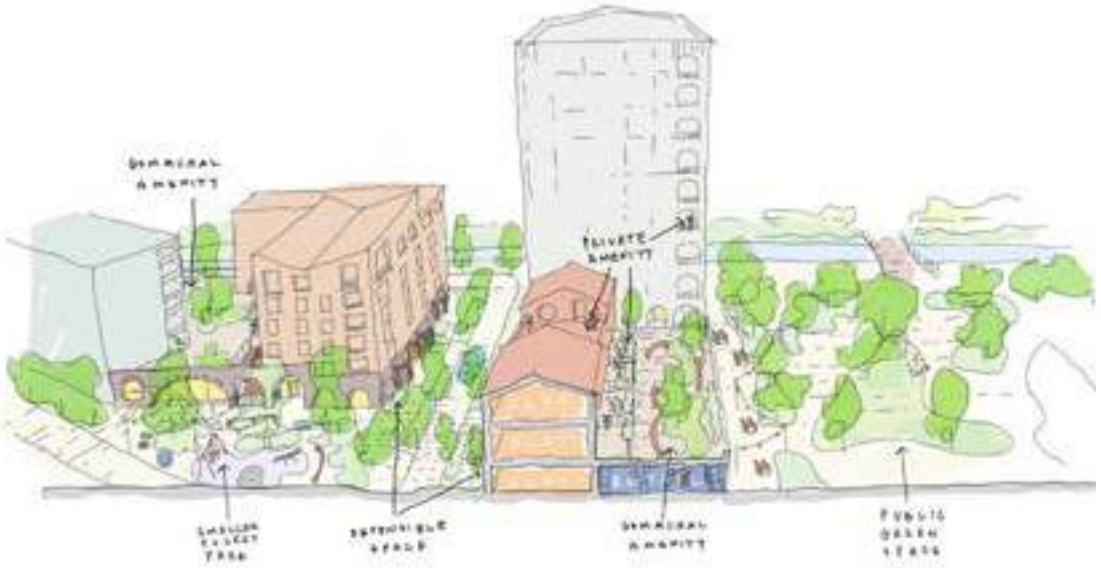
6b.2 Living well at density

A balanced housing mix across Old Oak will widen choice and support inclusive, diverse, well-functioning and healthy neighbourhoods. This should be achieved by:

- providing a diverse mix of dwelling sizes, tenures and typologies, accommodating single residents and sharers through to families and older residents.
- delivering a range of block typologies, including high-rise blocks at key locations mixed amongst mid- and low-rise blocks, while offering varied layouts to suit different lifestyles and demographics including young professionals, recent graduates, key workers and early-career families.
- designing dwellings that maximise daylight and minimise overheating through considered orientation, well-designed and shaded openings, and dual-aspect layouts wherever possible, while adopting a fabric-first approach to lower operational energy use.
- creating a range of outdoor spaces from private to communal to public, from being intimate and enclosed to open and south-facing. This includes individual private amenity, defensible spaces, communal amenity in podiums or courtyards within blocks for residents, smaller pocket parks that may adjoin social infrastructure, and larger public green spaces open to everyone. Together, they form a connected network with clear thresholds and relationships that foster place identity and community in higher-density settings. Variety will provide resilience and long-term adaptability.
- providing internal communal amenities as part of a network of social infrastructure - see Principle 6b.6.
- integrating affordable housing within a 'tenure-blind' design approach.



A balanced housing mix will widen choice and support inclusive, healthy and intergenerational places



A network of outdoor spaces will bring together private amenity, shared amenity and public green spaces at different scales

6b.3 Strategically locating active frontages

Non-residential active frontages should be strategically located, where they are likely to be successful and contribute to the activation, animation and safety of the public realm. Ground floor uses should have the right mix to support daytime and night-time activity and provide passive surveillance along key routes.

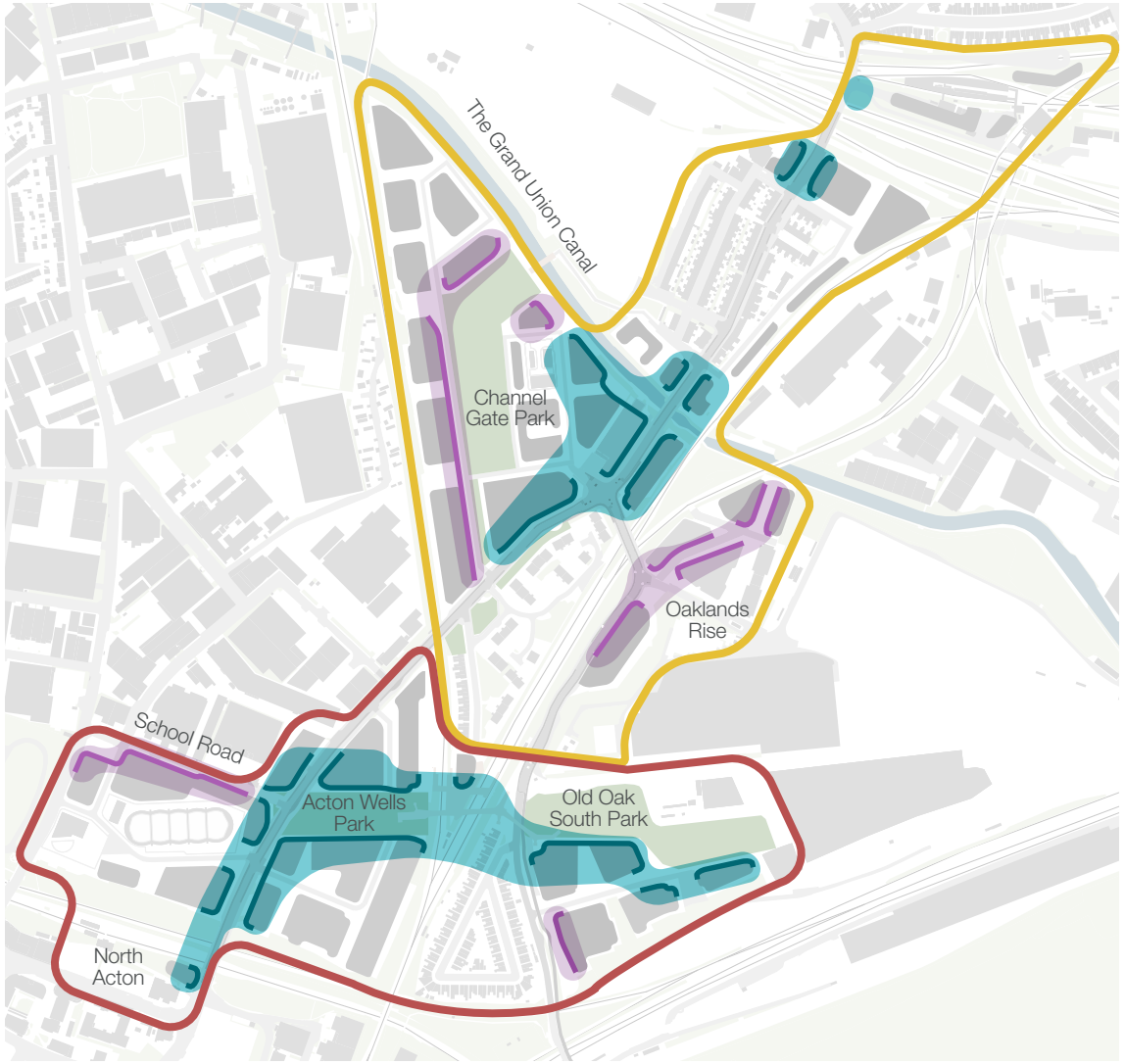
Primary active frontages are those likely to include an intensity of retail, food and beverage uses. They are focused in the following locations:

- along the Grand Union Canal.
- along the Old Oak Line (in particular the lengths facing the Old Oak South Park and Acton Wells Park).
- along the Old Oak Mile (at the Neighbourhood Centre and Town Centre).
- where Old Oak meets North Acton and Harlesden.

Secondary active frontages have a lesser intensity of retail provision and provide opportunities for more diverse ground floor uses that may include community space or workspace. They are focused in the following locations:

- around Oaklands Rise.
- along School Road.
- along Channel Gate Park.

Non-active frontages, such as servicing and blank facades, should be located away from priority streets and key public areas to preserve an active public realm.



Illustrative diagram showing indicative locations of key frontages in Old Oak

6b.4 A wide range of retail spaces

To support an inclusive, resilient and successful local economy, an ecosystem of varied businesses will be promoted in Old Oak, as a sitewide approach. From small independents and local startups to larger, more established enterprises and brands. This should be achieved by:

- providing commercial and ground floor retail units with a wide range of types and sizes to accommodate a wide range of businesses.
- matching the type of retail with the immediate setting and location. For example the parks and the canal could provide a good location for food and beverage retail with the opportunity for outdoor seating while the Mile could provide a good location for everyday convenience such as groceries or barber shops.
- grouping together similar types of retail to help create unique clusters with a unique character and identity within different places in the masterplan.
- creating opportunities for types of businesses that cannot otherwise be accommodated in the surrounding existing fabric, for example by providing larger spaces for eateries and restaurants that could not be accommodated in the heritage buildings of Harlesden.



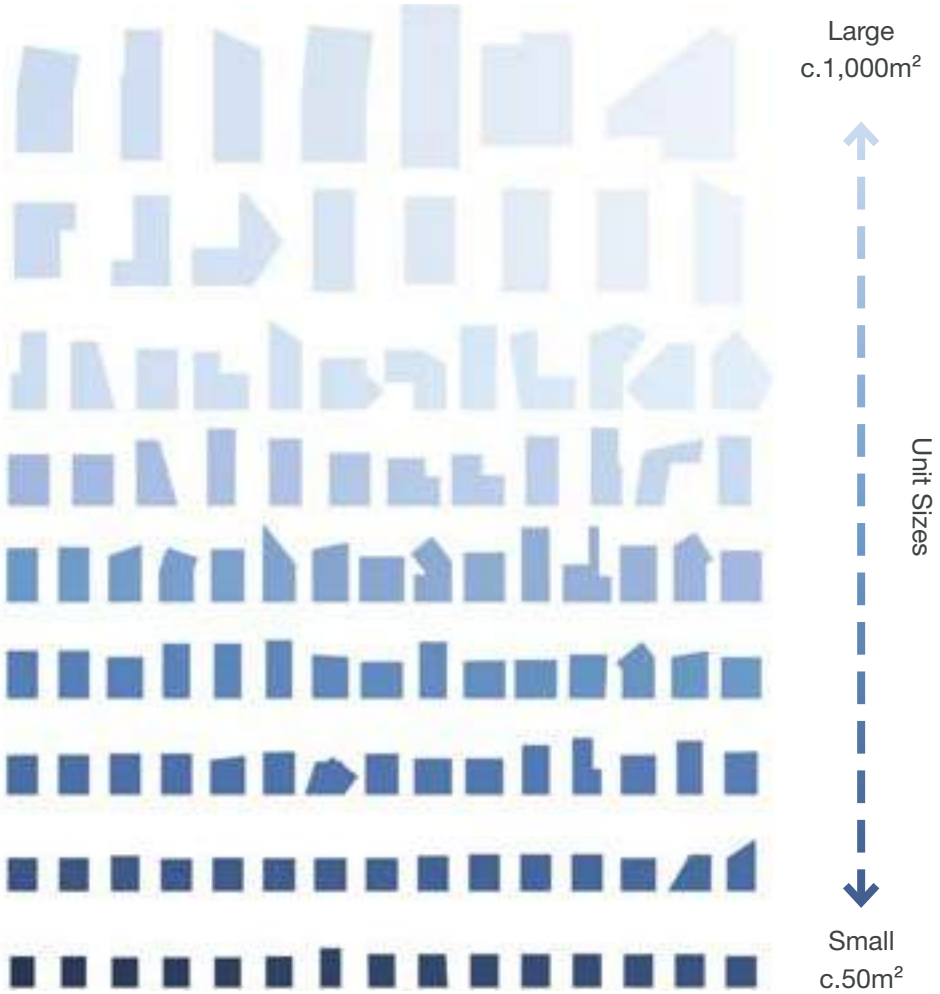
Photo © The Grocer



Different sizes and types of spaces will help promote an inclusive economy

Bronek & Nirvana Cafe, Park Royal

Photo © Zute Lightfoot



The Illustrative Masterplan includes a range of retail units of varying sizes

6b.5 Carefully locating social infrastructure

Social infrastructure uses will be informed by assessing the needs of the future community. These uses should be located so they are accessible for residents and workers, supporting community life. This should be achieved by:

- positioning a primary school at the heart of the Canalside Neighbourhood, with a clear presence in the Neighbourhood Centre and a generous frontage with direct access to Channel Gate Park.
- establishing a leisure centre as a key destination in a high footfall area at the heart of the Town Centre, fronting Acton Wells Park to serve a wide catchment of residents and workers, supporting the viability of such a facility.
- providing a health centre, with convenient access from North Acton, Park Royal and Harlesden, supporting the activity of the street.
- distributing nurseries across Old Oak at ground-floor level in accessible locations, each with adjacent sunlit outdoor play space (for example pocket parks or podium rooftops).
- providing flexible and active community spaces at central locations in the Neighbourhood Centre and Town Centre, animating ground floors through the day and evening and supporting all ages.
- providing informal social spaces at strategic ‘decentralised’ locations to enable local gathering and complement formal community facilities.
- providing residential amenity that is outward facing and where appropriate accessible to the public.



Social infrastructure locations throughout Old Oak

6b.6 Cultivating a social ecosystem

A balanced network of formal and informal social spaces will foster belonging and everyday interaction. Together, these spaces create an ecosystem that supports community life, strengthens local identity, and encourages activity across Old Oak.

Formal community spaces should:

- host flexible spaces that serve a variety of functions for the local community, including spaces for enterprise, homework or after-school clubs, libraries, adult learning and hire-able rooms.
- provide visible and welcoming 'social front doors' that invite opportunities for active and passive community participation.
- provide outward-facing informal places to meet, work, and create, supporting a circular shared economy.

Informal social spaces should:

- establish a dispersed network of micro-spaces that respond to local character and make use of underused or incidental locations, such as quieter spots in Atlas Village with a canal frontage.
- encourage adaptable uses such as pop-ups, shared work or maker spaces, and bookable community rooms that extend the reach of formal facilities.
- consider co-locating with everyday activity – retail, cafés, and shared residential ground floors – to borrow footfall and extend dwell time throughout the day and into the evening.



Informal community space can co-locate with retail at the ground floor of a residential building



Bakery, workspace and incubators for local enterprise at Central Parade

Photo © Dirk Linder



A homework club and a climbing wall at TNG Youth and Community Centre

RCKa Architects. Photo © Jim Stephenson



RCKa Architects. Photo © Ioana Marinescu

6c Placemaking with a varied skyline

The ambition for a dense and compact place will be delivered through a variety of heights, from medium-rise to tall buildings. The Masterplan Framework defines clear roles for tall buildings so that they have a clear purpose and placemaking narrative. Strategically locating heights in different parts of the site is an integral part of the character and identity of different places.

The range of building heights and their location will balance the ambition for a new prominent district in West London and the importance of integrating with areas such as the Old Oak Lane Conservation Area and the Grand Union Canal:

6c.1 Complementary heights

6c.2 Allowing for plenty of sky

6c.3 Strategically locating height

6c.4 Adopting a marker strategy



Keybridge House, Vauxhall
Photo © Rory Gardiner

6c.1 Complementary heights

The Masterplan Framework promotes both mid-rise and tall buildings to create a legible, well-defined and varied urban fabric.

Tall buildings (defined as being 15 storeys and above as per the OPDC Tall Buildings Statement) should:

- confidently mark the new Old Oak Common Station and the development within the skyline of West London.
- legibly mark the key approaches into the site, adding to the wider wayfinding from surrounding neighbourhoods.
- mark and anchor the major public spaces in the two neighbourhoods, enhancing wayfinding.
- create visual connections between public open spaces and along routes that are crossed by infrastructure barriers such as railways, adding to the definition of a single and unified place.
- positively define the edges of public spaces, particularly through careful design of the lower floors.
- integrate with urban blocks of varying heights and a continuous active frontage.

Medium-rise buildings should:

- positively contribute to the definition of built edges of key public spaces and street enclosures while also introducing a ‘shoulder height’ of a human scale.
- confidently define the edges of the Old Oak South Park, Acton Wells Park, part of the Canalside and the canal, without overshadowing these spaces.
- address local views and vistas and define key corners to enhance legibility and local wayfinding.
- transition from taller buildings to the scale of existing heritage assets.



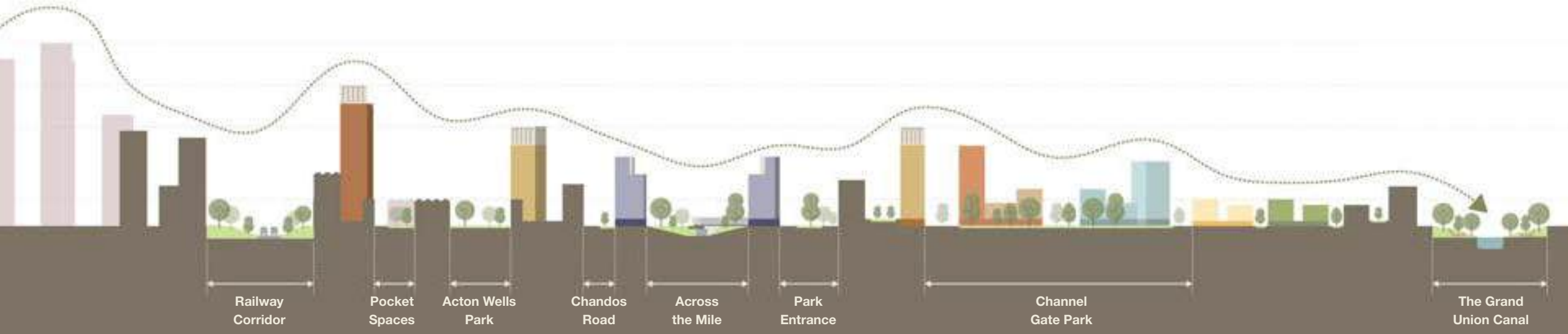


The framework includes a mix of low to medium-rise buildings (below 15 storeys - left) and taller buildings (15 storeys and above - right)

6c.2 Allowing for plenty of sky

The Masterplan Framework promotes the considered placement of tall buildings to maintain access to daylight, sunlight and generous views of the sky from the public realm. This should be achieved through:

- maintaining significant separation between tall buildings to avoid overshadowing and enable adequate daylight access within dwellings.
- balancing the height of tall buildings with adjacent lower buildings to create an undulating and balanced skyline with frequent views of the sky from the ground.
- carefully positioning the tall buildings to avoid persistent overshadowing of the major public open spaces and enable adequate access to sunlight.
- considering the relationship to adjacent tall building clusters in the surrounding neighbourhoods, in particular where tall buildings in the development transition down from the tallest buildings in North Acton.



6c.3 Strategically locating heights

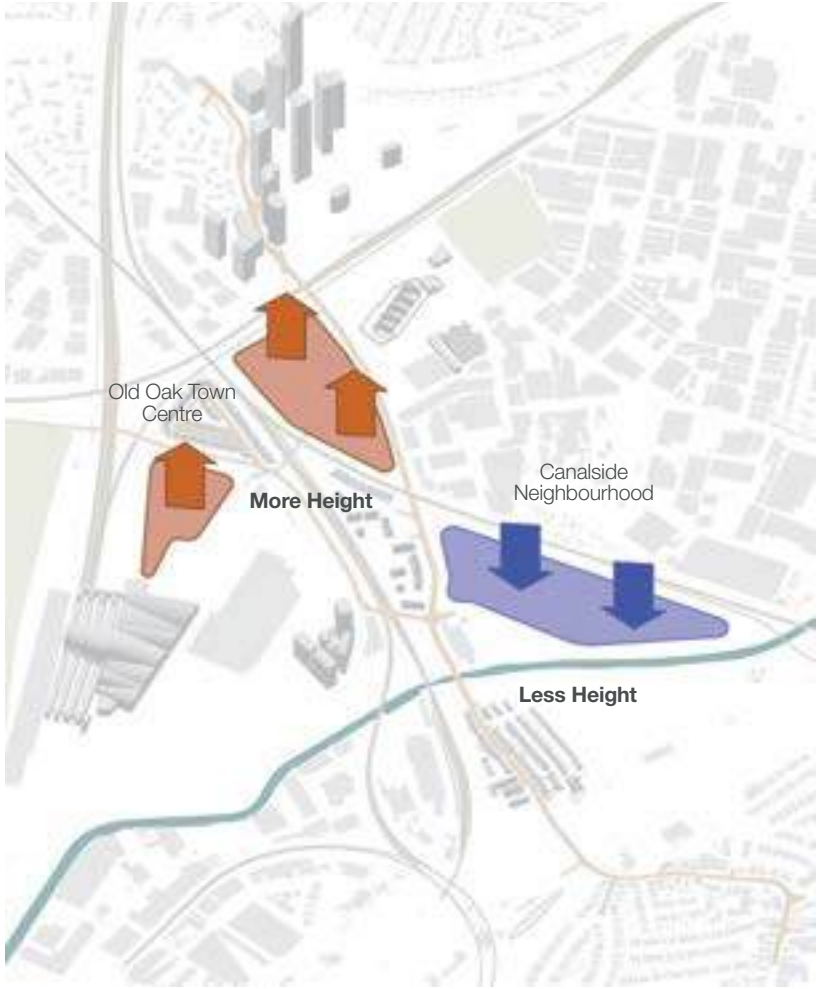
Six site-wide principles will organise building heights across the site at a strategic level. Taller buildings should be located in the most advantageous and least sensitive locations while lower buildings should be located in the more sensitive locations, for example next to heritage assets. The site-wide principles are:

A place-specific approach

- the tallest buildings will be located in the Town Centre to create a metropolitan character and take advantage of the new transport links.
- less height should be located in the Canalside Neighbourhood to create a residential character.

Sunny parks

- heights should be lowered along the southern and westerly edges of the three major park spaces to maximise access to sunlight and enhance the quality of these public spaces.



A place-specific approach



Sunny parks

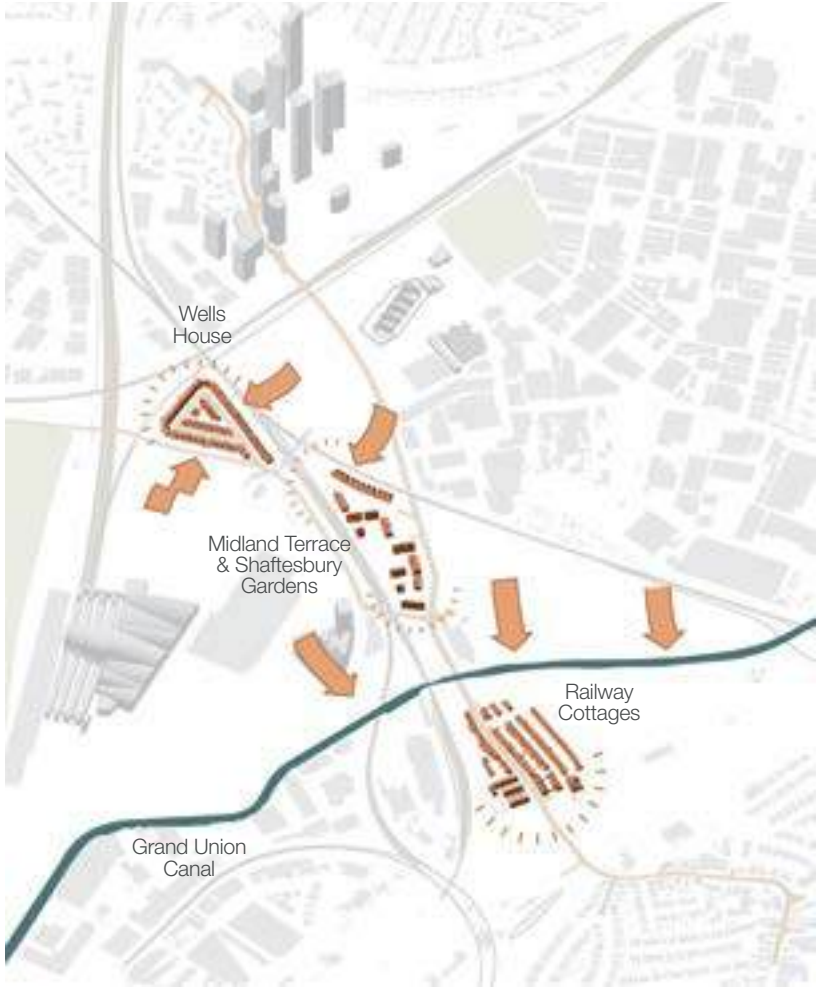
Stepping down to heritage

- heights adjacent to existing residential clusters should step down to create an appropriate transition to the scale of these assets and minimise the impact on daylight access of existing homes.
- heights adjacent to the heritage asset of the Grand Union Canal should step down to avoid overshadowing the canal and its mature habitat.

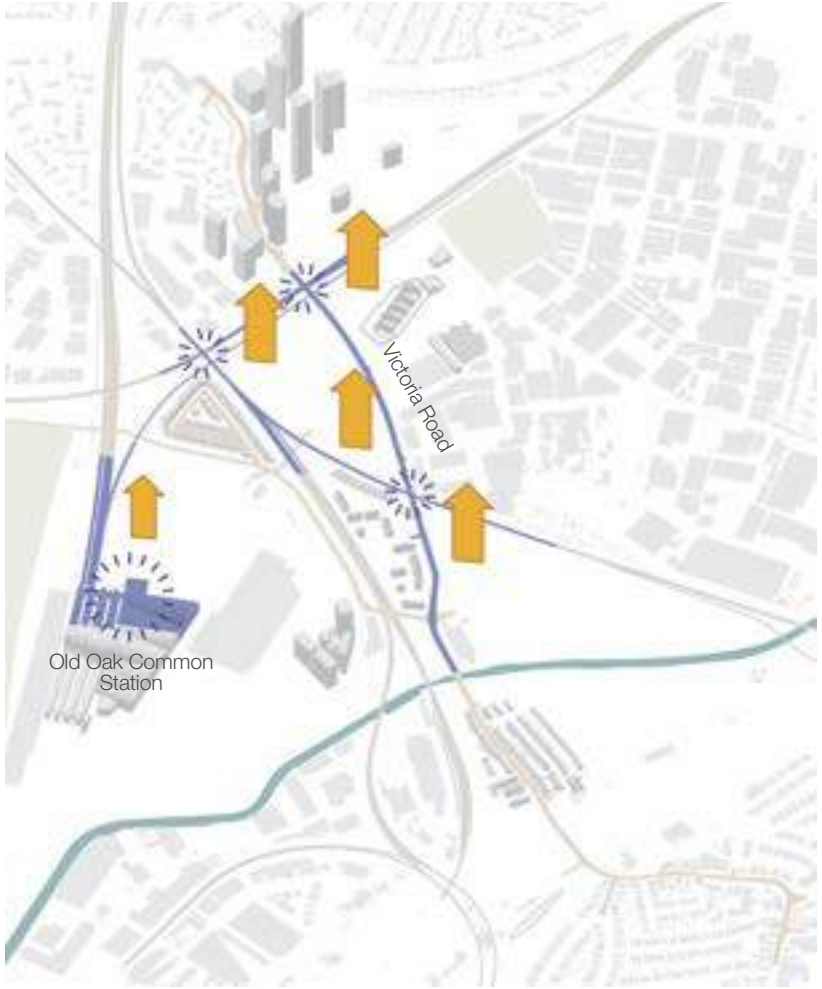
Opportunities for height

The development should take advantage of opportunities for increased heights in appropriate locations, including:

- intersections of key infrastructure routes to enhance legibility.
- in proximity to the railways with less sensitive context and next to Old Oak Common Station to take advantage of excellent transport accessibility.
- adjacent to the three major public open spaces to take advantage of the open views of these spaces and maximise the number of residents with immediate access to them.



Stepping down to heritage



Opportunities for height

Three tall clusters

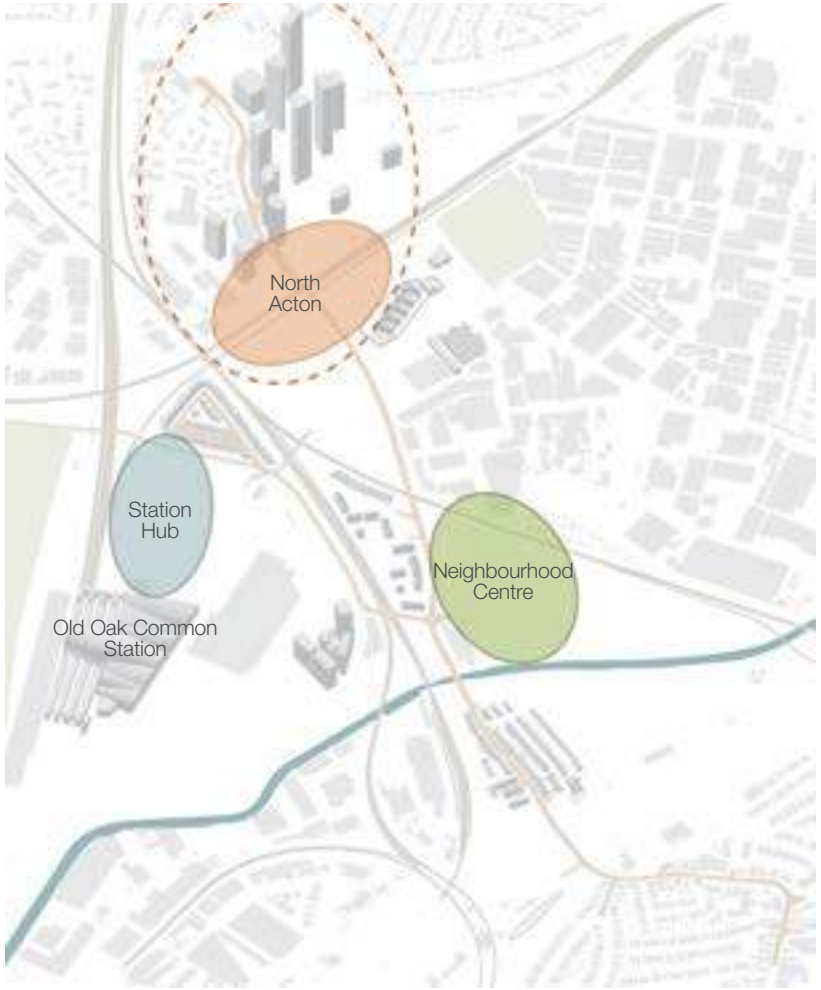
The tallest buildings will be located within coherent clusters of height so that they are always part of a group, or a family of buildings of varied heights as opposed to a single and isolated object. Three clusters are identified:

- the Station Hub in the immediate vicinity of Old Oak Common Station.
- an extension to the existing North Acton cluster but with lower heights.
- the proposed Neighbourhood Centre.

Two mid-rise clusters

Similarly, mid-rise buildings will be clustered together in response to the sensitive context and to achieve distinct characters. Two clusters are identified:

- Atlas Village adjacent to the Grand Union Canal.
- Lane Quarter next to the Old Oak Lane Conservation Area, complementing the character of the Railway Cottages.



Three tall clusters



Two mid-rise clusters

6c.4 Adopting a marker strategy

A number of key buildings play the role of markers and landmarks in four separate categories. This is to enhance the legibility and natural wayfinding within the development and along key approaches.

Buildings within each category should have clear common design elements that tie them together so that they function both as individual prominent markers that respond to their specific context and as a group, tying different parts of the site together.

Commonalities can vary from shared implicit principles such as scale, typology and interfaces with the public realm to more explicit common architectural elements, material palettes and elevation design.

The strategy defines eight tall buildings and nine mid-rise buildings as key markers. These markers include:

- **landmark towers**
- **park markers**
- **connecting towers**
- **local markers**

Although the strategy indicates the location of these markers, their exact position should be coordinated with each other at an urban level. The characteristics of each marker type are defined in the subsequent pages.





Key marker buildings across the Masterplan Framework

Local markers

Throughout the masterplan, local markers — whether alone or in conjunction with others — will define local moments, important corners and vistas to enhance wayfinding, legibility and character at a local scale. This should be achieved through:

- lone buildings addressing vistas and moments in the masterplan through their design to give them prominence.
- groups of buildings relating implicitly to each other through a shared approach to scale and typology, allowing them to be identifiable as distinct families.



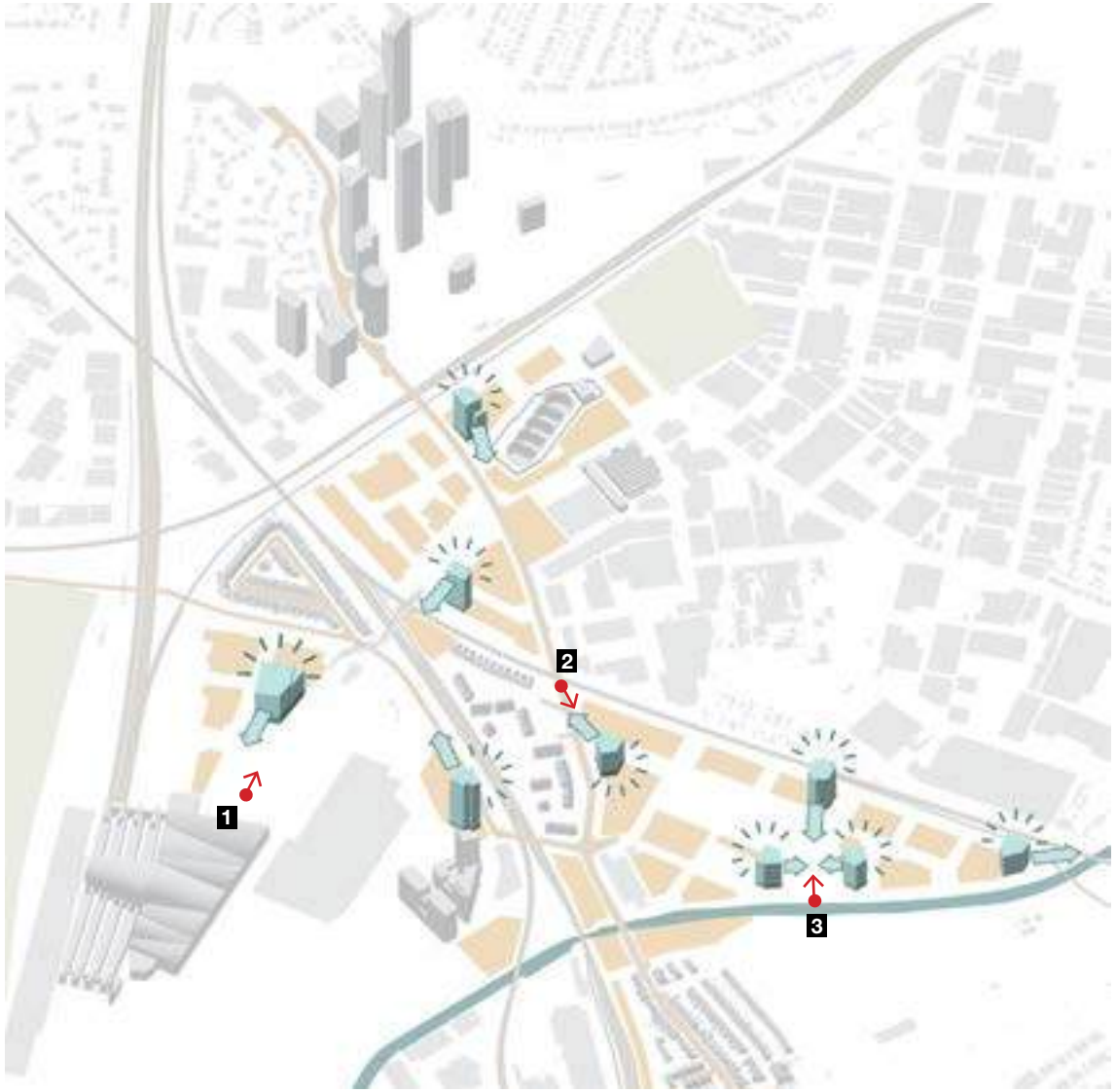
1 Station approach



2 Victoria Road



3 Canalside address



Local markers

Connecting towers

Positioned at the boundary between the two neighbourhoods, two connecting towers will define this threshold and ease the transition of height from the Town Centre to the Neighbourhood Centre. This should be achieved through:

- explicitly relating these buildings to each other in their design, whether through a shared material palette, elevational treatment or massing.



1 Victoria Road



2 From North Acton



3 From Willesden Junction



Connecting towers

Park markers

The three park markers will identify the location of the three new parks across Old Oak and visually relate them to each other. This should be achieved through:

- assisting with legibility and wayfinding to these landscaped spaces by addressing the space, while not inhibiting their access to sunlight.
- relating to each other, through the use of common architectural elements. An example of this could be the use of a colonnade to define the crown of the building.



1 Visual relationships



2 Marking parks



3 Addressing the space



Park markers

Arrival landmarks

Three arrival landmarks will define points of arrival in the masterplan by defining medium and long distance views of Old Oak - from North Acton, Park Royal, Willesden Junction, and beyond. This should be achieved through:

- introducing buildings which are among the highest design quality in the masterplan and relate to each other implicitly through shared design principles. An example of this could be a common lantern approach which defines the crowns of these buildings with a similar number of storeys.



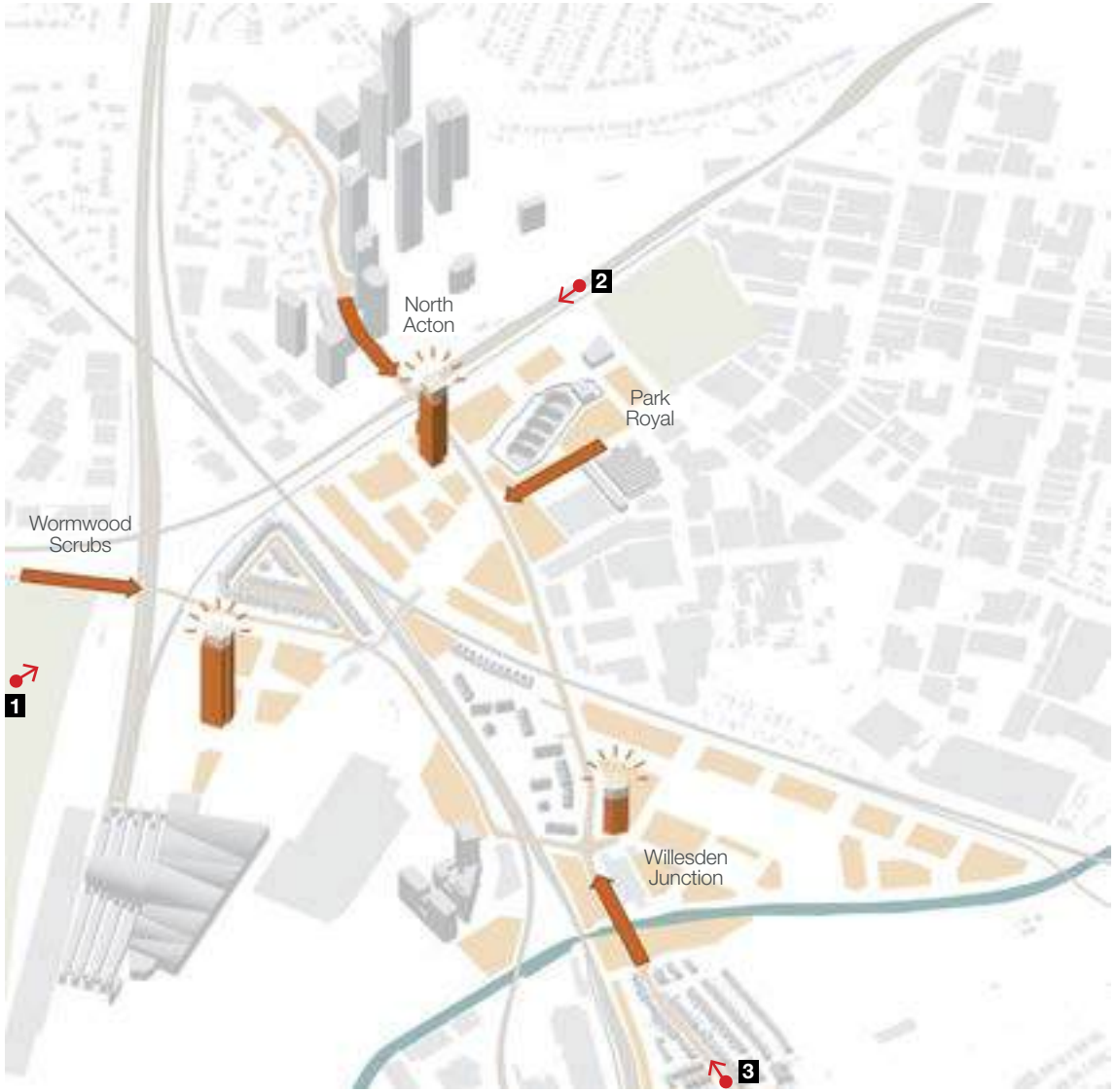
1 From Wormwood Scrubs



2 From North Acton



3 From Willesden Junction



Arrival landmarks

6d **Approach to character**

At Old Oak, a coherent sense of place should be achieved by adopting a sitewide attitude to architectural and landscape design that enriches relationships with existing context to amplify the distinct character of diverse localities.

High-quality design here means making an attractive urban environment and sustainable choices about materials. New buildings, landscaping and public realm improvements should engage positively and sensitively with their surroundings, guided by the following principles:

6d.1 Designing high-quality architecture

6d.2 Designing high-quality landscape

Tour & Taxis housing, Brussels
Sergison Bates, NOAA, AWG. Photo © Stijn Bollaert

6d.1 Designing high-quality architecture

Positive placemaking at Old Oak should be informed by the following considerations:

- an intentional and coordinated approach to the appearance of buildings, either through unifying different building types or parts of buildings with a common design, or through the use of different materials and architectural details to create variation and an informal character. Distinct characters should be achieved by striking a unique balance between visual consistency and variety in each local place.
- draw inspiration from the character of existing and historical built heritage.
- specify sustainable materials and make design decisions that maximise the longevity, robustness and circularity.
- design resilient buildings that can adapt to a changing climate such as including external shading to mitigate overheating.
- high-quality and well considered architectural detailing with depth, layering and colour.
- explore opportunities for well considered iconic design for key landmarks or local markers.

Existing character



OOL Conservation Area

Photo © Zute Lightfoot



North Acton residential development

Photo © Jack Hobhouse



Park Royal warehouses



Harlesden high street

Proposed character



Different building types unified by materiality

Keybridge House, Vauxhall

Photo © Rory Gardiner



Coordinated differentiation

Fish Island, Stratford

Photo © Fred Howarth



High-quality detailing

Forest Road, Walthamstow

Photo © Jack Hobhouse



Sustainability and climate resilience

Cerdanyola del Vallès, Barcelona

Photo © Adrià Goula

6d.2 Designing high-quality landscape

High-quality landscape that reinforces positive placemaking at Old Oak should be informed by the following side-wide considerations:

- establish a cohesive landscape framework with a clear hierarchy of spaces, from civic squares to intimate courtyards, each contributing to a unified and distinctive identity.
- draw upon the site's built and landscape character to inform planting, materials and detailing. Integrate robust, locally appropriate species and surface materials that reflect Old Oak's layered history while supporting biodiversity.
- design high-performance open green spaces which are enduring, flexible and low-maintenance. Specify sustainable, resilient materials and planting strategies that can adapt to climate change, including flood-resilient planting, rain gardens, and drought-tolerant species.
- embed sustainable water management as a visible and attractive part of the public realm. Use surface water features, permeable materials and planting to manage runoff while enriching the sensory and ecological quality of the landscape.

Existing character



Grand Union Canal

Photo © Zute Lightfoot



Towpath connection

Photo © Zute Lightfoot



Old Oak Lane

Photo © Zute Lightfoot



Wormwood Scrubs

Photo © Zute Lightfoot

Proposed character



Interactive stormwater infrastructure with wetlands

Molenwaterpark, Middelburg

© BoschSlabbers landscape and urban design. Photo © Jeroen Musch



Everyday recreation in green space

Elephant Park, Elephant and Castle

Photo © Lendlease



Natural surveillance in play areas

Lewis Cubitt Park, Kings Cross

Photo © Jim Stephenson

6e Old Oak Town Centre

Old Oak Town Centre will be a new urban centre for West London, at the heart of WestTech London, with unrivalled connectivity.

The Town Centre will stretch from Old Oak Common Station to Park Royal and North Acton to form a distinctive mixed-use district for industrial innovation, taking advantage of these adjacencies.

A mix of uses that complement commercial and industrial uses in Park Royal, amenities to support residential communities, and a new urban park will serve the development as well as Harlesden, North Acton and Park Royal.

The Town Centre will be defined, supported and characterised by the following:

- 6e.1 A distributed workplace district
- 6e.2 Grounded by anchor uses
- 6e.3 An integrated leisure centre
- 6e.4 Sunny banks at its southern edge
- 6e.5 A mixed-use park and pocket spaces
- 6e.6 Leveraging of height for good placemaking
- 6e.7 A critical mass of employment space



6e.1 A distributed workplace district

The Old Oak Town Centre will be a mixed use commercial district and a new workspace address for West London, to support the creation of distinct yet complementary business communities along the Old Oak Line. This will be achieved by:

- organising the workspace in three characterful clusters of buildings. This should range from more corporate buildings in the Station Hub to a more industrial character in School Road.
- responding in scale, character and architectural language to the surrounding context.
- providing a spine of workspace buildings along the Old Oak Line, to create a new workspace address, particularly along the southern edge of the spine.
- providing for a range of building sizes with generally larger floorplates and taller buildings in the Station Hub to smaller floorplates and medium to low-rise buildings in School Road. This is to attract a range of potential sectors and occupiers.

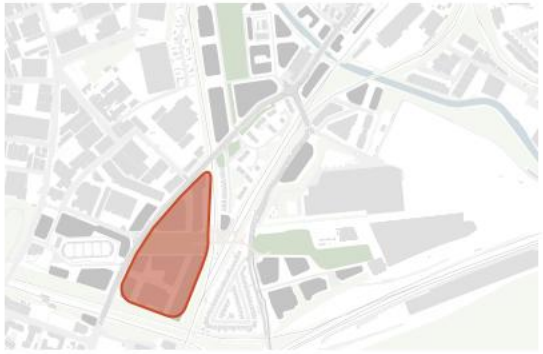


6e.2 Grounded by anchor uses

Attracting anchor uses within the Town Centre will help place Old Oak on the map of key destinations in London and position it at the centre of the West London economy.

This anchor use will act as a catalyst, enhance the Town Centre's appeal for businesses, visitors, students or innovators. In particular, Acton Wells East is a good location for this anchor use given its position at the heart of the Town Centre.

The Masterplan Framework will need to be flexible and responsive to anchor uses that positively contribute to Regeneration Objectives for Old Oak.



Preferred anchor use location in Acton Wells East

Potential anchor uses could include:

- **academic institutions, innovation hubs or Focused Research Organisation (FROs):** Building on the area's heritage of innovation, these would foster research, education, and the growth of new businesses and startups. Opportunities to collaborate with established institutions like Imperial College London and connect with the broader West Tech London should be explored.
- **cultural or entertainment venues:** Major cultural institutions, such as theatres, performance spaces, or a significant music venue, would boost the evening and night-time economy. They would also serve as a platform for local talent and community engagement, much like Sadler's Wells East at East Bank.
- **further education and technical colleges:** These institutions would play a crucial role in upskilling the local workforce and attracting new talent, leveraging the proximity to Park Royal to create a skilled and productive workforce.



Institutions such as Imperial College London can help deliver space for world-class scientific research

Photo © James Newton Photography



Technical colleges like the South Bank Technical College offer space for professional and technical education



Diverse institutions such as the London College of Fashion can capitalise on the tradition of making

Photo © Simon Menges



Performance spaces such as Sadler's Wells East create space for the arts that can strengthen the local identity

Photo © Peter Malloy © O'Donnell + Tuomey

6e.3 An integrated leisure centre

A new public leisure centre will be a key placemaking anchor within Old Oak and provide a much-needed facility for the surrounding areas in Ealing, Brent and Hammersmith & Fulham. It should achieve this by:

- being located in a viable and prominent location in the Town Centre.
- being accessible to both workers and residents, from within the development as well as the existing surrounding neighbourhoods.
- being located in an area of high visibility, footfall and activity. For example, fronting onto Acton Wells Park within the 'Heart of the Town Centre'.
- being integrated with a workplace building to make best use of the available land.

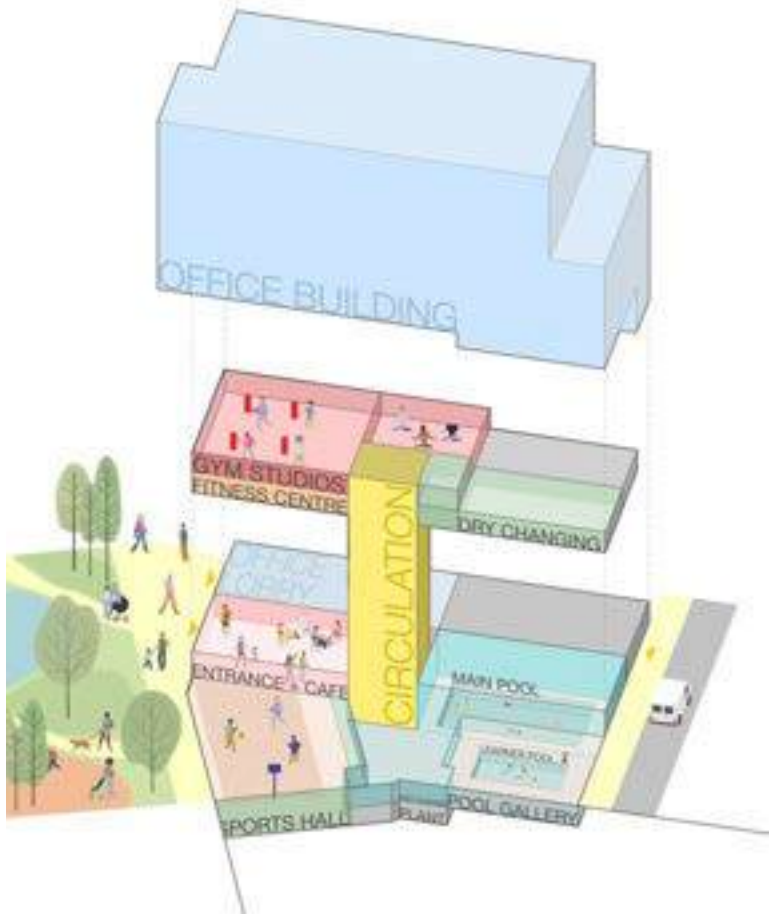


Photo © Jack Hobhouse



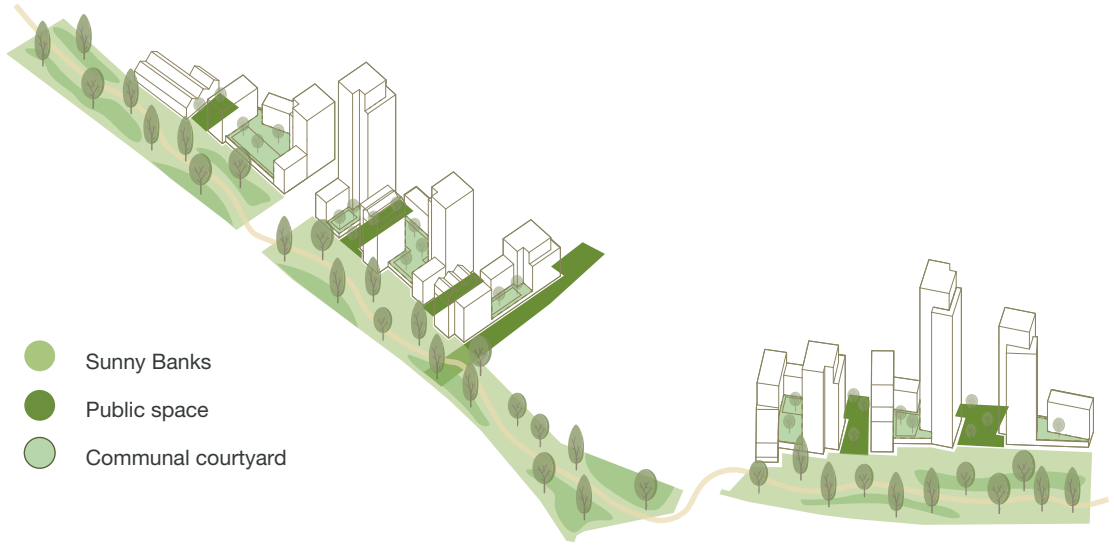
The Dock Shed Leisure Centre in Canada Water stacks an office floor above a new public leisure centre comprising a swimming pool and sports hall

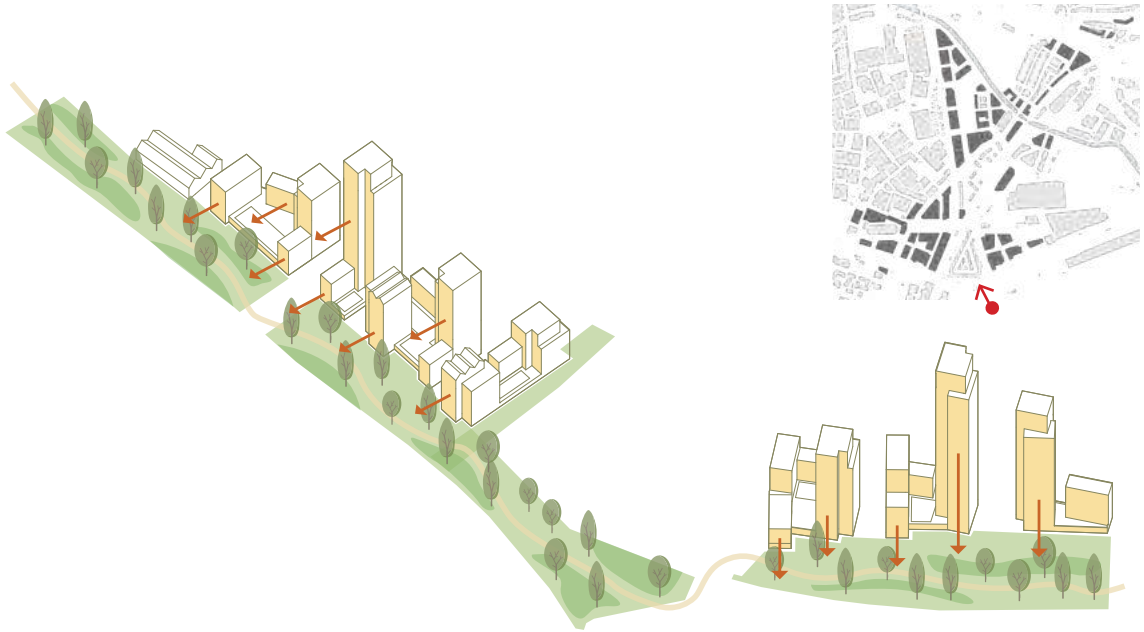
Photo © Jack Hobhouse



A mixed-use building, with a leisure centre stacked vertically and an interlinking office above which both have active frontages and entrances onto the park

6e.4 Sunny Banks at its southern edge



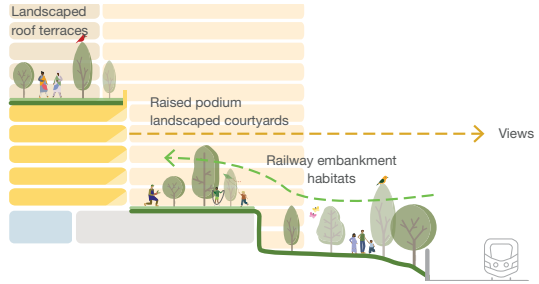


The Town Centre should create a high quality residential address by:

- introducing residential buildings along the sunny banks with south-facing open courtyards to maximise sunlight access while providing dwellings with views to the mature habitats along the railway.
- integrating homes with the mature habitats of the railway embankments by introducing public green fingers at between the residential buildings to provide additional pocket spaces to dwell and for play. In addition, providing private landscaped podiums for residents to look onto the Sunny Banks and extend the green edge.
- provide a variety of heights to produce a varied skyline and take advantage of long, uninterrupted views, particularly across Wormwood Scrubs and towards central London.



Sunny Banks, green fingers and private podium courtyards



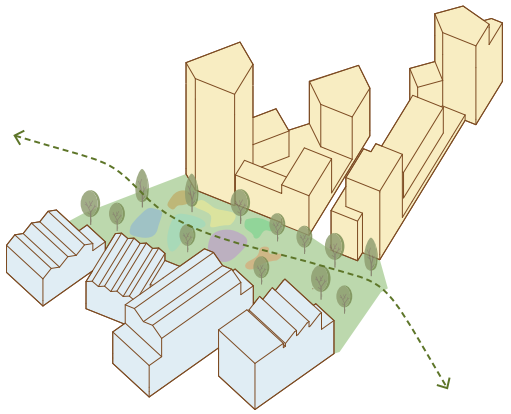
Residential buildings engaging with the natural habitats at various levels

6e.5 A mixed-use park and pocket spaces

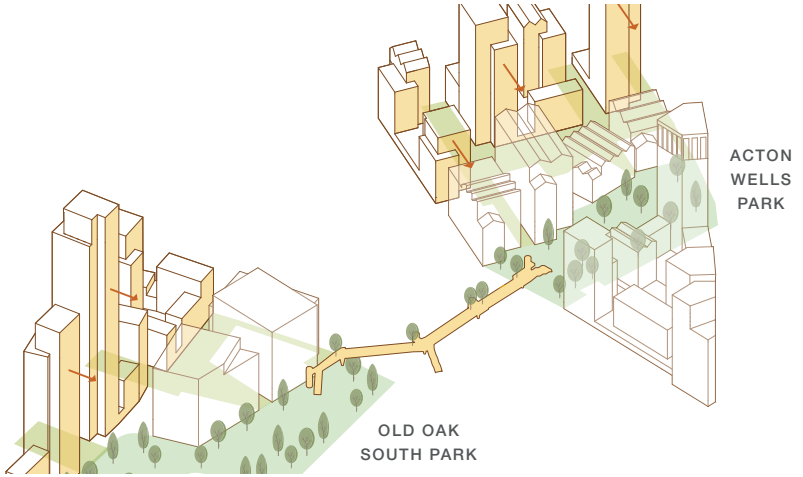
The Town Centre will include both residential and commercial buildings. The public open space should help manage the transition between these uses by:

- introducing residential development on the north side of Acton Wells Park to help animate the park throughout the day and week.
- using pocket parks and green streets to buffer and transition between commercial and residential uses while also affording the residential uses direct views and access to Acton Wells Park and Old Oak South Park.

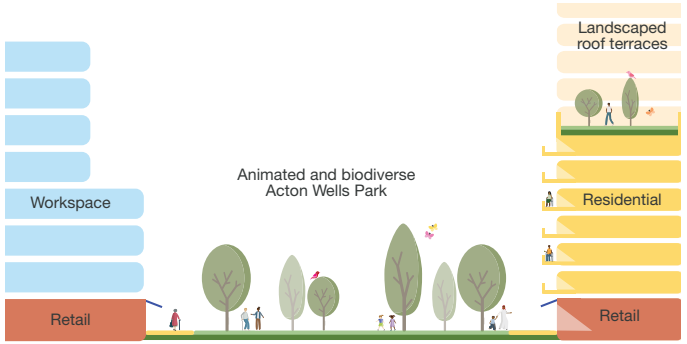




Mixed-use surrounding Acton Wells Park with residential to the north



Pocket parks and green streets connecting to Acton Wells Park and Old Oak South Park



The mixed-use development surrounding Acton Wells Park will provide activity and a sense of safety during day and night



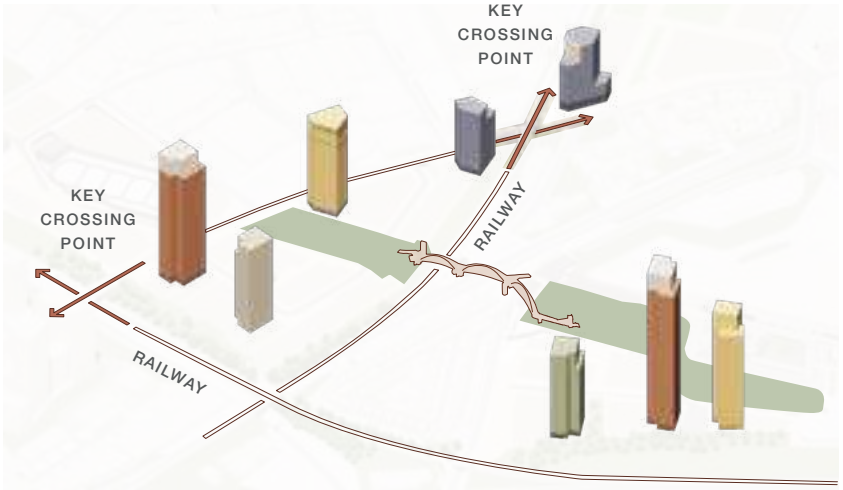


Dwellings along the Sunny Banks will also enjoy framed views of Old Oak South Park

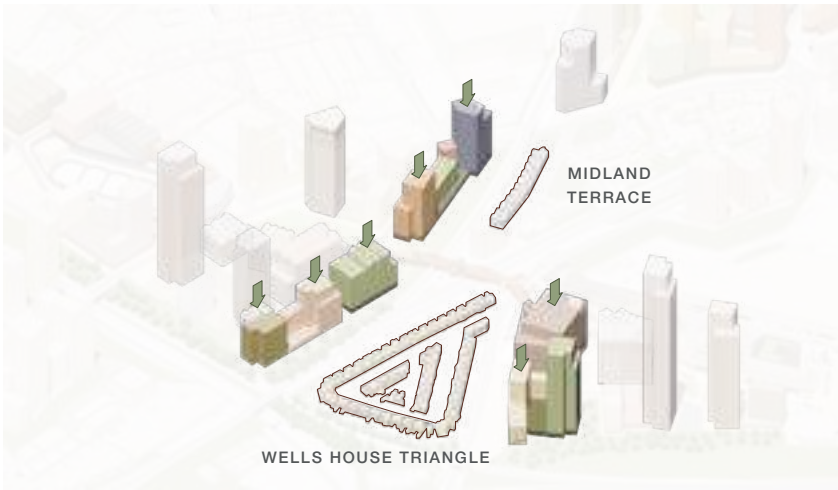
6e.6 Leveraging height for good placemaking

Building on the sitewide approach to height and massing, the Old Oak Town Centre should leverage height to support good placemaking by:

- having a limited number of tall buildings along the railways and at key crossing points, with each building performing a role of mid and long distance markers.
- lowering heights along the southern edges of the parks to maintain daylight in these spaces.
- reducing heights adjacent to Wells House Triangle and Midland Terrace to minimise their impact on existing dwellings.
- defining a strong enclosure to the parks, in particular the single-sided Old Oak South Park which should be defined by a confident volume of workspace buildings along its southern edge.
- providing a prominent façade for the workspace building closest to the station to greet passengers leaving the station.



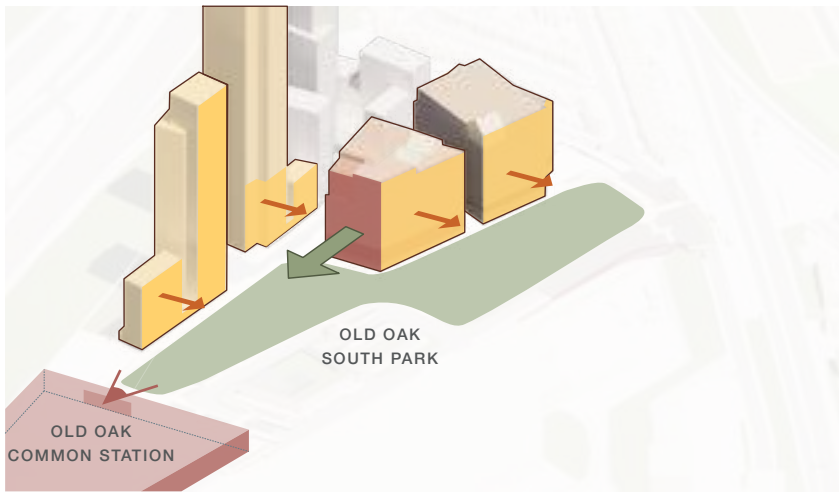
Tall buildings located along the railways and key crossing points



Lower heights adjacent to Wells House Triangle and Midland Terrace



Southerly building heights reduced to maintain sunny parks



Buildings defining the single-sided Old Oak South Park and providing a prominent facade

6e.7 A critical mass of employment space

The Masterplan Framework has an inherent flexibility to balance residential development with a critical mass of commercial development.

Maximum residential and maximum employment variants have been tested to ensure that a resilient range of quantum can be provided in the Town Centre whilst meeting the overarching place vision for 'Inclusive Growth, with a Global Reach', as set out in Chapter 2. The Development Parameters in Chapter 5 include a Predominant Use plan with 'swing' plots that can be residential or employment. Proposals in the Town Centre should:

- generate a critical mass of employment to support the character and amenity of the Town Centre and create a viable cluster of businesses that attract a diverse range of businesses/occupiers.
- as a whole the employment quantum should reach an entirety of mass, but within each cluster they should also provide enough critical mass of their own.

less employment more residential ⟷ **more employment less residential**



Maximum residential



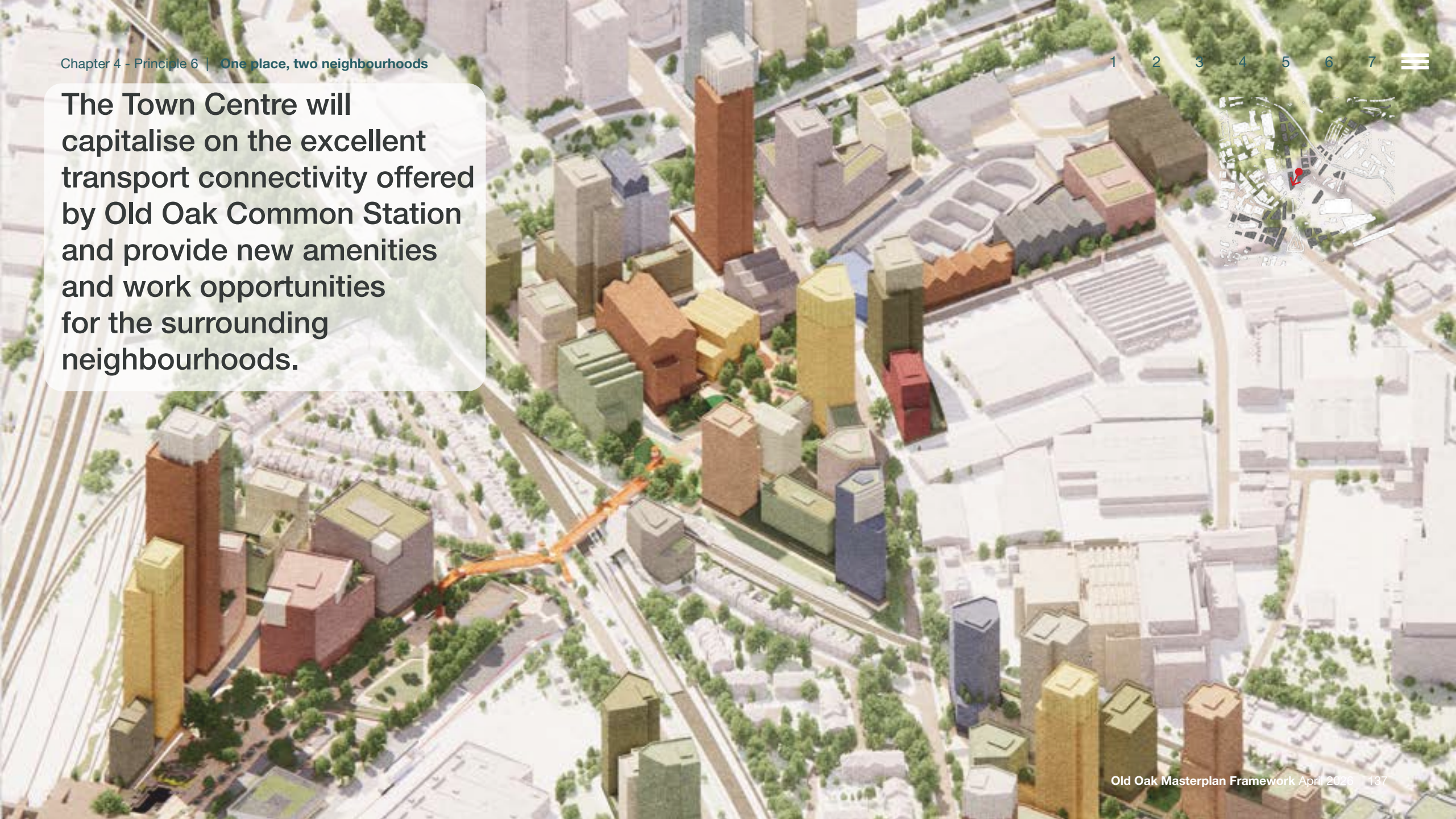
Central



Maximum employment

- maintain a commercial spine, as described in the Old Oak Line Spatial Principle, from the ASD site, beside the Old Oak Common Station, across Acton Wells East to Acton Wells West connecting to Park Royal. Creating three unique business communities. Provide a mix of uses surrounding Acton Wells Park with 24/7 activity aiding in the safety of the park itself.
- daylight/sunlight access to Acton Wells Park should be protected and prioritised through appropriate massing and articulation to not affect enjoyment of the park and the success of its planting.

The Town Centre will capitalise on the excellent transport connectivity offered by Old Oak Common Station and provide new amenities and work opportunities for the surrounding neighbourhoods.

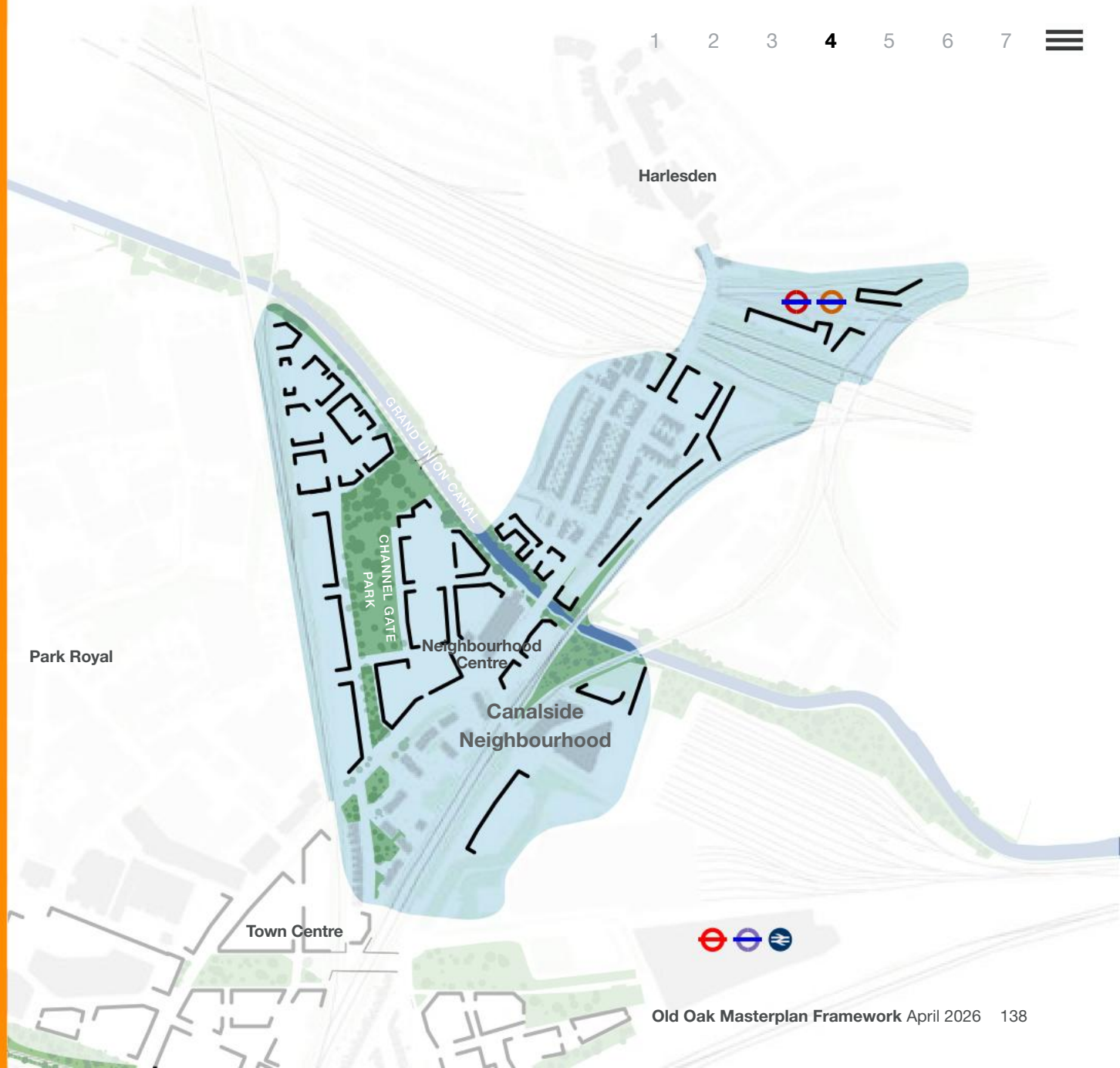


6f Canalside Neighbourhood

The Canalside Neighbourhood will create a new community focused around the Grand Union Canal and a new two hectare park at Channel Gate.

New development will complement and enhance existing residential areas, engaging positively with the recent built context and sensitively with heritage, guided by the following neighbourhood-specific principles:

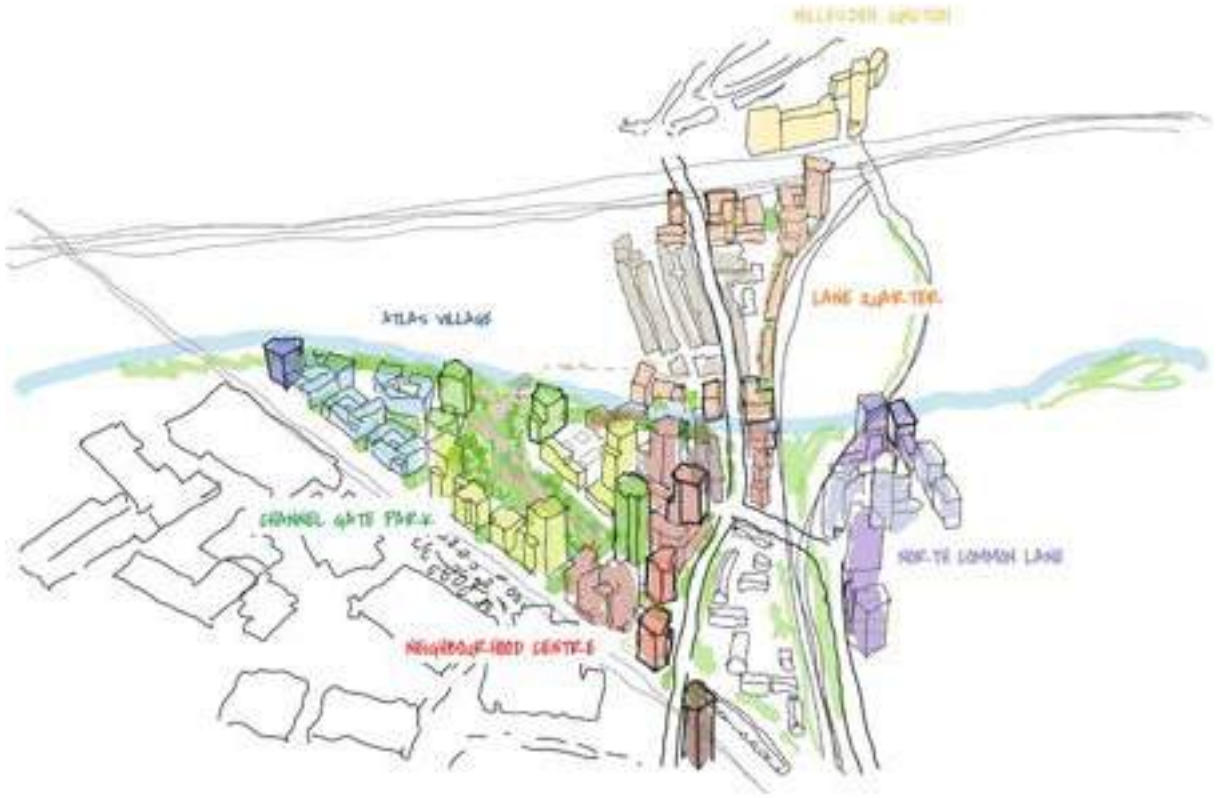
- 6e.1 Six local places that stitch new and existing areas together
- 6e.2 Activating the Neighbourhood Centre
- 6e.3 Forming a high street
- 6e.4 High street character along the Mile
- 6e.5 Character of the park frontage
- 6e.6 A parkside address
- 6e.7 A series of waterfront attitudes
- 6e.8 A canalside address
- 6e.9 A primary school fronting onto the park
- 6e.10 Safeguarding Channel Gate Bridge
- 6e.11 Forming a cohesive new quarter with the Old Oak Lane Conservation Area



6f.1 Six local places that stitch new and existing areas together

New development in the Canalside Neighbourhood will stitch previously isolated and fragmented areas together, to create a cohesive whole comprising six local places with distinct character. They will be defined by the following approaches:

- six local places: the Neighbourhood Centre, Channel Gate Park, Atlas Village, North Common Lane, Lane Quarter and Willesden Junction.
- leveraging height and massing to define character in a manner consistent with ‘placemaking with varied heights’, with generally lower shoulders across the neighbourhood.
- a critical mass of activity and intensity of development at the Neighbourhood Centre.
- maximising a high-density, diverse residential provision that makes the most of frontages towards Channel Gate Park and the Grand Union Canal.
- a residential quarter of efficient, predominantly low-rise typologies at Atlas Village with a finer urban grain.
- enhancing relationships with existing development at the Collective and Oaklands Rise.



A new Canalside Neighbourhood comprising six local places with distinct character

6f.2 Activating the Neighbourhood Centre

While buildings will be predominantly residential, ground floors in the Neighbourhood Centre should accommodate a wide range of public uses, forming the thriving community-focused heart of the Canalside Neighbourhood. To support everyday life and an inclusive economy, a complementary mix and critical mass of ground floor uses that attract footfall to this local centre should be achieved by:

- lining available frontages of the Old Oak Mile, entrances to Channel Gate Park and routes to and along the Grand Union Canal with a variety of commercial units to complement social infrastructure anchors.
- maximising a high street parade and high-quality public realm from Atlas Junction to the Old Oak Lane bridge over the canal as the only section of the Mile in the Neighbourhood Centre where activation on both sides of the street is achievable.
- careful coordination of the ground floor offering with the existing Collective and integrating public realm improvements to Old Oak Lane and Atlas Road.
- reinforcing Atlas Junction as a point of arrival with active ground floor uses in new developments on two sides of the junction.
- vertically stacking mixed uses, including consideration of non-residential uses at first floor level as a positive approach for achieving high density and to support activation of the public realm.
- adopting a balanced and optimised approach to maximising housing provision.



A complementary mix and critical mass of ground floor uses with commercial units of varied sizes



Key corner signalling the entrance to Channel Gate Park from the Mile

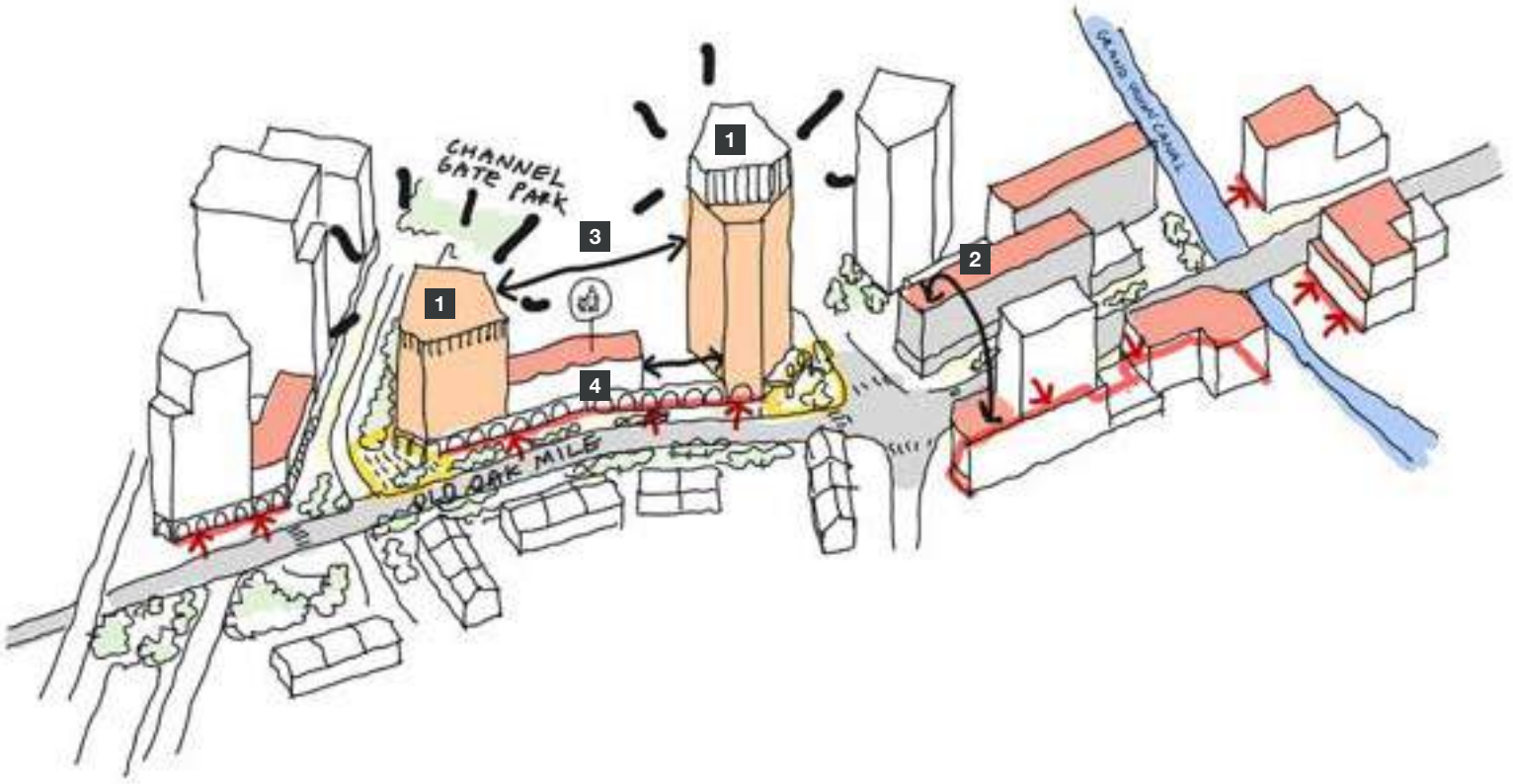


An essential two-sided high street parade between Atlas Junction and the canal

6f.3 Forming a high street

The Mile will be the primary urban spine of the Neighbourhood Centre, bringing together varied uses within a clear and legible townscape. Its built form should establish a strong sense of place by:

1. choreographing a sequence of markers and corners to define the Mile and create key moments of arrival.
2. setting a consistent low-rise shoulder to give clarity to the street and purpose to taller elements.
3. maximising the gap between towers, especially opposite Shaftesbury and Cerebos Gardens to mitigate overshadowing impacts on existing housing and the street.
4. setting buildings back to allow a generous public realm along the Mile, supporting spill-out spaces and street life.



The built form and public realm should work together to create a legible and coherent high street in Neighbourhood Centre

6f.4 High street character along the Mile

The Neighbourhood Centre will define a distinctive high street character along the Mile through three key places:

Park Entrance - Forming a convivial green neighbourhood by:

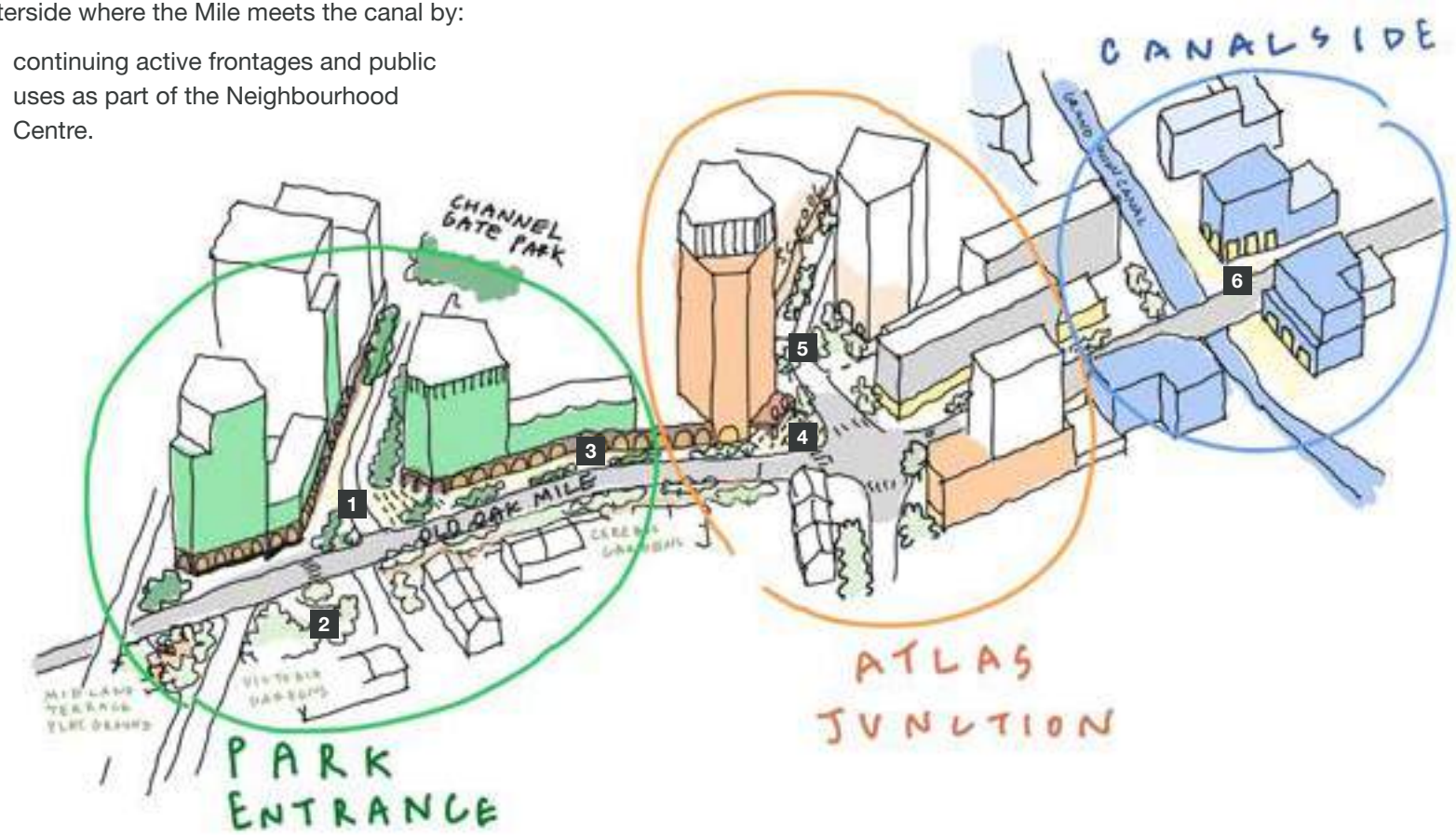
1. extending Channel Gate Park to Victoria Road to create a green, welcoming entrance.
2. weaving together existing public spaces such as Midland Terrace Playground, Victoria Gardens and Cerebos Garden.
3. animating the Mile's one-sided edge with public-facing frontages, everyday shops, cafés and community uses supported by greenery, seating and spill-out activity.

Atlas Junction – creating a key arrival where the Mile meets the Cut by:

4. focusing community and social infrastructure with generous public realm for social activity.
5. exploring opportunities to optimise the Atlas Road and Victoria Road interface for active travel and improved public realm, such as potential modal filtering.

Canalside – shaping a relaxed urban waterside where the Mile meets the canal by:

6. continuing active frontages and public uses as part of the Neighbourhood Centre.



Establishing the character of a bustling high street along the Mile

6f.5 A parkside address

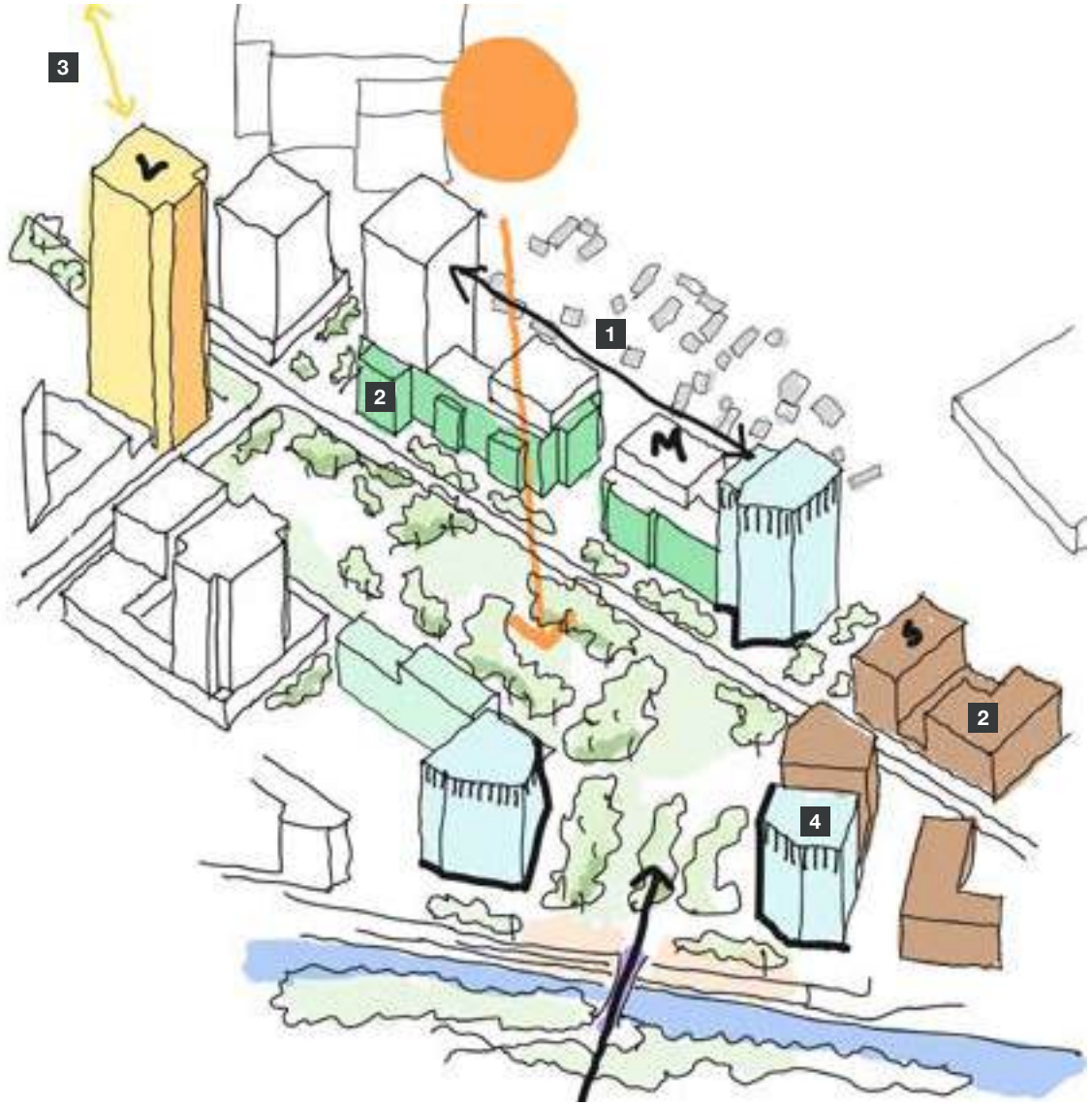
Channel Gate Park will be a much-needed public green space for new and existing communities in the local area. The built form surrounding the park should provide a coherent address and legibility through purposeful moments of height by:

1 maximising sunlight access by pulling moments of taller height towards corners of the park to create a generous gap to the sky. This will allow surrounding buildings to be lower, minimising the number of tall buildings without a loss in quantum, while mitigating overshadowing impacts on the neighbouring Bashley Road Traveller Site.

2 maintaining a predominantly 8-storey shoulder with a horizontal emphasis to manage a height transition from low and mid-rise Atlas Village to the denser Neighbourhood Centre.

3 marking where the park meets the heart of the Neighbourhood Centre with the tallest tower in the Canalside Neighbourhood, coordinating with other landmark towers to provide orientation from across Old Oak.

4 defining an arrival space with a trio of marker buildings where the park meets the canal at Channel Gate Bridge as a key crossing point, while not precluding a potential bridge to Park Royal to be delivered by others.



The built form should provide legibility, a coherent address and maximise sunlight to the park

6f.6 Character of the park frontage

The following approaches define the character of the park frontage and should help make it into an attractive, inclusive, active and safe urban living room:

1 a distinctive architectural treatment to the park-facing facade of the landmark tower as a focal point to a key public space.

2 breaking up long façades with staggered footprints and varied massing, reducing monotony and adding rhythm to the built edge.

3 allowing public realm landscaping to spill across the street, softening the park edge and blurring the transition between built form and green space.

4 coordinating ground floor activation on all sides of the park to help provide specificity to programming the landscape.

5 creating an opportunity to activate the public realm with desirable park and canal-facing commercial units.

6 optimising the provision of homes with views towards the park to offer residents an attractive outlook while providing overlooking and a positive sense of enclosure.

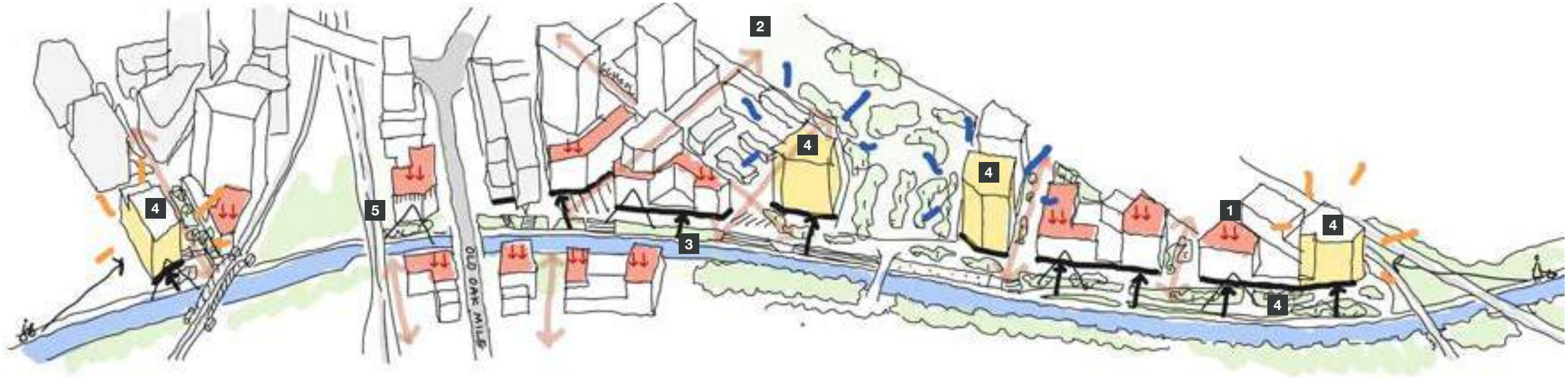


The built form should dissolve and activate the landscape edge to give the park frontage distinctive character

6f.7 A canalside address

A one kilometre stretch of the Grand Union Canal will flow across distinct places in Old Oak from Atlas Village in the east, through the Neighbourhood Centre, to North Common Lane in the west. The public realm and built form should weave together these places and create a vibrant and coherent address across the canal by:

1. keeping massing low with a 6–8 storey datum, and setting taller buildings back to form a composed skyline.
2. maintaining permeability with frequent gaps in massing as moments of relief.
3. setting buildings back for landscaped transitions, towpath spill-out, and buffer spaces.
4. bookending the bridge landing and canal entrance to Channel Gate Park with mid-rise markers, celebrating a key moment along the canal.
5. marking the eastern and western thresholds of the neighbourhood, improving safety and legibility with clear points of arrival — a potential future Bulls Bridge crossing to the east and the transition to Park Royal to the west.
6. maximising canal views to and from homes for passive surveillance of the towpath.



Creating a vibrant, legible and coherent canal frontage weaving four local places together

6f.8 A series of waterfront attitudes

While a coordinated approach to the canal frontage will create a coherent address, the waterfront's local places should define their distinct characters with the following attitudes:

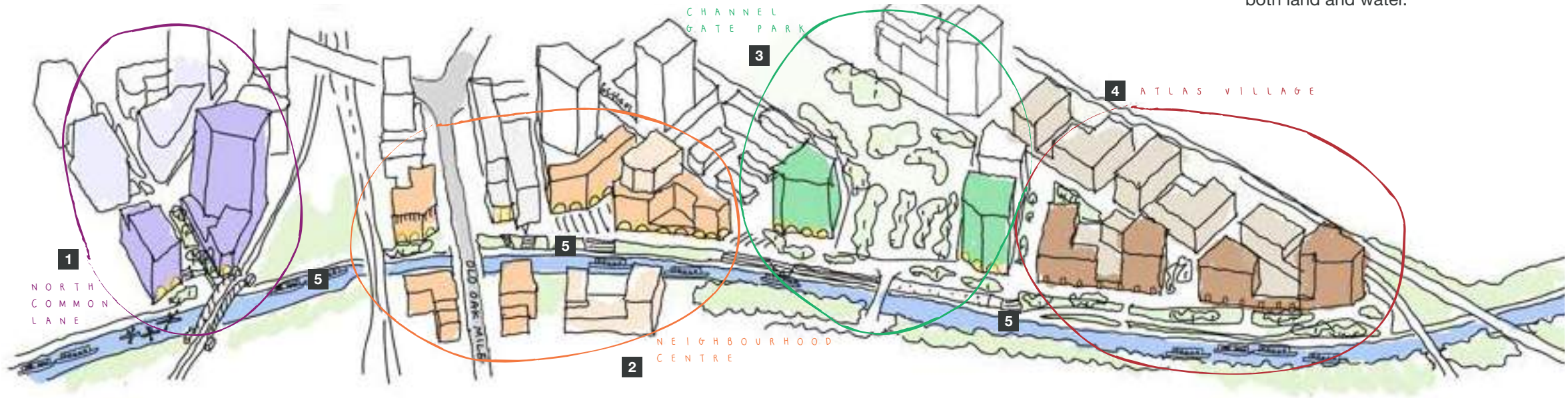
1 **North Common Lane:** activate towpath edges through an intimate but characterful pocket of public realm that reinforces waterside activity. This space should be coordinated with Oaklands Rise and linked to the Cut as part of a wider network.

2 **Neighbourhood Centre:** an opportunity to activate both sides of the canal. At the intersection of the Mile and canal, coordinate building corners, frontages, and public realm on all sides, including the Collective, to create a welcoming, animated place that draws activity to the canal. Both sides should be enlivened with retail and generous spill-out spaces.

3 **Canal entrance to Channel Gate Park:** reinforce the idea of playable public realm through integrated landscape design, creating a major destination along the canal for the wider neighbourhood. At the canal entrance to Channel Gate Park – playable public realm that uses level changes to create opportunities for activity and engagement.

4 **Atlas Village:** establish a cluster of lower-rise buildings with fine urban grain to create a communal and intimate residential setting. Design low-traffic streets, enable safe sociable spaces, and strengthen permeability to the canal to activate the water's edge.

5 **Towpath moorings:** amplify local character and activity with opportunities for further activation on both land and water.



A series of attitudes to ground floor activation define distinctive character for each of four local places

6f.9 A primary school fronting onto the park

A new primary school will be a social infrastructure anchor in the heart of the Canalside Neighbourhood. Key features defining this important amenity serving both new and existing families in the local vicinity include:

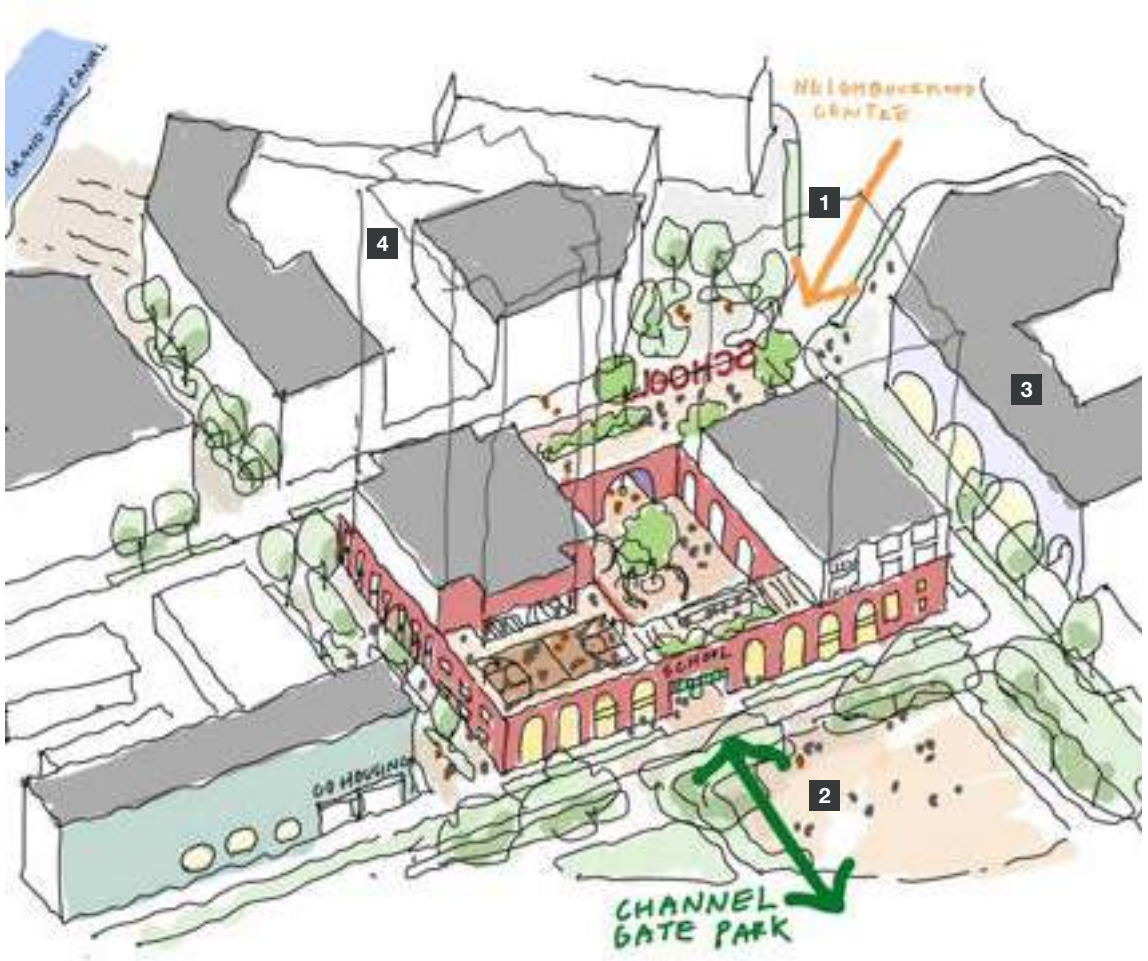
1. an accessible location, ideally in the Neighbourhood Centre, easily reached from surrounding areas by active travel and public transport.
2. a generous frontage to Channel Gate Park, benefiting from integration with park landscaping and facilities.
3. considering programming outside of school hours for complementary uses to maximise activation and economic potential, taking advantage of adjacencies with community amenities in the Neighbourhood Centre.
4. integration with residential uses above as part of a hybrid plot to make the most of the park-facing opportunity. A standalone school in another location may be considered if stacking of uses is not viable.



A high-density hybrid residential development with a primary school at its base facing London's Hackney Downs (Hawkins\Brown)

Tiger Way, Hackney

Photo © Jack Hobhouse



The primary school takes advantage of both park and Atlas Road frontages in an efficient courtyard arrangement

6f.10 Safeguarding Channel Gate Bridge

A future bridge crossing the canal at Channel Gate will be safeguarded as an important link to create a more connected Old Oak. Safeguarding this location should provide key connectivity, placemaking, development and sustainability benefits by:

1. creating a focal point for ground floor and landscape activation at the canalside entrance to Channel Gate Park.
2. enhancing pedestrian/cycle connectivity as part of a car-free movement network.
3. providing access to Channel Gate Park and associated amenities for new and existing residents in the Railway Cottages of the Lane Quarter and Harlesden north of the canal.
4. enabling access to any future development in the neighbourhood along the north bank of the canal.
5. reusing abutments for an existing HS2 construction bridge, which brings potential cost and embodied carbon benefits.





The new bridge will provide key connectivity, placemaking, development and sustainability benefits

6f.11 Forming a cohesive new quarter with the Old Oak Lane Conservation Area

Lane Quarter will sensitively manage the edge of the Old Oak Lane Conservation Area. A coherent public realm strategy and strategic use of height and massing should overcome severance while stepping up to taller areas north and south. Development on the north bank of the canal should also unlock access to the waterfront. Together, the following moves should strengthen the area's identity while establishing a confident new quarter:

1. maintain a consistent four-storey shoulder facing the conservation area, integrating innovative terraced house and maisonette typologies.
2. locate taller massing along the railway edge, with the tallest element positioned furthest away to relate to future development at Willesden Junction while minimising impact on conservation area character.
3. create an intimate neighbourhood street, aligned with Goodhall Street, with active ground floor uses including local retail, community and residential uses, shaped by a coordinated architectural and landscape approach.
4. repair the severance created by Old Oak Lane, which dissects the conservation area, through coordinated development on both sides that strengthens the relationship with the railway cottages and reinforces a local loop connecting the neighbourhood.
5. introduce a new public space at the southern end of Goodhall Street, providing a direct connection from the Conservation Area to the waterfront.
6. form sensitive thresholds at both ends of the conservation area with pairs of mid-rise buildings to create points of arrival and transition along the Mile.





New development will give a much-loved existing area a confident new identity



A neighbourhood unifying new and existing residential areas, focused around the Grand Union Canal and Channel Gate Park.

Chapter 5

Development Parameters



OPDC Circular Economy Event, Park Royal
Photo © Jason Garcia Urbano

Development Parameters

The Development Parameters set out in this chapter have been derived from the Sitewide Spatial Principles set out in Chapter 4 and also reflect key site constraints. They establish the key parameters that future development proposals will be set within, however, they are not intended to set limits on development or prescribe specific spatial controls.

The detailed design of Development Zones and Development Plots should be checked against the vision, Spatial Principles and Development Parameters and supporting material will be produced at planning application stage to demonstrate how they have informed the detailed design.

A description of each parameter is provided in the following pages.



Key constraints



Development zones



Primary public realm and landscape corridors



Development parcels



Predominant use



Ground floor non-residential active frontages



Building heights



Key routes

Key constraints

This parameter identifies the key infrastructure constraints, both below and above ground, which are key challenges to respond to. These include underground utilities, underground HS2 assets, above ground HS2 assets, railway safeguarding and UKPN access. The underground HS2 tunnels create a no-build zone, but it is possible to create a new park in this location (Acton Wells Park). The parameters for the Development Zones and Development Parcels do not inhibit land safeguarded for other railway development from coming forward.

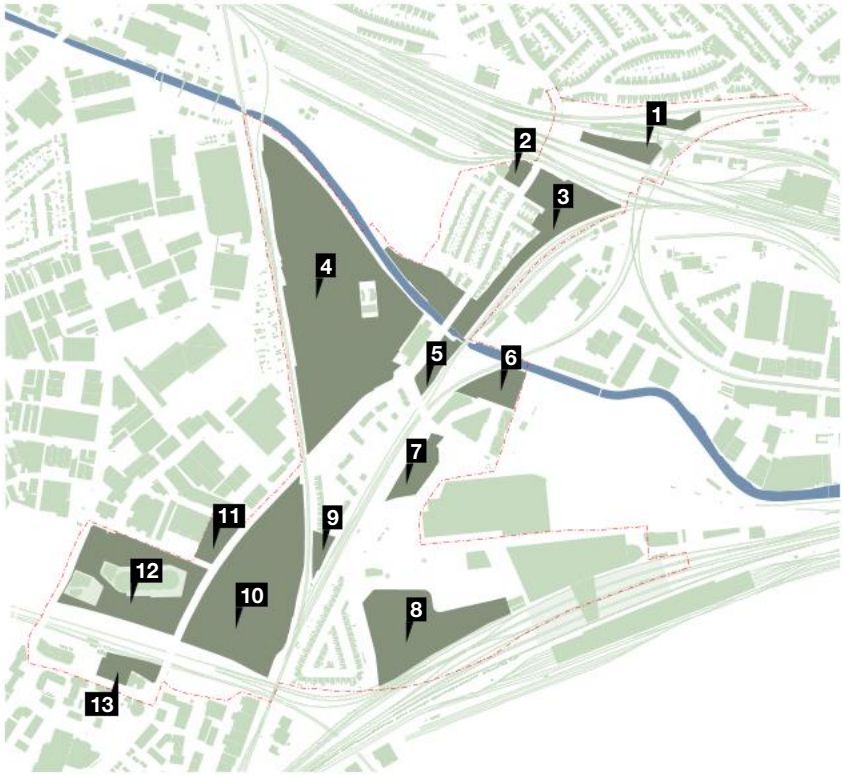
Development zones

This parameter identifies 13 Development Zones which have been established in the context of the key constraints. The parameter does not identify a precise minimum or maximum extent of each Development Zone. The Development Zones may marginally adjust in position, to allow flexibility as the detailed design of the Development Parcels evolves.



Key constraints

1. Underground utilities
2. Undergound HS2 assets (tunnels, station box and ventilation)
3. Above ground HS2 assets (station buildings, headhouses and ventilation shafts)
4. Railway safeguarding (WLO, Mildmay line and Chiltern Main line)
5. UKPN access
6. Substation
7. Development regions



Development zones

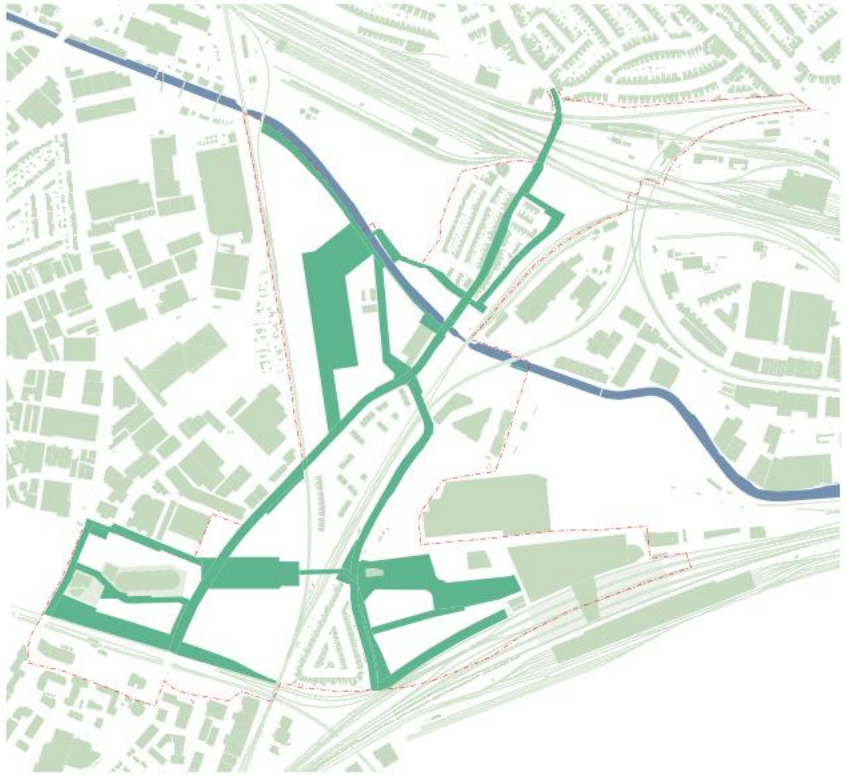
1. Willesden Junction
2. Goodhall Street
3. Ursula Lapp and SW Sidings
4. Channel Gate
5. Willesden Depot
6. Oaklands North
7. Old Oak Common Lane North
8. ASD
9. Midland Gate
10. Acton Wells East
11. 3 School Road/99 Victoria Road
12. Acton Wells West
13. North Acton
14. Development zones

Primary public realm and landscape corridors

This parameter identifies the primary public realm including the three Masterplan spines and green infrastructure. The parameter does not identify a precise minimum or maximum extent of these features. If the detailed design of any Development Parcel does not match the extent shown in the Development Parcel parameter, then the amount of public realm will be adjusted accordingly.

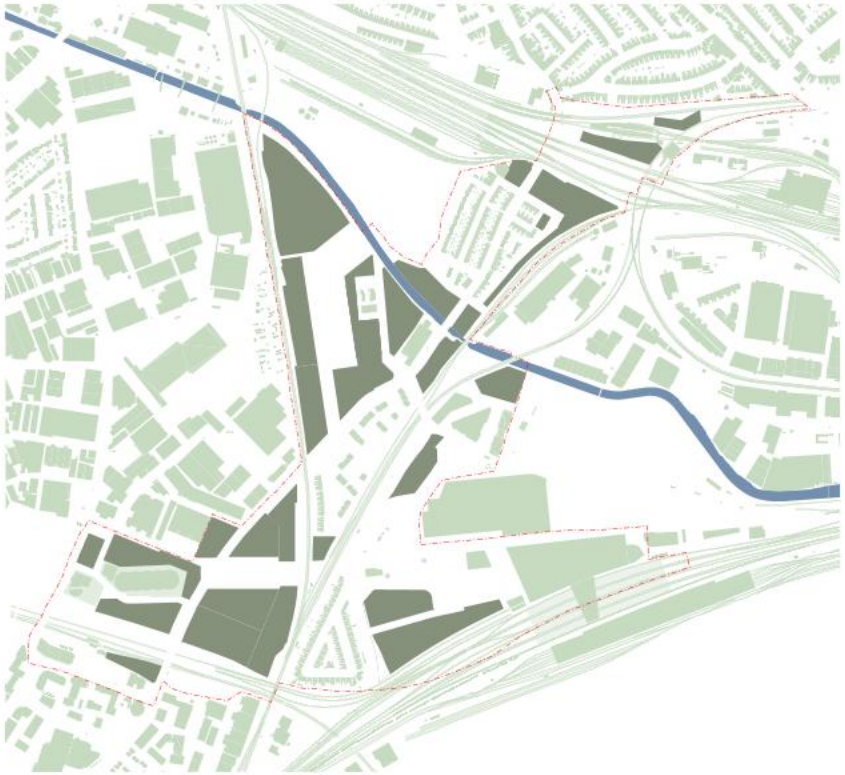
Development parcels

This parameter shows the Development Parcels that are derived from the Development Zones and accommodate the key constraints, the primary public realm and the landscape corridors. The Development Parcel parameter shows potential development parcels within which multiple buildings could sit.



Primary public realm and landscape corridors

1 Principal routes, roads, bridges, parks and green spaces



Development parcels

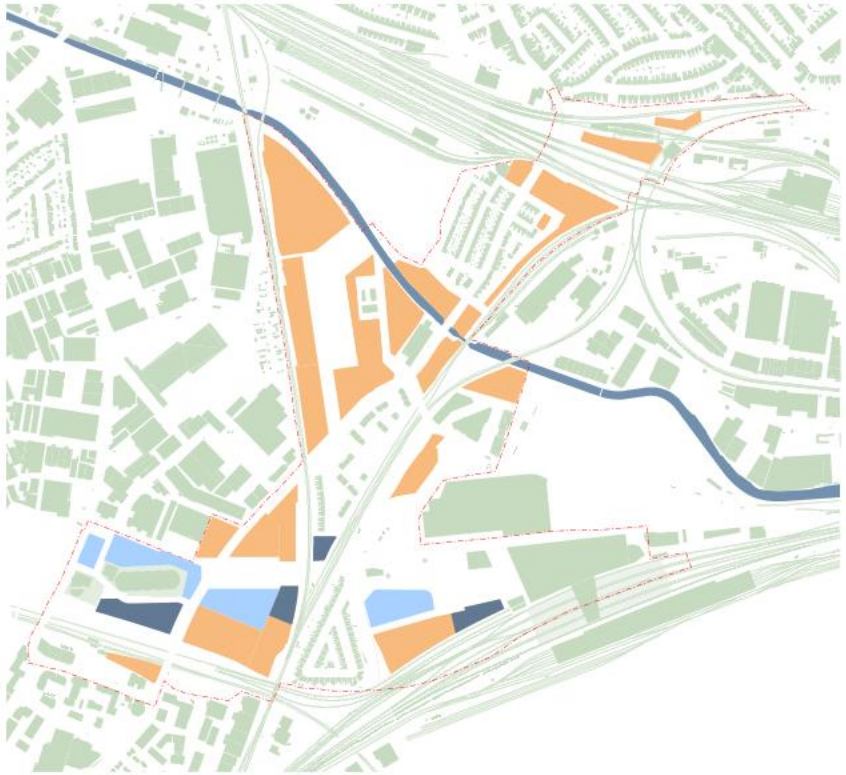
1 Development parcels that accommodate the sitewide constraints

Predominant use

This parameter describes the predominant use of each Development Parcel, showing the residential nature of the northern part of the masterplan and the mixed-use nature of the southern part.
Swing plots are identified in the southern part of the masterplan to allow for swings between employment and residential uses.
This parameter deals with the predominant use of the whole Development Parcel and does not preclude non-residential uses coming forward at the ground floor in areas shown to be predominantly residential, to create active frontages. In the Town Centre, there is a need to be flexible and responsive to anchor uses as identified at 6e.

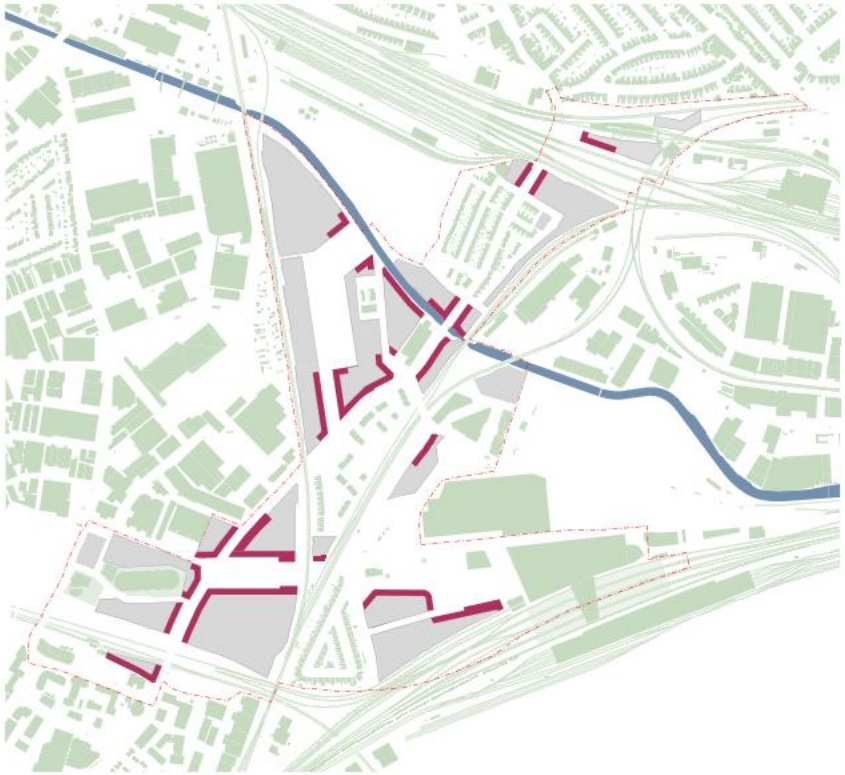
Ground floor non-residential active frontages

This parameter shows important frontages along primary movement networks which are considered to be important to activate with non-residential frontages.



Predominant use

1. Residential
2. Employment
3. Swing Uses (Residential or Employment)



Ground floor non-residential active frontages

1. Primary active frontages
2. Development parcels

Building heights

This parameter shows the maximum heights within each Development Parcel but does not allow for every building within that Development Parcel to be the maximum height. The parameter is not prescriptive about where the building footprints will be positioned. The building heights within the Development Parcel must adhere to the spatial principles described in Chapter 4. The tallest buildings must be positioned at key appropriate locations and not negatively impact on sensitive surrounding context. In the Town Centre, there is a need to be flexible and responsive to anchor uses as identified in principle 6e.

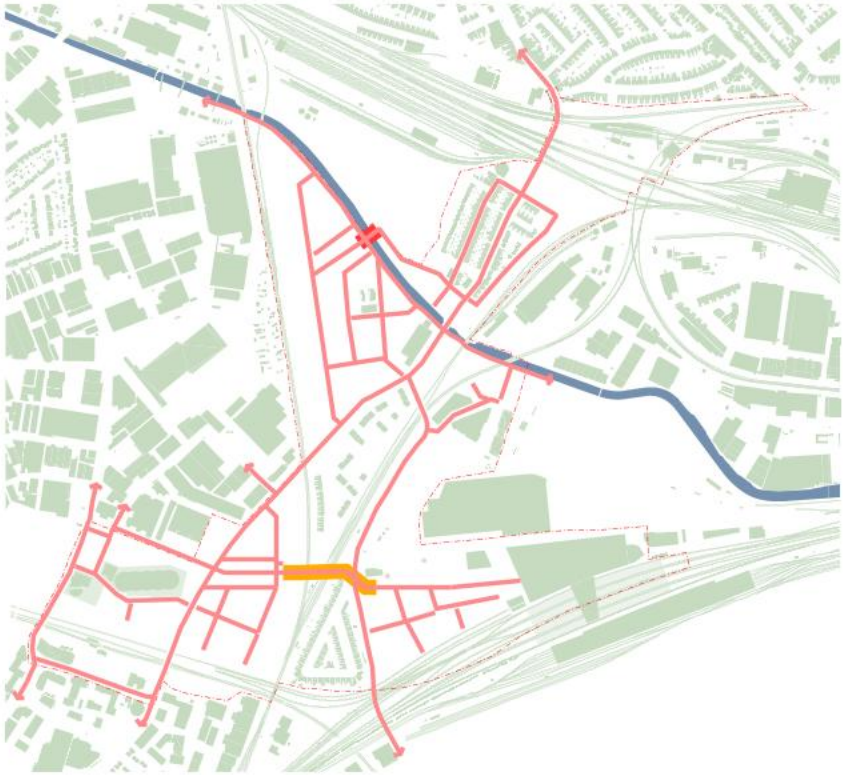
Key routes

This parameter shows the primary network of movement throughout the masterplan. It does not dictate the exact position of these routes but articulates the desired connections through the various landscape corridors, parks and neighbouring context providing variation and choice.



Building heights

1. Up to 4 storeys
2. Up to 8 storeys
3. Up to 14 storeys
4. Up to 29 stores
5. Up to 35 storeys
6. Up to 45 storeys
7. Up to 55 storeys



Key routes

1. Routes
2. East-West Bridge alignment
3. Channel Gate Bridge alignment

Chapter 6

Illustrative Masterplan

Old Oak Town Centre
Canalside Neighbourhood



Railway Cottages
Photo © Zute Lightfoot

The Illustrative Masterplan represents one approach to delivering a scheme that aligns with the sitewide Spatial Principles, the Masterplan Framework and current best practice.



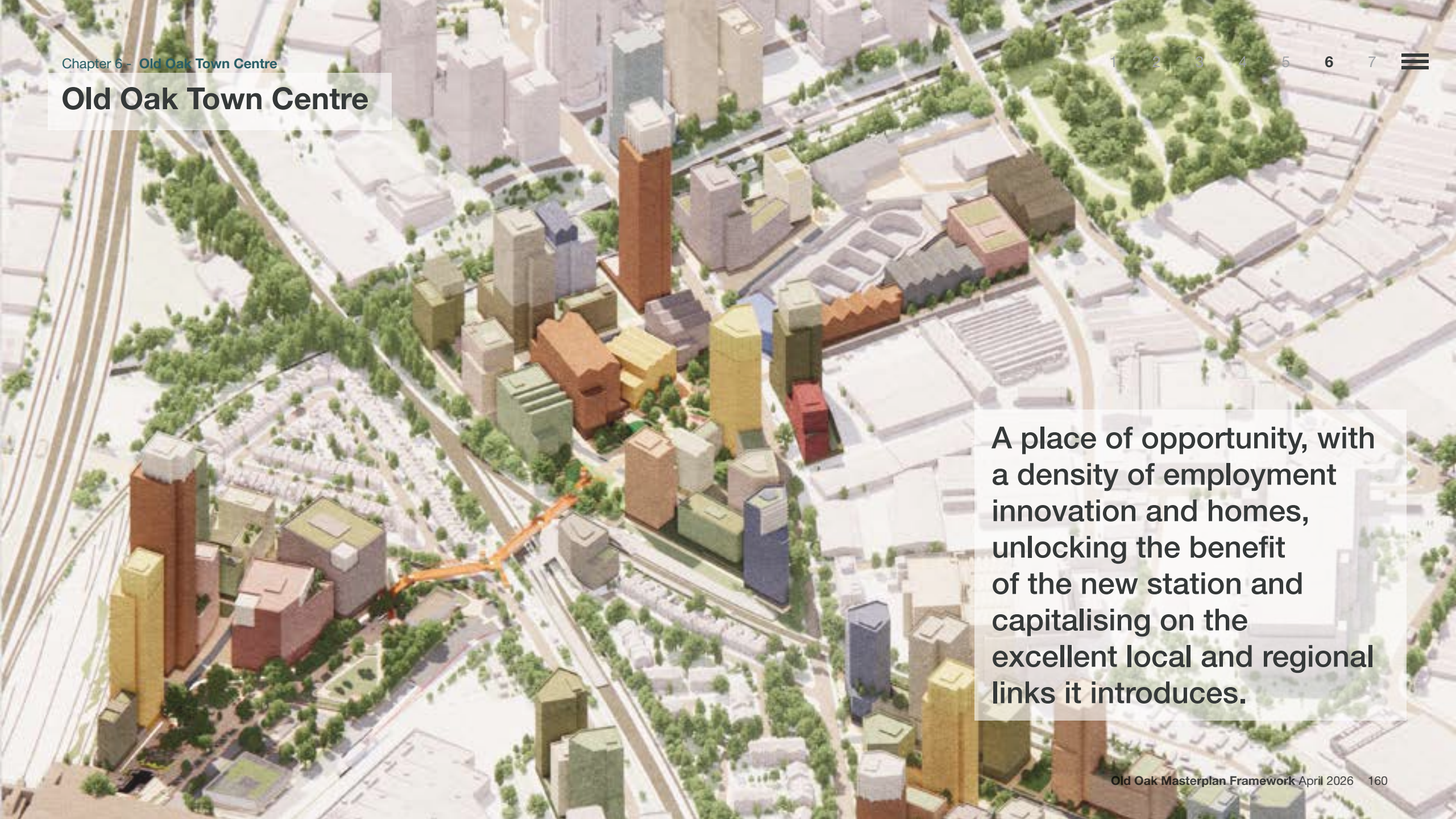
The Town Centre and the Canalside Neighbourhood come together to create a new piece of city in West London







Old Oak Town Centre



A place of opportunity, with a density of employment innovation and homes, unlocking the benefit of the new station and capitalising on the excellent local and regional links it introduces.

From a constraint to an asset

The HS2 tunnelling and infrastructure introduces a new east-west emphasis in the landscape and a new constraint on development. The Masterplan will turn this from a constraint to an asset by forming a new line of movement and development, threading a new east-west bridge between the HS2 tunnels to connect the new station with Park Royal and North Acton.

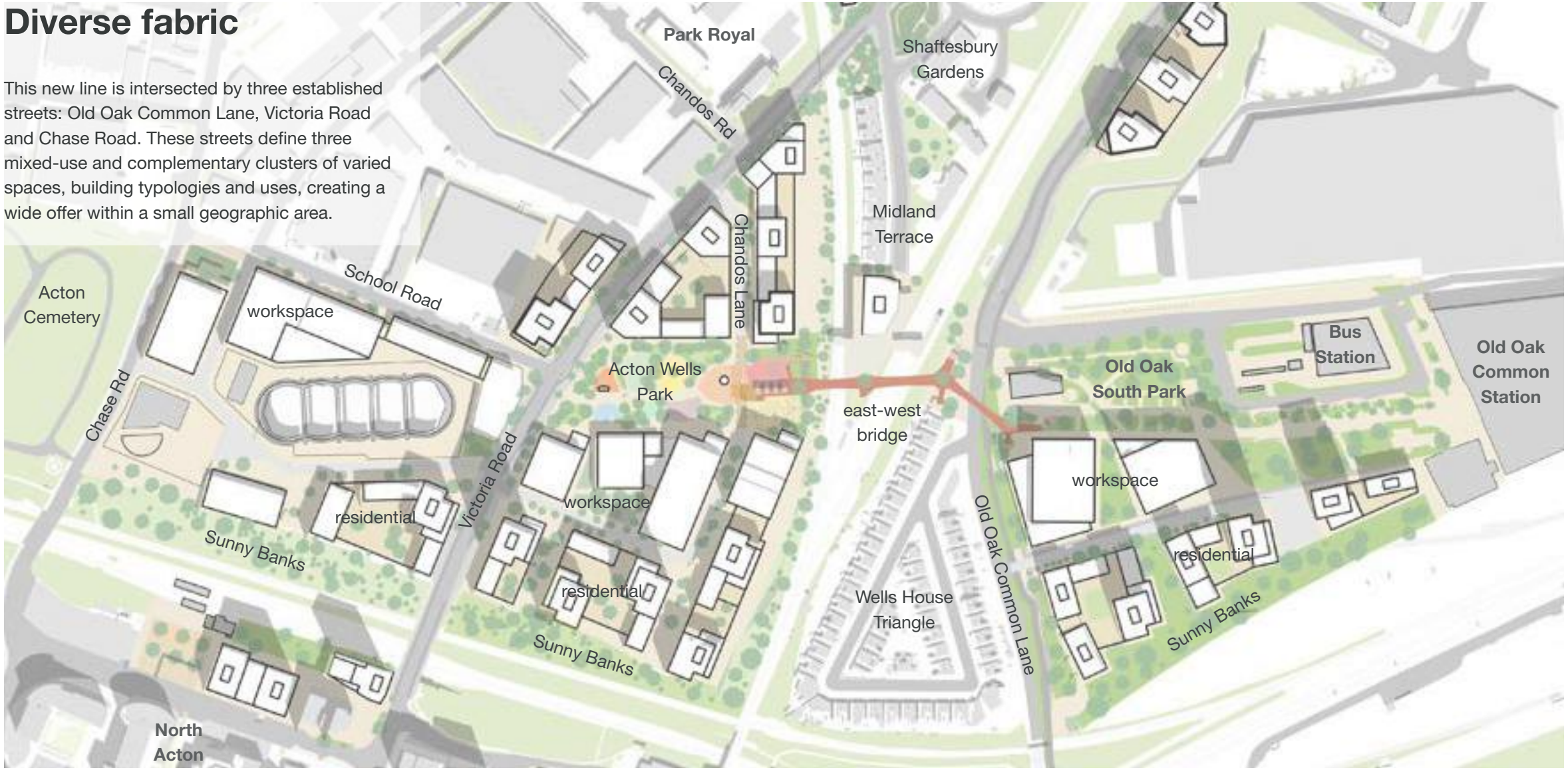


Old Oak Aerial, 2024

Photo © Google Earth © 2025 Airbus

Diverse fabric

This new line is intersected by three established streets: Old Oak Common Lane, Victoria Road and Chase Road. These streets define three mixed-use and complementary clusters of varied spaces, building typologies and uses, creating a wide offer within a small geographic area.



A mix of ground floor uses

In the Town Centre a wide variety of ground floor uses will bring the public realm to life, with a mix of everyday shopping, services, convenience stores, restaurants, cafes, bars, office lobbies, co-working spaces, community spaces, social infrastructure and cultural uses.



One line, three places



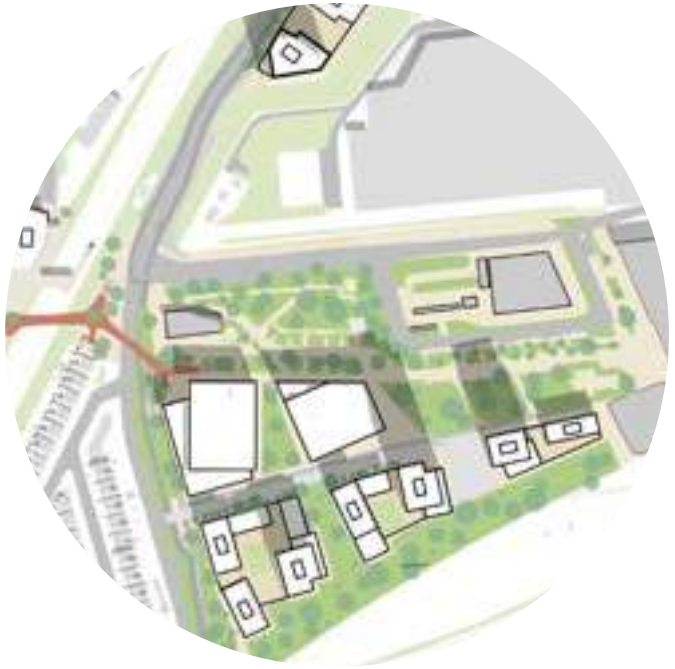
Park Royal Front Door

A stepping stone to and from the front door of Park Royal, making space for smaller work buildings that can accommodate businesses and institutions with strong links to one of the largest industrial estates in the UK.



Heart of the Town Centre

A diverse address of smaller workspace buildings and residential blocks defining different edges of the park, with a strong street edge along Victoria Road and open residential courtyards along the biodiverse and sunny railway banks.



Station Hub

A busy place with a footfall of commuters and visitors; a key workplace address with larger workspace buildings and high density residential development capitalising on the proximity to the station.

Acton Wells Park

At the heart of the Town Centre and the Old Oak Line is Acton Wells Park, providing a high-quality public space and a new green route for new and existing residents, as well as the workers of local businesses.

Animated by a series of active frontages on three sides, the park will be the focus of activity. At the landing of the East-West Bridge the park defines a narrower space to enhance overlooking and natural surveillance of the bridge by both residential and workspace buildings.

The park continues the greenery of Old Oak South Park through the Town Centre and across Victoria Road strengthening the Old Oak Line as a journey through landscape.

A choice of walking routes through the park allow users to experience the public space at their own pace, whether they are going to or from their workspace on the park's southern edge or enjoying the offering of play and programmable spaces.

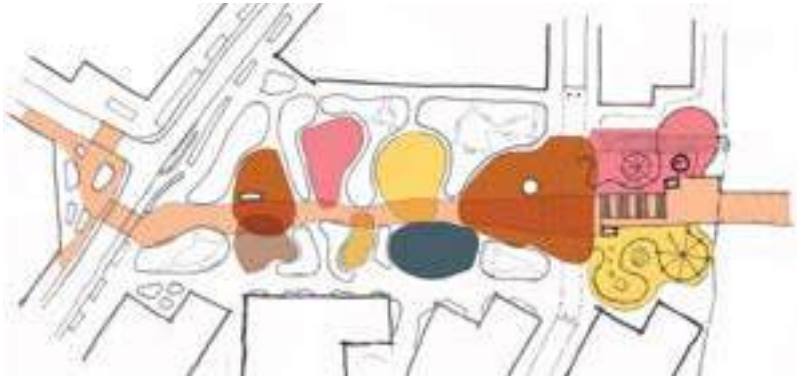


Acton Wells Park

The illustrative park design offers a series of programmable ‘outdoor rooms’ and enclosures along the main east-west route leading to Victoria Road. The diversity of spaces cater for a wide range of activities for different users such as meeting, gathering, exercising, enjoying nature or hosting events such as weekly markets. Central to these uses is providing play for all ages, while also catering for office users. The bridge landing takes advantage of the level difference to create a playful space with informal and formal play.

The design incorporates floodable landscapes such as rain gardens and planted channels that will help attenuate water through nature-based solutions. The park will balance hardscapes towards the southern edge of the park with tree planting and vegetation to the northern, more sunny edge to offer shaded spaces away from the heat of the summer sun.

Service access is carefully integrated within the landscape, to maximise the effective use of the park.



A series of programmable spaces

- Town square
- Local and doorstep play
- Neighbourhood play
- Urban exercise
- Market space
- Main connecting route



Trees and landscaping will define these spaces while providing natural shade



The topography of the park will be shaped by the need to attenuate stormwater storage

The station hub

Exiting Old Oak Common Station into Old Oak South Park, people will be met by an urbane and articulated elevation of one of the workspace buildings. A strong and lofty ground floor to the buildings will provide an active edge to the park with retail and lobbies that can add to the animation of the park while enhancing the sense of safety and natural surveillance. Glimpses of the East-West Bridge in the background will signal the new east-west route with tall buildings marking the heart of the Town Centre in the distance.



Kings Cross Central

Photo © Johnny Sturrock





The heart of the Town Centre

Acton Wells Park will be the green heart of the Town Centre and a focal point for a diverse set of buildings. Its northern edge will be defined by residential buildings while the southern edge will be enclosed by a family of workspace buildings in an informal arrangement that evokes the area's heritage and invites greenery to meet the base of these buildings. The east-west bridge landing will define the eastern edge of the park and the landscape of the park will cater for workers, residents, children and visitors. Active ground floors at the base of all buildings will add life and animation.



Canada Water

Photo © Jack Hobhouse





Park Royal front door

Workspace buildings along School Road will drop in scale and adopt an architectural language that reflects the industrial context of the neighbouring Park Royal. The new buildings will complete the street frontage along the south while anticipating the future regeneration of the north side of the street. The buildings will engage with the street at ground floor by introducing lobbies, breakout spaces or exhibition spaces that can help animate the street. New tree planting will help humanise the street and improve its environment.



ICTA-ICP Research Center - Barcelona

Photo © Adrià Goula





Pocket parks

A series of pocket parks will help transition between workspace and residential buildings while adding to the connected network of green spaces and offering a quieter address. In addition, the masterplan will introduce a pocket park at the terminus of School Road, opening a route all the way from Old Oak Common Station to Chase Road and beyond.





Victoria Road

The approach from North Acton will be enclosed by new buildings south of the railway. New active frontages will help activate the route and enhance its safety. This will be complemented by development in the Town Centre north of the railway. A tall ‘Arrival Marker’ building will mark the Town Centre from the south, while a series of south-facing open courtyards along the sunny banks will create a generous landscaped edge and a skyline of varied height. A continuous cycle lane, improved pavements and tree planting will thread the Town Centre with North Acton to form a continuous urban fabric across both sides of the road bridge.





East-West Bridge

The illustrative design of the bridge engages with the principle of an episodic route that moves from Old Oak South Park to Acton Wells Park. The experience of moving along the bridge will be punctuated by podiums of generous public realm, planting and points of access leading to and from the bridge. The structural form of the bridge will mark the presence of the route while referencing the industrial heritage of the area. It will form the fourth elevation of both parks, terminating the vista from the east and west.





Moving west through Old Oak South Park towards the bridge landing. The bridge design will complement both Acton Wells Park and Old Oak South Park



Passing over Old Oak Common Lane



Moving west over the railway



Podium at the safeguarded WLO/NL station access

Canalside Neighbourhood



A neighbourhood unifying new and existing residential areas with a vibrant community-focused centre, activating a stretch of the Grand Union Canal and creating a new destination local park at Channel Gate.

Integrating existing assets to make a new neighbourhood

The north of Old Oak contains the place-defining assets of the Grand Union Canal and railway cottages in the Old Oak Conservation Area. The Masterplan will capitalise on the opportunity of new development to integrate these existing assets, amplify their character and create a new mixed-use Canalside Neighbourhood.

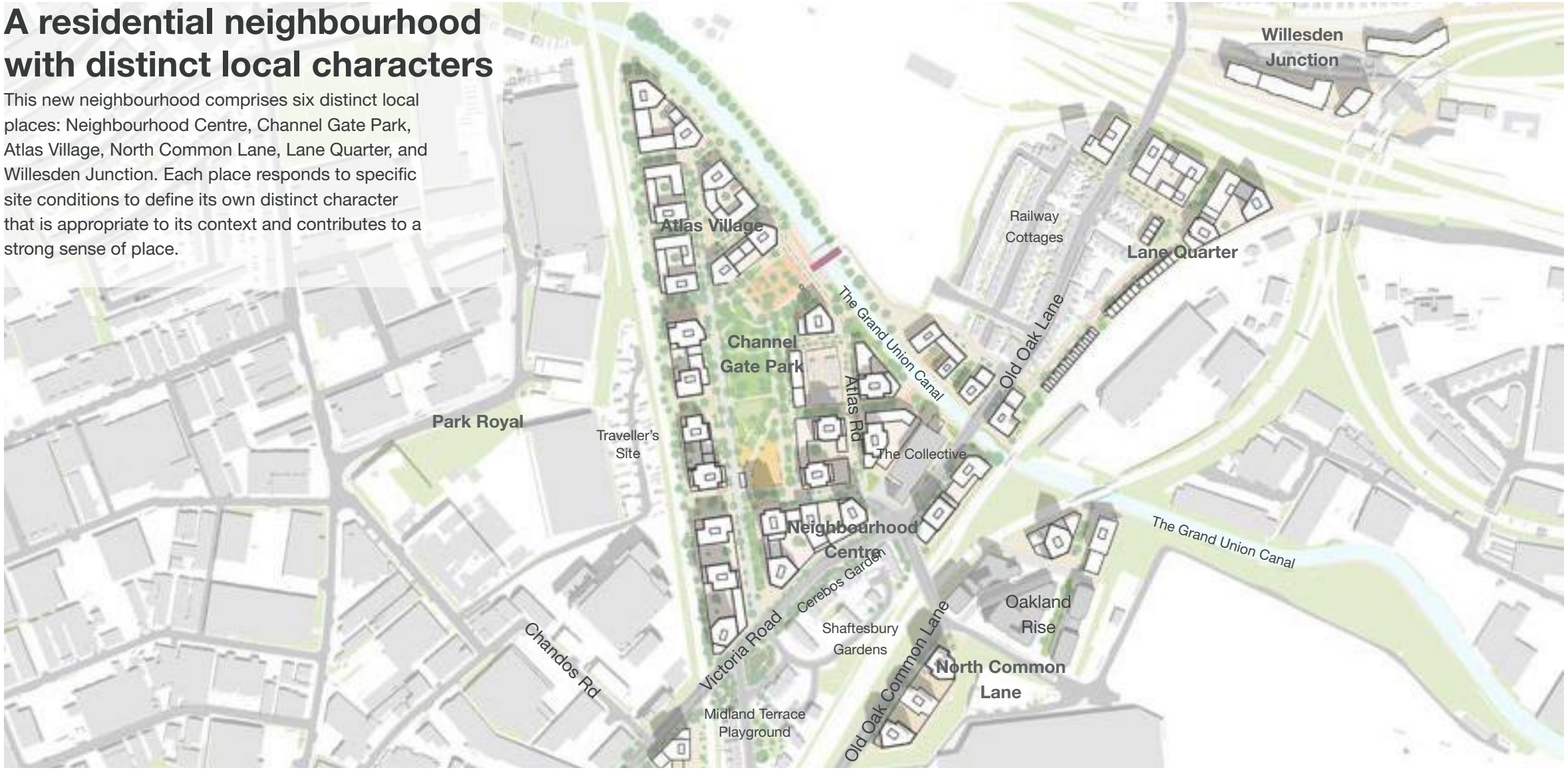


Old Oak Aerial, 2025

Photo © Google Earth © 2025 Airbus

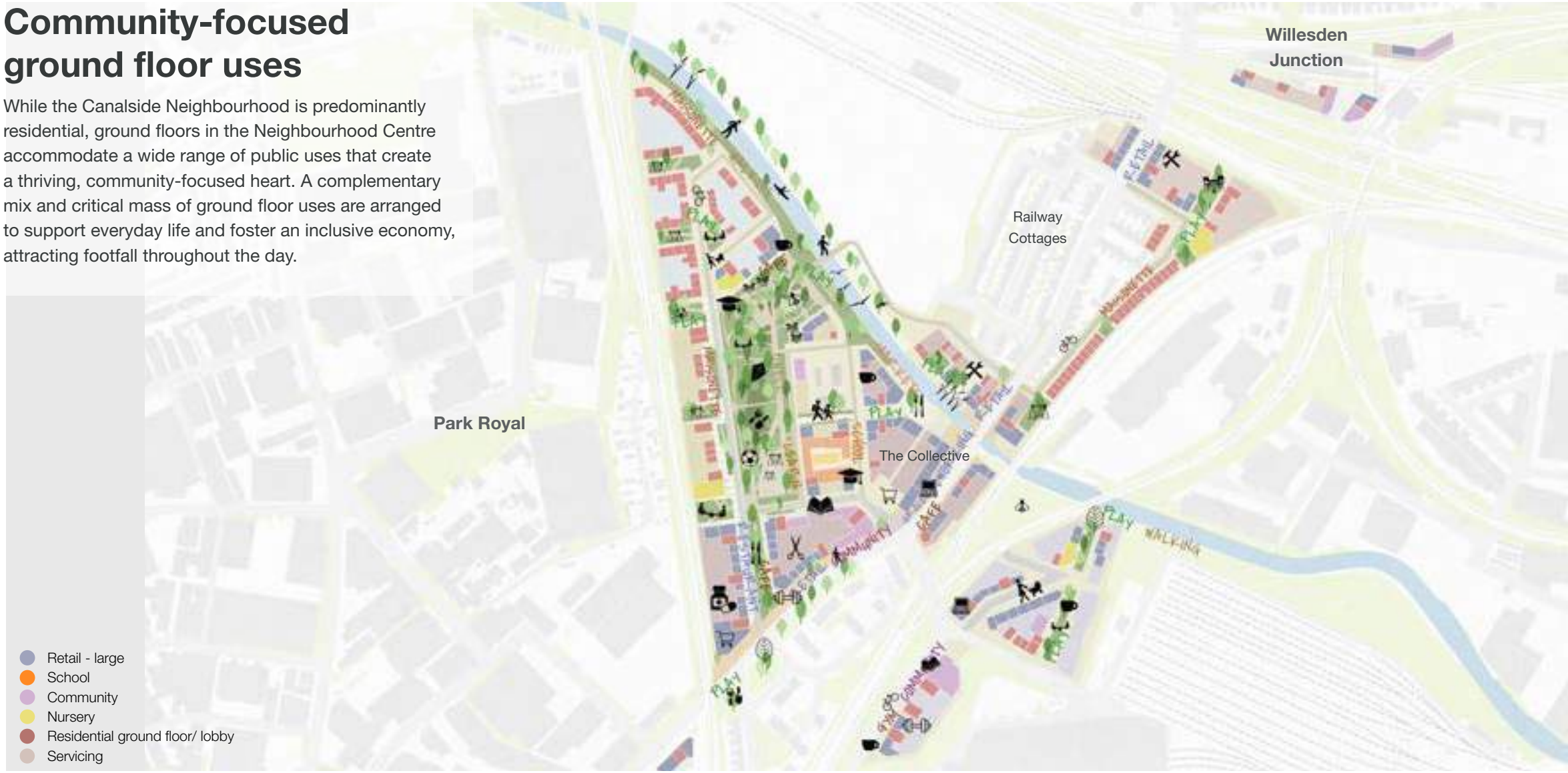
A residential neighbourhood with distinct local characters

This new neighbourhood comprises six distinct local places: Neighbourhood Centre, Channel Gate Park, Atlas Village, North Common Lane, Lane Quarter, and Willesden Junction. Each place responds to specific site conditions to define its own distinct character that is appropriate to its context and contributes to a strong sense of place.



Community-focused ground floor uses

While the Canalside Neighbourhood is predominantly residential, ground floors in the Neighbourhood Centre accommodate a wide range of public uses that create a thriving, community-focused heart. A complementary mix and critical mass of ground floor uses are arranged to support everyday life and foster an inclusive economy, attracting footfall throughout the day.



A Neighbourhood Centre that unifies the Mile, Cut and Canal

Defining character along the Mile

The Neighbourhood Centre is the relaxed yet bustling heart of the Canalside Neighbourhood. It provides amenities to support everyday life and focuses activity around the key corridors of the Old Oak Mile, the Common Cut and the Grand Union Canal.

This intensity of life translates into a townscape of carefully choreographed markers activating a series of public spaces along a lower, continuous parade.

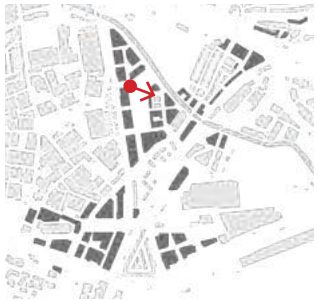




A critical mass of mixed uses in the Neighbourhood Centre

While buildings are predominantly residential, ground floors in the Neighbourhood Centre accommodate a wide range of public-facing and community-oriented uses.

A variety of commercial units line the frontages of Victoria Road, Old Oak Lane, entrances to Channel Gate Park and routes to and along the canal.





Establishing a high street character along the Mile

Arriving in the Neighbourhood Centre from the Town Centre, the entrance into Channel Gate is marked by a mid-rise tower forming a characterful corner of the Old Oak Mile.

A six storey datum is articulated by setbacks or building facade treatments with double-height non-residential active frontages. This promotes a positive, human-scale townscape relationship with Victoria Road.

A verdant character is amplified where Channel Gate Park meets Victoria Road, complementing landscape improvements on both sides of the Mile.





Connecting Atlas Junction to the canal with a two-sided high street

The section of Old Oak Lane between Atlas Junction and the canal offers a rare chance for a two-sided high street within the Canalside Neighbourhood. This provides the Neighbourhood Centre with a critical mass of ground-floor activity, coordinated with the Collective to deliver a vibrant mix of retail and community uses.

Set-back building lines will support continuous frontages while allowing space for planting, widened footways, and outdoor seating. Housing will be maximised, with height focused in the centre and stepping down towards the junction and canal. This respects the lower scale of the Mile, Shaftesbury Gardens, and the conservation area to the north, while relating to taller elements at Oaklands Rise. Alongside the Collective's co-living offer, new apartments and affordable homes will broaden housing choice and support a balanced community.



Marking Atlas Junction and the route via Atlas Road towards the canal

The tallest building at Atlas Junction defines a key arrival point into the Neighbourhood Centre, strengthening legibility and introducing active ground-level uses. The Illustrative Masterplan locates important social infrastructure here, including the community centre and school, creating a 'social front door.' This positioning allows people to engage with the community in both active and passive ways, reinforcing the Junction's role as a welcoming and inclusive threshold.





Stitching into Oaklands Rise at North Common Lane

Approaching the Neighbourhood Centre from the Common Cut, the route passes North Common Lane, linking to the Oaklands Rise development at the northern end of Old Oak Common Lane. From here, the Atlas Junction arrival marker is visible to the left, framing a backdrop to the embankment's lush planting. The single-sided character of the Cut is clear, with double-height frontages on the right providing continuity with Oaklands Rise. Together, they deliver a critical mass of ground-floor activity, creating an attractive, safe active travel route supported by passive surveillance.





A canalside address

Threading through four local places

The one kilometre stretch of the Grand Union Canal flowing through Old Oak and four local places in the Canalside Neighbourhood, from North Common Lane in the east, to the Neighbourhood Centre and Channel Gate Park, to Atlas Village in the west. Distinct treatment of ground floor building frontages and landscape give character to each of these places, unified by a common approach to height and massing.



Active and animated canal

At the intersection of the Mile and the canal, coordinated building corners, active frontages, and improved public realm on all sides – including the Collective – establish a welcoming focal point. Retail and generous spill-out spaces animate the towpath, while complementary uses and activity on the south side ensure both banks contribute. Together, these elements demonstrate how coordinated design can deliver an animated, balanced place that draws people to the water's edge.





Interface with Channel Gate Park

A trio of marker buildings frame the canal entrance and bridge crossing, creating a strong arrival space. Their scale balances the park's openness with the surrounding neighbourhood, while integrated landscaping and active frontages support play, biodiversity, and active travel, turning the canalside into a lively and welcoming threshold.





Atlas Village

The Illustrative Masterplan arranges a cluster of predominantly six-storey buildings around a triangular green pocket space, which is anchored by an informal social space with a cafe function. This establishes an intimate residential quarter with both park and canal frontages.

Low-traffic streets, defensible terraces, and front gardens create safe sociable spaces, while permeable links reinforce the canal as an active edge and community focus.





A parkside address

A new public space with distinct characters on each side

Channel Gate Park provides a new focal point for the Canalside Neighbourhood. More than just a local place that makes the most of parkside views, it also manages transitions in character from the Neighbourhood Centre to Atlas Village.

In doing so, architecture and landscape work together to give specificity to edges of this key public space and programming within the park.





The character of a safe, active and amply-lit park

Buildings are arranged to enclose the park and provide safety through passive surveillance, while taller elements are drawn to the corners to maximise sunlight and preserve generous sky views. The Illustrative Masterplan further introduces staggered frontages and varied massing to create an informal edge, while allowing landscaping to spill across the street to soften transitions. Ground-floor cafés and other active uses animate the clearing, reinforcing the park as an inclusive urban living room for the neighbourhood.





A destination local park

A permeable park at the heart of the neighbourhood that forms a new landscape connection from Victoria Road to the canal, with transitioning character from the Neighbourhood Centre to the water's edge.

As a local destination, Channel Gate Park will also attract residents of Harlesden.



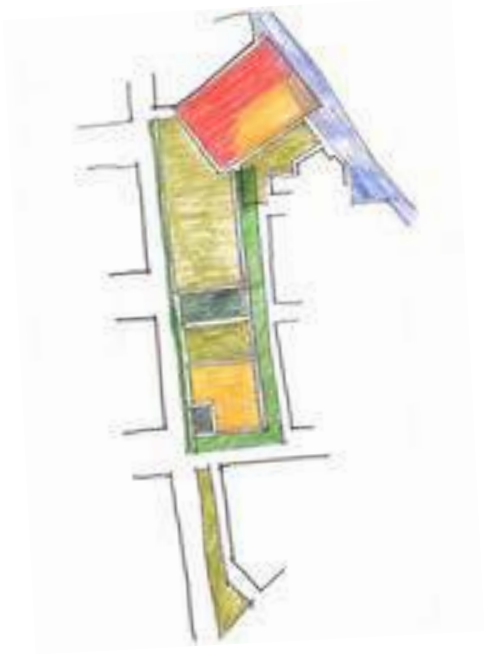


Programme

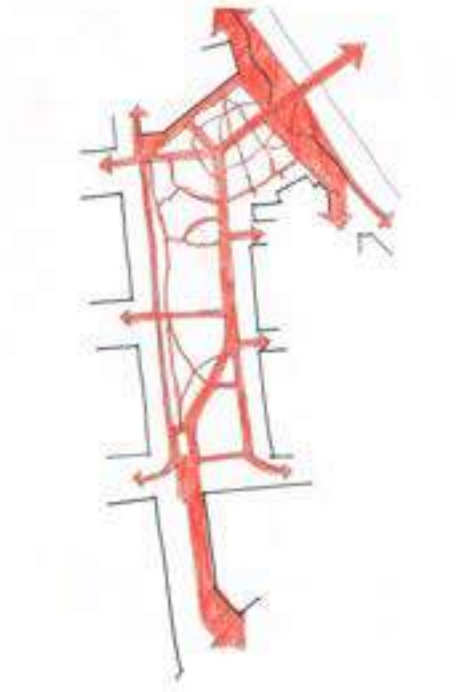
Historic industrial uses on the site of Channel Gate Park are echoed and reimagined as a characterful approach to programming. While play and a mix of other uses are structured using an efficient layout, an organic and sinuous movement network is overlaid to soften boundaries, aligning with potential desire lines.



Intensity of 1950s industrial land uses



Proposed programme

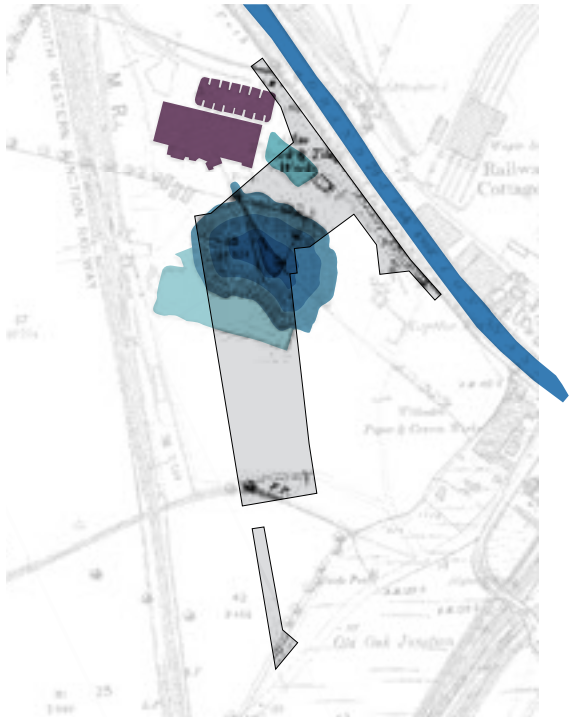


Proposed movement

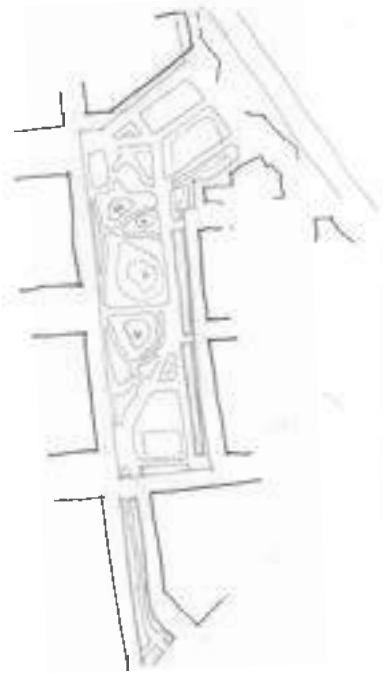
Topography and attenuation

The clay pits of the Victorian Atlas Tile and Brick Works provide inspiration for a landscape of flood resilience. The proposed topography integrates a sustainable urban drainage system that slows and controls water discharge to the canal. Once a century, flooding becomes a spectacle and areas between paths are designed to fill with water, transforming Channel Gate Park into functional wetland.

This is unprecedented in London and will make the park a destination that creatively communicates climate resilience.



1890s: Atlas Tile and Brick Works



Proposed topography



Proposed floodable landscape

Lane Quarter

Engaging sensitively and confidently with the Railway Cottages to form a cohesive quarter

By managing relationships carefully along the edge of the Old Oak Lane Conservation Area, Lane Quarter helps resolve severance issues with a coherent public realm and strategic use of height to step up towards taller areas north and south. The Illustrative Masterplan introduces a consistent four-storey shoulder facing the cottages, integrating terraced house and maisonette typologies to complement existing character. Development on the north bank of the canal unlocks new access to the waterfront, while new connections reinforce a local loop that stitches both sides of Old Oak Lane together, giving the area a confident, renewed identity.





A new public space and canal vista at the end of Goodhall Street

At the canal edge, buildings step down to meet the scale of the railway cottages, aligning with the urban grain and easing the transition from the Neighbourhood Centre. The Illustrative Masterplan shows this through a consistent four-storey shoulder with terraced house and maisonette typologies that complement local character. A gap at the southern end of Goodhall Street opens a new public space and canal vista, improving access and reinforcing identity.





Harlesden's staging post

At the bridge landing and northern entrance to Old Oak, a pair of marker buildings establish a clear staging post for Harlesden. Their active ground floors frame the approach, creating a townscape composition that sets the railway cottages against a new urban backdrop. A secondary moment of height terminates the eastward vista along Old Oak Lane from Goodhall Street, while the landmark tower at the Neighbourhood Centre remains visible in the distance to aid orientation.





Chapter 7

Delivering the vision

Grand Union Canal
Photo © Zute Lightfoot

Delivery

Development at Old Oak will be phased and brought forward over a long time period, so a comprehensive and strategic approach to the planning and delivery of Old Oak will be critical to ensure that the regeneration benefits across the whole masterplan area are realised.

There may be scope to extend the Masterplan Framework area to include additional sites where they would support the delivery of the vision for Old Oak and optimise regeneration benefits.

OPDC's Delivery Team will work with its future developer partner(s) to develop the approach to a number of sitewide strategies that will be developed alongside, and support, future development proposals and planning applications. These will include, but not be limited to, the following topics:

Planning

The Illustrative Masterplan illustrates one way the Spatial Principles and Development Parameters could be comprehensively achieved. However, it is recognised that this will evolve over time as further design and technical work is undertaken and to reflect specific development proposals. It is intended that the Illustrative Masterplan will be used to inform a cumulative development scenario for the Old Oak site within Environmental Statements, Transport Assessments and other supporting material for individual planning applications.

Phasing

Delivery of Old Oak will be phased. The approach to phasing will be developed to ensure the coordinated delivery of development and infrastructure, which contributes positively to the emerging community and place.

Housing

Old Oak will provide a diverse mix of tenures and typologies to meet local and strategic housing needs, including affordable housing. Given the scale of development, and to ensure development is viable, a sitewide portfolio approach to affordable housing delivery will be required.

Inclusive growth

The approach to delivering commercial and employment uses will be considered strategically to ensure that proposals support inclusive growth of Old Oak, as well as neighbouring Park Royal, and aligns with our Economic Vision.

Social infrastructure

Proposals for social infrastructure and community facilities including a primary school, health centre and leisure centre, will be developed on a sitewide basis to meet the needs of the proposed development.

Green infrastructure and public realm

The approach to the provision, programming and management of open spaces and public realm will be coordinated on a sitewide basis to ensure positive benefits to new and existing communities and wildlife.

Infrastructure

A sitewide approach to the delivery of infrastructure will be important to support phased development that is viable and mitigates the impact of proposed development. This will include new routes, bridges, utilities, transport, public realm and green infrastructure.

Estate management

The approach to estate management will be developed to take a long-term view to develop an estate that has sustainability and community at its core.

Meanwhile uses

A sitewide approach to meanwhile uses can bring early activation of sites and identity to Old Oak, ensuring beneficial use of plots for existing and new communities as longer-term development is built out.

Appendices



Illustrative Masterplan
Consideration against planning policy

Illustrative Masterplan V1.0

Illustrative Masterplan V1.0

Approximate Development Capacities

		UNITS
Homes	8,000	homes
Commercial and Community Space	200,000	sqm NIA



Consideration against planning policy

The Masterplan Framework and Illustrative Masterplan have both been prepared in the context of the statutory Development Plan, particularly in relation to the Local Plan and the Old Oak West SPD (noting that the latter, while not part of the statutory development plan, remains a material consideration). The following paragraphs outline the key policy deviations arising from the Masterplan Framework and Illustrative Masterplan.

The approach to delivering Old Oak Town Centre and the reduction in employment floorspace

- three commercial clusters are proposed in the Old Oak Town Centre, compared to a single commercial hub centred around the Old Oak Common Station identified in the Local Plan.
- approximately 185,000 sqm of commercial and community floorspace is being targeted, in the context of approximately 200,000 sqm of commercial and community floorspace sitewide. This is less than the relevant site allocations within the Local Plan which states a sitewide amount of 268,540sqm of non-residential floorspace.
- the approach to delivering Old Oak Town Centre and its employment floorspace has evolved since the adoption of the Local Plan, reflecting new site constraints, such as safeguarding for HS2 infrastructure and the proposed West London Orbital —as well as changes in market conditions and commercial considerations. This updated strategy supports lower commercial building heights and more diverse, flexible floorplates to better attract a broader range of sectors and occupiers.

The relocation of the proposed leisure centre to the Old Oak Town Centre from the Canalside neighbourhood (Channel Gate)

- the relocation of the proposed leisure centre follows feedback from service providers as well as commercial advice in improving the attractiveness of the Old Oak Town Centre for potential occupiers of the proposed commercial space. This will also support the viability of the leisure centre given the opportunities of the increased catchment and patronage. The Local Plan does not provide a specific location for the leisure centre, however, the Old Oak West SPD identifies Channel Gate as an illustrative location.

Tall buildings which exceed the range of building heights set out in the Local Plan

- the Masterplan Framework and Illustrative Masterplan propose a small number of tall buildings that exceed the current policy in terms of heights and locations. The approach to the location and distribution of building heights, including tall buildings is supported by a sitewide strategy and has sought to manage the total number of tall buildings across the masterplan area.
- the strategy has sought to create a considered sitewide approach to height, locating tall buildings in the Old Oak Town Centre, Neighbourhood Centre, and close to public transport, with lower-rise buildings at the Canalside Neighbourhood and using tall buildings to mark arrival points and long-distance views, including the Old Oak Common Station, North Acton and Harlesden and the proposed parks.

Consideration against planning policy

- this approach has enabled lower heights and reduced massing elsewhere in response to local context and to: provide more open space, limit overshadowing of the new parks and open spaces, provide more space between buildings to improve overlooking and daylight access, and to respond to sensitive adjacencies.

The inclusion of non-designated heritage assets at Victoria Terrace within the Masterplan Framework

- proposals include the demolition of 8-12 Victoria Terrace, which are Locally Listed Buildings (non-designated heritage assets).
- the redevelopment of Victoria Terrace will enable significant benefits in terms of place-making, public realm and connectivity as well as increase the number of new homes. In particular, the redevelopment of Victoria Terrace would support the delivery of Old Oak Mile within the Neighbourhood Centre by enabling a high-quality public realm and critical mass of ground floor uses at this prominent location.

The delivery of bridges differs from those identified in the Old Oak West SPD

- the proposed alignment of the East-West Bridge provides a more direct connection between the Old Oak South Park and Acton Wells Park than what is indicatively shown in the Local Plan and Old Oak West SPD, improving connectivity and reducing walking distances from Old Oak Common Station to the proposed Town Centre, North Acton and Park Royal.
- the Illustrative Masterplan proposes a three-span bridge which removes the need for pedestrians and cyclists crossing Old Oak Common Lane, improving safety as well as providing greater landscaping opportunities and aiding wayfinding and legibility.
- the proposal also enables a more effective interchange with the potential future Old Oak Common Lane, Mildmay line and West London Orbital station. The proposed bridge alignment would reduce the impact on Midland Terrace, but would have a greater impact on Wells House Road, including the demolition of a small number of adjacent properties. Proposals for minimising and mitigating amenity impacts along Wells House Road include a new pocket park with a planted buffer zone and landscaping.
- due to site constraints, the location of the proposed Channel Gate Bridge differs slightly from the indicative location in the Local Plan and Old Oak West SPD, however, the location is only indicative recognising that its future delivery will need to respond to specific constraints.
- the Local Plan and Old Oak West SPD identify a new bridge connecting to North Acton Station from Acton Wells West. The Masterplan Framework and Illustrative Masterplan do not include the bridge but does not preclude its future delivery by others. Analysis has been undertaken of movement and journey times as well as site constraints and it was concluded that the benefits associated with the delivery of a new bridge are negligible. Instead, public realm improvements are proposed to Victoria Road and Chase Road to create a high quality and safe pedestrian and cycle connections between North Acton Station, Old Oak Common Station and Park Royal.